

List of meeting materials

Working Group Meeting #8

July 30, 2018, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

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Agenda

Working Group Meeting #8

July 30, 2018, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway
Lewes, DE 19958

1. Introduction: Andrew Bing, Kramer & Associates
 - Welcome
 - Summary of notebook materials
 - Approval of July 23, 2018 meeting minutes
2. Voting to determine which ideas/approaches become recommendations of the Working Group
3. Public comment
4. Adjourn



Working Group Meeting #8

July 30, 2018



**Regional
Systems
Planning**



Agenda

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- **Introduction**
- **Discussion and voting on ideas/approaches**
- **Public comment**

Introduction

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- **Welcome**
- **Summary of notebook materials**
 - Agenda
 - Presentation
 - Draft minutes of July 23 working group meeting
 - List of upcoming meetings
 - Public comments received
- **Approval of July 23, 2018 meeting minutes**

VOTING



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Systems
Planning**



Public comment

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Thank you for your participation!

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Next meeting
PUBLIC WORKSHOP
Monday, August 27, 2018
4:00-7:00 pm
Beacon Middle School

Jenn Cinelli-Miller

Project Planner

Delaware Department of Transportation

302.760.2549

jennifer.cinelli@state.de.us



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Meeting Minutes

Working Group Meeting #7

July 23, 2018, 6:00 pm
Beacon Middle School
19483 John J. Williams Highway, Lewes, DE 19958

Members present:

I.G. Burton
George Cole
Robert Fischer
Dennis Forney
Scott Green
R. Keller Hopkins
Christian Hudson
DJ Hughes
Todd Lawson
Sen. Ernesto B. Lopez
Lloyd Schmitz
Rep. Steve Smyk
Josh Thomas
Ann Marie Townshend
Gail Van Gilder

Members absent:

Rep. Peter Schwartzkopf

There were 256 members of the public in attendance. Names of those who signed in are listed at the end of these notes. The number of people exceeded the fire code maximum capacity of the room and some people were required to stay outside the room. As seats became available during the meeting, more members of the public were invited into the room.

Andrew Bing asked the public to raise their hands if they had attended a previous meeting. The great majority had. Andrew reminded everyone that the meeting is designed for the Working Group process, although the public will have the opportunity to comment at the end of the meeting. Andrew summarized the Working Group process and noted that tonight's meeting was to begin voting on the list of 103 ideas put forward by individuals in Working Group and by the



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public. He explained that ideas that receive a majority of “Yes” votes from the members in attendance will be carried forward to DeIDOT as recommendations of the Working Group. A second public workshop will be held August 27 to inform the public on the Working Group’s recommendations and to allow public input on which of the recommendations should be prioritized by DeIDOT. In September the Working Group will prioritize the ideas, and the final meeting will be held in October. Andrew noted that the public can see all documents and information related to the Five Points Transportation Study by going to the Five Points website.

Andrew advised the public that the voting at this meeting will not go past idea #60, and may not even reach as far as idea #60.

Andrew welcomed the members of the Working Group. Lloyd Schmitz moved and Sen. Lopez seconded a motion to approve the minutes of the June, 25, 2018 meeting. In discussion, DJ Hughes said that a comment made by a resident that the railroad was 25 feet from their property is not accurate, because the railroad right of way is 33 feet from the center line of the former tracks. The minutes do not include that comment. Andrew noted that the public comments in the minutes are not word-for-word transcripts but are summarized. (Project team note: DJ also referred to Comment #6 of the Public Comments Received Since the Last Working Group Meeting in the meeting packet; those comments are copied as written but are not part of the meeting minutes.) The minutes of the June 25, 2018 Working Group meeting were approved by a vote of 12 – 0 – 2 (Yes – No – Abstain).

Andrew described the materials in the meeting packet. He notified the Working Group that Linda Best has resigned from the Working Group because of inability to attend meetings. That reduces the number of members to 16. Going forward, a quorum of nine members must be present in order to hold a meeting.

Andrew referred to the list of ideas in the meeting packet that shows the estimated timeframe, cost and impacts for each idea. The list also shows a potential responsible party or parties for each idea. The project team determined that those parties may have an interest in the implementation of the ideas. Andrew made a statement that with the exception of DeIDOT, groups or agencies listed as responsible parties are for discussion purposes only and have not accepted responsibility for implementing the idea(s).

The voting process began with a test question to ensure that all equipment was functioning properly. Members used hand-held devices to record their vote on each idea (1 = Abstain, 2 = No, 3 = Yes). Members also had the option to recuse themselves from a vote by stepping away from the table. The results of each vote



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were displayed on the screen for the Working Group and the public to see. As a backup to the voting software, results were recorded manually and photos were taken of the screens after each vote. The required minimum number of “Yes” votes was eight in order for the idea to be carried forward as a recommendation of the Working Group, given the number of members present (14 at the start of the meeting). If a member recused himself or herself from a vote, that member did not count toward the number of members present for that vote.

The voting at this meeting covered idea #1 through idea #50. The vote process was paused after the vote on idea #33 and the meeting was opened to public comment to reduce the waiting time for the opportunity to speak. For purposes of the minutes, the public comments are listed at the end of the voting results.

Bob Fischer asked as a point of order whether it was necessary to have a motion for each idea, or whether the working group could move to consider all ideas and then just vote on each. Andrew replied that each individual idea must have a motion and second in order to go to a vote.

1. **Identify locations in the study area where bike parking can be provided**

Scott Green moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: Todd Lawson
- Abstain: None
- Not present: George Cole, Rep. Schwartzkopf

By a vote of 13-1, the motion carried. Idea #1 will move forward as a recommendation of the Working Group.

2. **Require bike parking as a condition of certain new developments**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion. Christian Hudson recused himself. The number of voting members was 13, and the number of “Yes” votes required to pass was 7.



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- Yes: Scott Green, Keller Hopkins, DJ Hughes, Todd Lawson, Lloyd Schmitz, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: I.G. Burton, Bob Fischer, Dennis Forney, Sen. Lopez, Rep. Smyk
- Abstain: None
- Recused: Christian Hudson
- Not present: George Cole, Rep. Schwartzkopf

By a vote of 8-5, the motion carried. Idea #2 will move forward as a recommendation of the Working Group.

3. **Identify locations for public restroom access**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

Discussion: DJ Hughes asked where this applies, and did it apply to trails. Also, how does idea relate to transportation? Andrew responded that every idea was not specifically for an improvement to transportation. Project team note: The original idea from the public was “More bike supportive facilities – restrooms, parking”. In the Working Group small group process this was broken into three separate ideas: #1, #2, and #3.

- Yes: Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Sen. Lopez, Rep. Smyk
- No: I.G. Burton, Christian Hudson, DJ Hughes, Todd Lawson, Lloyd Schmitz, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- Abstain: None
- Not present: George Cole, Rep. Schwartzkopf

By a vote of 6-8, the motion failed. Idea #3 will **NOT** move forward as a recommendation of the Working Group.

4. **Study the feasibility and anticipated effectiveness of modifying signage, starting in Milford, to encourage through drivers (to points outside the Route 1 corridor between Lewes and Dewey Beach) to use Route 113, Route 5, Route 23, etc.**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.



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- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: Christian Hudson
- Abstain: None
- Not present: George Cole, Rep. Schwartzkopf

By a vote of 13-1, the motion carried. Idea #4 will move forward as a recommendation of the Working Group.

5. **Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

- Yes: I.G. Burton, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: Bob Fischer
- Abstain: None
- Not present: George Cole, Rep. Schwartzkopf

By a vote of 13-1, the motion carried. Idea #5 will move forward as a recommendation of the Working Group.

George Cole arrived, bringing the number of members present to 15. Eight “Yes” votes are still required in order for an idea to be carried forward as a recommendation.

6. **Study the feasibility of a barrier in the median of Route 1 to deter pedestrian crossings at inappropriate locations**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. I.G. Burton seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Scott Green, DJ Hughes, Todd Lawson, Rep. Smyk, Josh Thomas, Ann Marie Townshend



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- No: Dennis Forney, Keller Hopkins, Christian Hudson, Sen. Lopez, Lloyd Schmitz, Gail Van Gilder
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 9-6, the motion carried. Idea #6 will move forward as a recommendation of the Working Group.

7. **Study frequency and causes of emergency vehicle preemption and make recommendations to balance emergency vehicle access with traveler mobility**

Scott Green moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: George Cole, Dennis Forney, Scott Green, Keller Hopkins, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: I.G. Burton, Bob Fischer, Christian Hudson, Todd Lawson
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 11-4, the motion carried. Idea #7 will move forward as a recommendation of the Working Group.

8. **Develop a plan for grid road patterns where land is available, working with property owners and developers, including a series of roads that connect Route 9, Route 23, and Route 24 between Plantation Road and Dairy Farm Road**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion. Christian Hudson recused himself. The number of voting members was 14, and the number of “Yes” votes required to pass was 8.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: None
- Abstain: None
- Recused: Christian Hudson



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- Not present: Rep. Schwartzkopf

By a vote of 14-0, the motion carried. Idea #8 will move forward as a recommendation of the Working Group.

9. (Original wording) **Develop a process for constituents to request transportation improvements**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.

Discussion: DJ Hughes proposed that the wording should be “Develop a better process...” since there is already some process. Sen. Lopez agreed. Requests are now made in various ways. Constituents often come up to him when he is out in public and ask for improvements. While these requests will always be considered, it is important to have a uniform, statewide, transparent process.

The working group members present unanimously approved the wording change.

9. (Reworded) **Develop a better process for constituents to request transportation improvements**

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: None
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 15-0, the motion carried. Idea #9 will move forward as a recommendation of the Working Group.

10. **Introduce legislation allowing speed cameras**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. DJ Hughes seconded the motion. Josh Thomas recused himself, noting that DeIDOT does not believe it is appropriate for the agency to vote on ideas that require introducing legislation. The number of voting members was 14, and the number of “Yes” votes required to pass was 8.



Discussion: Josh Thomas indicated that he would recuse himself on this vote because it involves legislation, and legislation has implications statewide, not just in the Five Points area. Josh noted he would be recusing himself on all votes that involve legislation for that reason. Todd Lawson asked whether speed cameras are not already allowed. Josh Thomas confirmed that speed cameras are not allowed in Delaware.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Scott Green, Sen. Lopez, Lloyd Schmitz, Ann Marie Townshend
- No: George Cole, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Rep. Smyk, Gail Van Gilder
- Abstain: None
- Recused: Josh Thomas
- Not present: Rep. Schwartzkopf

By a vote of 7-7, the motion failed. Idea #10 will **NOT** move forward as a recommendation of the Working Group.

11. **Improve the Canary Creek bridge on New Road to reduce flooding**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: None
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 15-0, the motion carried. Idea #11 will move forward as a recommendation of the Working Group.

12. **Limit non-resident vehicles in some areas**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Scott Green seconded the motion.

Discussion: Gail Van Gilder asked for an example of where this might apply. Andrew replied that it is a general idea and if this became a recommendation specific locations would then need to be determined.



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- Yes: Scott Green, Sen. Lopez
- No: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 2-13, the motion failed. Idea #12 will **NOT** move forward as a recommendation of the Working Group.

13. **Evaluate the benefits and costs of providing more smaller buses, ideally open-air during peak season**

Gail Van Gilder moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.

- Yes: I.G. Burton, Dennis Forney, Scott Green, Sen. Lopez, Lloyd Schmitz, Josh Thomas, Gail Van Gilder
- No: George Cole, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Rep. Smyk, Ann Marie Townshend
- Abstain: Bob Fischer
- Not present: Rep. Schwartzkopf

By a vote of 7-7-1, the motion failed. Idea #13 will **NOT** move forward as a recommendation of the Working Group.

14. **Incorporate more walkable, bikeable, mixed-use town centers into the comprehensive plan**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Scott Green seconded the motion.

- Yes: I.G. Burton, George Cole, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: None
- Abstain: Bob Fischer
- Not present: Rep. Schwartzkopf



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By a vote of 14-0-1, the motion carried. Idea #14 will move forward as a recommendation of the Working Group.

15. **Study relaxed height limits as part of the comprehensive plan to increase density**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion.

- Yes: I.G. Burton, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Rep. Smyk, Josh Thomas
- No: George Cole, Lloyd Schmitz, Ann Marie Townshend, Gail Van Gilder
- Abstain: Bob Fischer
- Not present: Rep. Schwartzkopf

By a vote of 10-4-1, the motion carried. Idea #15 will move forward as a recommendation of the Working Group.

16. (Original wording) **Consider noise and lighting impacts of major transportation project recommendations per regulations**

Bob Fischer moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion.

Discussion: DJ Hughes noted that this is already being done and regulations exist. The idea originally came from Bob Fischer, and Bob asked to hear from DeIDOT whether regulations exist. Josh Thomas confirmed that they do and DeIDOT does consider noise and lighting impacts. Gail Van Gilder asked to see the regulations so she would know what she was voting on. Andrew responded that the idea was not trying to change DeIDOT regulations but to focus on them more strongly. Bob Fischer agreed and proposed a change in wording to say “Increase the importance of considering noise and lighting impacts...”

The working group members present agreed by a vote of 14-0-1 to the wording change.

16. (Reworded) **Increase the importance of considering noise and lighting impacts of major transportation project recommendations per regulations**

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Gail Van Gilder
- No: Keller Hopkins, Todd Lawson, Josh Thomas
- Abstain: Ann Marie Townshend
- Not present: Rep. Schwartzkopf

By a vote of 11-3-1, the motion carried. Idea #16 will move forward as a recommendation of the Working Group.

17. **Identify all locations in the study area with poor drainage and make recommendations for potential inclusion in the Capital Transportation Program or developer requirements**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion. Christian Hudson recused himself. The number of voting members was 14, and the number of “Yes” votes required to pass was 8.

- Yes: Bob Fischer, Dennis Forney, Scott Green, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Gail Van Gilder
- No: I.G. Burton, George Cole, Keller Hopkins, Todd Lawson, Ann Marie Townshend
- Abstain: Josh Thomas
- Recused: Christian Hudson
- Not present: Rep. Schwartzkopf

By a vote of 8-5-1, the motion carried. Idea #17 will move forward as a recommendation of the Working Group.

18. (Original wording) **Consider modifications to the Development Coordination Manual that require or encourage roundabouts at new subdivision entrances**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. I.G. Burton seconded the motion. Christian Hudson recused himself. The number of voting members was 14, and the number of “Yes” votes required to pass was 8.

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Discussion: Dennis Forney recommended modifying the wording to change the word “that” to “to”. This change was made without a vote since no one objected and the change is minimal.

18. (Reworded) **Consider modifications to the Development Coordination Manual to require or encourage roundabouts at new subdivision entrances**

- Yes: Dennis Forney, Scott Green, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Josh Thomas
- No: I.G. Burton, George Cole, Bob Fischer, Keller Hopkins, DJ Hughes, Rep. Smyk, Ann Marie Townshend, Gail Van Gilder
- Abstain: None
- Recused: Christian Hudson
- Not present: Rep. Schwartzkopf

By a vote of 6-8, the motion failed. Idea #18 will **NOT** move forward as a recommendation of the Working Group.

19. **Study the feasibility of converting existing development entrance intersections to roundabouts**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

- Yes: Dennis Forney, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Gail Van Gilder
- No: I.G. Burton, George Cole, Bob Fischer, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Ann Marie Townshend
- Abstain: Scott Green
- Not present: Rep. Schwartzkopf

By a vote of 6-8-1, the motion failed. Idea #19 will **NOT** move forward as a recommendation of the Working Group.

20. **Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes**

Scott Green moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.



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- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: None
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 15-0, the motion carried. Idea #20 will move forward as a recommendation of the Working Group.

21. (Original wording) **Bring in nationally recognized planners and engineers to provide creative ideas to make sure improvements are aesthetically pleasing**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Gail Van Gilder seconded the motion.

Discussion: Gail Van Gilder said this was her idea and the wording had been changed so it did not capture what she meant. She said it is important to draw on new and creative ideas from other parts of the country. Revised wording was proposed, and the working group members agreed unanimously to the revised wording.

21. (Reworded) **Bring in nationally recognized planners and engineers to provide new, creative and context sensitive ideas that draw from examples in other parts of the country**

- Yes: I.G. Burton, George Cole, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, Todd Lawson, Rep. Smyk, Gail Van Gilder
- No: Bob Fischer, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Josh Thomas, Ann Marie Townshend
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 9-6, the motion carried. Idea #21 will move forward as a recommendation of the Working Group.



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22. **Study the feasibility of eliminating unsignalized crossovers on Route 1**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.

Discussion: DJ Hughes stated his intent was to have unsignalized crossovers (Cave Neck Road, Minos Conaway) replaced with grade separations. Jeff Rieger clarified that this idea applies to crossovers within the study area. The idea is for unsignalized crossovers to be signalized or removed.

- Yes: George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: I.G. Burton, Gail Van Gilder
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 13-2, the motion carried. Idea #22 will move forward as a recommendation of the Working Group.

23. **Identify potential connections to and from the Lewes Transit Center**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: Todd Lawson
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 14-1, the motion carried. Idea #23 will move forward as a recommendation of the Working Group.

24. **Consider expanding town limits to Route 1 through annexation in order to allow towns to have more direct input on land connecting town and Route 1**

Scott Green moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion.

- Yes: Dennis Forney, Scott Green, Sen. Lopez, Lloyd Schmitz, Ann Marie Townshend, Gail Van Gilder
- No: I.G. Burton, George Cole, Bob Fischer, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Rep. Smyk
- Abstain: Josh Thomas
- Not present: Rep. Schwartzkopf

By a vote of 6-8-1, the motion failed. Idea #24 will **NOT** move forward as a recommendation of the Working Group.

25. **Review the need for grade separating or restricting crossings between Frederica and Lewes before eliminating signals in this area**

DJ Hughes moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion. Christian Hudson recused himself. The number of voting members was 14, and the number of “Yes” votes required to pass was 8.

Discussion: Bob Fischer stated that DeIDOT has already looked at this and money is approved for capital projects. He questioned why the Working Group needed to vote on this. DJ Hughes stated that before removing the signal at Route 1 and Route 16, grade separations should be in place at Cave Neck Road and at Minos Conaway to prevent safety problems. DJ questioned the results of DeIDOT studies that conclude gaps in traffic on Route 1 at Cave Neck Road will not be affected by removing the signal at Route 16. He asked for grade separations at Cave Neck Road and at Minos Conaway to be constructed first. Josh Thomas stated that the Route 1 and Route 16 grade-separated intersection project is currently in design phase and DeIDOT has started acquiring right of way. He added that construction funding is programmed in the Capital Transportation Program (CTP). The discussion about postponing the Route 16 project continued and Josh added that DeIDOT is still recording fatalities at that location. DJ responded that crashes at Minos Conaway are worse than crashes at Route 16. Andrew noted that details such as relative numbers of crashes won't be available to the Working Group.

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Andrew responded that for the purposes of this vote, the wording of the idea does capture DJ's intent.

- Yes: I.G. Burton, Dennis Forney, Scott Green, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Gail Van Gilder
- No: George Cole, Bob Fischer, Keller Hopkins, Josh Thomas
- Abstain: Ann Marie Townshend
- Recused: Christian Hudson
- Not present: Rep. Schwartzkopf

By a vote of 9-4-1, the motion carried. Idea #25 will move forward as a recommendation of the Working Group.

26. **Study potential locations and designs for aesthetically pleasing gateways to coastal Sussex County**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion.

- Yes: I.G. Burton, George Cole, Dennis Forney, Keller Hopkins, DJ Hughes, Todd Lawson, Sen. Lopez, Rep. Smyk, Ann Marie Townshend, Gail Van Gilder
- No: Bob Fischer, Christian Hudson, Lloyd Schmitz, Josh Thomas
- Abstain: Scott Green
- Not present: Rep. Schwartzkopf

By a vote of 10-4-1, the motion carried. Idea #26 will move forward as a recommendation of the Working Group.

27. **Conduct capacity analyses at study area intersections to identify the need for turn lanes**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

Discussion: DJ Hughes proposed eliminating the word "capacity" since other analyses such as volume analyses are also used to determine need for left turn lanes. Jeff Riegner responded for the project team that analyses to determine whether turn lanes are needed are very clear for DeIDOT to understand based on the original wording, so there is no need to modify the statement. DJ was satisfied with the response.



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- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: None
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 15-0, the motion carried. Idea #27 will move forward as a recommendation of the Working Group.

28. **Identify the costs and benefits of dedicated Nassau Commons Boulevard to public use**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Dennis Forney seconded the motion.

Discussion: Gail Van Gilder asked where Nassau Commons Boulevard is, and the location was explained. DJ Hughes stated that this idea is voting to take land out of property owners' hands. Andrew responded that the idea is simply to identify the costs and benefits.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas
- No: Keller Hopkins, Christian Hudson, DJ Hughes, Gail Van Gilder
- Abstain: Ann Marie Townshend
- Not present: Rep. Schwartzkopf

By a vote of 10-4-1, the motion carried. Idea #28 will move forward as a recommendation of the Working Group.

29. **Evaluate the potential transportation benefits, costs, and impacts of a new road connecting Route 1 north of Five Points and the Vineyards**

George Cole moved to consider this idea as a recommendation of the Working Group. Scott Green seconded the motion.

Discussion: DJ Hughes asked whether vacant land was available for this road, or will private land need to be taken? Christian Hudson asked whether the idea is just a general idea or whether there is a particular



location for the road. Andrew responded it is a general idea. All those questions would need to be answered as part of the evaluation. Bob Fischer advised that Working Group members should take the costs of an idea into account as they make recommendations. Idea #29 would cost about \$2 million dollars just to do the study. Andrew responded that estimated costs and impacts were provided to the Working Group for informational purposes, but the fact that an idea has a high cost is not intended to discourage the idea.

- Yes: I.G. Burton, George Cole, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: Sen. Lopez
- Abstain: Bob Fischer
- Not present: Rep. Schwartzkopf

By a vote of 13-1-1, the motion carried. Idea #29 will move forward as a recommendation of the Working Group.

30. **Revisit and consider feasibility of recommendations from 2003 SR 1 Land Use and Transportation Study**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Sen. Lopez, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: George Cole, Todd Lawson, Lloyd Schmitz, Rep. Smyk
- Abstain: I.G. Burton
- Not present: Rep. Schwartzkopf

By a vote of 10-4-1, the motion carried. Idea #30 will move forward as a recommendation of the Working Group.

31. **Consider modifications to land development requirements and/or the Development Coordination Manual to require developments of a certain size to contribute to shuttle services**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Scott Green seconded the motion. Christian Hudson

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recused himself. The number of voting members was 14, and the number of “Yes” votes required to pass was 8.

Discussion: DJ Hughes said that all developments coordinate with DART. In some cases the development will provide a shelter or a pullover. DJ asked whether this idea is about requiring a monetary contribution. Andrew responded that it appears to simply call for study to see how development coordination with transit can be strengthened, but that the person who proposed the idea may be able to describe it further. There was no further discussion.

- Yes: Scott Green, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Gail Van Gilder
- No: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Todd Lawson, Ann Marie Townshend
- Abstain: None
- Recused: Christian Hudson
- Not present: Rep. Schwartzkopf

By a vote of 7-7, the motion failed. Idea #31 will **NOT** move forward as a recommendation of the Working Group.

32. **Continue to improve traffic signal phasing, timing and coordination using real time monitoring and control technologies**

Bob Fischer moved to consider this idea as a recommendation of the Working Group. Scott Green seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: None
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 15-0, the motion carried. Idea #32 will move forward as a recommendation of the Working Group.



33. **Consider using tax credits or similar incentives to encourage developers to plan for interconnections with other developments**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion. Christian Hudson recused himself. The number of voting members was 14, and the number of “Yes” votes required to pass was 8.

Discussion: Ann Marie Townshend said she did not know why they should be voting on incentives rather than requirements. Josh Thomas clarified that these are two separate approaches to the same goal (see idea #34).

- Yes: Scott Green, Keller Hopkins, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas
- No: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, DJ Hughes, Todd Lawson, Ann Marie Townshend, Gail Van Gilder
- Abstain: None
- Recused: Christian Hudson
- Not present: Rep. Schwartzkopf

By a vote of 6-8, the motion failed. Idea #33 will **NOT** move forward as a recommendation of the Working Group.

34. **Require new developments to plan for interconnections to any future development areas and monitor to ensure implementation**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion. Christian Hudson recused himself. The number of voting members was 14, and the number of “Yes” votes required to pass was 8.

- Yes: I.G. Burton, George Cole, Dennis Forney, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: Bob Fischer, Keller Hopkins
- Abstain: Scott Green
- Recused: Christian Hudson
- Not present: Rep. Schwartzkopf

By a vote of 11-2-1, the motion carried. Idea #34 will move forward as a recommendation of the Working Group.

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35. **Use an app to warn people of congestion on Route 1 and recommend alternative routes**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. George Cole seconded the motion.

Discussion: DJ Hughes noted that DeIDOT has an app and there are also other apps. Gail Van Gilder said usage of the apps can be greatly improved by educating the public about their existence and how to use. Bob Fischer noted that DeIDOT sends data to all of the commercial mapping applications that Ford, GM and others use in their products so everyone who has a mapping program in their vehicle would have access to that information.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Todd Lawson, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend, Gail Van Gilder
- No: Scott Green, Christian Hudson, DJ Hughes, Sen. Lopez, Josh Thomas
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 10-5, the motion carried. Idea #35 will move forward as a recommendation of the Working Group.

36. **Identify locations where trees can safely be planted within the right of way**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

Discussion: Gail Van Gilder stated it is not accurate to say that trees in the right of way are unsafe. DJ Hughes asked whether the idea should reference clear zone standards, because not all roads will have sufficient right of way to meet clear zone standards. Ann Marie Townshend suggested changing the wording from “trees” to “landscaping”. Dennis Forney, whose idea this is, preferred to keep the original wording. No change was made.

- Yes: I.G. Burton, George Cole, Dennis Forney, Scott Green, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Ann Marie Townshend, Gail Van Gilder



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- No: Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Josh Thomas
- Abstain: Bob Fischer
- Not present: Rep. Schwartzkopf

By a vote of 9-5-1, the motion carried. Idea #36 will move forward as a recommendation of the Working Group.

37. **Limit traffic flow over the Indian River Inlet Bridge**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Scott Green seconded the motion.

- Yes: Scott Green
- No: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 1-14, the motion failed. Idea #37 will **NOT** move forward as a recommendation of the Working Group.

38. **Study the feasibility of lengthening the southbound acceleration lane on Route 1 at Minos Conaway Road**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

Discussion: Ann Marie Townshend noted that this is already part of the Minos Conaway project. DJ Hughes said this idea is for a short-term improvement until Minos Conaway is built.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: Todd Lawson, Sen. Lopez
- Abstain: None
- Not present: Rep. Schwartzkopf



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By a vote of 13-2, the motion carried. Idea #38 will move forward as a recommendation of the Working Group.

39. **Study the feasibility of a fare free bus zone subsidized by Route 1 merchants**

Dennis Forney moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion. Christian Hudson recused himself. The number of voting members was 14, and the number of “Yes” votes required to pass was 8.

Discussion: Gail Van Gilder said she is familiar the fare-free zone concept, such as in Cape May. But why should it be subsidized by Route 1 merchants? DJ Hughes asked whether the contribution would be voluntary or apply to all existing merchants. Andrew responded that the idea is not fleshed out to that level of detail.

- Yes: Dennis Forney, Scott Green, Sen. Lopez, Rep. Smyk, Ann Marie Townshend
- No: I.G. Burton, George Cole, Bob Fischer, Keller Hopkins, DJ Hughes, Todd Lawson, Lloyd Schmitz
- Abstain: Josh Thomas, Gail Van Gilder
- Recused: Christian Hudson
- Not present: Rep. Schwartzkopf

By a vote of 5-7-2, the motion failed. Idea #39 will **NOT** move forward as a recommendation of the Working Group.

40. **Extend limited-access Route 1 from Dover through the Route 113 corridor into Maryland**

Lloyd Schmitz moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.

Discussion: Josh Thomas stated that in the past DeIDOT performed extensive research and public outreach for this idea. There was limited support for a fully limited access corridor. Bob Fischer said he has spoken to legislators and others, and based on what he has found out he offered to withdraw his idea. Andrew said the vote will occur but Working Group members can consider Bob’s statement when voting.

- Yes: I.G. Burton, Scott Green



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- No: George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 2-13, the motion failed. Idea #40 will **NOT** move forward as a recommendation of the Working Group.

41. **Identify publicly- and privately-owned land in the study area that may be used for trails**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Ann Marie Townshend seconded the motion.

Discussion: Christian Hudson asked whether this would involve acquisition of privately owned land. Andrew responded that if a desirable trail connection involved private land, it would be looked at to see if it could be acquired for a trail. If public land, it would just involve the assessment to see whether there should be a trail.

- Yes: I.G. Burton, Bob Fischer, Dennis Forney, Scott Green, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: George Cole, Keller Hopkins, Todd Lawson
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 12-3, the motion carried. Idea #41 will move forward as a recommendation of the Working Group.

42. **Evaluate Tulip Drive connection to Route 1 as part of the Minos Conaway Road grade separation project**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

Discussion: DJ Hughes asked isn't this already occurring. The answer is yes. DJ noted that additional cost should not be associated with this idea if it is already part of the project.



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- Yes: I.G. Burton, George Cole, Dennis Forney, Christian Hudson, DJ Hughes, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: Bob Fischer, Keller Hopkins, Todd Lawson, Sen. Lopez, Lloyd Schmitz
- Abstain: Scott Green
- Not present: Rep. Schwartzkopf

By a vote of 9-5-1, the motion carried. Idea #42 will move forward as a recommendation of the Working Group.

43. **Study the feasibility of signing and/or pavement markings that will improve bicyclist comfort turning left from Dartmouth Drive onto Route 1**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: Sen. Lopez
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 14-1, the motion carried. Idea #43 will move forward as a recommendation of the Working Group.

44. **Look at east/west traffic as a system: Minos Conaway (starting at Route 9), New, Old Orchard, and Clay Roads**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: None
- Abstain: None
- Not present: Rep. Schwartzkopf



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By a vote of 15-0, the motion carried. Idea #44 will move forward as a recommendation of the Working Group.

[There is no idea 45.]

46. **Study the feasibility of elevated express lanes above Route 1 from Nassau Bridge to Delaware Seashore State Park, with appropriate landscaping**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Scott Green seconded the motion.

Discussion: Bob Fischer asked whether this had been studied by DeIDOT before, and if so what was the estimated cost? Jeff Riegner responded that it was studied 10 – 15 years ago, and his recollection is that the estimated cost was \$250 million per mile, not including right of way required for the ramps.

- Yes: Scott Green, Lloyd Schmitz, Rep. Smyk
- No: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Ann Marie Townshend, Gail Van Gilder
- Abstain: Josh Thomas
- Not present: Rep. Schwartzkopf

By a vote of 3-11-1, the motion failed. Idea #46 will **NOT** move forward as a recommendation of the Working Group.

47. **Study opportunities for pedestrian crossings on Kings Highway and Freeman Highway**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. DJ Hughes seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: None
- Abstain: Scott Green
- Not present: Rep. Schwartzkopf



By a vote of 14-0-1, the motion carried. Idea #47 will move forward as a recommendation of the Working Group.

48. **Study the feasibility of replacing the HAWK signal with a full signal at Holland Glade Road, potentially with a fourth leg at the outlets**

Sen. Lopez moved to consider this idea as a recommendation of the Working Group. Lloyd Schmitz seconded the motion.

Discussion: DJ Hughes proposed adding property owners as responsible parties. Andrew responded that any project that requires right of way will have property owner involvement. In any case it does not affect the wording of the idea.

- Yes: Bob Fischer, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Sen. Lopez, Lloyd Schmitz, Rep. Smyk, Josh Thomas, Ann Marie Townshend
- No: I.G. Burton, George Cole, Dennis Forney, Todd Lawson
- Abstain: Gail Van Gilder
- Not present: Rep. Schwartzkopf

By a vote of 10-4-1, the motion carried. Idea #48 will move forward as a recommendation of the Working Group.

49. **Improve tourism-oriented destination signage along Route 1**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Scott Green seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, DJ Hughes, Todd Lawson, Sen. Lopez, Lloyd Schmitz, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: Rep. Smyk
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 14-1, the motion carried. Idea #49 will move forward as a recommendation of the Working Group.

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50. **Study the feasibility of converting the Arby's driveway between Route 1 and Savannah Road into a publicly-accessible road**

Ann Marie Townshend moved to consider this idea as a recommendation of the Working Group. Sen. Lopez seconded the motion.

- Yes: I.G. Burton, George Cole, Bob Fischer, Dennis Forney, Scott Green, Keller Hopkins, Christian Hudson, Todd Lawson, Sen. Lopez, Rep. Smyk, Josh Thomas, Ann Marie Townshend, Gail Van Gilder
- No: DJ Hughes, Lloyd Schmitz
- Abstain: None
- Not present: Rep. Schwartzkopf

By a vote of 13-2, the motion carried. Idea #50 will move forward as a recommendation of the Working Group.

Idea #50 was the final vote of the evening.

Public comments

Elizabeth Kerwin of Nassau Grove read a statement of concern for the beauty and wildlife habitat that would be impacted by idea #76.

Eric Lachmann disagrees with a road along the trail. He stated that Route 9 should have been widened before all the development. The County and the State don't work together, and there have been too many developments.

Bob Harris of Nassau Grove stated that he picked the lot along the railroad because it was quiet, and that a road there will ruin his retirement. He said the road would be a waste because in ten years more new development would erase any benefit. He called for a moratorium on development.

James Lombardo of Reserves of Nassau, stated that as a paramedic he sees the results of bike accidents and that he is opposed to a road along the trail.

Ray Quillen of Red Mill Pond said he is looking forward to the trail. However, when Phase 2 first opens there will be no access for people riding down Route 1 to access the trail. He is concerned about ability to cross Route 1 and he has almost been hit. He has been using the rough cut under the Nassau Bridge and maintaining it himself. The Minos Conaway project will create a grade separated crossing, but that will take 5 - 10 years. He is asking DeIDOT to consider some



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kind of access at the bottom of the bridge to the railroad tracks so people can safely get across the highway to the trail.

Corinne Daffner, a retired teacher, said a road along the trail would negatively affect the many public servants who live in the area abutting the trail. Keep all of the Route 1 traffic on Route 1.

Bob Wheatley stated it is a bad idea to put a highway next to a trail. People don't obey the speed limit and people will get hurt.

Michael Rhue of Blaze DE stated that DeIDOT's removal of the tracks pulled out 150 years of railroad history. He said a road along the tracks would not remain a local road based on what has happened elsewhere. He stated that DeIDOT has already decided to dualize Route 9.

Rich Mercante of Nassau Grove said the bike trail was a major factor in where they bought a home. You need to be able to trust the government when you make important financial and planning decisions based on what they tell you.

Maizie Silverman, a 2nd grade teacher, stated that a trail next to a road would be dangerous for young children learning to ride.

Andrew adjourned the meeting at 8:35 pm. The next meeting is Monday, July 30, 2018 at 6:00 pm at the Beacon Middle School at 19483 John J. Williams Highway, Lewes, DE 19958.

Public sign-in list

Allmaros, Jan

Anderson, Marc

Bach, Judith

Bahr, Dorothy

Bahr, Walter

Baker, Barbara

Baker, David

Baldwin, Ed

Baldwin, Theresa

Barberi, John R.

Barnett, Anne

Bastian, Roseann

Bastian, Thomas

Bell, Maria

Bishop, Kathy

Bishop, Mrs.

Bishop, Ted

Bishop, Thomas

Blaszkov, Jim

Borrasso, Rica

Briay, Debra

Briay, Gary

Butler, J.

Butler, Nancy

Carallero, Bob

Carallero, Carol

Casallek, Sarah

Catana, Jerry

Catana, Lorraine

Christensen, Bob

Christensen, Carol

Ciotti, Jennette

Colatriano, Barbara

Colatriano, William

Collett, Nancy

Cowen, Brad

Crandall, Bill

Crandall, Sandie

Cummings, Richard

D'Agostino, Kathleen F.

Daneri, Charlie

David, Claude



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David, Elva
Davidson, Donna
deFreyoe, Lois
Demartino, James
DeMoss, Jeri
Dianora, Bob
Dianora, Pat
Dignan, Debbie
Dignan, Steve
Down, Tina
Doyle, Jacqueline
Egly, Lysa
Egly, T.
Eilbdecker, George
Ellis, Kay
Eveland, Paul
Eveland, Sue
Farrall, Clare
Farrall, Ken
Ferguson, Ilona
Ferguson, John
Ficareca, Andrew
Ficareca, Patricia
Filippis, Lise
Fischer, M.
Flaherty, Tom
Gable, Robert
Gallear, Dale
Gallear, Sharon
Gantz, Bill
Gilbert, John
Giudice, Denise
Gladfelter, Ned
Gondek, Ed
Graber, Bruce
Graber, Tami
Graziano, Stephen
Griffith, Randy
Gritmon, John
Gritmon, Virginia
Gruchaez, Steve
Hannan, Judy
Harris, Bob

Hartschuh, Wayne
Helmego, Al
Helmego, Joan
Hires, Cheryl
Hires, Shaun
Hoechner, Joe
Holohan, Mariann
Holohan, Steve
Holtkamp, Rich
Hooker, Jeannie
Hopkins, Michael T.
Hovek, Robert
Howell, Todd
Hudah, Margaret
Hull, Cynthia
Isherwood, Christine
Jackson, Barbara
Jackson, Charles
Johnson, Dwayne
Joyce, Erika
Kelfind, N.
Keller, Dave
Keller, Kathy
Kerwin, Patrick
Kiwglak, Ross
Klimm, Margaret
Klimm, Robert
Koransky, Lester
Koransky, Maria
Kuhlmann, Mary
Kuhlmann, Wade
LaBella, Jim
Lapinski, Charles
Lapinski, Charles T.
Lapinski, Maryellen
Laurent, Jim
Law, Elizabeth
Lawson, Arlene
Lennon, Ethel A.
Lennon, Patrick
Li, Ofelia
Liggett, Bill
Liggett, Merrill

Lodge, Christine
Lodge, John
Lombardo, Jack
Lombardo, James
Lombardo, Kathleen
Lombardo, Michael
Lombardo, Peter
Loril, William
Machado, Laurie
Machado, Rick
Magrone, Celia
Magrone, John
Mahon, Charles
Mahon, Dolores
Maiellano, Rocco
Maldarelli, Kris
Maldarelli, Mary
Mann, M.J.
Mantle, C.
Mason, Irene
McCaddin, J.
McCullagh, Jeanne
McDermott, Judith
McDermott, Thomas
McIlvoiter, Jack
Mercante, Nancy
Mercante, Rich
Mercante, Ron
Messina, Carolyn
Messina, Charles
Michael, Clara M.
Michael, Joseph
Mills, Lee
Mills, Sandy
Moore, Dennis
Mullifeno, Steven
Murray, Diana
Murray, John
Murray, Paula
Murray, Tom
Myers, Robert
Nack, Connie
Noelle, Bernard



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Nuss, Harry
Nuss, Sue
O'Donnell, John
Olewiler, Amanda
Olewiler, Scott
Oswald, Bob
Palmer, Bob
Palmer, Diane
Paolucci, Ellen
Partlow, Deborah
Pascal, Louise
Patton, Mindy
Patton, Scott
Peltz, Sol
Piccolo, Ronnie
Podlaseck, David
Quinn, Ann
Quinn, Joan
Ranson, M.
Raschdorf, Marie
Rauch, Glenn
Rauch, Marie
Regulski, Gary
Reintz, Robert
Reiwitz, Maryellen
Robinson, Mark
Roken, Marianne
Ross, Sharrie
Ross, Tom
Roth, Nick
Salvatore, Vito
Samanich, Joanne
Schafer, Steven
Schmitz, Kat
Schwandt, Dennis
Servais, Ken
Shermon, Dennis
Shukyaker, Vladimir
Silverman, Matt
Smallbrook, William
Srnik, Kathy
Srnik, Mike
Starziola, Deborah A.
Starziola, Frank J.
Steinbeck, Bob
Stilwell, James
Stilwell, Joy
Stone, Dennis D.
Stone, Linda
Summers, Karen
Summers, Tommie S.
Sundre, Ursula
Tanverdi, Cengiz
Taylor, Kathy
Taylor, Ron
Tenner, Shan
Tootson, Jack
Tootson, Pam
Towers, Susan
Trican, Jan
Trifellis, Kathy
Turansky, John A.
Vessella, Candace
Waage, Arthur
Walker, Robert
Wall, David H.
Weber, Adrienne
Weer, Greg
Weer, Renee
Wheatley, Bob
Wheatley, Ellen
Wilcox, Albert
Wilcox, Lucy
Williams, Emily
Winkler, Cindy
Woelpper, Susan
Wolff, Linda
Wolff, Russell
Zachos, George
Zeller, Pat
Zimmerman, Ken
Zlatkus, Frank
Zoller, Allan





Tentative schedule of upcoming meetings

Updated July 30, 2018

All meetings will be held at:

Beacon Middle School
19483 John J. Williams Highway
Lewes, Delaware 19958

Monday, August 27, 2018

Public workshop, 4:00-7:00 pm

Monday, September 24, 2018

Working group meeting, 6:00 pm

Monday, October 22, 2018

Working group meeting, 6:00 pm

It is our goal to wrap up Phase 1 in October, although additional meetings may be scheduled if needed.

Meeting dates, times, locations, and agendas are subject to change.

See the Delaware Public Meeting Calendar
at publicmeetings.delaware.gov
for official meeting notices.



Public Comments

Received Since the Last Working Group Meeting

July 30, 2018

Comment 1

While I do not fully understand the workings of DelDot committees and the rules of engagement associated, I recently noticed a Petition attached to the 5 Points Working Group documents asking for DelDot to “consider” and conduct “a proper vetting” of Suggestion 76. I noticed that from signatures 126 through 170 the Petition has been amended to include a “Streetcar”.

Given that Suggestion 76 does not currently include the consideration of a “streetcar”, and given that amendments made to Suggestions must be voted on and approved by a majority of Working group Members (I believe this is correct), and given that no such amendment has been requested and no vote has occurred, and given that the time for suggestions from the Working group has now passed, I respectfully suggest that signatures 126 through 170 be removed from the Petition as being invalid to Suggestion 76.

Comment 2

I agree with you. (References Comment #1)

Comment 3

I own a home in the reserves of Nassau at 17256 Queen Anne Way in Lewes and strongly oppose the HH project. The reserves development backs up to the proposed highway.

We would appreciate consideration of the original plan for a bike trail. This would be a safe and healthy way to travel to Lewes via bicycle and would alleviate some of the traffic congestion.

Comment 4

I am writing, again, to request a NO VOTE on Suggestion 76, of the 5 Points Working Group, that seeks to have DelDot evaluate the conversion of the pre-



approved Georgetown to Lewes bike and pedestrian path to a vehicular roadway as a way to improve traffic flow in the 5 Points to Dewey region of Sussex County. All Sussex County residents, Delaware residents and vacationers to Rehoboth and Lewes should view this as a possible dangerous precedent that could lead to a State, County and DelDot review of future conversions of exiting bike and pedestrian paths to vehicular roadways as an additional means of improving traffic flow on Rt 1 in this area. If the Georgetown to Lewes trail can be changed to a vehicular roadway, under the false pretense of improving traffic and increasing safety, what prevents the future conversion of the Breakwater and Gordon's Pond trails to vehicular roadways to reduce vehicle traffic on Rt 1 and improve safety from Lewes to Rehoboth and beyond? Conversion of scenic recreational trails and greenways to roadways is not in the best interest of the community in terms of quality of life for residents and vacationers. Allowing the Georgetown to Lewes trail to be placed under review for vehicular traffic opens the door for potential abuse of additional recreational areas, bike and pedestrian pathways and greenways by special interest groups.

Comment 5

<https://www.facebook.com/lifecycledelaware/photos/a.888636527871407.1073741831.887661207968939/1767671846634533/?type=3&theater>

Mr. Boyce:

As Deldot's Director of Planning and I assume you are the person supervising the 5 Points Working Group so I'm writing to you about my concerns of Mr. Hughes's actions. The above is a post from Lifecycle Bike Shop's (located in Milford) Facebook page. I am also aware that he also approached Harvard Business Services located on Route One just north Red Mill Pond and is recruiting people to sign his petition after he gave them his position on item # 76 his idea. I am sure he has also approached other people and businesses about signing this petition but these are the only ones I am aware of but I question whether this is appropriate for someone who is on the working group and that is why I have copied several other members of the working group. Also I'm not sure why this petition and signatures are attached to the 5 Points Working Group web site because Mr. Hughes is recruiting people to sign it. I give Mr. Hughes credit for his and Mr. Hudson's idea of using the old rail line as a road and bike path (even though I do not support it) but it seems that Mr. Hughes is trying to influence people to his position and I do not think it is appropriate for someone sitting on this working group. We do not know what he is telling them about his idea it is not being looked at objectively like the other ideas that are being considered by the group. Now I understand that the people that live on near the old trail line are now starting their own petition!

I think that Deldot should reconsider whether Mr. Hughes continues to sit on this working group and at the very least REMOVE any petitions presently on the web site and not allow any new ones. IF the people that signed the petition want



to write in and state their reasons for supporting #76 or any other idea that is fine and their right but a petition circulated by a member of the working group is highly inappropriate and harms the credibility and value of the whole process.
Thank you.

Comment 6

I just want to let you know that we OPPOSE this proposed highway using the railroad tracks that run past Red Mill Pond. The expectation was that it would be converted from rails to trails and that is what it should be. To be able to ride a bike from Rehoboth to Georgetown, SAFELY, would be wonderful. Please don't even consider putting a road there.

Comment 7

I do not support Item 76, the Hudson-Hughes Highway. The roadway is costly and would result in the destruction of thousands of mature trees, wildlife and wetlands and is contrary to Delaware's objective of creating more hiking/biking trails. The motor vehicle traffic that item 76 will add pollution, reduce the safety and the enjoyment of anyone using it for biking or hiking. Shaded Tree areas will be reduced to a worthless trickle.

Comment 8

With Mr. Hughes circulating a petition for his cause, I feel this is a real conflict of interest and he should not be on the working group.
With this conflict of interest, he is not purely looking out for the citizens of Sussex county but potentially looking out for his financial gain as a developer not only on this agenda item but also # 76.
It would be interesting to investigate should his idea # 76 be approved would it pad his pocket.
I feel he should be removed from the working group.
I also noticed how many times he recused himself from the vote at the last meeting.
Does this not show there is a substantial conflict of interest? To me it does.
He or anyone that could potentially gain for any of the ideas should not be allowed to remain on the working group.

Comment 9

Lifecycle:
<https://www.facebook.com/lifecycledelaware/photos/a.888636527871407.1073741831.887661207968939/1767671846634533/?type=3&theater>



Hello Drew,

As Deldot's Director of Planning and I assume you are the person supervising the 5 Points Working Group so I'm writing to you about my concerns of Mr. Hughes's actions. The above is a post from Lifecycle Bike Shop's (located in Milford) Facebook page. I am also aware that he also approached Harvard Business Services located on Route One just north Red Mill Pond and is recruiting people to sign his petition after he gave them his position on item # 76 his idea. I am sure he has also approached other people and businesses about signing this petition but these are the only ones I am aware of but I question whether this is appropriate for someone who is on the working group and that is why I have copied several other members of the working group. Also I'm not sure why this petition and signatures are attached to the 5 Points Working Group web site because Mr. Hughes is recruiting people to sign it.

I give Mr. Hughes credit for his and Mr. Hudson's idea of using the old rail line as a road and bike path (even though I do not support it) but it seems that Mr. Hughes is trying to influence people to his position and I do not think it is appropriate for someone sitting on this working group. We do not know what he is telling them about his idea it is not being looked at objectively like the other ideas that are being considered by the group. Now I understand that the people that live on near the old trail line are now starting their own petition!

I think that Deldot should reconsider whether Mr. Hughes continues to sit on this working group and at the very least REMOVE any petitions presently on the web site and not allow any new ones. IF the people that signed the petition want to write in and state their reasons for supporting #76 or any other idea that is fine and their right but a petition circulated by a member of the working group is highly inappropriate and harms the credibility and value of the whole process.

Comment 10

After having a discussion with Mr. Hughes, I do not support this road/bypass highway going in on the old rail road right of way that runs from Lewes to Georgetown. I was disappointed to hear Mr. Hughes state that it would only negatively affect a few residents but benefit many more residents of the County. I am one of those residents who lives in a home that backs up to the railroad right of way. I would like to know why Mr. Hughes really wants to place a roadway in this area. I find it hard to believe that a developer who is attaching his name to a project is only looking to benefit the majority of the residents. What does he stand to gain if a road was to be constructed here? I wonder how Mr. Hughes or Mr. Hudson would feel if a new road was proposed behind their respective backyards. Please do not allow this road to be constructed in our backyard.



Comment 11

I am adamantly opposed to the Hudson-Hughes Hwy proposal.

As a property owner in the Reserves of Nassau, this proposed road would create traffic noise and brightness right behind my home, making it difficult to enjoy my screened porch and patio.

As a real estate agent I can prove that homes which back to a road are harder to sell and sell for less money than those that do not back to a road. This road would certainly DE-VALUE all homes which back to it.

The purpose of the approved bike trail is to provide SAFE areas for cyclists and walkers. This 2-way road with an adjacent bike path would be no more "safe" than cycling on New Rd.

The issue of traffic congestion at and near Five Points will certainly NOT be eased by the Hudson-Hughes Hwy proposal. A re-engineering of that intersection is long overdue and is the real solution.

It has been noted that the Hudson family owns some piece of property that would become more valuable if this road proposal were passed, but it is not fair to the hundreds of homeowners that would be affected just to make one already wealthy land owner more wealthy.

Please DENY this proposal.

Comment 12

Please do not replace the planned bike trail with a road!

Comment 13

Another road?? This makes no sense..there is already no place to park in Lewes. Another road will compound the problem. Whereas if people could safely bike into town to do shopping etc, that would free up a lot of unnecessary traffic.

Comment 14

Please do not make the Rail Trail a road for cars!! We want it to be a bike path as originally planned. Please consider the voices of the community.

Comment 15

I have a home in the reserves of Nassau. My patio is facing the proposed road trail, I have no problem with the bicycle, walking trail. I am very strongly against a road with vehicle traffic. I shouldn't have to tell you why, I can hear trucks, cars, and motorcycle traffic from route #1 why would I want traffic right below my bedroom window. It's a band aid approach, when surgery is required



Comment 16

Absolutely no road on the proposed Lewes-Georgetown trail. Opportunities for recreation have not kept pace with development and this is much needed.

Comment 17

I strongly support using the railway path for pedestrians and bicycles only.

Comment 18

I am completely against the Hudson-Hughes Highway!

Comment 19

As a homeowner in the Reserves of Nassau, we absolutely oppose the Hudson-Hughes Hwy proposal.

Comment 20

Please leave a trail for bicyclists to utilize safely without competition from vehicles.

Comment 21

I am very much against this over-development

Comment 22

We would love to have an alternate route to Lewes without crossing or merging onto Rt.1 there are plenty of bike trails all over Lewes we need an access road to relieve Rt. 9 and Rt.1 traffic.

Comment 23

I am whole heartedly against the proposed Hudson Hughes Hwy. This road would be literally 30 ft from my back door. I don't think whoever is proposing has thought much about us who live on Queen Anne Way. It should be bike trail only!

Comment 24

We would much prefer only a trail. Please do not put a road in



Comment 25

I am opposed to the Hudson- Hughes Highway
I live in the Nassau Station Neighborhood and this would go right through it.

Comment 25

Bike trail only. No road

Comment 26

A safe bike trail/walking trail is needed - not another road that is not wide enough to accommodate traffic & bicycles.

Comment 27

1. add a road from Nassau Park Road (near Best Equipment) to RT9 near the new Shell we bounce before that farmland gets developed.
2. connect RT9 & Beaver Dam Rd out by the vineyard highrises, there is already a traffic light approved for that intersection. Then make RT 9 & Beaver Dam each one way from there to RT1.
3. Make the crossovers at RT1 & Nassau (south), RT1 & Nassau (north) and RT1 & cave neck rd NO U-TURN... These crossovers are too busy to support some idiot wanting to u-turn, there are soooo many of these dangerous crossovers so make a u-turner drive another 500 feet down to the next crossover and keep them out of these heavily used crossovers. The STOP signs only make the situation worse!
4. Savannah Road needs to be 6-lanes or more from RT1 to Westcoats Road, when the realignment of Old Orchard Rd happens this need will become more evident.
5. Make realigned old orchard & westcoats road 4 lanes.
6. If you manage to do item 2 above (connect Beaver Dam & RT9 at the highrises at the vineyards (social security office) it could be extended to RT24 to create a by-pass.

Comment 28

I support it. it would be awesome going to lewes without using route 1

Comment 29

I attended the July 23rd 5 Points Transportation Study meeting to witness the voting of the working committee regarding several of the 103 ideas being reviewed. I was very surprised to see that the working committee favors Idea #5 to



study relaxed height limits as part of the comprehensive plan to increase density. I would have thought the last thing we need to do is increase density in an area in which construction is significantly increasing to the point where we are becoming overpopulated, our wetlands are being infringed, there is a low percentage of preserved land and the environment is at stake, to mention a few concerns. I ask that the Working Committee reconsider their stand on this idea as one not to be pursued in order to preserve our beautiful Lewes and Rehoboth Beach area.

Comment 30

we vehemently oppose this highway

Comment 31

I am not in favor of the proposed road, for the decommissioned rail line. I am a resident of Red Mill pond we were told that a rails to trail was going to there instead we were told that it was going to go from Georgetown to Rehoboth Beach. I am concerned with the loss of small business, noise pollution, safety for surrounding hikers and bicyclist, the cutting of the tree line and the disruption to nature.

Comment 32

I do not want a road with the Georgetown-Lewes rail Trail.
Stop the proposed highway.

Comment 33

I am a home owner at 16865 North Hunter's Run. My home and my neighbors are probably the closest homes to the current trail.

The proposed road is ill conceived because of a lack of knowledge about the topography of the area.

1. The current trail is about 100 feet from the back of my home and 50 feet from the HOA common land. I would immediately be concerned about the safety of our property or our grandchildren if a car were to drive off the pathway.

2. there is a natural spring which created wetlands along the pathway in back of my home. There is an immediate problem with oil and gasoline run off into a natural spring which runs north toward Route 1. Within 100 feet there is a pond which currently has fish, turtles and heron. Again any petroleum run off would damage a wet lands area that people currently enjoy.



3. there would be noise and significant air pollution to my family and neighbors. I sincerely doubt the proposed road would account for concrete noise/ protection barriers which would be needed to safeguard my family and neighbors.

4. The road would require the leveling of a pristine wooded area of significant proportions. This is an erosion barrier to the farm on the other side of the pathway.

5 Further up the trail is a concrete factory which probably used to use the railway for deliveries, years ago. The trail runs directly along the concrete factories property line.

This proposal is not running a road through unoccupied land. It would be significantly close to existing homes and businesses where people live and currently enjoy a forested area in peace and safety of their property. I strongly urge you NOT to consider the conversion of the biketrail into a roadway.

Comment 34

No Road On Rail Trail.

This is not the solution to make another road through the countryside. expand the ones you have already without contaminating a pristine RAIL TRAIL for hiking and biking.

Comment 35

I am a former resident of the Whispering Pines mobile home park and I spent three hours today speaking with my former neighbors about the Hudson-Hughes Highway proposal. Most of them had no idea this proposal exists and they are FURIOUS to put it mildly. I encourage the committee to visit Whispering Pines and see where this proposed highway would go. There is no room for a road. Fifty eight mobile homes would have to be removed in just this one neighborhood alone. You do not need to pay for a feasibility study; you need to take a drive in your car! Visit Janice Road, Lewes.

Comment 36

I am opposed to the project being proposed to convert the old rail road trail into a road referenced as Hudson-Hughes Highway. This new road would be in my back yard. When bought my home it was with the understanding that I knew what I was getting. The concrete plant and RR tracks directly behind my home. I fully support the bike path that was originally planned to replace the tracks.



Comment 37

33008 Kiwi Street Lewes, De. in Nassau Station, we strongly oppose the Hudson-Hughes Highway to be built over the current Georgetown-Lewes Railroad. The benefit of a bike & walking trail far outweighs putting a road in the midst of homes & communities. Please think of the people that live there.

Comment 38

I'm writing in opposition to the proposed Highway (#76 on the Five Points Transportation Study). Our community abuts the trail and we bought here with the promise of a future bike trail. We just walked the Sweetbrier to Minos Conway section and it is glorious. Beautiful vegetation, trees, shade, birdsong, cicadas....it would be devastating to destroy it when the real traffic issues at Belltown/9/Coastal Highway go unanswered and traffic north/south are the real concerns. DelDot should reach out to Montgomery County, Maryland and explore their solutions to Georgia Avenue/Randolph Roads and Rockville Pike. They used bridges/underpasses to control the heavy flow of traffic.

Comment 39

As homeowners for 14 yrs. in the Villages of Five Points, we would like to voice our concerns about the Hudson-Hughes Hwy. proposal. I along with neighbors I use the walking path that surrounds our community. We have walkers, joggers, bicyclist, baby strollers and pet walkers using this path. With the proposed road running nearby we have safety concerns. We are in favor and welcome the original Rails to Trails proposal.

Having walked down New Road (only once and will never do it again!), we do not feel the proposed highway is the answer to our traffic problem. We also feel the walking/biking path adjacent to the Highway is a tragedy waiting to happen.

Having lived in Montgomery County, Maryland which was farmland when first married 48 yrs. ago, we witnessed home and business growth without the infrastructure to go along with it. We moved to Lewes, where we vacationed for many years, to get away from traffic, congestion, accidents and noise! It is disheartening see this happening in Sussex County!

Is there a site in which we can see your top suggestions for the 5 Points Corridor? We all want to see something done. We hope that the public will have input.



Comment 40

DeIDOT has already spent millions of dollars planning, completing feasibility studies, conducting public meetings, surveying and constructing the Georgetown-Lewes Recreational Trail. The Hughes-Hudson Highway makes no sense since it doesn't address the problem.

Also, the highway will forever change the peaceful enjoyment of more than 240 families whose homes abut the former rail bed. Many of these families have modest incomes living on social security or working in low-paying jobs and cannot afford to move.

Considering neighbors who will be affected by the noise, air pollution, and devaluation of property values, thousands of families in Sussex County will be affected.

If 5 Points Working committee votes "Yes" to idea #76, DeIDOT will spend many years and millions of dollars to come to the conclusion, it is not a viable solution to the 5 Points traffic problems since it would be too costly. Meanwhile, Sussex County residents cannot enjoy the promised recreational trail.

If there is a need for an east-west highway, improving existing east-west roads would cost much less money, retain the same purpose for resolving traffic problems and have little if any effect on families lives.

The only possible advantage I can see to the Hudson Hughes Highway is for the businesses and developers who may benefit from tourist dollars. But the reason tourism is already so great in Lewes, is because it is a quaint and quiet town. With more cars and more people, pollution and crime would likely follow - posing a detrimental effect on the town of Lewes.

If businesses are looking for tourist revenue without the pollution and crime, continue to build the planned Georgetown-Lewes Trail. With this option, our area has the potential to connect to the Trans America Trail. Not only would this boost the local economy it would create national recognition.

Comment 41

We vehemently oppose and do not support the Five Points Transportation committee proposal called "Hudson-Hughes Highway" to be built over the current Georgetown-Lewes Railtrail.



Comment 42

I feel that the proposed Rails to Trails route should remain a walking/bike trail. A road will not reduce the number of cars in the area, but a walking/bike trail would. Also, the trail is lined with trees and some wetlands. It would be a disaster to take out hundreds of trees and fill wetlands for a road no one wants. Please vote NO to the road proposal.

Comment 43

It has come to the community 's attention that a member of the workgroup is distributing petitions in support of a #76 which bears his name. I am not certain what his interest is beyond having a travesty bearing his name. Is it possible he will benefit in some manner. Will the highway be close enough to the concert grounds so another road can access the field from the new highway? There must be some financial gain in this project for so much attention. #76 must be voted down. It will disrupt many lives. It will destroy the rail to trail concept. I fail to see how it will help north/south congestion. The major problem lies with the Plantation Rd/Beaver Dam Rd intersection.

Comment 44

I highly oppose the railtrail being turned into a road, it runs practically through my backyard, and I am 13 years.

Comment 45

Please please do not build a road! We need trails and trees, not roads.

Comment 46

Please keep the plan for the former Lewes-Georgetown railroad line to become a bike path only. This type of transportation/pathway is much needed and will allow for safer bike access to downtown Lewes and Georgetown from the 5 Points Area.

Comment 47

Something has to be done about the traffic and the constant building - killing the golden goose

Comment 48

Of the 103 possible project options for the "rails to trails" project running through Five Points area, the most concerning project possibilities are those that include



construction of roadways instead of bike paths. There are 3 major facts I would like you to consider as you deliberate on the next steps of the project:

- 1) A large number of bicyclists are hit in Sussex County every year, in 2016 alone there were 42 crashes involving bicyclists, over half resulted in injuries. Because of this staggering statistic, in 2016, the governor passed the Bicycle Friendly Delaware Act to promote bike safety. The act passed a variety of biker and vehicle safety laws that greatly improved biking conditions. However, there is currently no State Bicycle Route that runs east to west and the only available path that runs down route 9 is dangerous due to heavy vehicle traffic. Therefore, the new bike route would provided a significant function of transporting bicyclists safely across the state.
- 2) Biking is an effective and cheap form of transportation as well as a great way for people of all ages to engage in physical activity. The US and Delaware have extremely high obesity rates and providing local citizens an opportunity for safe recreation like the bike path will help improve the community.
- 3) Finally the bike path will act as a connector for many local small businesses throughout the state increasing state revenues. If the bike path were converted into a roadway there would be some businesses that would have to close down due to land encroachment. Are you prepared to justly compensate those land owners and businesses? The 5th amendment of the Constitution of the United States orders that private property shall not be taken for public use without just compensation. Therefore if the board chooses to proceed with a road instead of a bike path the state should be prepared to compensate those businesses owners the economic value of their business or become engaged in a takings clause legal suit.

Comment 49

As a resident of the Reserves of Nassau, I can attest that the primary reasons for living there are related to the establishment of an idyllic bike trail into Lewes and the development's position in relation to avoiding having to deal with high traffic volume associated with accessing downtown Lewes. The possibility of a highway connector along the old RR right of way would be contrary to both and would assure a loss of significant property values for all of the units at the Reserves. More significantly, a highway would cause the UNNECESSARY expenditure of MILLIONS of taxpayer dollars--unnecessary because access to Lewes already exists. The more appropriate solution would be to resolve the actual problem: the nightmare design of the 5 Points Intersection.



Comment 50

I'm against turning the trail into a road, that would only cause more congestion in other places and would be very unsafe for those of us who live next to it. Also hearing alternative ideas as in golf carts or electric train? Golf carts are not allowed on public roads and this trail does not hook into shopping areas so what would be the purpose? Electric train to go where and to what advantage? This needs to be kept as a trail for bikes and walking purposes for the safety of nearby homes and families.

Comment 51

Apparently, several working group members are not available for Monday's vote regarding the Hudson- Hughes Highway and have been told they cannot vote in absence. Can you please provide permission to those who cannot attend or defer the vote until a full working group can cast it?

Comment 52

In reference to the recent Hudson-Hughes Highway proposal, my family and community are shocked this idea is currently under consideration. I am writing to voice our strong opposition to the proposed Hudson- Hughes Highway in Lewes, Delaware. My husband and I searched for years to identify the right community and lot location. We paid a premium to purchase an exterior lot within Villages of Five Points East that backs up to the previous rail road tracks. We wanted a private and safe location to raise our current three-year-old daughter and 1-year old son. We were pleased when the Lewes rail trail was initially proposed and approved and look forward to the completion of this project. However, the proposed Hudson-Hughes Highway presents many community issues and would be a major safety concern for my family. This road would be located steps away from our property. This without a doubt would force my family to sell and relocate from Lewes. Although traffic is a real concern in our area, we need viable infrastructure improvements that are helpful and not detrimental to the residents and safety of our children. There are absolutely other practical ideas that should be explored. This road would negatively affect thousands of Lewes residents and directly impact over 200 homes that currently border this portion of the railroad from Nassau Road to Savannah Road. We must protect the safety and integrity of our communities and are hopeful that there is a more feasible solution for our area to prosper.

Please vote to reject this proposal.



Comment 53

Please do NOT convert the Georgetown Lewes rail right of way to a road. The bicycle path promotes alternative ways to get around Lewes. We do not need another road emptying into the five points area. Put in access roads along route 9 or 1. Another road promotes more traffic, not less. I bought a home in Five Points East partially for the easy access to bicycle trails. With the addition of the bicycle trail (without a roadway) you would be promoting alternative transportation for those who physically active in the area. I already make use of the Gordon's Pond and Breakwater trails to bicycle. Access roads will aid the traffic moving south or east. A road along the rail path would destroy a nice path to use bicycles to get around Lewes.

Comment 54

Please have your department dig deeper into the land records, as I would bet C. Hudson has acreage hidden under a LLC. Why else would 2 people who profess to love the Lewes community, want to destroy hundreds of property values, destroy our communities' quality of life & ruin an asset for generations to have a nature path of which people can bike/walk into town. This proposed road will not only wipe out a wonderful peaceful path, but will lead to even more development!

Comment 55

Subject: Proposed Hudson-Hughes Highway
Please read and include my no with all those others who are vehemently opposed to the project.

Comment 56

We STRONGLY OPPOSE the Hudson-Hughes Highway proposal for the following reasons:

(1) QUALITY OF LIFE will suffer, including: safety, parks and recreation, exercise, clean air, natural environment, family togetherness, sense of community, interaction with neighbors, quiet neighborhoods, solitude, nature, conservation, less reliance on automobiles, less pollution, legacy for future generations.

We moved to Lewes specifically for the QUALITY of LIFE the area provides.

(2) BREACH OF FAITH: +construction of the bypass would destroy the public's faith in local/state government to follow through with adopted and funded policies and master plans, +2005-2008 State Master plans for rail to trail system include the Georgetown-Lewes non-motorized Rail Trail, +project is funded and under construction, +the State promotes rail trails for tourism, +developers have designed & marketed communities adjacent to the railtrail, +citizens bought homes next to an active railroad and future rail-trail-not a future highway, +Many hard—



working active citizens of the community can be adversely affected by the breach of trust to construct a highway on the railtrail. This especially troubles us. The non—motorized Georgetown-Lewes RailTrail was supported, adopted and funded in good faith.

(3) ADDITIONAL ISSUES: +DeIDOT studies that were presented to the Working Group show that 5points has a north-south traffic volume problem, not an east west volume problem. East west traffic volume is stable year round, whereas north south traffic increases significantly in the summertime. Year round the north south volume is many times greater than the east west traffic. Although an East-West Bypass road might marginally reduce east west traffic flow, the impact will be negligible compared to the huge volumes carried north to south that are the real cause of the problem. Additionally the north south traffic stalls and backs up due to the strip shopping malls south of the 5Points intersection. +The net effect of an East West bypass would inflict severe damage to existing neighborhoods at great social and economic cost to the community in exchange for marginal, and probably fleeting positive impact at 5points. It is an accepted fact that traffic volume expands to fill the amount of road to accommodate it.

+Lewes beach and downtown streets are at capacity. Providing an expressway to the center of the town risks destroying the small—town character that makes Lewes so attractive as a place to visit and live. The traffic congestion at 5points and Coastal Highway protects downtown Lewes from being overrun by too much traffic. Constructing a railtrail allows residents to move freely and safely outside of the congested traffic.

+Removing all of the vegetation from the existing railroad right—of—way that would be caused by a new highway would displace foxes, mice, rabbits, snakes and other wildlife into adjacent neighborhoods.

(4) BETTER SOLUTIONS EXIST:

+Realign Route 9, the Lowe's parking lot and Beaver Dam Road at Belltown and 5points, instead of building a bypass highway and adversely impacting the rail-trail, the surrounding communities and the Sussex County Delawareans who reside there. +An existing 5 points bypass route already exists. There is no need to encroach on the rail—trail in order to build another one. It is already named after the Hudson family. Here's how it would be achieved: Add shoulders and widen Hudson Road from Route 9 to SR1. Add traffic signals at Cave Neck Road and widen Cave Neck Road from Hudson to SR1. This would provide a bypass road just a few hundred yards west of where the proposed Hudson—Hughes Highway proposes to start at Cool Spring – with arguably more convenient access to both sides of the Hudson property on SR1.

Comment 57

I am totally opposed to the Hudson-Hughes Highway proposal to turn the former rail way into a road. This should be use as originally intended as a bike trail only. I live in Edgewater Estates and there needs to be a safe way to cross Rt. One on



bike. The bike trail itself will help to ease congestion since those of us on the west side of one will have the option of biking in to Lewes instead of hopping in a car. While i don't back up to the current rail bed it would be extremely unfair to the homeowners who do to put a road in their otherwise peaceful back yards. NO to the Hudson-Hughes Highway! Bike trail only!!

Comment 58

Please do not turn the old railway into a highway. It would be so much more beneficial to make it a bike path instead. It would add more beauty to the area, adding a highway would take away from the beauty.

Comment 59

I vehemently oppose the “Hudson-Hughes Highway, for several reasons, a few of which I've outlined here:

- Adding a two-lane highway to the bike trail would do virtually nothing to solve the Five Points mess on Route 1
- Massive amounts of old growth trees and shrubs would have to be cut down
- Wetlands would be disturbed
- And the road would be 30 feet from my back door, instead of just the bike trail, which is why I chose this lot and development to build my retirement home. So please, when you vote on July 30 on idea #76, vote NO. Thank you.

Comment 60

Please do not put a road on any existing rail trail or future planned rail trail. Instead please build cycling infrastructure and motorized infrastructure. The cycling infrastructure will become a draw in itself and is also a priceless community amenity, not just for the property owners adjacent to the trail, but people like me who live in New Castle County and come down to the beach to get away from it all, park the car, and enjoy the beach. At the same time, of course people in the community have to move from place to place--road construction should also be a part of infrastructure planning, just not at the expense of a precious--and existing--community asset like a rail trail. Also, please do not simply build a highway and then stick a three foot bike lane on it. This simply becomes a death trap for foreign students who come to work in the US from countries where motorists respect cycling infrastructure. Please build keep and build cycling, walking and running trails that you would imagine a five-year old enjoying.



Comment 61

PLEASE OPPOSE #76. The STATE is committed to making us more bike friendly and trails do that. The natural beauty of the area will be destroyed and significant quality of life impacts will be felt.

Comment 62

The idea of a two lane highway, will totally destroy the concept of a biking/hiking trail. I don't ride my bike nor walk on Savannah Road or Kings Highway, as it is dangerous & unpleasant to have cars & trucks zipping by. Adding a road will destroy many neighborhoods as they were not designed years ago for a road to go straight through them. Destroy the quality of many many people's lives in Lewes. This road will also open the opportunity for even more development (which we all know this is the true fact of this brand new idea), nothing will be gained by Lewes taxpayer, voters & citizens.

Comment 63

As a resident of a community (Whispering Pines) that is buttressed to this proposed road, I am in support of it.

Currently our community can only access the outside world through Route 1 and Route 9, both of which are ridiculously congested all summer long. The reduced speeds have done little to ensure safe entry into the roadway and Peele do not seem to understand which Lane of entry they have right of way to from the turn arounds. The relocation of people here had been a benefit to business owners etc. however for residents who have been here for decades it has become a nuisance to our lives. It is exceptionally difficult to get out of our communities because of increased traffic at our only two access points. I have little feeling for the individuals who moved into these developments that sprang up around us as they do not recognize they are a large part of the problem. Nobody thought about how our quality of life was affected when developers were given permission to build hundreds of homes with no real place to put the constant flow of traffic they create. I fully support the roadway as I'm incredibly tired of placing my life and limb on the line, to simply be able to leave my home now.

Comment 64

My husband and I are against making a road where the old railroad tracks are that crossed sweet briar road. We live in Village of red mill pond



Comment 65

I am a 9 year resident of Nassau grove. I strongly suggest that, the hike/bike trail proposal be expanded to include a two lane road with required shoulders and set backs, be rejected.

This has all the hallmarks of an eyes bigger than the stomach solution. Too much is proposed to be crammed into too little space. Our community has always favored having the hike bike trail on this route. No evidence has been provided that this action will measurably impact the 5 points congestion. The traffic data that I have observed indicates that a major fly over solution to accommodate north south traffic flow needs first to be committed to, before the series of spurious band aids that are the best that our planners can come up with.

I'd like to see a major artery proposal that connects Hiway 9 and Route 1 that goes directly through the Hudson properties.

Comment 66

Please find a way to attend and vote NO to the Hudson-Hughes HWY project proposal

Comment 67

I am not a lifelong resident of DE, but moved to Lewes 5 years ago. When can we start preserving, and cease expanding. The whole world may find they love our part of the world, but realistically we cannot accommodate them all. This proposed Highway is a measure to solve the problem of too much growth. Let's slow the growth, instead of passing proposals to accommodate it.

Comment 68

At the end of May, my wife and I moved to Delaware from Maryland. We bought a home in the Villages of Red Mill Pond. We love our new retirement home and the community. However, we just recently found out that some members of the Transportation Committee are proposing that a new highway, Hudson-Hughes Highway, be built over the current Georgetown-Lewes Railtrail. We strongly oppose this idea.

At the time we purchased our home, we were informed that a walking/biking trail would be replacing the old railroad tracks. We thought that was a wonderful idea and were looking forward to its completion. It would enhance the area for all Delawareans, not just the residents of our development. The construction of a new highway will only bring additional issues and exasperate already existing problems, i.e. noise, pollution, safety concerns, the destruction of beautiful trees and wetlands and have a devastating affect on wildlife and the environment. Even



if the proposed Hudson-Hughes Highway factors in a walking/biking trail, the aesthetics and enjoyment of using the trail will be severely diminished by the construction of this new highway. The proposed Hudson-Hughes Highway is a disaster in the making and should be defeated.

Comment 69

I am deeply opposed to #67 which is the proposal to build a highway on the Lewes Georgetown trail. Stop this terrible road; it will do little to help Five Points traffic and would steal a wonderful trail from future generations. I moved here because of this trail. It has been planned for 12 years!

Comment 70

I oppose the Hudson Hughes highway proposal as I live in Five Point East. I, in part, purchased a home in Five Points East, on the intent to convert the Georgetown-Lewes rail to a bicycle trail. Please do not forward the Hudson Hughes highway proposal, the Cape Gazette poll is running almost 2 to 1 against a roadway in this location.

Comment 71

I am extremely opposed to the Hudson-Hughes HW. Just having sunk our life savings into our retirement home in the village at 5 pts, we bought our lot in good faith. We were told that the tracks behind our house would be converted to a bike path. Now that we've taken possession we're hearing about this HW. Is this some kind of scam?! Motorists will be able to see quite clearly into our bdrm as our house is VERY close to the tracks. Not to mention the very real hazard a road would pose to children and bike riders in this and all the neighborhoods that are adjacent to the track. And it would create noise pollution for all those neighborhoods as well. We say NO to this proposal!!!

Comment 72

Please vote no #76 Hudson - Hughes Highway. I can not think of a worse idea for Lewes.

Comment 73

We OPPOSE the Hudson Hughes Highway!!
We DO NOT SUPPORT IT! Keep the bike trail as was approved. We want to keep our property value! This would be in our back yard! VOTE NO! Thank you.



Comment 74

I am opposed to the highway that has been proposed for the Georgetown-Lewes Rail Trail. I live in Donovan Smith MHP and it will impact our park by taking quite a few homes out. Plus it will be close to my home and I moved into this area for the peace and quiet here. I formally lived on a very busy street in Pa and loved the quietness and friendliness of Lewes. Please do not take all of that away from here

Comment 75

Please vote No on idea #76. The rail trail is lined with beautiful mature trees and would be an irreplaceable resource. I and many of my neighbors have been looking forward to the time when we could ride bikes into Lewes, instead of using the car. For a town that has traffic and parking issues, I would think that having a dedicated biking and walking trail would be a huge plus. I would also state that although I enjoy riding my bike, I would not do so alongside a road.

Comment 76

I am a resident of Lewes, DE.
It's important to me to communicate to you that my family would be negatively impacted by this highway. I think the plan is short-sighted and a band aid measure to fix a problem that it cannot effectively solve. It would destroy my childrens' backyard. I also wanted to pass along a petition we have begun with over 600 signatures and counting. These are a huge majority of citizens of this area, who are opposed. I hope you will take the time to have a look at the petition and to consider my position, I am definitely not the only one.
Additionally, I have lived in Lewes off and on for 8 years. I have driven into town 3 times daily for pick up and drop off to school and to run errands. I have NEVER suffered from traffic congestion in the town of Lewes, on Savannah Rd or Kings Highway. This East/West solution funnels traffic into Lewes.... unnecessary. Whenever I have to go into Rehoboth, I sit in traffic. Year round. Yet I have never had issues in Lewes. This is a band aid. This is meant to benefit developers and no one else. We need to be concerned and think more critically, head back to the drawing board and make better choices that don't hurt bike paths.
Thanks for taking the time to read my comments. I appreciate the work that you do.

Comment 77

I am not in favor of turning the railroad tracks into a road rather than a bike trail. There is so much uncontrolled development in this area it is important that we maintain green space and recreation amenities. Quality of life is important in keeping this area desirable for everyone.



Comment 78

NO road please on the trail!!! Please do not take away our trail!!! We do not want to walk or bike near a road either. SO unsafe.

Comment 79

All ideas should be studied!

Comment 80

Please remove item #76 from suggestions. I do not want a road where a bike trail was promised.

Comment 81

Please don't even consider putting in a roadway there. The area needs to remain a community-oriented site.

Comment 82

The backyard of our home is facing this proposed trail/road. Our home is 50' from the center of the track bed. We face beautiful big trees, hear and see birds and wildlife, giving us a feeling of tranquility. We love to walk and bike. We have 12 grandchildren who are looking forward to riding their bikes on the path, and parents who all jog. It's not a matter of inconvenience. If this road goes in, our lives will be severely compromised in terms of health, mental and physical, safety, noise and air pollution to mention a few. The road can not happen. Please support us. There are other solutions without disrupting so many lives.

Comment 83

Please vote no #76. A road is not needed if anything widen New Road. Or if they build an overpass at Cave Neck build a Bypass from New Rd just west of Canary Creek to Cave Neck..

Comment 84

Greetings and be advised, I, of 31881 Carneros Avenue, Lewes, DE (Nassau Grove community) wish express my opposition to idea #76 as proposed to DeIDOT by the Five Points Transportation Study Working Group.



I do this after taking a walk along the completed trail behind the Lewes Library and see just how close it is to those resident's homes. I then went around the Nassau Grove area to see just how many homes other homes in our neighborhood (and adjacent community) will be affected by the additional traffic. Bike and walking trail is great and an asset. An additional road is not.

Comment 85

Mr. Hudson and Mr. Hughes correctly identified what is, has been and continues to be, the root cause for the transportation nightmare in Sussex County and in particular the Five Points interchange area where multiple roads converge in a very limited space. Their characterizing the problem as a lack of planning and funding of improvements to the transportation infrastructure is on point. But linking it to the pace of “population growth” in the area is a soft way to avoid saying the expansive and continuing real estate development occurring in Sussex County particularly west of Route 1 along SRs 9-24-23-1D is the problem. Add to this is continual real estate development push for rezoning of lands and other properties for more residential and commercial development—look at Kings Highway/Gills Neck Road and Old Landing Road west of Route 1. Sussex County Planning and Zoning and the Sussex County Council have done little to hold developers accountable for the transportation infrastructure on projects they approve. So let's call it what is— uncontrolled development which essentially is based on the developers' mantra of “If you build it they will come.” They did, and they came and are still coming—now what do we do? Developers and those involved with these projects, once approved and underway, just ignore the infrastructure needed to complete the transportation aspect. Not my job, that's the county and DeIDOT's work. Of course Mr. Hudson would be very well versed on this situation since he and his family run business, Hudson Management, have been active real estate developers and related projects in Sussex County for many years. A look at the company web site will show some of the projects they have engaged in.

I stress this point because of what the two conceivers of the highway state is their primary motivation for this project: That, as “just private citizens” and long time residents [of the Milton] they are just hoping to serve the community and plan for their families and future generations. This all very laudable and ostensibly altruistic but it could have been a bit more transparent. Mr. Hughes is employed as a traffic engineer for Davis Bowen a large multi-state construction company with a well established history of work for the State and DeIDOT on various construction projects including roads. Indeed both gentlemen, who appear to be from different professional backgrounds but with similar business and employment interests have joined and profess that their highway initiative, dating back to November 2017 and prior to the formation of the Working Group, was undertaken at their own expense and on their own efforts. Were other options explored or consider? If so what were they and why did they ultimately discard them?



Whether the long standing DeIDOT/DENREC proposal to convert the railway line into a bike and walking trail from Lewes to Georgetown as part of the national America Discovery Trail (ADT) or the more current suggestion that it should be an E-W 6 mile black top freeway with bike and pedestrian paths between Cool Spring Road and Savannah Road will have to play out. But if the gentlemen believe that their proposal is being given short shrift I wonder if in working on behalf of their individual families and their future generations--who will not be directly effected by their plan--what thought and consideration they accorded and discounted for the communities, families and property owners and their future generations who will be directly impacted by their “catchy” named roadway?

If the highway is built will it not serve as an incentive for more commercial and residential development along Rte.9 and do Mr. Hudson and Hughes doubt that? If we build it the developers will come and still more traffic will be generated. As they now begin to sense opposition to their idea they turned to the media to make their case and to press for openness and a chance to sell their idea. Fair enough. But they might have considered doing that back in 2017 or earlier and before the Working Group was assembled as well as taking the time to visit with those communities that would be directly impacted by their idea to get their views in advance.

And lastly, how long after the first serious or fatal accident involving vehicles and bikers or walkers will the cry go out—close the bike and walking trail, it’s safety hazard? Cars, heavy trucks, buses and trailers on an expressway do not mix well with bike and pedestrian traffic--that is a fact we do know. Keep the trail and thank Mr. Hudson and Hughes for their idea.

Comment 86

Like most long time residents the problem is the newer neighborhoods, don’t ruin old standing neighborhoods with the proposed Hudson-Hughes Highway idea. Property values will be ruined, noise will increase, it will be a danger to my children. My property has over 300ft of former railroad frontage, it will not be safe. Use the existing infrastructure and make the new neighborhoods and developers making millions fix the problem with their new neighborhoods.

Comment 87

I am VERY MUCH opposed to the proposed highway to replace the promised Lewes/Georgetown trail. My home backs up to the path in question, and the highway would be right in my back yard. This is a peaceful, quiet neighborhood, and the highway would put an end to that peace. The Trail is a wonderful idea, and has the support of my neighborhood, Nassau Station, but not this highway.



Comment 88

I am in strong support of building only the 10 foot wide bike path on the former rail track.

There is no justification for not building this path ASAP. The money has been approved and the project is expected, to start in a few months.

Delaware has limited funds to spend on improving the traffic situation in the five points area.

The money that would be spent on studying and/or building this expensive and dangerous road would be better utilize on other projects.

The bike/road will increase pedestrian and cyclists accidents, injury, and deaths in our area. It will also reduce the quality of life to many communities.

Is this road worth the costs?

Comment 89

I do not support the Hudson-Hughes Highway proposal. I prefer the bike trail on the old Gerogetown-Lewes rail trail.

Comment 90

Regarding the proposed roadway/bicycle trail, a/k/a the "Hudson-Hughes Highway", I emphatically implore you to vote NO and SUPPORT THE DELAWARE COASTLINE RR ROW BICYCLE (HIKING) TRAIL for the following reasons:

- To create what will be an extremely busy roadway for cars, trucks, motorcycles, RVs and other similar vehicles with a bike and walking trail to be used by children and adults is a recipe for disaster. Remember Tom Draper? The same thing could happen on a narrow roadway with an adjacent bike trail and what about sidewalks?
- This roadway proposal will also result in homes abutting and communities that are adjacent to this road to noise and noxious fumes from the motor vehicles none of which are generated by cyclists or pedestrians. This would negatively affect those resident quality of life and peaceful enjoyment of their homes;
- There are a number of visitors to this state that bring bicycles as evidenced by bicycles' on the roofs or back of their vehicles presumably wanting to cycle in a safe and esthetical pleasing environment. These people bring money to our area;
- Individual cyclists and those that belong to cycling organizations are no doubt looking forward to a bike trail dedicated only to bicycling and walking absent of a risk of encountering noisy, noxious fumes spewing vehicles being operated by individuals on their cell phone or gawking on what is going on in the backyards of homes abutting the roadway (there will be no trees and vegetation to obscure such distractions)



- For those whose properties abut the proposed road and the adjacent communities will suffer a serious economic loss due to a significant reduction in the value of our property. When my wife and I bought our retirement home in Nassau Grove next to a tree and vegetation lined railway 10 years ago all we heard was that there will be a bicycle trail there. There was never any mention of “highway for vehicles”
- Former Gov. Markel and DELDOT Secretary Cohan made it very clear by their remarks at the opening ceremony for Phase I of the Bicycle Trail that they supported the bicycle trail ONLY with no mention of the possibility of a motor vehicle highway/road . They realized the benefit of a motor vehicle free bicycle trail would be to the cycling, hiking residents of Delaware as well as those tourists visiting our state.

Having said this, I will leave other comments to the massive number of people objecting to Misters Hudson and Hughes “highway”. I again respectfully and emphatically implore you to VOTE NO TO PROPOSAL #76, THE HUDSON-HUGHES HIGHWAY!!

Comment 91

I previously submitted a comment regarding the reasons that the working group should oppose Proposal #76. These included public safety, environmental impact, increased noise/pollution, and the need for additional intersections thereby increasing traffic congestion.

At the July 23rd workshop, it was stated that the primary goal of the working group is to preserve quality of life. If this project ever comes to fruition, hundreds of people’s lives will be drastically changed and the scenic beauty of this trail will be lost forever.

Again, I strongly urge the committee to uphold your stated goal and vote NO for the Hudson-Hughes highway.

Comment 92

Having read the countless comments regarding Proposal #76, I cannot rationalize why this should even be considered. The effect on the environment and wildlife due to increased noise/pollution will greatly affect the quality of life for hundreds of residents. Plus, the trail construction has been already been approved and bids are being solicited by DelDot.

As previously stated, the traffic conditions are a north-south not an east-west issue. I have lived adjacent to Minos-Conaway road for nearly eight years and have never seen congestion on this road. The only real problem is the need for a stoplight at the intersection of Route 9.

Another concern is the massive cost to build this highway. It must be noted that any design must include altering the supports under Nassau Bridge due to the narrow width. This will result in lane closures and even greater traffic back-ups.



I strongly suggest that you vote NO to protect this beautiful trail for this nad future generations.

Comment 93

Only one point truly addresses 5 points intersection. The group has failed their obligation which was coming up with solutions for 5 points. It seems like the ideas to be sent to DeIDOT are personal agendas and do nothing to help 5 points. This seems like a huge waste of time.

Comment 94

Vote No on proposal 76. There is insufficient space for a road way and an adequate and safe bicycle and pedestrian lanes. Keep the railway for the bicycle path and make Delaware a safe place to commute by bicycle. Even the example in bethany shows insufficient shoulder for a bicycle path.

Comment 95

Thank you for you your difficult and diligent work reviewing many proposals. I urge you to vote NO to furthering the Hudson Hughes Highway proposal. This plan is NOT worthy of further consideration.

Comment 96

We are STRONGLY opposed to Study Idea #76, adding a road through major developments. Please do not allow this to move forward!

Comment 97

Regarding the Georgetown-Lewes Rail Trail. This should be a walking trail/bike path only. A highway will present danger to the ecologic balance and is a detriment to the public safety of the area. This highway will provide absolutely no benefit, to the area from a traffic or evacuation standpoint. What needs to be done is a traffic study and a master plan for alleviating the congestion in the area especially as Rt. 9 converges at Rt. 1. Another "patchwork" highway is not going to solve the longer term issues in Sussex county. Please spend our tax dollars wisely. I have seen the result of attempts to combine highways with walking/biking paths in both Virginia and NJ. It was disastrous. There have been numerous accidents involving resulting in injuries and even deaths on such roads.



Comment 98

No to the Hudson-Hughes Highway. Yes to bike path only.

Comment 99

Ideas 65 and 101 regarding mileage-based user fee and increased gasoline tax: EVERYONE who drives in Delaware should be taxed to generate more funds for roadway improvements, so increase the gasoline tax. A mileage-based user fee, if my understanding is correct, would unjustly tax all individuals who are already paying registration fees for their vehicles. Increased gasoline taxes would be paid by all vehicle operators whether they live in, visit, or travel through Delaware.

Comment 100

Idea 104, Minos Conaway Road: vote yes for suggested improvements which will make it a safer east-west route for all who travel and use it.

Comment 101

Almost 2/3 of the people who voted on a recent Cape Gazette survey said they wanted only a bike path on the rail bed.

Less than 1/3 said they wanted a road and a bike path.

Unfortunately the people who will be adversely affected by a road have no vote in Monday's vote.

Why do people, who are promoting the road, have the right to vote on Monday?

They should recuse themselves from voting on this issue.

Comment 102

Idea 76, Hudson-Hughes Highway: at the July 23 meeting of the working group, Mr. Hudson told members of the public that he wanted to build this highway as a legacy for his children and grandchildren. This is not a reason to spend tax dollars to further study the need for and possible construction of an unsafe highway that will not benefit the Five Points traffic situation. It is evident that Mr. Hudson's motives are for his benefit, and to misuse state and federal funds to his advantage is a crime. He should be removed from the working group; at the very least, he should recuse himself from voting on idea #76 and all others that appear to be a conflict of interest.

Mr. Hughes, an active partner with Mr. Hudson, should also recuse himself from voting on #76.



Comment 103

My husband and I live in Village of Red Mill pond. We do not want a road but rather to have a recreational trail in the location where the railroad tracks were removed

Comment 104

The proposal for the roadway on the RR tracks should be stopped immediately and never brought up again, kill it where it stands! Most homes along the line are in the back of our homes. Accidents happen, I don't want a car, van, suv or anything else hitting me in my bed possibly killing us both. Please vote against this proposal!

Comment 105

Mr Hughes and Mr Hudson are deceiving the public on their proposal of Hudson-Hughes Expressway. They should not have a vote on this. They definitely have a conflict of interest.

Comment 106

Bike path only, no road please.

Comment 107

I am opposed to the Hudson Hughes Highway proposal. As a resident of Villages of Red Mill Pond, there are numerous quality of life issues surrounding the construction of a highway by/through this neighborhood. Please continue with the plans for the Georgetown Lewes Rail Trail (no motorized vehicles permitted).

Comment 108

In the premise for forming this "working group" it is to study the alleviation of congestion in the five points intersection. Who defines this as a problem? As a full time resident at Red Mill Pond, the problem, to me, is an "inconvenient slowdown of traffic "during the summer months. So you are willing to sacrifice the state sanctioned, Federal government grant Lewes to Georgetown rails-to-trails project for a part time of the year "inconvenience"? I also find it peculiar, after attending a few of the meetings that the moderator for these sessions would not answer a direct question from the audience concerning who funded a private study, supplied to the group, showing that the Lewes-Georgetown rails-to-trails would make a great new bypass road system around the Five Points intersection. As it turns out,



Mr Hughes and Mr. Hudson are involved, I suspect to drive more traffic through their failing “downtown” Five Points complex !! This elimination of the bike path for a two-lane road is nothing but a thinly veiled scheme for money to certain individuals in the Working Group for Five Points!

Comment 109

As a full time resident who has attended a few meetings of the Working Group, I have seen the use of “ recusing oneself” on voting if there is a conflict of interest or a view of impropriety.....Mt. Hughes and Mr. Hudson are the embodiment of having a conflict of interest and should be forbidden from voting on item #76 on the list of potential options.....It is my belief that they are in it for personal monetary gain only, without my interests or the interests of the community at large. My viewpoint is further supported as both Mr. Hughes and Mr. Hudson have taken to the streets, airwaves and local news channels “campaigning” for the adoption of their plan (# 76 on the Working Group’s list of potential ideas for DELdot)....how can I be reassured that their vote is on the up and up.....I can’t ! As porported impartial participants in the Working Group, they are a sham ! As a sidebar question somewhat related, I do not understand how DELdot can even allow a full-blown private study to be considered from a private group that only seeks to gain monetary rewards for their efforts.....at the expense of the community?campaign contributions?..... just remember, these are the new days of transparency with many ways to find the information required to confirm such improprieties.....just saying !

Comment 110

Keep the Rails to Trails, without road interference. Safety, green space, air & noise pollution, expense and legal entanglements are all absolute risk factors with potential alleviation of traffic congestion at 5-points from a road on the rails highly questionable. I urge committee to maintain original and vested proposal to keep 'rails to trails' intact for the health, welfare and enhancement of our community.

Comment 111

On July 23, 2018, the Five Points Working Group unanimously passed Item 20, “Conduct a corridor study on Route 9 to determine the feasibility of widening to four lanes.” Completion of the already approved Lewes-Georgetown walking/bike trail that extends a total of 17 miles from Lewes to Georgetown through the decommissioned rail corridor would virtually eliminate the need for the existing dangerous bike lanes on Route 9 which, in turn, would open up existing space on the highway to accommodate its widening. The widening of Route 9 also makes construction of the parallel highway identified in Item 76, “The Hudson-Hughes Highway,” duplicative. Vote “No” on Item 76.



Comment 112

I am a resident of Lewes, DE. You may remember my family, my husband spoke and we all stood for comments at the last meeting and discussed our concerns with the highway and our children's safety.

I understand you are also opposed, but is still important to me to communicate to you that my family would be negatively impacted by this highway. I think the plan is short-sighted and a band aid measure to fix a problem that it cannot effectively solve. It would destroy my childrens' backyard. I also wanted to pass along a petition we have begun with over 600 signatures and counting. These are your constituents, who are opposed. I hope you will take the time to have a look at the petition and to consider my position, I am definitely not the only one.

Please consider sharing this petition with your colleagues and members of the working group. I have attempted also to contact each of them, individually.

Thanks for taking the time to read my email. I appreciate the work that you do.





SUSSEX COUNTY ASSOCIATION OF REALTORS®

302-855-2300 | 23407 PARK AVENUE • GEORGETOWN, DE 19847 | WWW.SCAOR.COM

July 23, 2018

Mr. Joshua Thomas, Planning Supervisor
Delaware Department of Transportation

RE: FIVE POINTS TRANSPORTATION STUDY

Dear Mr. Thomas,

I have recently discovered that listed in your Ideas with Cost, Timeframe, and Impact list for this evenings Working Group Voting, that two of the items listed note the "REALTORS®" as well as the "Sussex County Association of REALTORS®" as the responsible parties for those ideas/approaches. Specifically, I am referencing Semifinal ID's 61 and 93.

Considering that public comments will not be permitted at this evenings meeting, I kindly request that the record state that these ideas did not come from any individual that can speak on behalf of the Sussex County Association of REALTORS® and our Associations name should be removed from being noted as the responsible parties for those ideas/approaches.

Should the group desired information from our Association, then an authorized representative with speaking authority should have been requested from our Association.

The Sussex County Association of REALTORS® will continue to advocate for our members and will watch such initiatives that impact our member's businesses as well as private property rights.

If you have any questions, please do not hesitate to contact me directly at 302-745-7960.

Best regards,

A handwritten signature in blue ink, appearing to read "C. Lind".

Christopher M. Lind, 2018 President
Sussex County Association of REALTORS®

Dear: DelDOT Five Points Working Group, <https://www.surveymonkey.com/r/H7HJQBF>

&

Rep. Schwartzkopf, Peter.Schwartzkopf@state.de.us

Rep. Steve Smyk, Steve.Smyk@state.de.us

Sen. Ernie Lopez, Ernesto.Lopez@state.de.us

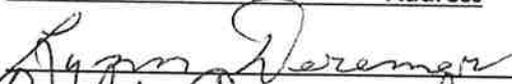
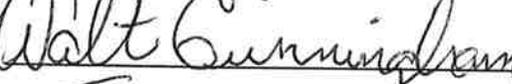
Councilman I.G. Burton, igburton@sussexcountyde.gov

Councilman Cole, gcole@sussexcountyde.gov

County Administrator Lawson, tlawson@sussexcountyde.gov

I am signing in support of the Five Points Transportation ^{or Structure} Study Idea # 76 to DelDOT. I would like to see the idea of using the 66' of State-owned right-of-way for a road and trail considered and properly vetted. An opportunity to significantly relieve traffic at the Five Points intersection should be given our strongest consideration.

Signature Address

171		31309 Kendale Rd, Lewes, DE
172		" " " " " "
173		20297 Flagler Cr. Rehoboth 19971
174		34935 Preserve Lane Dagsboro DE 19939
175	Sean Brooks	31404 Holly Ave Lewes DE 19958
176	Melissa Massey	" " " "
177	Erly Brooks	" " " "
178	Donald Brooks	32103 Reynolds Rd Millsboro 19968
179	QUINN SMITH	2059 RAMBLEWOOD S DR. REHOBOTH DE 19971
180	DAVID J BRANNON	104 FALLS RD. CREEK FALLS FARM 19968
181	JOHN PETERSON	33311 WENDEMOORE ST 19988
182	Paulette Rapp	24816 Dimple Way Millsboro 19966
183		25865 Park Ave Georgetown
184	Robert Healey	20398 John J Williams Hwy 19988
185		36348 [unclear] DE 19968

Dear: DelDOT Five Points Working Group, <https://www.surveymonkey.com/r/H7HJQBF>
&

Rep. Schwartzkopf, Peter.Schwartzkopf@state.de.us

Rep. Steve Smyk, Steve.Smyk@state.de.us

Sen. Ernie Lopez, Ernesto.Lopez@state.de.us

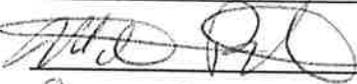
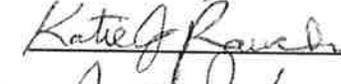
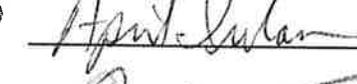
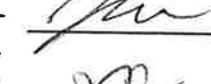
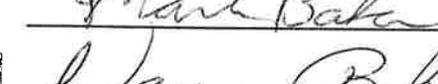
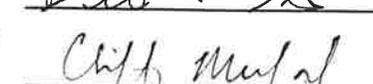
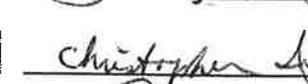
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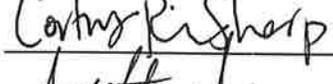
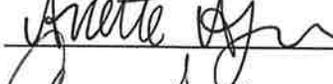
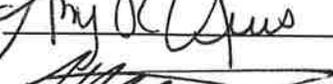
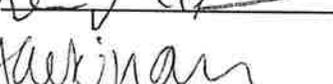
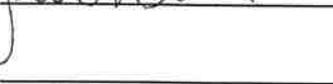
I am signing in support of the Five Points Transportation ^{Streetcar} Study Idea # 76 to DelDOT. I would like to see the idea of using the 66' of State-owned right-of-way for a road and trail considered and properly vetted. An opportunity to significantly relieve traffic at the Five Points intersection should be given our strongest consideration.

Signature Address

- 186  19711 Bernard Drive Lewis DE 19958
- 187  19711 Bernard Ave Lewis DE 19958
- 188  11379 Eagle Run Lincoln DE 19960
- 189  11379 Eagle Run Lincoln DE 19960
- 190  32405 Mermaid Run Millsboro, DE 19966
- 191  32405 Mermaid Run Millsboro, DE 19966
- 192  512 CAPTAIN Circle, Lewes DE 19958
- 193  BRITANNY ACRES, LEWES (OFF MUMFOS COWBOY RD)
- 194  17420 Smosteraway Rd Lewes
- 195  23430 Hollyville Rd Harbeson DE 19951
- 196  7482 WILKINS ROAD MILFORD 19963
- 197  500 MARVEL RD. MILFORD DE 19963
- 198  6104 OLD SHAWNEE RD MILFORD DE 19963
- 199  6 Chelsea Court Harbeson, DE 19951
- 200  12171 Willow Grove Rd Camden, DE 19934

Dear: DeIDOT Five Points Working Group, <https://www.surveymonkey.com/r/H7HJQBF>
 &
 Rep. Schwartzkopf, Peter.Schwartzkopf@state.de.us
 Rep. Steve Smyk, Steve.Smyk@state.de.us
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 Councilman I.G. Burton, igburton@sussexcountyde.gov
 Councilman Cole, gcole@sussexcountyde.gov
 County Administrator Lawson, tlawson@sussexcountyde.gov or

I am signing in support of the Five Points Transportation ^{Streetcar} Study Idea # 76 to DeIDOT. I would like to see the idea of using the 66' of State-owned right-of-way for a road and trail considered and properly vetted. An opportunity to significantly relieve traffic at the Five Points intersection should be given our strongest consideration.

Signature	Address
201 	8844 Greenwood Rd, Greenwood, DE 19950
202 	17500 Slipper Shell Way, Unit 13, Lewes, DE 19958
203 	317 N. Bedford St. Georgetown, DE 19847
204 	22334 Lewes-Georgetown DE 19947
205 	28439 Paynter Rd. Milton, DE 19968
206 	89 Clayton Ave Frankford DE 19945
207 	120 Carriage Drive Milton DE 19968
208 	11372 Eagle Run Lincoln DE 19960
209 	17046 N. Brandt St. Lewes DE 19958
210 	29205 Stockley Rd Milton, DE 19968
211 	24295 Zinfandel Ln #201 Lewes, DE 19958
212 	23496 Helms Rd Millsboro DE 19966
213 	10820 Ketch Ct Lewes, DE 19958

Dear: DelDOT Five Points Working Group,
<https://www.surveymonkey.com/r/H7HJQBF>

&

Rep. Schwartzkopf, Peter.Schwartzkopf@state.de.us

Rep. Steve Smyk, Steve.Smyk@state.de.us

Sen. Ernie Lopez, Ernesto.Lopez@state.de.us

Councilman I.G. Burton, igburton@sussexcountyde.gov

Councilman Cole, gcole@sussexcountyde.gov

County Administrator Lawson, tlawson@sussexcountyde.gov

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Signature

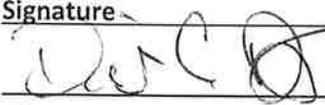
Address

- | | | |
|-----|--|--|
| 214 |  | 208 Samantha Dr. Lewes, DE 19958 |
| 215 |  | 208 Samantha Dr. Lewes, DE 19958 |
| 216 | Ray & Melle | 1600 Coastal Hwy Dewey Beach DE 19971 |
| 217 | Kiester Sponagle | 8 Oakridge Drive Milton DE 19968 |
| 218 | Wesley S. Smith | 1600 Coastal Hwy, Dewey Beach, DE
19971 |

Dear: DelDOT Five Points Working Group, <https://www.surveymonkey.com/r/H7HJQBF>
 &
 Rep. Schwartzkopf, Peter.Schwartzkopf@state.de.us
 Rep. Steve Smyk, Steve.Smyk@state.de.us
 Sen. Ernie Lopez, Ernesto.Lopez@state.de.us
 Councilman I.G. Burton, igburton@sussexcountyde.gov
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Signature Address

- 219  105 Federal St. Apt A. Milton, DE 19968
- 220 Peggy Coulbourne 13019 Union St. East, Milton, DE 19968
- 221 Kosco Mears 1475 Stantonville Rd
Lincoln, DE
- 222 Ray Burton 22054 Burt Rd Milton, DE 19968
- 223 Benny Graymear 3054 Bealenden Branch Rd Laurel, DE 19956
- 224 Shenell Williams 21311 Paradise Rd Georgetown, DE 19147
- 225 MHENDA LUCAS PO Box 113 Heddon, MD 21830
- 226 Sydia B Wagamon P.O. Box 5, Harbeson, DE 19951

Example of 2-Lane Road & Trail

Fred Hudson Road (Sussex Road 360)

Ocean View, DE 19968

~40' Typical Section

2-Lane Road

~2-11' Travel Lanes

~3' Shoulders

~8' Trail

~4' Grass Buffer



100 ft

Google Earth

© 2018 Google

Maint Road No.	Route Number or Road Name	End of Section Mileage	Beginning Point and Break Point Identifier	2017 AADT	Year Last Counted	Traffic Group
S 358	SANDY COVE RD.		INDIAN RIVER BAY			
S 358	SANDY COVE RD.	0.88	CEDAR NECK RD., RD.	642	14	7
S 359	HICKMAN RD.		CEDAR NECK RD., RD.			
S 359	HICKMAN RD.	0.47	CUL DE SAC	370	14	7
S 360	FRED HUDSON RD.		CEDAR NECK RD., RD.			
S 360	FRED HUDSON RD.	1.29	DEL. 1, RD. 50	10071	15	6
S 361	WEST AVE., OCEAN VIE		DEL. 26, RD. 26			
S 361	WEST AVE., OCEAN VIE	0.46	S. OCEAN VIEW LIMITS	7086	15	7
S 361	MUDDY NECK RD.	1.34	BEAVER DAM RD., RD.	2964	15	7
S 361	KENT AVE.	2.05	DOUBLE BRIDGES RD.,	3728	17	7
S 361	KENT AVE.	3.02	S. BETHANY LIMITS	6320	15	7
S 361	KENT AVE.	3.49	DEL. 26, ATLANTIC AV	3738	15	7
S 361A	JEFFERSON BRIDGE RD.		KENT AVE., RD. 361			
S 361A	JEFFERSON BRIDGE RD.	0.22	DEL. 1, RD. 50, S.B.	4273	12	7
S 361A	JEFFERSON BRIDGE RD.	0.37	PENN. AVE., RD. 51	5660	12	7
S 361C	BENNETT ST.		KENT AVE., RD. 361			
S 361C	BENNETT ST.	0.09	DEL.26, RD. 26	82	10	7
S 362	PARKER HOUSE RD.		DOUBLE BRIDGES RD.,			
S 362	PARKER HOUSE RD.	1.68	MUDDY NECK RD., RD.	1638	14	7
S 363	DOUBLE BRIDGES RD.		BAYARD RD., RD. 84			
S 363	DOUBLE BRIDGES RD.	0.17	CAMP BARNES RD., RD.	3133	10	6
S 363	DOUBLE BRIDGES RD.	3.42	MUDDY NECK RD., RD.	2059	15	6
S 364	CAMP BARNES RD.		DOUBLE BRIDGES RD.,			
S 364	CAMP BARNES RD.	2.14	CAMP BARNES	1372	11	7
S 364A	MILLERS NECK RD.		OLD MILL BRIDGE RD.,			
S 364A	MILLERS NECK RD.	1.40	CAMP BARNES RD., RD.	528	12	7
S 364B	DIRICKSON CREEK RD.		MARSH			
S 364B	DIRICKSON CREEK RD.	0.75	MILLERS NECK RD., RD	144	14	7
S 365	PEPPERS CNR. RD.		BAYARD RD., RD. 84			
S 365	PEPPERS CNR. RD.	0.92	BEAVER DAM RD., RD.	1790	12	7
S 365	POWELL FARM RD.	3.39	OMAR RD., RD. 54	1555	11	7
S 366	SUBSTATION RD.		CENTRAL AVE., RD. 84			
S 366	SUBSTATION RD.	1.50	BURBAGE RD., RD. 353	1507	12	7
S 367	OLD CHURCH CEMETRY R		CENTRAL AVE., RD. 84			
S 367	OLD CHURCH CEMETRY R	0.66	DOUBLE BRIDGES RD.,	432	14	7
S 367A	LIZZARD HILL RD.		PEPPERS CNR. RD., RD			
S 367A	LIZZARD HILL RD.	0.51	CENTRAL AVE., RD. 84	484	12	7
S 367B	RICKARDS RD.		DAISEY RD., RD. 370			
S 367B	RICKARDS RD.	1.31	PEPPERS CNR. RD., RD	223	14	7

Public Comment Form

Five Points Transportation Study

COMMENT FORM

Name: MICHAEL E. RHUE
 Address: 210 EAST SIXTH STREET; BLADES, DE 19973
 Email: MICHAELERHUE@GMAIL.COM
 Telephone: (302)536-1057(H) (302)296-7211(C)

ATTENDED MY 1ST FIVE POINTS WORKING GROUP MEETING ON JAN 22, 2018@
INITIALLY THOUGHT "GRASSROOTS" EFFORT BUT DISCOVERED DELDOT WORKING
GROUP (APPOINTED)@ SEEKING PUBLIC INPUT TO ADDRESS 5 PTS. CONGESTION@
BECAME INTERESTED IN 5 PTS. GROUP AS RESULT OF MY INTEREST IN LEWES/
GEORGETOWN RAILROAD@ ANNOUNCEMENT MADE MID DEC 2017 TO ABANDON
RAILROAD FROM FISHER ROAD TO CAPE HENLOPEN STATE PARK@ ABANDONMENT
DUE TO EARLIER FAILURE OF CANAL RR BRIDGE EMBANKMENT AND REPAIR
COSTS ESTIMATED \$3 TO \$4 MILLION@ WITHOUT CANAL BRIDGE, NO FREIGHT
TRAFFIC EAST OF FISHER ROAD@ ONCE ABANDONED, RAILROAD R.O.W. WOULD
STILL BE OWNED AND UNDER JURISDICTION OF DELDOT@

BACK IN 2006, ATENDED DELDOT PUBLIC WORKSHOP IN GEORGETOWN ON THE
LEWES TO GEORGETOWN RAIL/TRAIL@ OF THE THREE PROPOSALS, RAILS WITH
TRAILS SEEMED MOST PROMISING@ NO FURTHER ANNOUNCEMENTS BY DELDOT
UNTIL LEWES RAIL WITH TRAIL OPENED IN 2017@ USING DUAL RAILROAD ROW,
DELDOT WAS ABLE TO PROVIDE ATTRACTIVELY FOR MULTIPLE MODES (BIKE,
PEDESTRIAN & RAILROAD) OF TRANSPORTATION@ (ADMITTEDLY, SOME SECTIONS
OF LEWES TO GEORGETOWN RAILROAD R.O.W. MAY BE NARROW FOR DUAL USE)
(CREATIVE SOLUTIONS SUCH AS BOARDWALK BIKEPATH OR REROUTE REQUIRED)

(NEXT PAGE)

PLEASE RETURN TO:



Delaware Department of Transportation
 Attn: Jennifer Cinelli-Miller, Project Planner
 P.O. Box 778
 Dover DE 19903



Comments can also be submitted via e-mail: dotpr@state.de.us or faxed to 302-739-2092

Your comments and opinions are very important. All information you provide on this form will be carefully reviewed by the Department of Transportation. Under State law this survey form is public domain, and if requested, a copy of it must be provided to the public or media. Thank you for your participation and contribution to this important transportation project in Delaware.

PREPARED BY: MICHAEL E. RHUE DATE: 07/22/18
PROJECT TITLE: PUBLIC COMMENTS: FIVE POINTS TRANSPORTATION

1 RATHER THAN ABANDON AND REMOVE RAILROAD TRACKS, THOUGHT
2 RAILROAD COULD BE REPURPOSED FOR SOME LOCAL PASSENGER RAIL
3 PASSENGER SERVICE FROM LEWES TO GEORGETOWN COULD HAVE
4 CONNECTED NEEDED BEACH WORKERS WITH LOWER COST HOUSING
5 TO BE VIABLE, LEWES TO GEORGETOWN RR REQUIRE UPGRADE TO
6 CLASS II TRACK (25 MPH PASSENGER) AT COST OF \$1 MILLION/MILE
7 (\$20 MILLION TOTAL INCLUDING CANAL BRIDGE) DIDN'T SEEM FEASIBLE
8 AS STARTING POINT STARTED LOOKING AT NASSAU TO CANAL RR
9 BRIDGE RAILROAD FOR LOCAL TROLLEY SERVICE ON EXISTING TRACK
10 CLASS I TRACK (15 MPH) LESS THAN OPTIMAL SPEED BUT COULD HAVE
11 REINTRODUCED LOCALS AND TOURISTS TO PASSENGER RAIL SERVICE
12 INQUIRED ABOUT PURCHASE OF "DOODLEBUG" (SELF-PROPELLED RAILCAR
13 CAPABLE OF 60 PASSENGERS AND BAGGAGE AREA (SUITABLE FOR BIKES
14 AVAILABLE AT MORE REASONABLE PRICE OF \$200,000 (INCLUDE SHIP)
15 WAS DISCOURAGED BY SOMEONE ABOUT SLOW SPEED BUT FELT BETTER
16 TO DO LESS THAN OPTIMAL THAN NOTHING AT ALL.

17
18 DURING MONTH OF JANUARY 2018, PERSONALLY SPENT MY TIME ON
19 RESEARCHING, PHOTOGRAPHING, AND MAKING CONTACTS CONCERNING
20 LEWES RAILROAD CONTACTED FEDERAL, STATE, AND PERSONS WHO
21 HAVE RAILROAD KNOWLEDGE AT TIME OPERATING AS GROUP OF ONE,
22 WANTED TO ENSURE MY FACTS AND FIGURES WERE ACCURATE AND
23 COMPLETE DURING THE JANUARY MEETING OF LEWES CITY COUNCIL,
24 WAS ALLOWED TO SPEAK BRIEFLY DURING PUBLIC COMMENTS PERIOD
25 ATTEMPTED TO PRESENT MY IDEAS CONCERNING POSSIBLE TROLLEY SERVICE
26 SHORTLY, WAS INFORMED THAT "TIME FOR PUBLIC INPUT WAS OVER"
27 AND THAT "DELDOT HAD ALREADY PUT OUT BIDS FOR TRACK REMOVAL"
28 THANKED LEWES CITY COUNCIL FOR OPPORTUNITY TO SPEAK.

PREPARED BY: MICHAEL E. RHUE DATE: 07/22/18

PROJECT TITLE: PUBLIC COMMENTS: FIVE POINTS TRANSPORTATION

1 AT SOMEONE'S SUGGESTION, ENCOURAGED TO CONTACT DELDOT
 2 DIRECTLY. PRESENTED MY IDEAS AND CONCERNS TO SEVERAL
 3 MEMBERS OF SECRETARY COHEN'S STAFF. HAD MEETING SCHEDULED
 4 WITH SECRETARY JENNIFER COHEN FOR JANUARY 29, 2018.
 5 (CANCELLED AT LAST MINUTE BY DELDOT / ASSUME SCHEDULE CONFLICT
 6 DIDN'T RESCHEDULE DUE TO SUDDEN LOSS OF MY "SOLE" SUPPORTER.

THE MEAT OF COMMENT

7
 8 THIS LEAD ME TO ATTENDING 5 POINTS WORKING GROUP MEETINGS.
 9 DURING PRESENTATION BY DELDOT ON MINOS CONAWAY CONNECTOR,
 10 BECAME VERY INTERESTED IN PROPOSED SR1 / MINOS CONAWAY RD.
 11 GRADE SEPERATED INTERSECTION (CLEARLY SHOWS 3 TRAFFIC LANES
 12 COMBINED WITH STUDY OF LEWES TO GEORGETOWN HIGHWAY
 13 MAP, THIS CONFIRMED MY SUSPICIONS. IN SHORT PERIOD OF 2 YEARS,
 14 CANAL BRIDGE FAILURE ALLOWED DELDOT TO ERASE 147 YEARS OF
 15 RAILROAD HISTORY. WITH 2 REMAINING FREIGHT BUSINESSES, I
 16 SUSPECT FISHER RD. TO GEORGETOWN RAILROAD ROW WILL ALSO
 17 SOON BE ABANDONED. GOLDEN OPPORTUNITY FOR DELDOT UTILIZE
 18 STATE-OWNED RAILROAD ROW TO DUALIZE EXISTING RT. 9 ROAD.
 19 OTHER PROJECTS INCLUDING RT. 1 OVERPASSES, AIRPORT ROAD
 20 REALIGNMENT AND GEORGETOWN RT. 113 OVERPASS DESIGNED TO
 21 FURTHER SPEED TRAFFIC TO BEACHES. AS LOCAL RESIDENT OF
 22 DELMARVA PENINSULA (57 OF 60 YEARS), PROBLEM NOT GETTING TO
 23 BEACH AREAS. PROBLEM IS CONGESTION / BACKUPS ONCE THERE.
 24 YOU CAN'T FIX "BOTTLENECK" FLOW BY INCREASING THE "BOTTLE'S BASE.
 25 FIX THE TRAFFIC FLOW FROM FIVE POINTS TO BETHANY BEACH
 26 BEFORE YOU DUMP MORE TRAFFIC INTO ALREADY CONGESTED
 27 FIVE POINTS AREA. MAY REQUIRE LIMITED ACCESS ROADS TO
 28 BUSINESSES AND SHOPPING CENTERS ADJACENT TO ROUTE 1.

PROJECT TITLE: PUBLIC COMMENTS: FIVE POINTS TRANSPORTATION

1 THE LEWES TO GEORGETOWN RAILROAD PROBABLY JUST A LINE
2 ON A MAP TO MOST MEMBERS OF THE FIVE POINTS WORKING GROUP.
3 PERSONALLY, I KNOW THIS "LINE" AS A CORRIDOR CONNECTING
4 SUBDIVISIONS, MOBILE HOME PARKS, PRIVATE RESIDENCES AND
5 SMALL BUSINESSES. IT ALSO CONNECTS FARMLAND, WOODLANDS
6 AND WETLANDS AREAS. IT SERVES AS "HOME" TO BIRDS, DEER,
7 RED FOX, GROUNDHOGS, AND OTHER WILDLIFE. ADJACENT TO AN
8 ACTIVE RAILROAD, RESIDENTS ACCEPTING OF OCCASIONAL FREIGHT
9 TRAIN. PRESENTED PROPERLY, WOULD PROBABLY ACCEPT PASSENGER
10 SERVICE. RESIDENTS ALREADY ACCEPTING OF RAIL/TRAIL PROJECT
11 WHAT THEY WON'T ACCEPT, MAJOR HIGHWAY LOCATED IN BACKYARD
12 TO THIS DAY, DELDOT HAS NOT ADMITTED PUBLICLY INTENTION
13 TO UTILIZE RAILROAD R.O.W. AS PART OF FUTURE ROUTE 9 ROAD.
14 BEING A BUREAUCY (APPOINTED/NOT ELECTED) DELDOT ANSWERS TO
15 THE GOVERNOR NOT THE LEGISLATORS (EXCEPT BUDGET) OR GENERAL
16 PUBLIC. OPERATING WITHOUT FEAR OF RE-ELECTION OR RECOURSE.
17
18 TWO PARTICULAR TENETS OF FIVE POINTS WORKING GROUP WERE
19 "THINK OUTSIDE THE BOX" AND "RELIEVE CONGESTION". IN MY OPINION,
20 YOU HAVE NOT MET EITHER. THE ANSWER (AS ALWAYS) HAS BEEN
21 MORE, FASTER, UNOBSTRUCTED ROADS. ALBERT EINSTEIN DEFINED
22 "INSANITY AS DOING THE SAME THING OVER AND OVER & EXPECTING
23 DIFFERENT RESULTS". DURING WORLD WAR II (AND BEYOND), ACCESS
24 TO LEWES/REHOBETH AREA BY ROADWAYS, FERRY SERVICE, AIRPORT,
25 AND RAILROAD. AIRPORT (NOW SHOPPING CENTER) GONE BY 1990'S.
26 RAILROAD (GONE IN 2018) NOW JUST GRAVEL BED & BROKEN TIES.
27 VIEW FROM FIVE POINTS TO OCEANCITY INLET AS 30 MILE METROPOLI
28 IMAGINE WASHINGTON, D.C. WITHOUT AMTRAK/MARC/METRO RAIL

Michael E. Rhue
210 East Sixth Street
Blades, DE 19973
(C) (302) 296-7211 (H) (302) 536-1057
Email: michaelerhue@gmail.com

Most Recent Employment: Byron H. Jefferson, P.E. Engineering Services, 7/28/03-12/15/17
10045 Clendaniel Pond Road, Lincoln, DE 19960 (302) 422-9568
* Septic System Design & Beach Use Elevations
* Storm Water Management design/calculations
(AutoCAD 2D & HYDROCAD)
Responsible for Computer Drafting, Calculations, & Filing
Answer Telephone & Customer Inquiries

Employment History: E.I. Dupont de Nemours, Inc., Seaford, DE 1/84 to 12/01
Solo Cup Company, Federalsburg, MD 10/83 to 1/84
Airpax Electronics, Inc., Cambridge, MD 4/79 to 9/80
Cambridge Wirecloth, Inc., Cambridge, MD 6/78 to 3/79

Military Experience: United States Army, various locations in U.S.A. and Abroad 10/80 to 10/83
Tactical Communication Systems Operator/Mechanic 31V
(Served 3 years Active Duty, 3 years Inactive Reserve, Honorable Discharge)

Recent Education: Delaware Technical and Community College, Georgetown, DE
2010 ERM 102 Renewable Energy Sources, Course Completed May 2010
P/O Facilities Energy Management Certificate
2003 A.A.S. Degree in Engineering Drafting Technology, Graduated May 2003
Courses included:
Architectural Design Studio, AutoCAD 2000, Technical Drafting,
Statics and Strengths of Materials, Algebra and Trigonometry,
Construction Materials and Methods, Surveying Principles,
Technical Report Writing, Microsoft Office Suite for Windows,
Introduction to Electronics Technology

Highlights of Education: **Architectural Design Studio:** Group Design Team Project:
On-Site Training Classroom Building:
Preliminary Designs and Environmental Research Consultant

Engineering Drafting Design: Individual /Group Projects
Individual: Three-Bedroom House w/ Porch and Garage
Individual: Building Documentation of Owner-Built Home
Group: Site Planning for DTCC Campus Improvements

Architectural Drafting/Design: Individual Project:
Design/Drafting of Gambrel Roof Carriage Barn Apartment

Applicable Life Experience:

As a result of Multiple Educational Opportunities, and an Extensive Work History, I have acquired an eclectic set of Skills and Basic Knowledge. Dependent on the requirements of future drafting projects, this unique set of skills may provide added Insight into a successful Design Project. A successful Design Project benefits both my employer and me.

My Applicable Life Experience includes but is not limited to:

Carpentry//Residential Construction//Plumbing
Personal AutoCAD Drafting of Home/Garden Projects
Solar and Alternate Energy Usage
Electronics//DC Electric
Historical and Architectural Sites Preservation
Amateur Photographer//Public Photo Display

July 23, 2011

These comments were a result of attending a DelDOT presentation concerning several proposals for the Georgetown-Lewes Railroad Right-of-Way. This R.O.W. is currently active serving one business at Cape Henlopen for chemical tanker cars. The proposals included leaving the active R.O.W. as currently utilized; abandoning the current railway and removing the rails/ties for a pedestrian/bicycling trail; or establishing a pedestrian/bicycling trail adjacent to the active railroad R.O.W. This presentation was to garner public input into the process and study the feasibility. As of this date, no further progress has been publicly acknowledged. The distance from Georgetown, De. to Lewes, De. (at Cape Henlopen State Park) is about 16 rail miles.

Due to personal time constraints, these comments were never presented to the DelDOT officials. I hope they will educate and encourage your support of Rail-to-Trail Projects.

Michael E. Rhue

GEORGETOWN-LEWES RAIL/TRAIL STUDY

COMMENT FORM

August 15, 2006

Delaware Department of Transportation

Southern District Headquarters

Georgetown, Delaware

Please provide additional comments on the Georgetown-Lewes Rail Study in the space provided below

(Please print):

Recently, I attended your public workshop in Georgetown, Delaware. The presentation and associated research, concerning DelDOT's Rail-Trail proposal, was very well planned and organized. The DelDOT staff seemed very well informed and open to all public comments and questions. Due to the inevitable growth in our area, I fully support research and development of all alternative modes of transportation including Rails to Trails. Being fully dependent on personal vehicles and building more roads are no longer viable transportation solutions. Our future developments should be more pedestrian/bicyclist friendly and accessible to future mass transportation. (Improved bus service/light rails) Of the options proposed, the "Rail with Trail" option was the most attractive and offered the most flexibility.

Due to continued growth in our area, we will need expanded recreational opportunities. Rails to Trails

conversions provide low-impact/low-cost recreation available to the general public. Relocating to our area, people are coming from mostly metropolitan areas. In addition to using public transportation, these “newcomers” utilized walking and bicycling as part of their daily routine. Adjacent to the railroad, a paved pathway would be accessible to users of all ages and abilities.

Because the Right-of-Way is already state owned, the costs to taxpayers and intrusion on private property should be minimal. Whenever possible, restrict the “Rail with Trail” to the current railroad right-of-way. This action could avoid a lengthy and expensive acquisition of private property. Where the current railroad right-of-way is inadequate; the bike trail could detour, bypass, or open in smaller segments. This would retain the railway for both current and future usage. Even in smaller segments, opening the trail may build interest and public support.

In the recent past, designated bike paths were located adjacent to existing roadways. Utilizing the roadway shoulder, these paths were a low-cost recreational solution requiring only the appropriate signage/markings. Barely suitable for bicyclists, these paths were definitely inappropriate for walkers, joggers, strollers, or other non-motorized recreations. As growth and traffic steadily increases, adjacent roadway bike paths are no longer a viable or safe form of recreation. Bicyclists are constantly exposed to turning/merging traffic. Inconsiderate cyclists can also present a safety hazard to motorists. Adjacent to an active railway, the trail would parallel the traffic flow with minimal crossings of rail traffic or roadways. Rails and ties, removed from other inactive railroads, could be used to construct barriers when necessary. Unlike some motorists, normal train sounds would provide adequate warning of oncoming traffic. Proper lighting, at trailheads and along the trail, would provide added safety for both the trail users and adjacent residences. Adjacent to the railway, a paved pathway would provide access for all users while leaving the railway available for other uses.

Railroad work vehicles, having rubber tires, are equipped with retractable metal wheels in both the front and rear. These metal wheels guide the vehicle along the railroad track and are retracted for highway usage. Equipped with similar setups, smaller emergency vehicles could patrol the trail on a random basis for safety checks. Utilizing the railway, patrol vehicles could be made available rapidly for emergencies and trail maintenance. Otherwise, the emergency access would be limited, infrequent, and time-consuming. (Bicycle or Hiker Only) Being able to randomly patrol, the trail would provide added safety for users and a deterrent to any possible criminal activity. Rather than an occasional freight train, the “Rail with Trail” could become an active recreation & transportation corridor.

Beyond the benefits of recreation, the “Rail with Trails” option allows the possibility of alternative modes of transportation. Given the uncertain future of energy costs, the railway may be needed later for

expanded transportation of goods, services, and people. The necessary land for future railway right-of-ways probably won't be available or economically feasible. The "Rail with Trails" option provides for current needs/usage while providing & maintaining infrastructure for any future circumstances. Small intermodal facilities may be later needed to alleviate some traffic congestion. As the beach areas continue to grow, the need for service workers will continue to increase. The Georgetown to Lewes "Rail with Trail" may serve as a feasible bike commuter route. By bicycle, the trails 16-mile distance may prove a faster route than travel on congested summer highways. Adjacent developments could provide limited access to residents. As previously mentioned, emergency vehicles could benefit from the current railway. Equipped with similar retractable guide wheels, buses would have the flexibility to travel on both highways and railways. Utilizing the railway, a commuter express bus route could be established.

Labor Market Information (LMI)

Career Clusters

The U.S. Department of Education developed 16 groups, or clusters, as a way to link school and work, helping you to choose a curriculum which is best suited to your career plans. The graph below shows how many annual job openings each cluster will have from 2014-2024.

Through 2024, the **Hospitality & Tourism** cluster is expected to generate the most job openings, 2,433 annually, while the **Arts, Audio/Video Technology & Communications** cluster

is expected to generate the fewest, at just over 80 job openings annually. **Science Technology, Engineering & Mathematics** is the highest-paying cluster; its occupations paid an average wage of \$98,838 in 2014. **Hospitality and Tourism** had the lowest average wage; this cluster's occupations paid an average wage of \$23,609 in 2014.

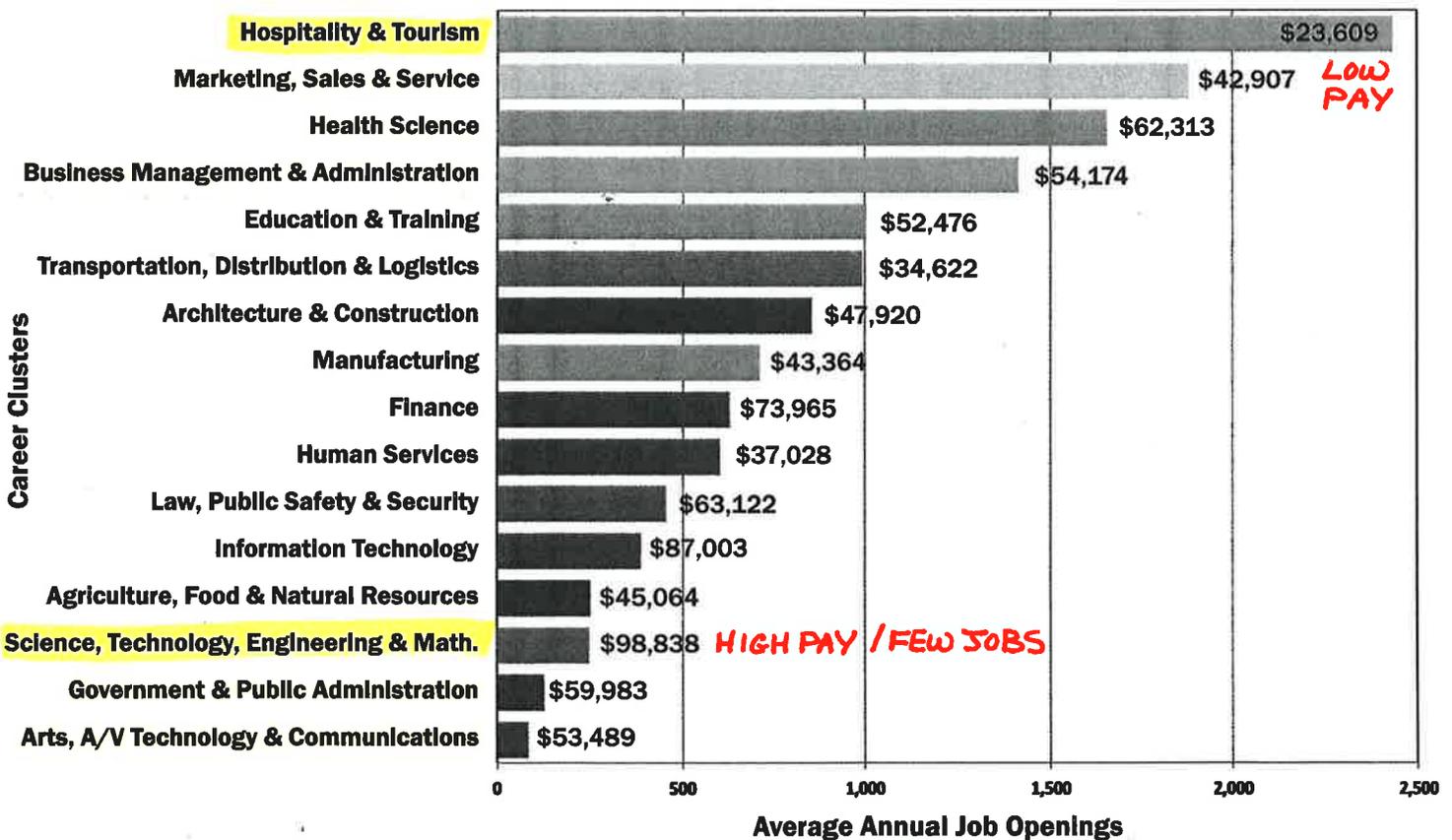
LMI Resources

<https://lmi.delawareworks.com>
www.bls.gov
www.dol.gov
www.acinet.org

If you have trouble finding the information you need, please give the Office of Occupational and Labor Market Information a call: (302) 761-8060

If you would like to order hard-copy LMI publications, please contact Kristie Manley: (302) 761-8064

Delaware Average Annual Job Openings by Career Cluster, 2014 - 2024
Average Annual Wages by Career Cluster, 2014



SOURCE: Delaware Department of Labor in cooperation with the U.S. Department of Labor, BLS

BOTH HIGHLIGHTED GROUPS COULD BENEFIT FROM LIGHT RAIL ON DELMARVA
LOW PAY COULD BENEFIT FROM AFFORDABLE/RELIABLE TRANSPORTATION
HIGH PAY COULD BENEFIT FROM CONNECTION TO JOB MARKETS (w/o DRIVING)

Step 2: What's Out There? 21

(2 HR+ DRIVING COMMUTE (EACH WAY)/MAY RELOCATE/NO LONGER PAY LOCAL TAXES)



DOODLEBUG

"THE PAUL REVERE" DOODLEBUG 4662

STATUS: OUT OF SERVICE

Motor car No. 4662 was built by Pullman Standard, outfitted by Brill, and outshopped on April 29, 1929. The car is self-propelled, and features both passenger seating and baggage storage. Cars such as this were usually referred to as "Doodlebugs" by railroaders, and they saw service on lightly-used branch lines where it was not economical to operate a full-length train. The car was originally powered by two Winton 175hp gasoline engines, but was rebuilt in the winter of 1942-43 with two Cummins HBIS-6 175hp diesel engines. She was retired from service in April 1959,



Photo: Mike Ciosek

and was later purchased by the National Capital Trolley Museum (NCTM). The 4662 never operated at the NCTM, and was stored outside in North Baltimore where it was heavily vandalized. Historic Red Clay Valley Inc. (HRCV), purchased the car in March 1967, and brought her back in service in December 1979. In 1989, HRCV received a grant from Revere Copper and Brass to restore No. 4662, and she received new diesel engines, draft gear and brake system improvements, as well as interior renovations. The car was dedicated as "The Paul Revere" on June 7, 1990, in honor of the Revere Foundation's generous gift, and she is the only Pennsylvania Railroad doodlebug in regular operation. The 4662 features a modern bathroom, a 110-volt electrical system for air-conditioning and heating, a seating capacity of 60 passengers and a small baggage area. "The Paul Revere" is assigned to our "Ride-To-Dine" dinner trains and is also perfect for small charters.

After many years of hard use, **No. 4662 will be out of service until Spring/Summer 2018**, while she undergoes some major rebuilding and maintenance.

GREENBANK STATION
Boarding Location
2201 Newport Gap Pike
(Route 41 North)
Wilmington, DE 19808

BUSINESS OFFICE
1601 Railroad Avenue
Wilmington, DE 19808
302.998.1930
Monday to Friday
10:00 a.m. to 4:00 p.m.

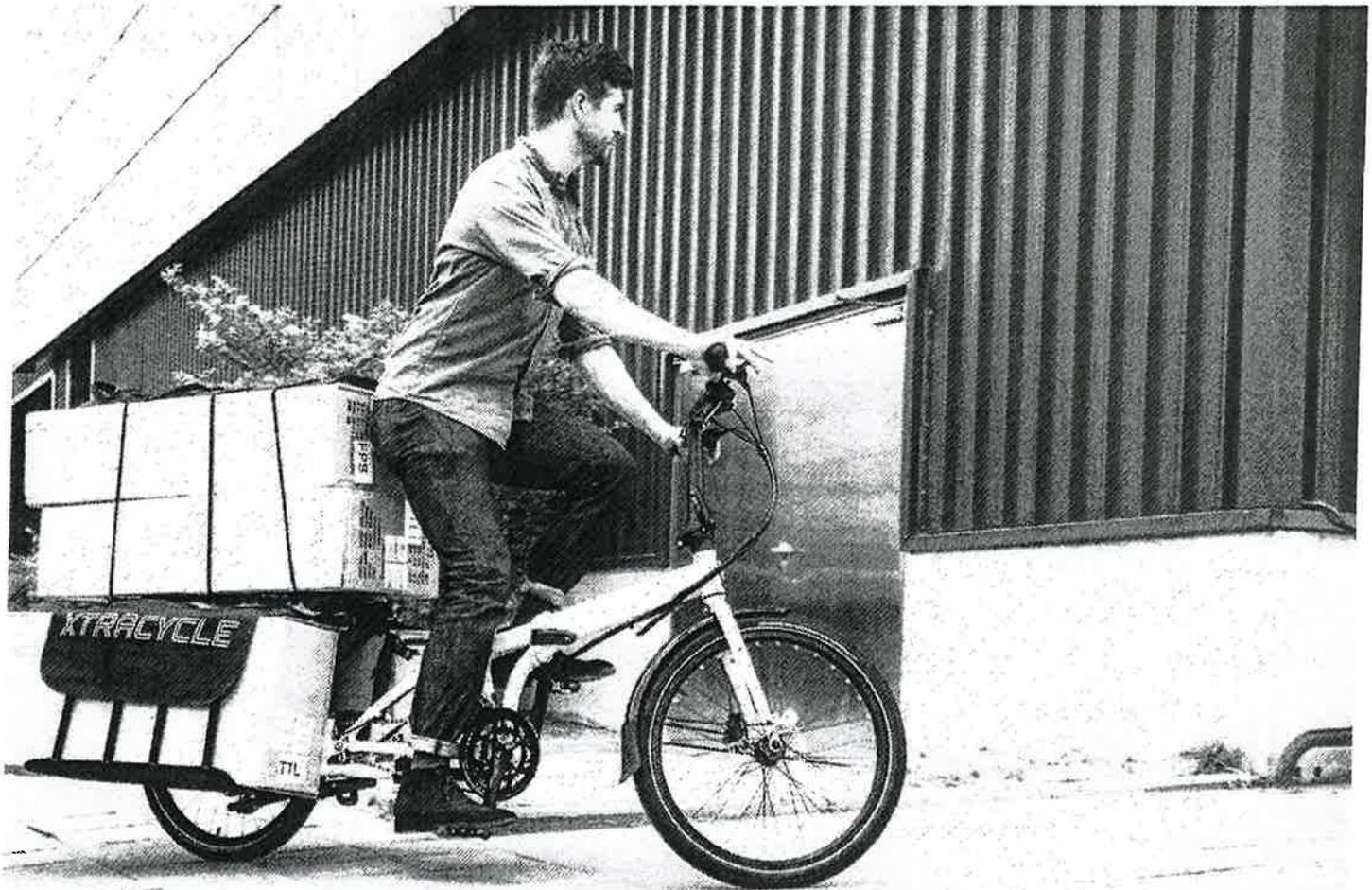
MAILING ADDRESS
Historic Red Clay Valley Inc.
P.O. Box 5787
Wilmington, DE 19808



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Tern and Xtracycle's Cargo Node, the world's first folding cargo bike. Photo courtesy of Tern.

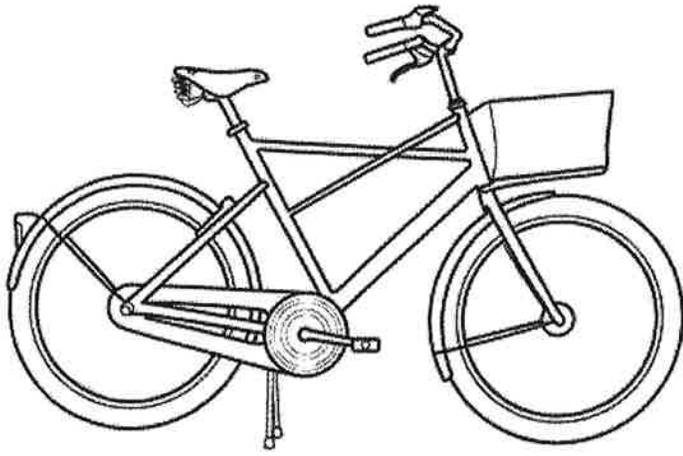
MOST PEOPLE (IN USA) CONSIDER BICYCLING AS RECREATION NOT FORM OF REGULAR TRANSPORTATION. UTILIZING OTHER FORMS OF BICYCLES AND COMBINED WITH RAIL SERVICE, VIABLE FOR SHOPPING & INCLEMENT WEATHER (BIKE ONE WAY/TRAIN ON RETURN)

Types of Cargo Bikes

A cargo bike is essentially any bicycle, tricycle or pedal-powered four-wheeler which was designed specifically to carry a load – large or small. In its simplest form, a cargo bike can be a bike with a built-in, reinforced front basket for heavier-than-normal daily transportation needs. In its most complex, it could be an electric-assist box trike with refrigeration capabilities. While these days, the variations of cargo bikes on the market create a bit of crossover between the categories, most cargo bikes fit roughly into the following six types:

Utility Bikes

Utility bikes are built with a traditional wheelbase, but with reinforced frames that enable them to carry larger loads than a standard bicycle. They often have metal front baskets and/or back racks built onto the frame, and are designed to be nimble and easier to ride than larger cargo bikes while still maintaining considerable carrying capacity.



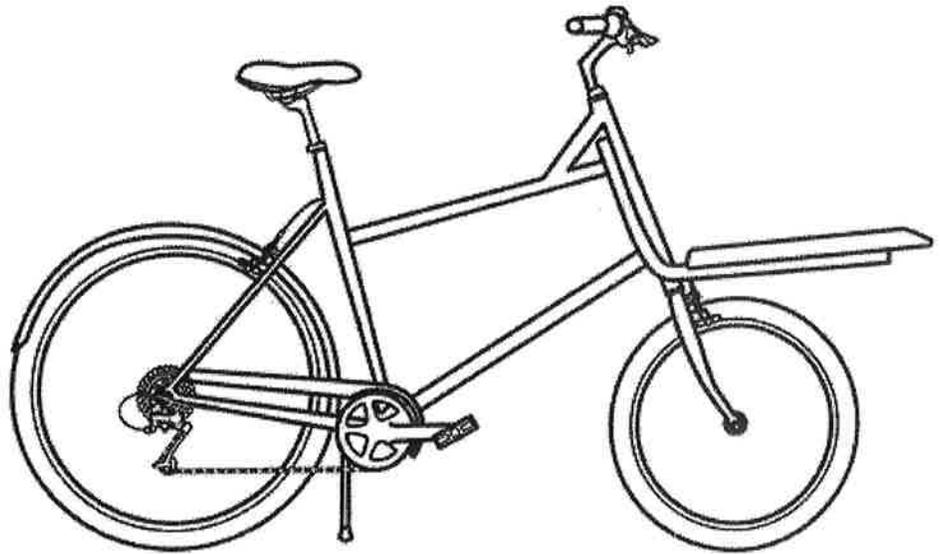
Johnny Loco, Pashley Cycles, and Workman Cycles make utility bikes, which range between \$600 and \$1,500 USD.

Cycle Trucks

Cycle trucks have the same overall size of a standard city bike, but they have a smaller front wheel (typically 20" compared to a 26" rear), with a front rack affixed to the frame over the

wheel. The rack either has a box mounted to it, or has mounting options for when you need the box, and space for when you don't.

Bilenky Cycle Works, Republic Bike, Virtue Bike, Soma Fabrications, Ahearne Cycles, Pashley Cycles, and Bicicapace make cycle trucks, which range between \$700 and \$2,000 USD.

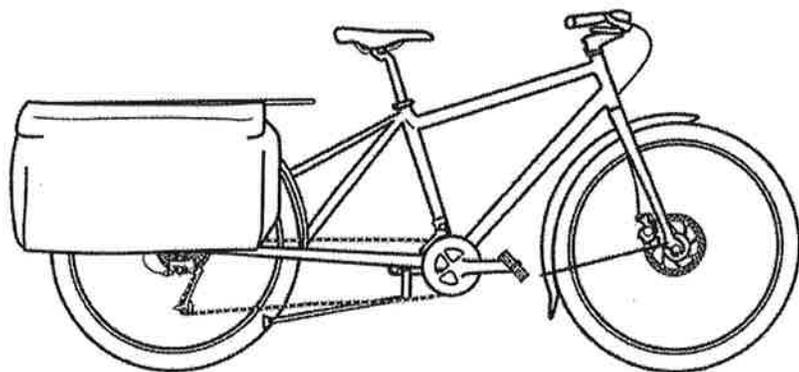


Longtails

Longtails have an extra-long wheelbase at the back, which accommodates an extended, built-in deck to carry cargo or children. Longtails typically come with open-top panniers to hold cargo at the sides, have hooks for webbing to secure cargo on top, and have options for handles or backrests to transport children.

Yuba, Xtracycle, Surtly, Bike Friday, and Kona Bikes all make longtails, which range between \$1,000 and \$2,000 USD. Madsen Cycles is notable in that they make a longtail with a box. Tern and Xtracycle collaborated to make the Cargo Node, the world's first full-sized folding cargo bike, which retails for \$1,800 USD.

Yuba, Xtracycle, Surtly, Bike Friday, and Kona Bikes all make longtails, which range between \$1,000 and \$2,000 USD. Madsen Cycles is notable in that they make a longtail with a box. Tern and Xtracycle collaborated to make the Cargo Node, the world's first full-sized folding cargo bike, which retails for \$1,800 USD.

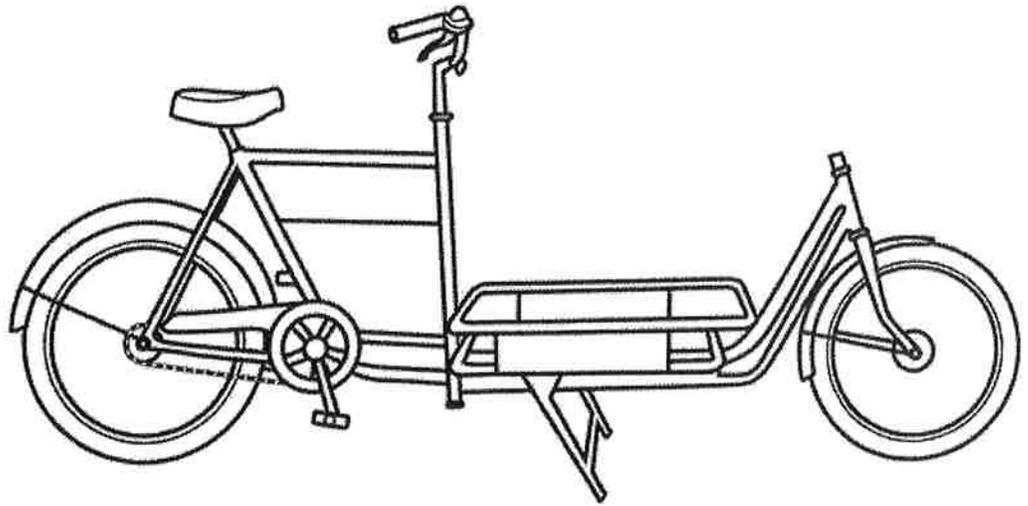


Long Johns/ Bakfiets/ Box Bikes

Long Johns were developed in Denmark in the early 20th century. They have an extraordinarily long wheelbase at the

front and a smaller front wheel, with the cargo area or an attached wooden basket sitting low to the ground between the handlebars and front wheel. Today, the Long John design has more or less been absorbed into the category of *Bakfiets*, or Box Bikes, which were developed in The Netherlands in the late 19th century. While *Bakfiets* were originally a cargo tricycle with a wooden box between the two parallel wheels, modern *bakfiets* can be either a trike or a two-wheeled Long John design with an integrated box. A few of the brands below make both box bikes and box trikes.

Cetma Cargo, Metrofiets, Wike, Fiets of Strength, Larry vs. Harry, Babboe Cargo Bikes, Christiana Bikes, Nihola, trioBike, Douze Cycles, Urban Arrow, and Bakfiets all make box bikes, which range between \$2,500 and \$6,000 USD.



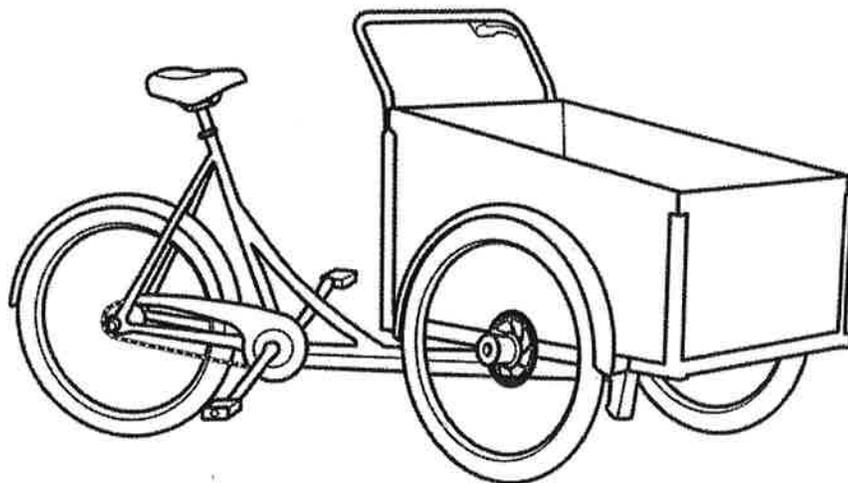
Cargo Tricycles/ Cycle Rickshaws

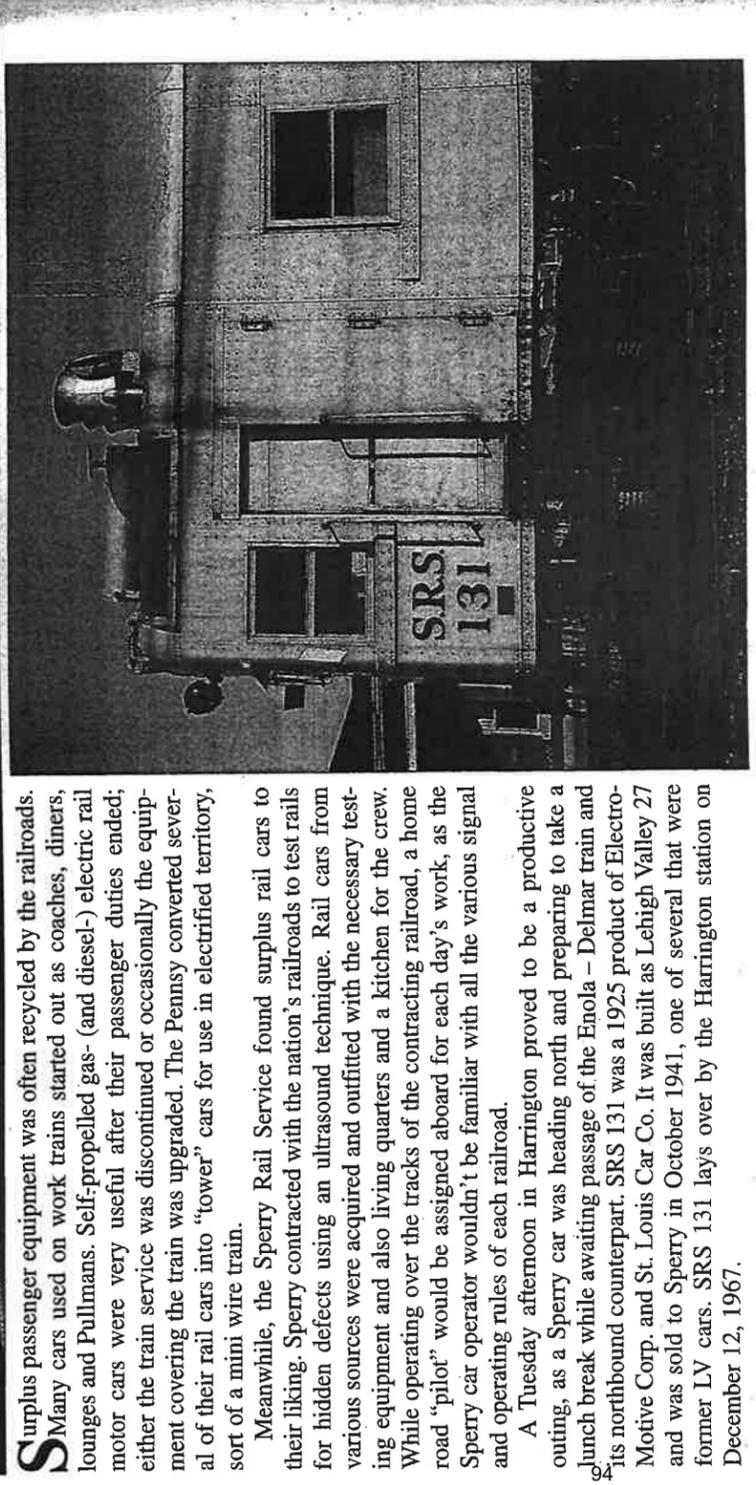
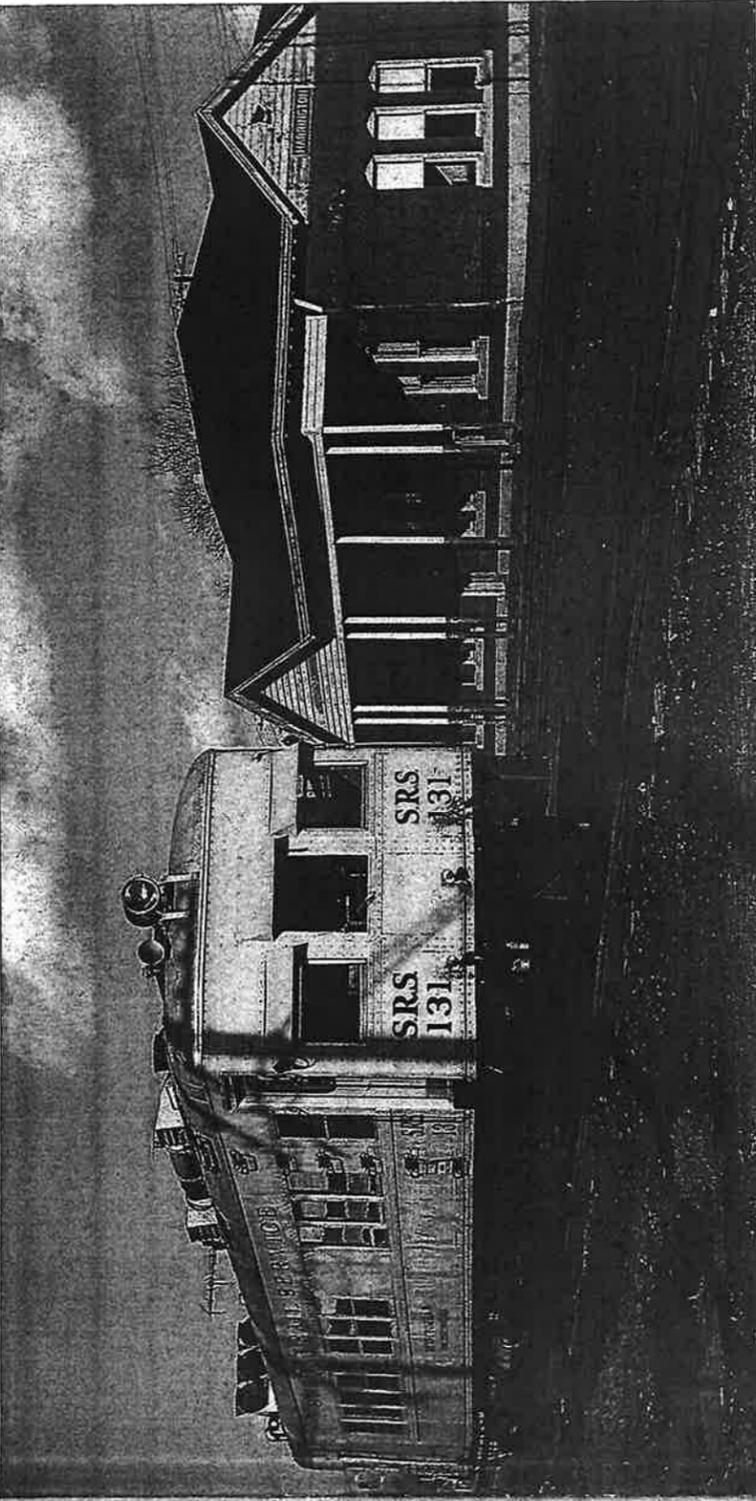
Tricycles or Cycle Rickshaws usually feature an elongated frame with two wheels at the front or back for added stability, with a cargo platform, box, or seat between the two wheels. Cycle rickshaws are common in parts of Asia and Africa as bike taxis,

while cargo trikes (often with a box) are common in Europe for personal use, and are becoming increasingly popular in North America.

Wike, Pashley Cycles, Butchers & Bicycles, Johnny Loco, Bakfiets, Boxer Cycles, and Virtue make cargo trikes, which range in price from \$3,500 to \$5,000 USD. Cycles Maximus is a global manufacturer and distributor of cycle rickshaws, which start off at £3,375.

Above illustrations by Robert Higdon.





Surplus passenger equipment was often recycled by the railroads. Many cars used on work trains started out as coaches, diners, lounges and Pullmans. Self-propelled gas- (and diesel-) electric rail motor cars were very useful after their passenger duties ended; either the train service was discontinued or occasionally the equipment covering the train was upgraded. The Pennsy converted several of their rail cars into "tower" cars for use in electrified territory, sort of a mini wire train.

Meanwhile, the Sperry Rail Service found surplus rail cars to their liking. Sperry contracted with the nation's railroads to test rails for hidden defects using an ultrasound technique. Rail cars from various sources were acquired and outfitted with the necessary testing equipment and also living quarters and a kitchen for the crew. While operating over the tracks of the contracting railroad, a home road "pilot" would be assigned aboard for each day's work, as the Sperry car operator wouldn't be familiar with all the various signal and operating rules of each railroad.

A Tuesday afternoon in Harrington proved to be a productive outing, as a Sperry car was heading north and preparing to take a lunch break while awaiting passage of the Enola - Delmar train and its northbound counterpart. SRS 131 was a 1925 product of Electro-Motive Corp. and St. Louis Car Co. It was built as Lehigh Valley 27 and was sold to Sperry in October 1941, one of several that were former LV cars. SRS 131 lays over by the Harrington station on December 12, 1967.

SAFETY CONCERNS/LIABILITY OF RAIL TRAIL ADJACENT TO ACTIVE LINE CAN BE MET.

Blazing big new trail for Salisbury



Two pedestrians walk along Milford Street on Thursday, in the area where the new path would be built. STAFF PHOTO BY RALPH MUSTHALER

Project would beckon joggers, bikers to railroad along Route 13

JEREMY COX JCOX6@DELMARVANOW.COM

A trail running along Salisbury's north-south railroad could become the centerpiece of a vastly expanded walking and bicycling network.

The city is moving forward with plans to construct a path adjacent to the Delmarva Central rail line between Canal Park Drive near the city's boundary with Fruitland northward to Naylor Mill Road on the north side of town.

The City Council approved \$150,000 in spending earlier this month to hire Silver Spring-based Toole Design Group for the first phase of designing the path's seven segments.

The city has set aside about \$760,000 on biking and walking projects this year, and the vast majority of that sum is for the engineering and construction of the southern half of the railroad trail, Mayor Jake Day said.

He hopes that construction can begin on that portion, which stretches from

downtown to near the city's southern border, by late 2018.

"To be able to initiate this process is pretty exciting," Day said.

He added that several challenges lie ahead, including:

- » Negotiating an agreement with Delmarva Central, which leases the tracks from Norfolk Southern, to allow the trail to be paved along portions of its property. A Norfolk Southern spokesman said the company's main concern is making sure trails aren't placed too close to rail lines, posing a potential safety risk.

- » Acquiring right of way from private property owners in the trail's path.

- » Removing anything lying in the trail's way, such as fences and trees.

The trail was envisioned in both the city's downtown master plan and last year's Bicycle Network Plan. But when it

See TRAIL, Page 2A

Trail

Continued from Page 1A

came time for city staff to set a course for infrastructure spending earlier this year, Day said he was surprised to see they omitted the railroad trail.

When he reminded them that the project was called for in no fewer than two sets of plans, "everyone shrugged and

said, 'We've had these adopted plans for years. We never put them in the capital improvement plan,'" he recalled.

His response: Those plans don't come cheap. Why not follow their recommendations?

The trail would help further connect Salisbury University students with downtown and provide an additional link to shops and offices along the Route 13 corridor, Day said.

The railroad tracks historically have been a magnet for crime and vagrants. The trail could help reverse that blight, he said.

"It is a back-of-house space that people think is forgotten about. It's usually people not willing to be seen up and down 13. Sometimes that means drugs. Sometimes that means homeless that don't want to avail themselves of services," he said.

Matt Drew helped craft the bicycle plan as a member of the city's Bicycle and Pedestrian Advisory Committee. He called the trail a "very significant project," saying many SU students are hesitant to travel downtown by bike because they now have to share the road with cars.

With the railroad trail, he added, "not only do you connect 9,000 students to a burgeoning downtown area but it also

introduces them to the City Park."

The city likely would partner with the university on the portion of the trail that traverses the so-called "East Campus" east of Route 13, Day said.

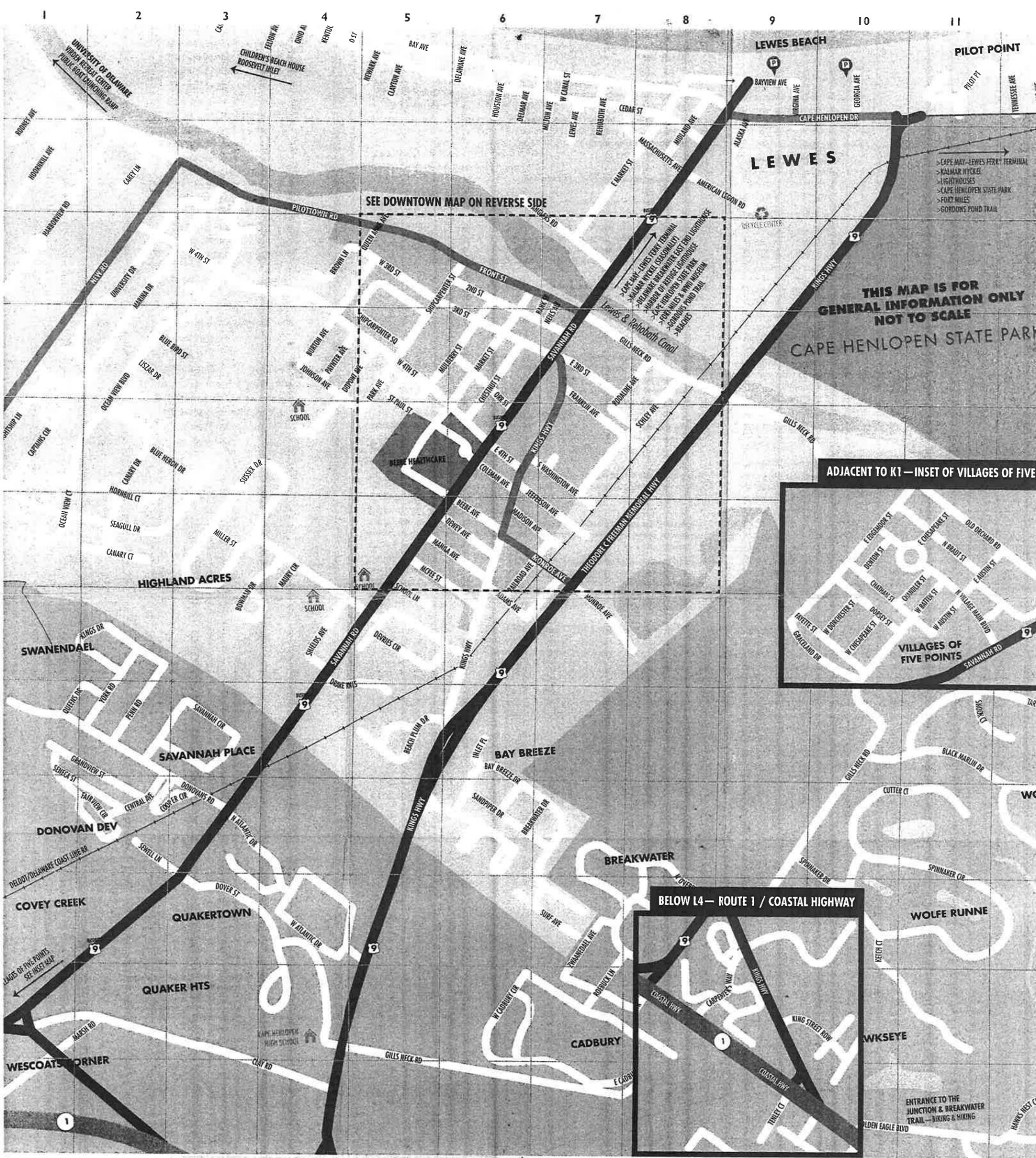
SU strongly supports the project, said Eric Berkheimer, associate vice president of facilities and capital management. The trail is included in its facilities master plan.

"Such a trail would be attractive," he said.

"More importantly, however, it would be a safer conduit for students who live in housing developments adjacent East Campus walking or biking to classes each day, away from Route 13."

He said the trail is still "in the discussion stage" and no construction timeline or design specifics have been determined.

On Twitter 95 @Jeremy_Cox



Cape Gazette

Delaware's Cape Region

TUESDAY, NOVEMBER 21 - THURSDAY, NOVEMBER 23, 2017

CapeGazette.com

Future of railroad at crossroads in Lewes

Trackbed is one of oldest in country; city to remove line or preserve small section

By Nick Roth
nickroth@capegazette.com

When three railroad tanker cars are hauled out of Lewes in the coming weeks,

it will mark the end of an era. After more than 100 years, the railroad will be no more.

Preparations are already underway to remove the rail line from Savannah Road

west to Fisher Road in Cool Spring, but the future of the lines within the city of Lewes is still up for debate.

Lewes Mayor and City Council held a workshop Nov. 14 to discuss the rail line, and Bob Perrine, DelDOT's railroad program manager, presented city officials with options.

The city could preserve a small section of the railroad for its historic and cultural

value or it could choose to have the entire line removed.

"We need to preserve the history," said resident Mike Tyler. "I think it's very important because we're a historic town and this is a very strong element of our history."

If the city is interested in keeping a sec-

Continued on page 5

Railroad

Continued from page 1

tion of rail, Perrine recommended a small portion, about 800 feet, between Kings Highway and Monroe Avenue.

Tyler suggested the city consider obtaining a rail car - a caboose or locomotive - for display purposes to pay homage to Lewes' rich rail history.

Mayor Ted Becker said state archives officials are interested in placing a historic marker along the railroad between the Lewes Public Library and the new Rollins Community Center. Sen. Ernie Lopez, R-Lewes, has already agreed to sponsor and finance the marker.

The railroad bed is 147 years old, Perrine said, making it the oldest in the state and one of the oldest in the country.

Until last year, Delaware Coast Line Railroad hauled materials to

and from SPI Pharma near Cape Henlopen State Park a few times a month. That all changed when it was discovered the historic swing bridge over the Lewes-Rehoboth Canal was unsafe. After further study, DelDOT determined it would be too expensive to repair the bridge and decided to decommission the railroad line from Cool Spring to Lewes.

DelDOT expects to begin removing the rail line in the spring, with a targeted start in April. Before that can occur, Perrine said, DelDOT must first receive approval from the Surface Transportation Board of the U.S. Department of Transportation, and then the project will be advertised. Due to the size and scope, Perrine said, the project should attract national companies and affordable estimates.

"This is the first major rail removal we've looked at," Perrine said. "We're looking at five or six miles of track. We have removed track before many times, but in much smaller pieces."

DelDOT plans to keep ownership of the railroad right of way.

"We will be retaining railroad rights to the property," Perrine said.

"That is very significant in the process to decommission the line. Rail rights are very difficult to obtain, and since we have them and don't know about the future, it's better to retain them."

Whether Lewes decides to keep or remove the railroad, DelDOT is seeking an agreement

with city officials for maintenance of the right of way. The city does not have to maintain the property, but DelDOT's level of care would likely be less than desirable for residents, Perrine said.

"You're going to get a standard DelDOT maintenance treatment, which none of you would be very happy with looking out your windows," he said. "Twice a year we'll come in and ... knock it down."

If the city were to take over maintenance, he said, the rail bed could be removed and replaced with grass or wild flowers that could be maintained by the city.

If the city retains a portion of track, Perrine said, maintenance would be the city's responsibility. He doesn't foresee a great expense.

"Being static, you're just going to have rust," he said. "It will be awhile before it rusts far enough to where you'll have to do something for safety. From a maintenance perspective, you'll just have to keep the weeds out."

The rail crossings at Gills Neck Road, Kings Highway and Savannah Road will be removed along with all others outside the city limits. Depending on whether the city decides to retain a portion of the track, others could be removed as well.

The rail crossing on Freeman Highway is the responsibility of the Delaware River and Bay Authority. DelDOT still has to discuss its future with DRBA,



NICK ROTH PHOTO

LEWES MAYOR AND CITY COUNCIL is considering what to do with the railroad tracks that parallel the Lewes-to-Georgetown Trail. Department of Transportation officials have allowed the city to keep, remove or retain a small section of the rail.

Perrine said.

He said the elimination of the crossing could coincide with track removal from Cape Henlopen State Park to Freeman Highway, which will likely occur simultaneously with removal of the rest of the rail line.

Department of Natural Resources and Environmental Control officials are interested in converting the 1.5-mile section of track into a trail with eventual connection to Lewes' other trails, possibly via American Legion Road. The 3.2-mile section of rail from Savannah Road west to Minos Conaway Road will be converted to a multi-use path as part of the second phase of the Lewes-to-Georgetown Trail. Work on that is expected to begin in fall 2018.

Removal of the canal swing

bridge will be a separate project, Perrine said. He said environmental studies must be completed before DelDOT can move forward with removal.

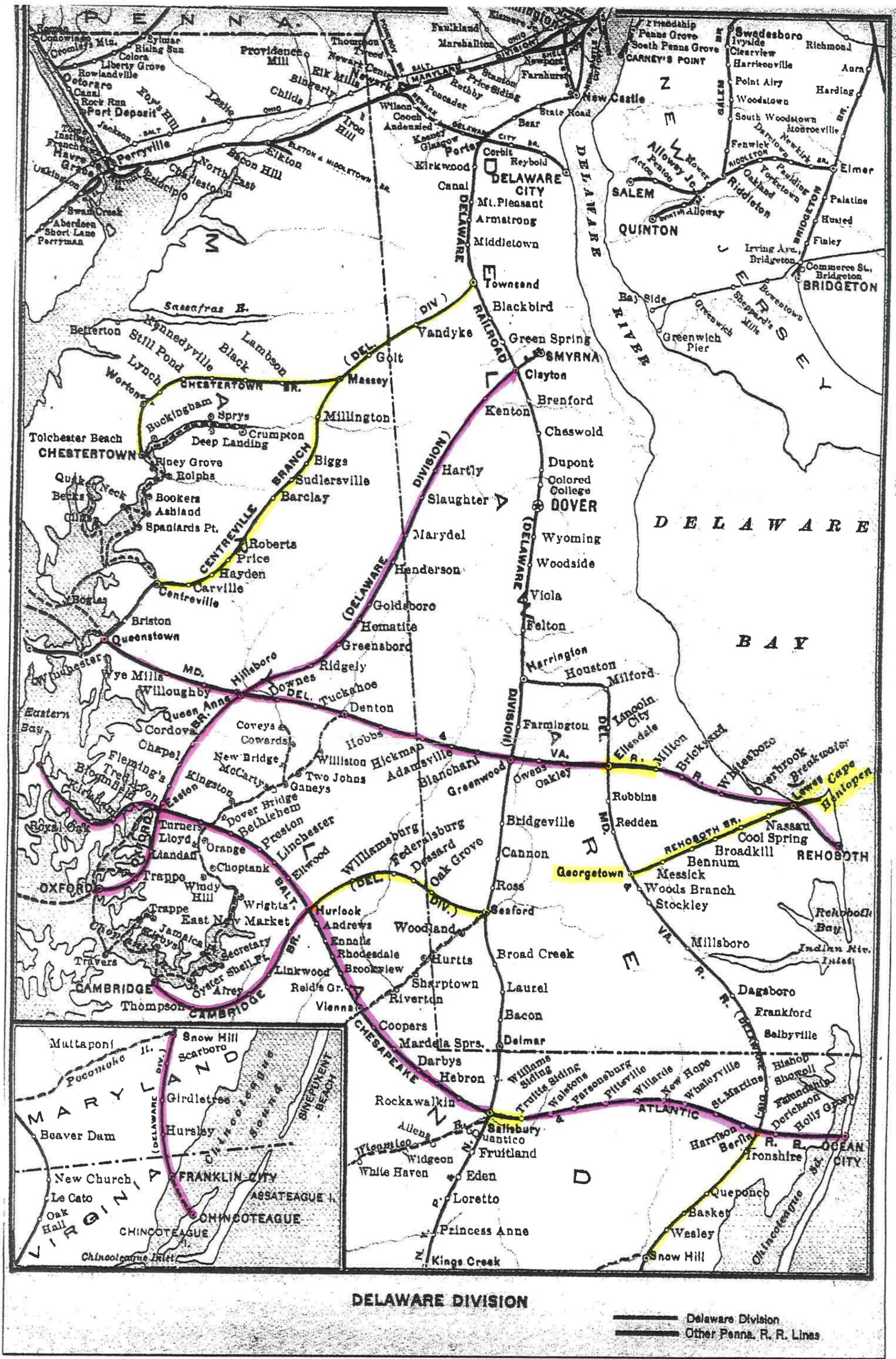
"We're not just going to remove it and destroy it," he said. "Part of our environmental assessment is to determine where the bridge can go."

The goal, he said, is to have the bridge on display at a place where it can be used for educational purposes.

The city of Lewes will continue to receive comments regarding the portion of rail within city limits through Thursday, Nov. 30. Comments may be sent to comments@ci.lewes.de.us. Council will then discuss the future of the railroad before sending its preference to DelDOT Secretary Jennifer Cohan.

"THIS IS THE FIRST MAJOR RAIL REMOVAL WE'VE LOOKED AT. WE'RE LOOKING AT FIVE OR SIX MILES OF TRACK. WE HAVE REMOVED TRACK BEFORE MANY TIMES, BUT IN MUCH SMALLER PIECES."

BOB PERRINE, DELDOT'S RAILROAD PROGRAM MANAGER



DELAWARE DIVISION

— Delaware Division
— Other Penna. R. R. Lines

1917 DELMARVA RAILROADS
 HAGLEY MUSEUM COLLECTION

RED LINES:
 INACTIVE / ABANDONED
YELLOW LINES:
 REMAIN SHORTLINES



Recipient: Del DOT and 5 Points Working group

Letter: Greetings,

Oppose the Hudson-Hughes Highway in Georgetown-Lewes.

Signatures

Name	Location	Date
Kathleen Lombardo	Lewes, DE	2018-07-25
Carole Chadwick	Millsboro, NJ	2018-07-25
Maura robbins	Lincoln, DE	2018-07-25
Lynda-Marie Allen	Lewes, DE	2018-07-25
Rosemary Budd	Lewes, DE	2018-07-25
Bill Gantz	Lewes, DE	2018-07-25
William Huntley	Lewes, DE	2018-07-25
Jean Kissane	Lewes, DE	2018-07-25
E Moon	Georgetown, DE	2018-07-25
Maria Huntley	Cumming, GA	2018-07-25
Deborah Dignan	Lewes, DE	2018-07-25
Kathryn Stazzone	Lewes, DE	2018-07-25
Kelly Dignan	New Castle, DE	2018-07-25
Cathleen Macklin	Georgetown, DE	2018-07-25
Mike Lombardo	Lewes, DE	2018-07-25
Frederick Brandt	lewes, DE	2018-07-25
Sandra Lombardo	Millsboro, DE	2018-07-25
James Blaszkow	Newark, DE	2018-07-25
Kathleen Coletti	Lewes, DE	2018-07-25
Christa Lombardo	Buffalo, NY	2018-07-25

Name	Location	Date
Bob and Jen McMahon	Arlington, VA	2018-07-25
Dr. Lynn Barberi	East Windsor, NJ	2018-07-25
Maureen Redwine	Lewes, DE	2018-07-25
J M Broda-Knudsen	Lewes, DE	2018-07-25
Michael McDonough	Rhodesdale, MD	2018-07-25
Charlotte Stigler	Lewes, DE	2018-07-25
Julie Yakimowicz	Lewes, DE	2018-07-25
Cheryl Downer	Wilmington, DE	2018-07-25
Susan Klavans	Milton, DE	2018-07-25
Claire Davidson	Wilmington, DE	2018-07-25
Ragan Callahan	Milton, DE	2018-07-25
Steven Callahan	Milton, DE	2018-07-25
Rhonda Scott	Lewes, DE	2018-07-25
Nancy forsyth	Lewes, DE	2018-07-25
Laura Massimini	Smyrna, DE	2018-07-25
Penne Finkley	Wilmington, DE	2018-07-25
David Aylor	Milton, DE	2018-07-25
Deborah Matonti	Lewes, DE	2018-07-25
Joan Fenwick	Lewes, DE	2018-07-25
Arlene Lawson	Lewes, DE	2018-07-25
Robert Jones	Lewes, DE	2018-07-25
Russell Wolff	Lewes, DE	2018-07-25

Name	Location	Date
Kathleen Srnik	Lewes, DE	2018-07-25
Mary Lerch	Lewes, DE	2018-07-25
Michaela Madsen	Herndon, VA	2018-07-25
George Eilbacher	Lewes, DE	2018-07-25
Max Eilbacher	Lewes, DE	2018-07-25
Jeannie Hooker	Rehoboth Beach, DE	2018-07-25
Lucy Eilbacher	Lewes, DE	2018-07-25
David Horwat	LEWES, DE	2018-07-25
Kendra Murray	Philadelphia, PA	2018-07-25
Shari Burchenal	Lewes, DE	2018-07-25
Sonya H D	Lewew, DE	2018-07-25
Robert Wheatley	Rehoboth Beach, DE	2018-07-25
Bruce Linthicum	Trenton, NJ	2018-07-25
Patty Hensler	Brick, US	2018-07-25
Robert Burke	Lewes, DE	2018-07-25
Vince Gambal	Lewes, DE	2018-07-25
Christine Lodge	Rehoboth Beach, DE	2018-07-25
Darin McMahon	Lewes, DE	2018-07-25
Ron Simonson	Milton, DE	2018-07-25
Sarah Rowan-Hostetler	Lewes, DE	2018-07-25
Sandee McClain	Wilmington, DE	2018-07-25
John Lodge	Rehoboth Beach, DE	2018-07-25

Name	Location	Date
hannah sears	US	2018-07-25
Christina Socorso	Bear, DE	2018-07-25
Jim Meredith	Lewes, DE	2018-07-25
Ron Dimaulo	Lewes, DE	2018-07-25
Mary Kuhlmann	LEWES, DE	2018-07-25
Alexander DeRiemer	Lewes, DE	2018-07-25
Kelly Prudenti	Milton, DE	2018-07-25
Patrick Roos	Hammonton, NJ	2018-07-25
Lauren Licitra	Rehoboth Beach, DE	2018-07-25
Chuck McClain	Wilmington, DE	2018-07-25
Kelly Brammer	Lewes, DE	2018-07-25
Robert Young	Tampa, FL	2018-07-25
Alex Smith	US	2018-07-25
Thea Amato	Lewes, DE	2018-07-25
Amy Antelis	Newark, NJ	2018-07-25
Elizabeth Law	Rehoboth Beach, DE	2018-07-25
doreen babiarz	elkton, MD	2018-07-25
Jack Martin	US	2018-07-25
Steve Cahill	Lewes, DE	2018-07-25
Diane Parson	Milton, DE	2018-07-25
Martin Schwartz	Cranford, NJ	2018-07-25
Robert Lanasa	Lewes, DE	2018-07-25

Name	Location	Date
Henry Isherwood	Lewes, DE	2018-07-25
Aaron Loomis	US	2018-07-25
Mark Leishear	Milton, DE	2018-07-25
Kathleen Lane	Millsboro, DE	2018-07-25
Shirley Hickey	Lewes, DE	2018-07-25
Hayes Smith	Lewes, DE	2018-07-25
Shirley Edwards	Lewes, DE	2018-07-25
Connie Shockley	.Lewes, DE	2018-07-25
Frank Mocerri	Lewes, DE	2018-07-25
Penny Guzzo	Chadds Ford, PA	2018-07-25
Kim Corbidge	Lewes, DE	2018-07-25
Joe Holtzlander	Lewes, DE	2018-07-25
Shaylee Stinnett	US	2018-07-25
Wade Kuhlmann	Rehoboth Beach, DE	2018-07-25
Christina Abrams	Seaford, DE	2018-07-25
Robert Laughman	Lewes, DE	2018-07-25
Frederick Nelson	Lewes, DE	2018-07-25
Mary Kosowski	Lewes, DE	2018-07-25
Erin Dignan	Wilmington, DE	2018-07-25
Joseph Fleming	Woodbridge, VA	2018-07-25
Ray Quillen	Rehoboth Beach, DE	2018-07-25
Rhonda Shin	Wilmington, DE	2018-07-25

Name	Location	Date
Jacquelynn Cook	Collegeville, PA	2018-07-25
Gilberto Ochoa	US	2018-07-25
Sue Howe	Trenton, NJ	2018-07-25
Kathleen Hartnett	Lewes, DE	2018-07-25
Jonathan Hensler	Trenton, NJ	2018-07-25
Cheryl Myers	Milford, DE	2018-07-25
Nancy Butler	Rehoboth Beach, DE	2018-07-25
Mary Nelson	Rehoboth Beach, DE	2018-07-26
Nancy Brugh	Abingdon, MD	2018-07-26
Michael Gorlicki	Philadelphia, PA	2018-07-26
John Thornes	Wilmington, DE	2018-07-26
Donna Madora	Rehoboth Beach, DE	2018-07-26
Dana Ackerson	Lewes, DE	2018-07-26
Ellen Paolucci	Lewes, DE	2018-07-26
John Barberi	Lewes, DE	2018-07-26
Joyce Bauchner	Rehoboth Beach, DE	2018-07-26
Nancy Wurster-Brown	Lewes, DE	2018-07-26
Renee Chaney	Lewes, DE	2018-07-26
Michael M Srnik	Lewes, DE	2018-07-26
Jill Blackman	Greenfield Center, NY	2018-07-26
Mitchell Kramer	Philadelphia, PA	2018-07-26
William Liggett	Lewes, DE	2018-07-26

Name	Location	Date
Jim Hortwitz	US	2018-07-26
Breanna Kuhlmann	Bel Air, MD	2018-07-26
Sally Desanto	Broomall, PA	2018-07-26
Brandon Dunsmore	Lewes, DE	2018-07-26
Jillian Brower	Millsboro, DE	2018-07-26
Sarah Cadalvera	Wilmington, DE	2018-07-26
Robin Weber	Millsboro, DE	2018-07-26
Tina Waigum	Collegeville, PA	2018-07-26
Martha Morris	Newark, DE	2018-07-26
Elizabeth Rogers	Milford, DE	2018-07-26
Alyssa Faraone	Newark, DE	2018-07-26
Sean McMahon	Milford, DE	2018-07-26
Jacqueline velykis	Philadelphia, PA	2018-07-26
Ashley Youse	Dagsboro, DE	2018-07-26
Phyllis Swift	Townsend, DE	2018-07-26
Emma Segal	Millsboro, DE	2018-07-26
Karen Wilt	Nassau Grove Lewes DE, PA	2018-07-26
Jeffrey Fry	Lewes, DE	2018-07-26
Heidi Bertrand	Milton, DE	2018-07-26
Francis Gesualdo	Philadelphia, PA	2018-07-26
Anthony Chad	US	2018-07-26
Carol Wayne	Lewes, DE	2018-07-26

Name	Location	Date
Kim Zulaica	Lewes, DE	2018-07-26
no toe	minneapolis, IL	2018-07-26
Amy Kratz	Milford, DE	2018-07-26
Brinleigh Parsons	Lewes, DE	2018-07-26
Lynn Curphey	Lewiston, NY	2018-07-26
Agatha Carducvi	Aston, PA	2018-07-26
Laura Borsdorf	Lewes, DE	2018-07-26
Robert Davidson	HARBESON, DE	2018-07-26
Denise Howeth	Lewes, DE	2018-07-26
Erik Martin	US	2018-07-26
Markez Brown	Greensboro, NC	2018-07-26
John Leal	US	2018-07-26
Jonathan Carpenter	Dover, DE	2018-07-26
Lindsey Nichols	US	2018-07-26
Michael King	Sevierville, TN	2018-07-26
Riane Mantz	US	2018-07-26
Samantha Velykis	Philadelphia, PA	2018-07-26
June Berube	Lewes, DE	2018-07-26
Rex Shipp	Philadelphia, PA	2018-07-26
Heather Walker	US	2018-07-26
Sherry Hoda	Milton, DE	2018-07-26
Jacqueline S	Lewes, DE	2018-07-26

Name	Location	Date
Christine DiSabatino	Chadds Ford, PA	2018-07-26
Nancy Thornburg	Rehoboth Beach, DE	2018-07-26
Matthew Rockle	Springfield, PA	2018-07-26
Samantha DiSabatino	Chadds Ford, PA	2018-07-26
Evie McPhee	Lewes, DE	2018-07-26
claire brown	milton, DE	2018-07-26
John Lantz	Frankford, DE	2018-07-26
Rob Neuber	Sewell, US	2018-07-26
Christina Colaiezzi	Lewes, DE	2018-07-26
Debra & Claude Sicard	Glen Burnie, MD	2018-07-26
Irma Froh	Lewes, DE	2018-07-26
Norma Lynn Hudson	Ocean View, DE	2018-07-26
Cherry Wright	Kerrville, TX	2018-07-26
Sharon Voelkel	Lewes, DE	2018-07-26
Jeff Plummer	Lewes, DE	2018-07-26
Ann Parsons	Philadelphia, PA	2018-07-26
Ronnie Grossman	Manalapan Township, NJ	2018-07-26
Kylie Plummer	US	2018-07-26
Louis Rieder	Milton, DE	2018-07-26
Sherry Moore	US	2018-07-26
Whitney Plummer	Rehoboth Beach, DE	2018-07-26
Caren Castaldo	Jackson, NJ	2018-07-26

Name	Location	Date
Lea Rose	Albany, NY	2018-07-26
Audra Perschilli	Monroe Township, NJ	2018-07-26
James Russo	Lewes, DE	2018-07-26
David Ruffner	Lewes, DE	2018-07-26
Halice Rubin	Matawan, NJ	2018-07-26
Brian Martinez-O'Hara	US	2018-07-26
Sharrie Ross	Rockville, MD	2018-07-26
Edward Schwahl	Lewes, DE	2018-07-26
linda mcdonald	Lewes, DE	2018-07-26
Jane Hicks	Lewes, DE	2018-07-26
Frank Sorbera	Lewes, DE	2018-07-26
Tiffany McMahon	Milton, DE	2018-07-26
Robert MYERS	Lewes, DE	2018-07-26
Cristian Tanase	US	2018-07-26
Joyce Mahoney	Lewes, DE	2018-07-26
Katie Soyka	US	2018-07-26
Napoleon Richardson	Alabama	2018-07-26
Barbara Jackson	Lewes, DE	2018-07-26
Bonnie Dilley	US	2018-07-26
Amanda Purdy	Lewes, DE	2018-07-26
Heather L Purdy	Lewes, DE	2018-07-26
Howard Gregory	Milton, DE	2018-07-26

Name	Location	Date
John Dettwyler	Rehoboth Beach, DE	2018-07-26
Lanie Bailey	Lewes, DE	2018-07-26
dona kask	newark, DE	2018-07-26
Mary & Mike Curran	Lewes, DE	2018-07-26
Joan Nisler	Georgetown, DE	2018-07-26
Dawn Walker	Millsboro, DE	2018-07-26
Deborah Berg	Lewes, DE	2018-07-26
Morgan Murr	US	2018-07-26
Peter Mattson	Lewes, DE	2018-07-26
Mike Quinn	Philadelphia, DE	2018-07-26
Constance Ehrlich	Lewes, DE	2018-07-26
Regina Codi	Lewes, DE	2018-07-26
Nicole Millman	Lewes, DE	2018-07-26
Bernadette Keesler	Rehoboth Beach, DE	2018-07-26
Ashley Lee	Milton, DE	2018-07-26
Toni Hykes	Milton, DE	2018-07-26
Jill Mitchell	Philadelphia, PA	2018-07-26
Jacqueline Huntley	Espanola, NM	2018-07-26
Douglas Strande	Lewes, DE	2018-07-26
Patricia O'Donnell	Milton, DE	2018-07-26
José Aguilar	Mexico, Mexico	2018-07-26
Robert Ruark	Woodbine, MD	2018-07-26

Name	Location	Date
Ursula Sundre	Georgetown, DE	2018-07-26
Catherine Voorhees	Lewes, DE	2018-07-26
Dennis Moore	Wilmington, DE	2018-07-26
Jayleen Pike	US	2018-07-26
Seth Carver	US	2018-07-26
ben zitomer	Lewes, DE	2018-07-26
Justin Sinsabaugh	Lewes, DE	2018-07-26
Mary Ann Frinzi	Georgetown, DE	2018-07-26
Henry Jaffe	Lewes, DE	2018-07-26
Marianne Ross	Lewes, DE	2018-07-26
R Jordan	Lewes, DE	2018-07-26
John O'Donnell	Milton, DE	2018-07-26
Kathryn Gantz	Philadelphia, PA	2018-07-26
Janet March	Lewes, DE	2018-07-26
Alek Snyder	US	2018-07-26
Elizabeth Moore	Lewes, DE	2018-07-26
John Hanson	Lewes, DE	2018-07-26
Nicole Fitzgerald	Lewes, DE	2018-07-26
Kathy Echevarrieta	Rehoboth Beach, DE	2018-07-26
Linda Sinsabaugh	Milton, DE	2018-07-26
BILL KNEGO Knego	Milton, DE	2018-07-26
Daniel Halvorsen	Rehoboth Beach, DE	2018-07-26

Name	Location	Date
Katie Ford	Baltimore, MD	2018-07-26
Kelsey Evans	US	2018-07-26
Uriel Mendoza	US	2018-07-26
Patricia Land-McCauley	Lewes, DE	2018-07-26
W S	Milton, DE	2018-07-26
James Kelley	IEWES, DE	2018-07-26
Trey Olson	US	2018-07-26
Judi Bartocci	Toms River, NJ	2018-07-26
Justin Colella	West Chester, PA	2018-07-26
Kevin Lawrence	Lewes, DE	2018-07-26
Randall Freed	Manassas, VA	2018-07-26
Jeremiah Bertram	US	2018-07-26
Sara Levia	Elkton, MD	2018-07-26
Kim Antonacci	Massapequa Park, NY	2018-07-26
Jan Semmel	Lewes, DE	2018-07-26
June Petroski	Philadelphia, PA	2018-07-26
Kenneth Smith	Lewes, DE	2018-07-26
Monica Rowlands	Lewes, DE	2018-07-26
tina downs	Lewes, DE	2018-07-26
Debbie Ross	Wilmington, DE	2018-07-26
Megan Fusco	Millsboro, DE	2018-07-26
Cindy West	US	2018-07-26

Name	Location	Date
James Mahoney	Lewes, DE	2018-07-26
Erin Mahoney	Lewes, DE	2018-07-26
Justin Mahoney	Lewes, DE	2018-07-26
Lauren Mahoney	Lewes, DE	2018-07-26
Bob Saguaro	US	2018-07-26
James Mahoney	Wilmington, DE	2018-07-26
Sandra Bolton	Lewes, DE	2018-07-26
Jeanne and Bucky White	Rehoboth Beach, DE	2018-07-26
George McGinley	Lewes, DE	2018-07-26
Kevin Hara	Milton, FL	2018-07-26
Thomas Ross	Rehoboth Beach, DE	2018-07-26
Christine Shalk	Milton, DE	2018-07-26
Cheri Mantle	Lewes, DE	2018-07-26
Maureen Finley	Lewes, DE	2018-07-26
Billy Pullin	Rehoboth Beach, DE	2018-07-26
Mark Spatz	Lewes, DE	2018-07-26
Kathleen Casey	Federalburg, MD	2018-07-26
James Lombardo	Federalburg, MD	2018-07-26
Kristyn Bohan	LEWES, DE	2018-07-26
Eric Synnstedt	Lewes, DE	2018-07-26
Debra Isser	Milton, DE	2018-07-26
Pamela Lindell	Lewes, DE	2018-07-26

Name	Location	Date
David Ehrlich	Lewes, DE	2018-07-26
Rachel Sonderfan	Millsboro, DE	2018-07-26
Dorie Moon	Claymont, DE	2018-07-26
Pries Edward	Lewes, DE	2018-07-26
Fran Clemente	Lewes, DE	2018-07-26
Diane Hein	Pasadena, MD	2018-07-26
Joe Mills	Clayton, DE	2018-07-26
Shannon Spencer	Milton, DE	2018-07-26
Barbara Wisneski	Lewes, DE	2018-07-26
Nicole Desaulniers	Rehoboth Beach, DE	2018-07-26
Sue Wimmer	Odenton, MD	2018-07-26
Joni Gaines	Lewes, TX	2018-07-26
james d. weiss, jr.	Lewes, DE	2018-07-26
Robert Ortiz	San Francisco, CA	2018-07-26
Kyle Wisenberger	US	2018-07-26
Robert Echevarrieta	Rehoboth Beach, DE	2018-07-27
Jim Rowan	Lewes, DE	2018-07-27
Joan Rowan	Lewes, DE	2018-07-27
Julie Tigue	Lewes, DE	2018-07-27
Brian Sylvester	Lancaster, PA	2018-07-27
Steven Pashigian	Dumfries, VA	2018-07-27
Jeanette Pashigian	Dumfries, VA	2018-07-27

Name	Location	Date
Linda Thomas	Lewes, DE	2018-07-27
Lisa Karlin	Lewes, DE	2018-07-27
Mike Mitchell	Dagsboro, DE	2018-07-27
Kori Gamon	Newark, DE	2018-07-27
Kristina Fair	Harbeson, DE	2018-07-27
Brandon Cale	Dover, DE	2018-07-27
Robert Oberholzer	Lewes, DE	2018-07-27
Jason Miller	Halethorpe, MD	2018-07-27
Rick Brokaw	Lewes, DE	2018-07-27
Brenda Ritter	Sykesville, MD	2018-07-27
Marissa O'Donnell	New York, NY	2018-07-27
noreen JOHNSTON	Fort Myers Beach, FL	2018-07-27
Camille Trent	Milton, DE	2018-07-27
Mary Hewson	Lemoyne, PA	2018-07-27
Kathleen Ott	Lewes, DE	2018-07-27
Winnie Miller	Alexandria, LA	2018-07-27
Adrienne Weber-Schwandtner	Rehoboth Beach, DE	2018-07-27
Mike Russo	Red Bank, NJ	2018-07-27
Brian Hoffman	new york, NY	2018-07-27
Stephanie Whitcomb	Lewes, DE	2018-07-27
Jacob Rhoads	US	2018-07-27
RJ Miles	Wilmington, DE	2018-07-27

Name	Location	Date
Edward ODonnell	Somers, NY	2018-07-27
Doug Newton	Lewes, PA	2018-07-27
Cathy Pettee	Dover, DE	2018-07-27
Elizabeth Cancelliere Brandt	Lewes, DE	2018-07-27
Herb Crowe	Wilmington, DE	2018-07-27
Jackie McMaster	Clementon, NJ	2018-07-27
Robert Christensen	Lewes, DE	2018-07-27
Jan Tricarico	Rehoboth Beach, DE	2018-07-27
Audrey Jungling	Newark, DE	2018-07-27
William Streck	Wilmington, DE	2018-07-27
Michael Reamer	Lewes, DE	2018-07-27
Samuel Chason	Lewes, DE	2018-07-27
Kathleen Goobic	Rehoboth Beach, DE	2018-07-27
Rebecca Waring	Baltimore, MD	2018-07-27
Peter Goobic	Rehoboth Beach, DE	2018-07-27
Scott Mabry	Halethorpe, MD	2018-07-27
Tom Kinsella	Ocean View, DE	2018-07-27
David Schmidt	Lewes, DE	2018-07-27
Kathy Kinsella	Ocean View, DE	2018-07-27
Richard Barros	Rehoboth Beach, DE	2018-07-27
Evan Polansky	Dover, DE	2018-07-27
DAVID LAVALLEE	Milton, DE	2018-07-27

Name	Location	Date
Andrea Barros	Park City, UT	2018-07-27
Randy Curry	Rehoboth Beach, DE	2018-07-27
Chris DiPietro	Lewes, DE	2018-07-27
Janine Schneider	Dumont, NJ	2018-07-27
Bruce Ritter	Lewes, DE	2018-07-27
Leslie Snowdon-Jones	Rehoboth Beach, DE	2018-07-27
Dave McClintock	Rehoboth Beach, DE	2018-07-27
Julie Hopkins	Rehoboth Beach, DE	2018-07-27
Jennifer Wilt	Camp Hill, PA	2018-07-27
Deborah Geismar	Lewes, DE	2018-07-27
Betsy Stein	Wilmington, DE	2018-07-27
Johnathan Simmons	US	2018-07-27
Larry Rankin	Rochester, NY	2018-07-27
Rachel Davisson	US	2018-07-27
Kathy Bock	Dillsburg, PA	2018-07-27
Kristen Anderson	US	2018-07-27
Sruthi Dacherla	US	2018-07-27
Mark Rudo	Milton, DE	2018-07-27
Elaine Roberts	Upper Darby, PA	2018-07-27
Jenia Xayamountry	US	2018-07-27
Kay Rudo	Milton, DE	2018-07-27
Mike Haugh	US	2018-07-27

Name	Location	Date
Karen Rudo	Milton, DE	2018-07-27
Kenneth Turner	Dumfries, VA	2018-07-27
Jared bednar	US	2018-07-27
Yony McCloskey	Washington, DC	2018-07-27
Doug Smith	Milford, DE	2018-07-27
Linda Swick	San Diego, CA	2018-07-27
Davi Pallante	US	2018-07-27
Charmaine Shannon	US	2018-07-27
Michelle Harvey	US	2018-07-27
Dennis Wootten	Dover, DE	2018-07-27
Chetram Nanan	Columbia, MD	2018-07-27
Robert Snow	US	2018-07-27
Abbey Quillen	Lewes, DE	2018-07-27
Elizabeth Shook	US	2018-07-27
James Conway	Lewes, DE	2018-07-27
Christin Heidingsfelder	Columbia, MD	2018-07-27
Deborah Scarlett	US	2018-07-27
Joan Salvanelli	Reston, VA	2018-07-27
Tori Wolsefer	US	2018-07-27
Elizabeth Kerwin	Rehoboth Beach, DE	2018-07-27
Linda Gruchacz	Rehoboth Beach, DE	2018-07-27
Stephen Gruchacz	Rehoboth Beach, DE	2018-07-27

Name	Location	Date
Bob Browne	San Ramon, CA	2018-07-27
Betsy McCabe	US	2018-07-27
Jeannine Laughman	Newark, DE	2018-07-27
George C. Jorgensen	Lewes, DE	2018-07-27
Mary Jo and Charlie Holland	Lewes, DE	2018-07-27
Calvin Weible	Glen Burnie, MD	2018-07-27
Eileen Pisano	Lewes, DE	2018-07-27
Ashley Flanagan Giroud	US	2018-07-27
Kris Etze	Lewes, DE	2018-07-27
Christy Spear	US	2018-07-27
Richard Wright	Lewes, DE	2018-07-27
Roger Berwanger	Lewes, DE	2018-07-27
Jeff Stilwell	Newark, DE	2018-07-27
Terra Dillon	Halethorpe, MD	2018-07-27
Taylor Hallums	US	2018-07-27
Madelynn Van Wetter	US	2018-07-27
Patricia DiModugno	Rehoboth Beach, DE	2018-07-27
Denise Giudice	Lewes, DE	2018-07-27
Marc Diamand	Lewes, DE	2018-07-27
Brian West	US	2018-07-27
Helen Maclachlan	US	2018-07-27
Jane Lanasa	Lewes, DE	2018-07-27

Name	Location	Date
Brian Sylvester	Ivor, VA	2018-07-27
Brad Sutcliffe	Lewes, DE	2018-07-27
Pamela King	Millsboro, DE	2018-07-27
Erin Bleau	Bozeman, MT	2018-07-27
Mike Kerwin	Whippany, NJ	2018-07-27
Judy Berwanger	Lewes, DE	2018-07-27
H Chacon	US	2018-07-27
Laura Cervantes	US	2018-07-27
Elizabeth Richardson	Lewes, DE	2018-07-27
Valerie Johnson	US	2018-07-27
Russell Webster	US	2018-07-27
Joanne Infiesta	Lewes, DE	2018-07-27
Sandra Hanson	Ashburn, VA	2018-07-27
Narasimhan Kannan	US	2018-07-27
Adam Heinke	US	2018-07-27
Art Sullivan	Lewes, DE	2018-07-27
Doreen McGill	Rehoboth Beach, DE	2018-07-27
Katie Fosdick	US	2018-07-27
Anita Funk	Millsboro, DE	2018-07-27
Thomas Johnson	Baltimore, MD	2018-07-27
Karah Kennedy	US	2018-07-27
Chris Rambo	Lewes, DE	2018-07-27

Name	Location	Date
Maria Pappas	Rehoboth Beach, NJ	2018-07-27
Brian Kerwin	Basking ridge, NJ	2018-07-27
Bradley Thomas	Amsterdam, Netherlands	2018-07-27
Sharon Salmon	Lewes, DE	2018-07-27
Sandra Cheung	Wilmington, DE	2018-07-27
Dave McCloy	Georgetown, DE	2018-07-27
fran esge	Harbeson, DE	2018-07-27
Michele Tyrrell	Wilmington, DE	2018-07-27
George Zachos	Lewes, DE	2018-07-27
Peter Hanson	Lewes, DE	2018-07-27
Paul Tyrrell	Lewes, DE	2018-07-27
Abbie Kunch	US	2018-07-27
Cathleen Walpole	Lewes, DE	2018-07-27
kim mansuetti	US	2018-07-27
Kelly Serpico	Lewes, DE	2018-07-27
Barry Segel	Fuquay Varina, NC	2018-07-27
Angie Moon	Harbeson, DE	2018-07-27
Margaret O'Malley	Little Rock, AR	2018-07-27
Clifford Alpert	Laurel, DE	2018-07-27
Sheila Zeytinoglu	Baltimore, MD	2018-07-27
Curin Gass	Georgetown, DE	2018-07-27
Joanne Samanich	Wilmington, DE	2018-07-27

Name	Location	Date
Michael Foley	US	2018-07-27
Sheila Kintz	Seaford, DE	2018-07-27
Marilyn Guadalupe	US	2018-07-27
Maria Redman	US	2018-07-27
Theresa McCloy	Lewes, DE	2018-07-27
Matthew Kerwin	Trinity, TX	2018-07-27
Nancy Thomson	Rehoboth Beach, DE	2018-07-27
Carol Reed	Lewes, DE	2018-07-27
Scot Dapp	Bethlehem, PA	2018-07-27
Melissa Bongiovi	US	2018-07-27
Millie Colclasure	US	2018-07-27
Michael Kerwin	Asbury Park, NJ	2018-07-27
Sorin Dragan	US	2018-07-27
Mandy P	US	2018-07-27
Heather Merrill	US	2018-07-27
Donovan Young	US	2018-07-27
Jerri MacCoy	Lewes, DE	2018-07-27
Ned Gladfelter	Lewes, DE	2018-07-27
Jacquelyn Ogdan	Wilmington, DE	2018-07-27
Michael MacCoy	Lewes, DE	2018-07-27
John Eikrem	Cleveland, OH	2018-07-27
Betty Eikrem	Cleveland, OH	2018-07-27

Name	Location	Date
Eric Howard	Columbia, MD	2018-07-27
Douglas Espinosa	US	2018-07-27
James Stilwell	Lewes beach, DE	2018-07-27
Sol Peltz	Lewes, DE	2018-07-27
Jacob Smith	US	2018-07-27
Phyllis Rambo	Oxford, MD	2018-07-27
Helen Callies	US	2018-07-27
Richard Coreno	US	2018-07-27
Viviana Matthews	Lewes, DE	2018-07-27
Mary Bedwell	US	2018-07-27
stacey hassapelis	US	2018-07-27
Miya Garcia	US	2018-07-27
Sarah Rambo	Lewes, DE	2018-07-27
Victoria Kudavitsky	US	2018-07-27
Trish Hillmantel	Lewes, DE	2018-07-27
Jude Shupe	Lewes, DE	2018-07-27
Janet McDaniel	Mansfield, MO	2018-07-27
Salome Thompson	US	2018-07-27
ROBERT WHEATLEY	Wilmington, DE	2018-07-27
James Maguire	Lewes, DE	2018-07-27
Lori Lester	US	2018-07-27
Lis Sanz	US	2018-07-27

Name	Location	Date
Patrick Lanni	Lewes, DE	2018-07-27
Brett Blackmon	US	2018-07-27
Paul Cummings	Wilmington, DE	2018-07-27
Thomas Green	Chicago, IL	2018-07-27
Karen Coning	Rehoboth Beach, DE	2018-07-27
Betty Walsh	Rehoboth Beach, DE	2018-07-27
Doug Weston	Jefferson, GA	2018-07-27
Cynthia Spencer	Harbeson, DE	2018-07-27
Betty McIvaine	Rehoboth Beach, DE	2018-07-27
John Matthews	Westminster, MD	2018-07-27
Denise Langford	Wilmington, DE	2018-07-27
Wayne Hartschuh	Lewes, DE	2018-07-28
Paul Shapard	US	2018-07-28
Steve Venett	Milford, DE	2018-07-28
Judith Griffith	Lewes, DE	2018-07-28
Jacques Michot	Claymont, DE	2018-07-28
TYNETTE HARMON	Millsboro, DE	2018-07-28
Lauren Lee	Washington, DC	2018-07-28
Patricia Ficarella	Rehoboth Beach, DE	2018-07-28
Jude Shupe	Lewes, DE	2018-07-28
Kate Sorbera	Rehoboth Beach, DE	2018-07-28
oof'd	US	2018-07-28

Name	Location	Date
Heather Fitzgerald	Milford, DE	2018-07-28
Heidi Quillen	Lewes, DE	2018-07-28
James Dawson	US	2018-07-28
Andrew Kelly	US	2018-07-28
Pat Davison	Lewes, DE	2018-07-28
Cindy Lang	US	2018-07-28
Barbara Mcelroy	US	2018-07-28
Mack Young	US	2018-07-28
Michael O'Malley	Lewes, DE	2018-07-28
Colleen Tidwell	Aguada, US	2018-07-28
Heather Rogers	Rehoboth Beach, DE	2018-07-28
Daniela Heredia	US	2018-07-28
Dennis Jester	Lewes, DE	2018-07-28
Troy Whitlock	Laurel, DE	2018-07-28
Haley Emerson	US	2018-07-28
Diane Black	Rockville, MD	2018-07-28
erika Munoz	US	2018-07-28
Robert Rahsman	Rehoboth Beach, DE	2018-07-28
Billie Justice	US	2018-07-28
DAVID KOHL	Lewes, DE	2018-07-28
Moira Tuohy	US	2018-07-28
Tom Jerry	US	2018-07-28

Name	Location	Date
Andrea Mathias	Drexel Hill, PA	2018-07-28
Sondra Chalupa	Baltimore, PA	2018-07-28
Steven Fraticelli	Baltimore, MD	2018-07-28
Emma Hanson	US	2018-07-28
Joseph Labuanan	US	2018-07-28
Holden Clark	US	2018-07-28
Linda Davis	US	2018-07-28
James Davis	Vashon, WA	2018-07-28
McKenzee Guzman	US	2018-07-28
M.E. Edge	milton, DE	2018-07-28
Bob Johnson	Laurel, DE	2018-07-28
Sharon Gallagher	Dillsburg, PA	2018-07-28
Benjamin Summers	Cochranville, PA	2018-07-28
Debbie Kohl	West Chester, PA	2018-07-28
Catherine Kayser	US	2018-07-28
Kathleen Greeley	Rehoboth Beach, DE	2018-07-28
Donna Barrick	North East, MD	2018-07-28
Denise Dusko	Lewes, DE	2018-07-28
Larry Armstrong	Lewes, DE	2018-07-28
Nick Edge	Lewes, DE	2018-07-28
Gina Ricker	Rehoboth Beach, DE	2018-07-28
Alissa Rosenstein	Long Neck, DE	2018-07-28

Name	Location	Date
Keith Ricker	Rehoboth Beach, DE	2018-07-28
Sandra Kurtz	Reading, PA	2018-07-28
Kelly Donovan	Middletown, DE	2018-07-28
Has Jas	US	2018-07-28
Paula Byrem	Lewes, DE	2018-07-28
Marge Poot	Lewes, DE	2018-07-28
John Giancoli	Lewes, DE	2018-07-28
Sydney McGinley	Lewes, DE	2018-07-28
Pamela Curtiss	Milton, DE	2018-07-28
Sharon Gottshalk	New Castle, DE	2018-07-28
Nicole Campadonico	Lewes, DE	2018-07-28
Amy Lindenmuth	Lewes, DE	2018-07-28
Elizabeth Hicks	Lewes, DE	2018-07-28
John Worthington	Lewes, DE	2018-07-28
Anne McFadden	Glenside, PA	2018-07-28
Kelly Parry	Jarrettsville, MD	2018-07-28
Terry Lindenmuth	Lewes, DE	2018-07-28
Dennis Boyer	Fleetwood, PA	2018-07-28
Zachary Zillhart	Westminster, PA	2018-07-28
Edward & Sirri Obertubbesing	Lewes, DE	2018-07-28
BARBARA RALPH	Millsboro, DE	2018-07-28
Matthew Lindenmuth	Kutztown, PA	2018-07-28

Name	Location	Date
Margaret Chaillou	Landenberg, PA	2018-07-28
Jeffrey Byrem	Lewes, PA	2018-07-28
Deb Summers	New Holland, PA	2018-07-28
Marc Steiman	Milton, DE	2018-07-28
Jan LoBiondo	Lewes, DE	2018-07-28
Joanne Reilly	Hockessin, DE	2018-07-28
Gerard Berg	Milton, DE	2018-07-28
Toni Wilhite	Bear, DE	2018-07-28
Tom Stamm	US	2018-07-28
Stuart & Ruth Brahs	Lewes, DE	2018-07-28
Paul Cooper	Seaford, DE	2018-07-28
Louis Ambrosini	Milton, DE	2018-07-28
Bob Scharnus	Lewes, DE	2018-07-28
Karen Hunsicker	Rehoboth Beach, DE	2018-07-28
Dajia Steuber	Jenkintown, PA	2018-07-28
Georgiana Gladstone	Westfield, NJ	2018-07-28
Josephine Ambrosini	Lewes, DE	2018-07-28
Mark Kopp	Bernville, PA	2018-07-28
Jim Dissinger	Mohrsville, PA	2018-07-28
Michelle Felix	Waldorf, MD	2018-07-28
Brendan Hughey	US	2018-07-28
Stephen Murray	Bellwood, IL	2018-07-28

Name	Location	Date
Debra Caroselli	Rehoboth Beach, DE	2018-07-28
Shawn Musgrove	Lewes, DE	2018-07-28
Linda Harris	Lewes, DE	2018-07-28
Michael Rowlands	Lewes, TX	2018-07-28
Mark Robinson	Lewes, DE	2018-07-28
Retta Rose Frampton Frampton	Lewes, DE	2018-07-28
Marianne Roken	Lewes, DE	2018-07-28
Linda Evans	Newark, NJ	2018-07-28
Eric Brown	Townsend, DE	2018-07-28
Paula Pepper	Rehoboth Bch, DE	2018-07-28
Richard Jacobs	Lewes, DE	2018-07-28
Jeremy Wagner	Reading, PA	2018-07-28
Jeff Williams	Lewes, DE	2018-07-28
Guy Templin	Philadelphia, PA	2018-07-28
Dawn Petterson	Lewes, DE	2018-07-28
Nancy Williams	Westminster, MD	2018-07-28
Kristen Milano	Pottstown, PA	2018-07-28
Kristina Maidarelli	Lewes, DE	2018-07-28
Gary Nennstiehl	Lewes, DE	2018-07-28
Michel Laudier	Lewes, DE	2018-07-28
Maida Shelalis	Berlin, MD	2018-07-28

Name	Location	Date
David Skiba	US	2018-07-28
ROBERT HARRIS	Rehoboth Beach, DE	2018-07-28
Alexander Delange	US	2018-07-28
Destanee Xiao	US	2018-07-28
Ruth Ann Piper	Dover, DE	2018-07-28
George Eilbacher	Lewes, DE	2018-07-28
Christine Isherwood	Lewes, DE	2018-07-28
Nancy Donlon	Lewes, DE	2018-07-28
Michael f Cerchio	Columbia, MD	2018-07-28
Irmgard A Dittmann	Lewes, DE	2018-07-28
Jeannie Briley-Wallo	Wilmington, DE	2018-07-28
Mark Hanson	Lewes, DE	2018-07-28
Mary Maldarelli	Lewes, DE	2018-07-28
Beverly Hammett-Kiel	Milton, DE	2018-07-28
Kimberly Grim	Lewes, DE	2018-07-28
Scott Neithamer	Philadelphia, PA	2018-07-28
Thomas Mantle	Lewes, DE	2018-07-28
Maria Nelson	Lewes, DE	2018-07-28
William Kehoe	Lewes, DE	2018-07-28
Maddy Gratz	US	2018-07-28
Pasquale Barbera	Concord, CA	2018-07-28
Cynthia Gratz Campbell	Lewes, DE	2018-07-28

Name	Location	Date
Susan Saxton	Lewes, DE	2018-07-28
Bill Nickerson	Lewes, DE	2018-07-28
Karen Zelikoff	Wayne, PA	2018-07-28
Margot Evans	Wilmington, DE	2018-07-28
Alice Fortier	Wilmington, NC	2018-07-28
Tekla Helfrich	Lewes, DE	2018-07-28
Steven Dignan	Lewes, DE	2018-07-28
Conner Doty	US	2018-07-28
Lauren Keller	Milton, DE	2018-07-28
Minnie Shorter	Lewes, DE	2018-07-28
Donna Newman	Sussex, NJ	2018-07-28
Robert Mengarelli	US	2018-07-28
Robert Jackson	Lewes, DE	2018-07-28
Jamie Eglit	Ocean View, DE	2018-07-28
Karen Brooks	Lewes, DE	2018-07-28
Michael Keller	Milton, DE	2018-07-28
Brian and Eva Jeffers	Lewes, DE	2018-07-28
Jane Boylen	Westville, NJ	2018-07-28
Kristel Park	Milton, DE	2018-07-28
Paula Trout	Lewes, DE	2018-07-28
Sandra Phillips	Lewes, DE	2018-07-28
Scott Berwanger	Rehoboth Beach, DE	2018-07-28

Name	Location	Date
Christine Ivans	Hyattsville, MD	2018-07-28
Priscilla Kinney	Lewes, DE	2018-07-28
Kerry Ickrath	Manassas, VA	2018-07-28
dina viscount	Lewes, DE	2018-07-28
Robert Viscount	Lewes, DE	2018-07-28
Barbara Bourdette	Sussex, NJ	2018-07-28
Nicole Morena	US	2018-07-28
Greg Arena	Middletown, DE	2018-07-28
Eden Paul	US	2018-07-28
Lynn Leoni	Brewster, NY	2018-07-28
Thomas Crowley	Lewes, DE	2018-07-28
Donna Fierro	wilmington, DE	2018-07-28
John Flournoy	Lewes, DE	2018-07-28
Maureen Grindle	Milton, DE	2018-07-28
David Keller	Audubon, NJ	2018-07-28
John Carroll	Rehoboth Beach, DE	2018-07-28
Rolanda Leonardo	Media, PA	2018-07-28
Carrie Curry	Lewes, DE	2018-07-28
Julia Ellis	Rehoboth Beach, DE	2018-07-28
Ann Randazzo	Lewes, DE	2018-07-28
Kathy Dottery	Lewes, DE	2018-07-28
Maureen Cloutier	Millsboro, DE	2018-07-28

Name	Location	Date
Eda Egashira	US	2018-07-28
Jacqueline Doyle	Lewes, DE	2018-07-28
John Harry	Allamuchy, NJ	2018-07-28
Michael Greeley	Rehoboth Beach, DE	2018-07-28
Diana Blais	Lewes, DE	2018-07-28
Susan Shirk	Rehoboth Beach, DE	2018-07-28
Katie McGinty	US	2018-07-28
Carolyn Marshall	Philadelphia, DE	2018-07-28
Stephanie Arnold	Leland, NC	2018-07-28
Gloria Hernandez	US	2018-07-28
Becky Burgwald	Lewes, DE	2018-07-28
Elaine Matt	Lewes, DE	2018-07-28
Vance Parker	Lewes, DE	2018-07-28
Nancy Beaumont	Lewes, DE	2018-07-28
Carolyn Quinn	Philadelphia, DE	2018-07-28
Lawrence Zippilli	Lewes, DE	2018-07-28
Nathan Williams	Millville, DE	2018-07-28
Katelyn Rosenberg	Oreland, PA	2018-07-28
Bill Ingram	Village of five points, DE	2018-07-28
Savannah Young	US	2018-07-28
Ben King	Wilmington, DE	2018-07-28
Marcia Borezen	Milton, DE	2018-07-28

Name	Location	Date
Elena Black	Reading, PA	2018-07-28
Gage Tyler	US	2018-07-28
Abigail Arnolds	US	2018-07-28
gerri Jackson	lewes, DE	2018-07-28
Kathleen Gibson	Lewes, DE	2018-07-28
Margaret (Peg) Lloyd	Lewes, DE	2018-07-28
Susan Warren	Lewes, DE	2018-07-28
Bruce Gladstone	Lewes, DE	2018-07-28
Thomas Hall	US	2018-07-28
John Mergenthaler	Lewes, DE	2018-07-28
Brian Tilbury	Rehoboth Beach, DE	2018-07-28
Matt Houghton	US	2018-07-28
Sara Bush	Lewes, DE	2018-07-28
Paul Keatchman	Lewes, DE	2018-07-28
Alysia Hill	US	2018-07-28
Morgan Jackson	US	2018-07-28
Christopher Sanchez	US	2018-07-28
Corinne Billger Daffner	Annapolis, MD	2018-07-28
Leeann Aman	Conshohocken, PA	2018-07-28
Christine Morrow	Wilmington, DE	2018-07-28
Keith Underwood	Rehoboth Beach, DE	2018-07-28
Craig Forte	Charleston, SC	2018-07-28

Name	Location	Date
Karen Wiedmann	Rehoboth Beach, DE	2018-07-28
Peggy Montgomery	Roebing, PA	2018-07-28
Robert Montgomery	Audubon, PA	2018-07-28
Jamil Venegas	US	2018-07-28
Kathy Kersey	Lewes, DE	2018-07-28
John Turner	Rehoboth Beach, DE	2018-07-28
Michael Grossman	Federalsburg, MD	2018-07-28
stacy silvestri	Lewis, DE	2018-07-28
Pat Bush	Coatesville, PA	2018-07-28
Marie Mattes	Lewes, DE	2018-07-28
Donna Collins	Milton, DE	2018-07-28
Katelynn robinson	Lewes, DE	2018-07-28
Helen Ball	Dagsboro, DE	2018-07-28
Lynne Popovich	Sykesville, MD	2018-07-28
Grace Maldarelli	Lewes, DE	2018-07-28
Susan Larsen	Catonsville, MD	2018-07-28
Rochelle Cohen	Lewes, DE	2018-07-28
Connie Ballato	Lewes, DE	2018-07-28
Michelle Coulter	Wilmington, DE	2018-07-28
JEFFREY SCHOCH	Wilmington, DE	2018-07-28
Randy Freed	Lewes, DE	2018-07-28
Carolyn Farley	Seaford, DE	2018-07-28

Name	Location	Date
Caryl Williams	Lewes, DE	2018-07-28
Nicholas Hominski	Lewes, DE	2018-07-28
Shannon Soderberg	Rehoboth Beach, DE	2018-07-28
Joanne Cabry	Philadelphia, DE	2018-07-28
Howard Levinton	Lewes, MD	2018-07-28
Kerry Foley	Chevy Chase, MD	2018-07-28
Jennifer Rambo	Rehoboth Beach, DE	2018-07-28
Sue Boyd	Lancaster, PA	2018-07-28
shane raley	Lewes, DE	2018-07-28
Dianne Jacobini	Rehoboth Beach, DE	2018-07-28
Tricia Thomas	Milton, DE	2018-07-28
John Bush	Newark, NJ	2018-07-28
Maura Jenkins	Columbia, MD	2018-07-28
Wanda Zullo	Lewes, DE	2018-07-28
Mary Beth Crafts	Lewes, DE	2018-07-28
Linda Nassif	Bradenton, FL	2018-07-28
Michael Kennedy	Lewes, DE	2018-07-28
Melanie Aguilera	US	2018-07-28
Zoe Malavenda	US	2018-07-28
Debra Dawson	Lewes, DE	2018-07-28
Melissa Jackewicz	Lewes, DE	2018-07-28
Marylinda Maddi	Rehoboth Beach, DE	2018-07-28

Name	Location	Date
Minvy Jguv	US	2018-07-28
Mike Burgwald	Doylestown, PA	2018-07-28
Richard Brockway	Lewes, DE	2018-07-28
Kathleen Dickerson	Lewes, DE	2018-07-28
Annamarie Evans	Newark, NJ	2018-07-28
James Hopkins	Milton, DE	2018-07-28
Jade Newman	US	2018-07-28
Richard Morgante	Rehoboth Beach, DE	2018-07-28
Sheila Burek	Columbia, MD	2018-07-28
Peggy Levinton	Lewes, DE	2018-07-28
John Bush	Coatesville, PA	2018-07-28
Kerry Thomson	Lewes, DE	2018-07-28
eri coop	US	2018-07-28
meg wildt	miITON, DE	2018-07-28
Lois Terrell	Millsboro, DE	2018-07-28
KATHRYN STREETER	US	2018-07-28
Anne Pikolas	Lewes, DE	2018-07-28
Doug Canfield	LEWES, DE	2018-07-28
Susan Ball	Rehoboth Beach, DE	2018-07-28
nichole bunting	Milton, US	2018-07-28
Lauryn Pioroko	Lewes, DE	2018-07-28
Molly Meyers	Seaford, DE	2018-07-28

Name	Location	Date
Kevin Evans	Lewes, DE	2018-07-28
Neyda Hernandez	US	2018-07-28
Carol Lewis	Shenandoah, VA	2018-07-28
Stephanie Robinson	Millsboro, DE	2018-07-28
Amanda Bunting	Milton, DE	2018-07-28
Joanne Laurent	Lewes, DE	2018-07-28
Michelle Ward	Lewes, DE	2018-07-28
nadine wick	lewes, DE	2018-07-28
Aiden Ebner	US	2018-07-29
Maria Sandford	Rehoboth Beach, DE	2018-07-29
Carole Woodyard	Westminster, MD	2018-07-29
brian hamm	US	2018-07-29
Mary Moglioni	Rehoboth Beach, DE	2018-07-29
Susan Nyden	Lewes, DE	2018-07-29
Amy Magee	Lewes, DE	2018-07-29
Thomas Moglioni	Rehoboth Beach, DE	2018-07-29
Irene Fick	Lewes, DE	2018-07-29
Stacey Govito	Beaufort, SC	2018-07-29
Michelle Ballance	Lewes, DE	2018-07-29
Chrissie Maughan	Lewes, DE	2018-07-29
Mary Parvis	Baltimore, MD	2018-07-29
Taj Amlani	US	2018-07-29

Name	Location	Date
Colby Scott	US	2018-07-29
Erin Schwartz	Lewes, DE	2018-07-29
Linda Gonzalez	Wilmington, DE	2018-07-29
Brigid Frasca	Lewes, DE	2018-07-29
Brian Lee	US	2018-07-29
Chris Anderson	Wilmington, DE	2018-07-29
Joyce Kimsey	Wilmington, DE	2018-07-29
Krin Asselta	US	2018-07-29
Karen Hartschuh	Lewes, DE	2018-07-29
Robert Groux	Rehoboth Beach, DE	2018-07-29
Eunice Henderson	Lewes, DE	2018-07-29
Sara Kennebeck	US	2018-07-29
Christine Nixon	Rehoboth Beach, DE	2018-07-29
Cheryl Fetterolf	Milton, DE	2018-07-29
Frank Maldarelli	Lewes, DE	2018-07-29
Heather Wicks	Lewes, DE	2018-07-29
Reina Mendoza	US	2018-07-29
Rebecca Yourinson	Wilmington, DE	2018-07-29
Martin Willey	Millsboro, DE	2018-07-29
Sandy Plechaty	US	2018-07-29
Mary Worley	Prescott Valley, AZ	2018-07-29
Alexander Hamilton	Millsboro, DE	2018-07-29

Name	Location	Date
debra schwartz	felton, DE	2018-07-29
Piroska Domby	US	2018-07-29
Ernest R Docs	Chesapeake, VA	2018-07-29
Rebecca Walsen	Milford, DE	2018-07-29
Ooga Booga	US	2018-07-29
Sandi Aden	US	2018-07-29
Denise Taraboletti	Rehoboth Beach, DE	2018-07-29
Emma Sharkey	US	2018-07-29
Miles McLaughlin	US	2018-07-29
Mylee Hild	US	2018-07-29
Justin Bleau	Bozeman, MT	2018-07-29
Keith Pilkington	Amsterdam, Netherlands	2018-07-29
Abraham Ramirez	US	2018-07-29
Người Trần	US	2018-07-29
Sharon Sherwood	Lewes, DE	2018-07-29
Samuel Waltzer	Cherry Hill, NJ	2018-07-29
Amanda Wofford	US	2018-07-29
JOHN SIRAK	Lewes, DE	2018-07-29
Rogers Betancourt	US	2018-07-29
Cecilia Conway	Lewes, DE	2018-07-29
Kathleen Miller	Wilmington, DE	2018-07-29
Mary Fillian	Rehoboth, DE	2018-07-29

Name	Location	Date
Samantha Johnson	US	2018-07-29
Catherine Walls	Milton, DE	2018-07-29
Karen Cessna	Mantua, NJ	2018-07-29
Iorrine cipriano	Sykesville, MD	2018-07-29
Diane Daly	Millsboro, DE	2018-07-29
Melanie Shade	Stevensville, MD	2018-07-29
Kurt Saeger	Rehoboth Beach, DE	2018-07-29
Leslie Aurillo	Laurel, DE	2018-07-29
Janet Mauro	Coopersburg, PA	2018-07-29
Margaret Porter	Lewes, DE	2018-07-29
Scot Schwartz	Milton, DE	2018-07-29
Rick Schildknecht	Wentzville, MO	2018-07-29
Lisa Tusi	Bear, DE	2018-07-29
lois south	Beaufort, SC	2018-07-29
Rose Furio	Rehoboth Beach, DE	2018-07-29
Sarah Stepp-Wright	Lewes, DE	2018-07-29
Claire DeFazio	Lewes, DE	2018-07-29
timothy downing	US	2018-07-29
Karen Clupper	Landenberg, PA	2018-07-29
This chicks dad She getting grounded	US	2018-07-29
Maddie Donku	US	2018-07-29

Name	Location	Date
Heather Hardy	Bear, DE	2018-07-29
Joan Singel	Lewes, DE	2018-07-29
Russell Huxtable	Lewes, DE	2018-07-29
Susan Bacon	Rehoboth Beach, DE	2018-07-29
Judith Weischedel	St Petersburg, FL	2018-07-29
Ryan Kahl	Pottstown, PA	2018-07-29
Maura Kibbey	Lewes, DE	2018-07-29
Jill Mills	Wilmington, DE	2018-07-29
Melissa Rubano	Lewes, DE	2018-07-29
Bryan McMahon	US	2018-07-29
Jodi Walters	Lewes, DE	2018-07-29
Sharon Kash	Lewes, DE	2018-07-29
William Trefzger	Lewes, DE	2018-07-29
James Wicks	Hockessin, DE	2018-07-29
Todd Howell	Rehoboth Beach, DE	2018-07-29
Kyle Evans	Coventry, CT	2018-07-29
Kenneth Zimmerman	Rehoboth Beach, DE	2018-07-29
matt verderame	Portsmouth, VA	2018-07-29
Hector Hernandez	Dover, DE	2018-07-29
Thomas Snyder	Lewes, DE	2018-07-29
Jeff Leo	Owings Mills, MD	2018-07-29
John Brinton	Lewes, DE	2018-07-29

Name	Location	Date
Richard Cummings	Lewes, DE	2018-07-29
Steven Wood	Rehoboth Beach, DE	2018-07-29
Kathleen Adams	Lincoln, DE	2018-07-29
Nancy Bentz	Myrtle Beach, SC	2018-07-29
Gary Wrinn	Rehoboth Beach, DE	2018-07-29
John Shea	Lewes, DE	2018-07-29
Carolina Bumbalo	US	2018-07-29
Anne Rees	Southampton, PA	2018-07-29
Stacy Thomas	Lewes, DE	2018-07-29
Helenia Pimentel De Lennon	US	2018-07-29
Rebecca Rosa	US	2018-07-29
Kathleen Pedersen	Rehoboth Beach, DE	2018-07-29
Rebecca Recchione	District Heights, MD	2018-07-29
Constance Barone-Likens	Lowellville, OH	2018-07-29
Savannah brink	US	2018-07-29
Joshua Schmid	US	2018-07-29
Evan Redding	US	2018-07-29
Sharon Fried	Dumfries, VA	2018-07-29
Nettie Thiel	Millsboro, DE	2018-07-29
Melissa Joseph	US	2018-07-29
Sandra Coulter	Wilmington, DE	2018-07-29
Katharine Ommannney	Dover, DE	2018-07-29

Name	Location	Date
William Loehr	Forest hill, MD	2018-07-29
Leah Ellison	Washington, DC	2018-07-29
Michele Jenkins	Doylestown, PA	2018-07-29
John Gilbert	Lewes, DE	2018-07-29
Marianne Hannan	Kennett Square, PA	2018-07-29
Tommy Moore	US	2018-07-29
Gabriel Berger	US	2018-07-29
Shahrzad Hajimoradi	US	2018-07-29
Dawn Hall	Millsboro, DE	2018-07-29
Mark Wright	Lewes, DE	2018-07-29
Ruthann Santry	Lewes, DE	2018-07-29
Elizabeth Roe	Havertown, PA	2018-07-29
Elaine Deluca	Lewes, DE	2018-07-29
Tom Egly	Milton, DE	2018-07-29
Kim Westcott	Rehoboth Beach, DE	2018-07-29
Robert Hannan	Lincoln University, PA	2018-07-29
Susan Beck	Lewes, DE	2018-07-29
Timothy Henry	Milton, DE	2018-07-29
Barbara Henry	Milton, DE	2018-07-29
mark paris	Wilmington, PA	2018-07-29
James Benson	Lewes, DE	2018-07-29
Susan Weaver	Marcus Hook, PA	2018-07-29

Name	Location	Date
Bob Mattei	Asheville, NC	2018-07-29
Cheryl Horst	Milford, DE	2018-07-29
Laura Darr	Georgetown, DE	2018-07-29
Carri Davis	Lewes, DE	2018-07-29
Ha Le	US	2018-07-29
Diane Tori	Mount Royal, NJ	2018-07-29
Sona Keshishyan	US	2018-07-29
Mindy Donaway	Millsboro, DE	2018-07-29
Marie Donaway	Millsboro, DE	2018-07-29
Bonnie Atkins	Lincoln, DE	2018-07-29
Alisa Rahkonen	US	2018-07-29
Don Ruley	Seaford, DE	2018-07-29
Patricia Anastasia	Lewes, DE	2018-07-29
Sharon Howell	Owings Mills, MD	2018-07-29
Jodi pollock	ambler, PA	2018-07-29
Kaylee Colton	US	2018-07-29
Johnathan DeGraw	US	2018-07-29
Mary Bruno	Lewes, DE	2018-07-29
frances murray	Wilmington, DE	2018-07-29
susan scheidegg	West Grove, PA	2018-07-29
pamela remines	Aberdeen, MD	2018-07-29
Steph Gates	Chadds Ford, PA	2018-07-29

Name	Location	Date
Joe Kopser	Lewes, DE	2018-07-29
Sheryl Whitlock	Lewes, DE	2018-07-29
ALDO CARETTI	US	2018-07-29
Sue Nixon	Bear, DE	2018-07-29
Drew Mobius	Rehoboth Beach, DE	2018-07-29
Rhyle Stull	Lewes, DE	2018-07-29
Gary Stull	Lewes, DE	2018-07-29
Angelica Dierks	Charlestown, NH	2018-07-29
Corinne Smith	Newark, DE	2018-07-29
Sassan Hejazi	Lewes, DE	2018-07-29
diane turner	Dagsboro, DE	2018-07-29
Emmanuel Gonzalez	US	2018-07-29
Kyle Richards	Reading, PA	2018-07-29
Louis Rubano	State College, PA	2018-07-29
George Hunsicker Jr.	Lewes, DE	2018-07-29
gail lippmann	lewes, DE	2018-07-29
Jeff Fauli	Lewes, DE	2018-07-29
Mary Ann Mehaffey	Lewes, DE	2018-07-29
Theresa Vreken	Wilmington, DE	2018-07-29
Jeannine Groblewski	Lewes, DE	2018-07-29
Kathy Heydt	Lewes, DE	2018-07-29
Margaret Williamson	Milton, DE	2018-07-29

Name	Location	Date
Sharon Saracino	W-B, PA	2018-07-29
Mark Huling	Westminster, MD	2018-07-29
Robert Murphy	Lewes, DE	2018-07-29
Arthur Carey	Henderson, NV	2018-07-29
Kate Ventura	Claymont, DE	2018-07-29
Ian Giovinco	US	2018-07-29
Laurie Anderson	Lewes, DE	2018-07-29
Holly Krantz	Milford, DE	2018-07-29
Elizabeth Hessenauer	Chatham stLewes, DE	2018-07-29
Rosemary Janousek	US	2018-07-29
Xavier MAGNAN	Carcassonne, France	2018-07-29
Kellie Shockley	Lewes, DE	2018-07-29
Joseph Gannon	US	2018-07-29
Liam Wright	Lewes, DE	2018-07-29
Jana Jackson	Brooklyn, NY	2018-07-29
Brittani George	Herndon, VA	2018-07-29
Bonnie Wagman	Rehoboth Beach, DE	2018-07-29
Mike Rawl	Lewes, DE	2018-07-29
Joyce Bartoli	Millsboro, DE	2018-07-29
Kinsey Gill	Herndon, VA	2018-07-29
adher sede	US	2018-07-29
David Whiteside	US	2018-07-29

Name	Location	Date
Barbara Twigg	Arnold, MD	2018-07-29
RJ Hannan	Kennett Square, PA	2018-07-29
Thomas Hannan	Kennett Square, PA	2018-07-29
Debbie Hullen	Ellicott City, MD	2018-07-29
Brian Sullivan	US	2018-07-29
Barbara R Evans	Baltimore, MD	2018-07-29
Gerald Carter	Lewes, DE	2018-07-29
Megan Colley	US	2018-07-29
Christine Hopkins	Lewes, DE	2018-07-29
Anthony Borum	Lewes, DE	2018-07-29
Mark Snader	Sykesville, MD	2018-07-29
Kyle Kathleen Pride	Millsboro, DE	2018-07-29
Ben Fyfe	Hicksville, NY	2018-07-30
Brandon Hill	Lewes, DE	2018-07-30
Alice Graham	Hummelstown, PA	2018-07-30
Ann Marie Rooney	Lewes, DE	2018-07-30
Meg DiPinto-Hartman	Wilmington, DE	2018-07-30
Jacqui Lytle	Rehoboth Beach, DE	2018-07-30
Fran Kula	Lewes, DE	2018-07-30
Bonnie Kirschbaum	Selbyville, DE	2018-07-30
James and Nicole Minni	Wilmington, DE	2018-07-30
Rain Tyler	Georgetown, DE	2018-07-30

Name	Location	Date
Carin Thompson	Delaware	2018-07-30
Mary LaGuardia	Milton, DE	2018-07-30
Jaime Senard	Rehoboth Beach, DE	2018-07-30
Charles Macintire	Lewes, DE	2018-07-30
Edward Eaton	Stewartstown, PA	2018-07-30
Irene Mason	North Haven, CT	2018-07-30
Martha Withers	Ocean View, DE	2018-07-30
Jeff Moody	Sterling, VA	2018-07-30
Carmina Romero	US	2018-07-30
JoAnn Elliott	Laurel, DE	2018-07-30
Nina DiPinto	Wilmington, DE	2018-07-30
Julie Hudecheck	Milton, DE	2018-07-30
Mary Ellen Naugle	Wilmington, DE	2018-07-30
wendy markel	US	2018-07-30
Carolyn Mullen	Millsboro, DE	2018-07-30
Johanna Sanchez	Miami, FL	2018-07-30
Cindy Shea	Rehoboth Beach, DE	2018-07-30
Charles Favorite	US	2018-07-30
Ryan Cecil	Lewes, DE	2018-07-30
Jeffrey Fawber	Philadelphia, PA	2018-07-30
Mary Dunmyer	Lewes, DE	2018-07-30
haze beltz	US	2018-07-30

Name	Location	Date
Jason Blanshine	Millsboro, DE	2018-07-30
Gary Ayash	Waldorf, MD	2018-07-30
Maggie Bush	Warminster, PA	2018-07-30
Anthony Buonanno	Coopersburg, PA	2018-07-30
Michael Tyler	Lewes, DE	2018-07-30
matthew cioffi	New York, NY	2018-07-30
Rick and Patti Gesswein	Harrisburg, PA	2018-07-30
Elaine Kryspin	Westminster, MD	2018-07-30
Jim Ippolito	Westminster, MD	2018-07-30
Nghi Tran	US	2018-07-30
Giovanni Martinez	US	2018-07-30
Steven Schafer	Rehoboth Beach, DE	2018-07-30
Barbara Sherrer	Dumfries, VA	2018-07-30
Trevon Hodges	US	2018-07-30
Kate Rogerson	Lewes, DE	2018-07-30
Barb Delaney	Phoenixville, PA	2018-07-30
Dorothy Bahr	Rehoboth Beach, DE	2018-07-30
Anne McNevin	Wilkes Barre, PA	2018-07-30
Amanda Sanchez	US	2018-07-30
regina rossi	Floral Park, NY	2018-07-30
Mary Frances Heter	New Philadelphia, OH	2018-07-30
Judi Mckearney	Marlton, NJ	2018-07-30

Name	Location	Date
Sam Fresconi	Rehoboth Beach, DE	2018-07-30
Mike Muscarella	Auburn, CA	2018-07-30
Amy Lopez	New York, NY	2018-07-30
Sandra Peck	Long Neck, DE	2018-07-30
Christopher Braudy	Lewes, DE	2018-07-30
Michael Pruczinski	US	2018-07-30
Marie Merrill	Westminster, MD	2018-07-30
Sam Dharni	US	2018-07-30
Ajay Deonarine	US	2018-07-30
H E	US	2018-07-30
Nathan Cattery	US	2018-07-30

Comments

Name	Location	Date	Comment
Kathleen Lombardo	Lewes, DE	2018-07-25	I'm signing because I don't want a my kids backyard. This proposal is not a viable option. It's funnels more traffic into the town of Lewes, only traffic that is coming from DC Maryland or Virginia. Chances are that most visitors to the area are headed to Rehoboth. It makes no solution for traffic that is coming from the Pennsylvania and New York areas. It is shortsighted, poorly planned, and does not account for the problems we have with emergency access
Carole Chadwick	Millsboro, NJ	2018-07-25	Long-term problem does not warrant a fast "cure", especially when it impacts the lives of the people who live where the "solution" would go.
William Huntley	Lewes, DE	2018-07-25	This is an amateur bandaid solution at best that comes at an unprecedented cost in money as well as quality of life. It's time this county and DELDOT started provided professional solutions to our growing traffic and infrastructure problems. Polling residents and entertaining ill-advised notions from a couple citizens who may or may not have a person interest is not the way to fix our problems. The good old boy method of governing in Sussex needs to end if we ever want to get ahead of our growth problems.
Dr. Lynn Barberi	East Windsor, NJ	2018-07-25	I live near the trail and a highway would ruin my quality of life!
Jen McMahon	Lewes, DE	2018-07-25	We bought our property in 2012 and at the time it was right across from the train track where the train came by infrequently. We were then happy to hear it was going to be a bike trail. A bike trail is a great idea in our town and is not detrimental to the environment. Now all of a sudden it's a proposed road. Our neighbors homes are literally going to be within spitting distance of this proposed road. Our traffic issues at Five Points seems to be a problem going South and North, not East and West. How can they turn something so great as a bike trail into a road?? Bad bad idea!
Claire Davidson	Wilmington, DE	2018-07-25	I own a vacation home in Lewes and there's too much development now.
Rhonda Scott	Lewes, DE	2018-07-25	I vote NO to Road, YES to Bike Path
Nancy forsyth	Lewes, DE	2018-07-25	Rapid population growth and poorly planned infrastructure plagues the Lewes-Rehoboth area. In tourist season, North-South traffic is the problem, with Five Points being a bottle neck. What is the point of an East-West road? Where would the traffic be speeding to? And where would they park when they get there? Not to mention, the project cuts through residential areas and the parcel is not large enough for an environmentally sound setback.
Penne Finkley	Wilmington, DE	2018-07-25	This is a terrible idea to have this road so close to these residential homes! Would any of our government officials like to have this traffic in their back yard? This railway was never intended to become a road way! Make it a bike path and walking trail like the original plan was designed to do.

Name	Location	Date	Comment
David Aylor	Milton, DE	2018-07-25	Please be advised that I and many others are greatly opposed to the proposed HUDSON-HUGHES HIGHWAY. This proposed highway route will:1. Devalue current and future properties located in Villages at Red Mill Pond,2. Eliminate a promised and funded walking trail,3. Add to the noise and pollution in the adjacent neighborhood,4. Impact dairy grazing areas and wild fowl resting and feeding area,5. Become a significant safety hazard to walkers and bikers.6. Betray a promise for the bike trail7. Not serve to relieve the congestion at Five Points.Note: Most of the congestion is due tot the vacationer traffic on RT 1. ANY LEGISLATOR'S VOTE FOR THIS HIGHWAY WILL ENSURE MY VOTE AGAINST HIM/HER IN THE FUTURE.
Kathleen Srnik	Lewes, DE	2018-07-25	The trail is such a gift from nature and should be protected, not turned into another Highway, especially since Route 9 runs parallel to it. (Here in Red Mill Pond, Route 9 is just one field away and the trail is literally in many backyards.) Most of us moved here with the promise of a hiking/biking trail so that we could bike into town or connect to the Breakwater and also, use the trail daily for recreational purposes. Losing those beautiful trees and all of that natural beauty would be just heartbreaking especially since an east/west Highway does nothing to solve the congestion of Coastal Highway and Five Points.
David Horwat	LEWES, DE	2018-07-25	I am a home owner at 16865 North Hunter's Run. My home and my neighbors are probably the closest homes to the current trail. The proposed road is ill conceived because of a lack of knowledge about the topography of the area. 1. The current trail is about 100 feet from the back of my home and 50 feet from the HOA common land. I would immediately be concerned about the safety of our property or our grandchildren if a car were to drive off the pathway. 2. there is a natural spring which created wetlands along the pathway in back of my home. There is an immediate problem with oil and gasoline run off into a natural spring which runs north toward Route 1. Within 100 feet there is a pond which currently has fish, turtles and heron. Again any petroleum run off would damage a wet lands area that people currently enjoy. 3. there would be noise and significant air pollution to my family and neighbors. I sincerely doubt the proposed road would account for concrete noise/ protection barriers which would be needed
Patty Hensler	Brick, US	2018-07-25	Another road is not needed.
Robert Burke	Lewes, DE	2018-07-25	Its just an idea that doesnt suit the area it would run through. Bike trail is a great idea, a highway is about as ridiculous as draining the lewes canal
Vince Gambal	Lewes, DE	2018-07-25	This would be a terrible idea. Keep it as planned—bike trail!
Christine Lodge	Lewes, DE	2018-07-25	The Hudson-Hughes Highway idea has far more negative repercussions than positive outcomes for the area and should be strongly opposed. The plans DelDOT already has underway for SR1 service roads and the re-design and re-location of the Five Points intersection appear to be a more viable solution and will

Name	Location	Date	Comment
			not interfere with Phase 2 of the already-approved-and-funded Georgetown-Lewes Rail Trail.
Kelly Prudenti	Milton, DE	2018-07-25	This would run right behind my home causing noise pollution, traffic, and safety concerns for my family. I have live here all my life and was born at Beebe. I am a permanent resident who has seen this area overdevelop and over populated .
Mary Kuhlmann	LEWES, DE	2018-07-25	There are more than 228 homes abutting the rail bed along the proposed Hudson-Hughes Highway and the lives of all families residing in these homes would be negatively effected, if not devastated. A rail/trail has been planned by DeIDOT since before 2008. At least that is when we first attended a planning meeting. The trail and the beautiful foliage separating us from it, is the reason we purchased our home only 80 feet from the train tracks. We even paid a substantial lot premium to be right here. We adored the little train that passed our home every Thursday morning. A trail next to the tracks would have been lovely. When the train was decommissioned, the idea of a trail only was appealing since we knew none of the beautiful old trees would need to be removed. And then we, by chance, heard about the bombshell threat of a highway instead of a park-like trail. Sussex County needs to build roads BEFORE communities, not the other way around. There are plenty of East-West roads that could be widened a
doreen babiarz	elkton, MD	2018-07-25	Delaware destroys enough trees!
Diane Parson	Milton, DE	2018-07-25	I don't want a Highway where the railroad was. Make it a walking trail.
Mark Leishear	Milton, DE	2018-07-25	Wish I had two extra hands - I'd give this 💎💎💎💎
Shirley Edwards	Lewes, DE	2018-07-25	I oppose the Hudson=Hughes Hwy for a variety of reasons among them is that it will be detrimental to the environment and traffic north-south is the issue, not east-west.
Jacquelynn Cook	Collegeville, PA	2018-07-25	I support a safe, comfortable bike trail for citizens and visitors of Lewes through Georgetown including children and seniors. This cannot be accomplished in close proximity to a highway. Infrastructure issues should be otherwise addressed.
Michael Gorlicki	Philadelphia, PA	2018-07-26	The rail trail is key to integrating our communities and providing alternatives to car travel
Mitchell Kramer	Philadelphia, PA	2018-07-26	Mitchell Kramer
Sarah Cadalvera	Wilmington, DE	2018-07-26	Vehemently opposed bc this road would be directly in our backyard and interrupt our quality of life, endanger our grandchildren at play and negatively affect the our use of our outdoor living! This offers no benefit to the community and is merely a self serving option for those who have proposed this proposterous idea!
Denise Howeth	Lewes, DE	2018-07-26	It's not the right place for a Road for vehicles
Jonathan Carpenter	Dover, DE	2018-07-26	Traffic in and out of Lewes isn't that bad to warrant this

Name	Location	Date	Comment
Matthew Rockle	Springfield, PA	2018-07-26	So whats wrong with Rt 9?
Jeff Plummer	Lewes, DE	2018-07-26	This would effect my area and property in I believe to be a negative way
Ronnie Grossman	Manalapan Township, NJ	2018-07-26	Protecting nature
Sherry Moore	US	2018-07-26	I support this
Napoleon Richardson	Alabama	2018-07-26	Eventually everything gonna work out for everyone
Napoleon Richardson	Alabama	2018-07-26	I support this as well
Amanda Purdy	Lewes, DE	2018-07-26	I am against this idea, it's not helping any of the north and south traffic, I liked the idea for a bike trail but a highway is a horrible idea. We have people who have lived in their homes for over ten years some twenty years and it would be a nuisance for our children and pets to have cars and headlights and the problems it was cause for the residents that are very close to the road.
Ursula Sundre	Georgetown, DE	2018-07-26	We can do better to find a solution that doesn't negatively impact our quality of life and hurt the ecosystem. Let's preserve the reason why so many of us moved to Red Mill Pond.
Janet March	Lewes, DE	2018-07-26	This highway would be detrimental to Nassau Station and the adjacent communities! The large amount of traffic it would attract and the noise it would create would be very invasive and intrusive to our quiet and peaceful community. The previously planned bike/walking path is a much more agreeable and acceptable idea. I vote absolutely NO to the considered highway!
R Jordan	Lewes, DE	2018-07-26	Not a good decision to place seniors ,kids and families on the same path with thousands of pounds of steel confronting them. Let's keep this green and help the environment.
Randall Freed	Manassas, VA	2018-07-26	One of the reasons we bought our home at the Villages of Red Mill Pond was because of the proposed Georgetown Lewis rails to trail project. We don't want another road near our development. We're already bordered by Rte 9 and Rte 1.
William Huntley	Lewes, DE	2018-07-26	I signed because I sympathize with those whose lives near the old rail line would be impacted by this highway. But as important I think it's an ill conceived, quick-fix knee jerk notion. "Hudson says the state owns it so let's use it". That's the same logic as buying items at the store that I don't need simply because I happen upon a coupon. Most importantly I don't believe this highway would provide much relief to the 5 points problem. That crazy intersection of Plantation, Beaver Dam & RT9 is a nightmare & must be redone to provide much better traffic flow. Couple that with a RT9 overpass across RT1 & 5 points would be fixed. The solution I just described has to be less expensive than building a new road from Lewes to Georgetown. Let's stop making bandaid repairs and start doing things right.
June Petroski	Philadelphia, PA	2018-07-26	June petroski

Name	Location	Date	Comment
tina downs	Lewes, DE	2018-07-26	It would be extremely dangerous to bicyclists to have the road right next to the bike trail. Also, the road would negatively impact current homeowners and businesses along the bike trail since they would now have a road in their backyard. I don't feel the road would do much to alleviate the congestion in the area.
Cindy West	US	2018-07-26	We do not need more fevelopments. Our infrastructures can't take it. We have no parking allotted. We need this for the people who lives here year round. Fed up with money spent on torurists. Do this for the locals. A road is not needed there. Plus where does the wildlif go? Enoughh building Start preserving.
George McGinley	Lewes, DE	2018-07-26	I fully agree with Tina regarding the danger of bicycling along side of a road that will probably be used by huge cement trucks and speeding cars and trucks. My house in the East Village of Five Points will be no more than 50 feet from this road bed/ trail and I can foresee a vehicle leaving the road and potentially hitting my house. Leave this trail as was planned, a biking/hiking trail don't allow it to become the potential roadway into another development which it will likely become.
Dorie Moon	Claymont, DE	2018-07-26	Safety is key
Edward Pries	Oceanside, NY	2018-07-26	For all the below reasons cited, I agree and have signed the petition.
Barbara Wisneski	Lewes, DE	2018-07-26	Not a good idea.
james d. weiss, jr.	Lewes, DE	2018-07-26	In this case, we do not need a another roadway. We already have to much vehicle, etc. traffic. My vote is for a bike trail.
Elizabeth Cancelliere Brandt	Lewes, DE	2018-07-27	bought our house because of access to trail. Safety is key issue. My grandkids are looking forward to a safe way to bike into Lewes.
Rebecca Waring	Baltimore, MD	2018-07-27	This is an egregious land-grab by developers. Please leave the trees alone.
Andrea Barros	Park City, UT	2018-07-27	This is the trail that was originally planned as a bike path by Gov. Markell
Bruce Ritter	Lewes, DE	2018-07-27	I am not veimently opposed to this idea, This is just a concept and conceptual ideas are needed for improvement. Detroit makes concept car all the time and never produces the cars. So let's not jump to any conclusions.
Julie Hopkins	Rehoboth Beach, DE	2018-07-27	The bike trail preserves green space and animal habitat, encourages outdoor activity and enjoyment of beautiful scenery, provides a higher quality of life with no noise and air pollution,
Jennifer Wilt	Camp Hill, PA	2018-07-27	We do not need another highway - my parents live in Bethesda and we as a family have ridden this so many times into Georgetown and I will be riding this in the Fall - it's an awesome trail / no more highways !
James Conway	Lewes, DE	2018-07-27	This is a serious quality of life, safety and fairness issue. The whole project was sold as a environmental sound, esthetically attractive

Name	Location	Date	Comment
			and enjoyable project. The complete opposite is what #76 proposes to the detriment of every community in range of this deviant proposal. The benefactors of this proposal will be the cabal of developers fronted by Hudson and Hughes whose lands (owned or to be purchased) will be accessed by this roadway on the public dime. As a lifelong Delaware resident I can attest that this game has been run the length of this state to the expense of taxpayers wallets and enjoyment since autos needed roads.
Judy Berwanger	Lewes, DE	2018-07-27	We lived in Severna Park before relocating to Lewes. A bike/walking path was built on an old RR line right of way. The path ran from the Severn River edge across from Annapolis to the BWI airport. It was wonderful. Families and residents used it every day. The path ADDED value to all the homes it passed. The alternative would have reduced home values. That's all one needs to know about it.
Bob Warrick	Scranton, PA	2018-07-27	my property backs right up to the proposed road, the bike trail is fine, but cars at all hours of the night and day speeding through is totally unacceptable Lewes is a tiny town, why would you want more traffic having easier access to limited space that most residents want preservation not more roads
Clifford Alpert	Laurel, DE	2018-07-27	I support safe cycling infrastructure. The route 9 bike lane is dangerous. We need this project to continue and even expand to west Sussex county.
Barry Segel	Fuquay Varina, NC	2018-07-27	What happened to the proposed East West Bypass? It was never disclosed other than being right at Jimi a Conaway.
Joanne Samanich	Wilmington, DE	2018-07-27	The highway would be in my backyard causing the destruction of beautiful trees, wildlife, pollution and safety concerns as well as the quality of life for the community.
Robert Laughman	Lewes, DE	2018-07-27	I live in five points east. I live there partially because i was aware of the intended conversion of the rail to a bike trail. The rail right of way needs to be kept a bike trail, not a road.
James Stilwell	Lewes beach, DE	2018-07-27	Hudson Hughes highway will make no difference it's approx five miles long and will have approx 7 intersections with traffic lights or round about just another log jam. I can't imagine all the trees along this path cut down and it will be flat d open no privacy
Viviana Matthews	Lewes, DE	2018-07-27	This would ruin quality of life. Not just for people but behind us is one of the few wooded areas left for animals.
Trish Hillmantel	Lewes, DE	2018-07-27	In the interest of revenue what would attract people? A beautiful path where one can cycle in safety for miles on end or a filthy road built to solve an east to west "problem" that isn't a problem? People don't want the nastiness of the road in their backyard and shouldn't their voices carry a lot of weight?
Steve Venett	Milford, DE	2018-07-28	Keep the trail for bike and pedestrian use only.

Name	Location	Date	Comment
Judith Griffith	Lewes, DE	2018-07-28	The rail trail is much more worthy and community friendly than the alternatives which would cause much disruption to neighboring communities as mentioned in the Cape Gazette!
Judith Griffith	Lewes, DE	2018-07-28	The rail trail for biking is far more community friendly than the alternatives mentioned in our local papers. We need more areas left as greenways to preserve nature and open spaces. No roadway, please!
Steven Fraticelli	Baltimore, MD	2018-07-28	We certainly do not need more traffic down this corridor and the idea of helping to alleviate the congestion at 5 pts is competly unacceptable. What about my property value that some think isn't that important
Donna Barrick	North East, MD	2018-07-28	I'm signing this petition because I am a resident of Reserves of Nassau and a biking trail would be healthy and help continue to keep our community a great place to live. I also would like to maintain the value of my property as it is today or better.
Marge Poot	Newark, DE	2018-07-28	Keep the Bike Trail as it is intended to be, not another highway. We have New Road right there, we do not have a place for bikers. As a resident of the Reserves of Nassau, we do not want this in our backyard!
Elizabeth Hicks	Lewes, DE	2018-07-28	I've been looking forward to the bike trail being extended to Georgetown. Bike trails bring people together. A busy road with a path next to it is not the type of bike trail that helps our community.
N A	Lewes, PA	2018-07-28	I agree with Elizabeth Hicks: "I've been looking forward to the bike trail being extended to Georgetown. Bike trails bring people together. A busy road with a path next to it is not the type of bike trail that helps our community." And I will add that such a highway would require the UNNECESSARY expenditure of MILLIONS of taxpayer dollars.
Jan LoBiondo	Lewes, DE	2018-07-28	We were excited about the trail running close to our home so we could ridesafely to Lewes or Georgetown . You advertise Delaware as being a statewhere exercise and family health are important. Make that happen !!!
Tom Stamm	US	2018-07-28	Leaderships lack of foresight does not now have the right to heave this monstrosity of a proposal into a front row perspective for the residents. I do not endorse this.
Shawn Musgrove	Lewes, DE	2018-07-28	I do not agree with the roadway being placed in this place!
Linda Harris	Lewes, DE	2018-07-28	A highway proposed on our bike path would be a horrible, & dangerous idea to endanger walkers, bikers, & homes directly along the path. Please vote "NO" on #76 proposal!
Paula Pepper	Rehoboth Bch, DE	2018-07-28	I do not want this!
Jeff Williams	Lewes, DE	2018-07-28	This highway would turn our neighborhood from a sleepy cul de sac into a major thoroughfare

Name	Location	Date	Comment
Beverly Hammett-Kiel	Milton, DE	2018-07-28	I'm all for a bike/pedestrian trail, as originally planned. Those intent on putting a road where a bike trail has been planned have ulterior motives. They should NOT be members of the working group and their vested financial interests in the project MUST be made public.
Cynthia Gratz Campbell	Lewes, DE	2018-07-28	I believe the interests of the community as a whole is best served by completing the Georgetown Lewes rail trail as planned and funded. The issue of new roads needs to be considered as a separate issue. Thank you.
Karen Zelikoff	Wayne, PA	2018-07-28	We own a house in the Villages of Five Points and are against this new plan. We don't feel that this road will do anything to improve traffic in the area.
Sandra Phillips	Lewes, DE	2018-07-28	The railroad went by the back of my house and I'm not keen on having cars go by so close to my house. The train only went by one day every week or every other week. Another reason is I bought in that area because it was so quiet.
Priscilla Kinney	Lewes, DE	2018-07-28	Let's keep biking and hiking away from highways!
Kathy Dottery	Lewes, DE	2018-07-28	Stop the madness let's us have some nature to enjoy
John Harry	Allamuchy, NJ	2018-07-28	We love the Lewes area. Another road cutting through what little natural area left is a stupid move. If real estate developers were kept in check to begin with, and Planning Commissions actually did their jobs, all this would not be necessary.
Elaine Matt	Lewes, DE	2018-07-28	I am a permanent resident of Nassau Station and I purchased my home specially so I could be near the future bike trail. It is too dangerous to bike on New Road and Savannah Road into town especially in the morning and evening rush hours. I strongly oppose the Hudson-Hughes Highway because it will create more traffic problems on Old Orchard and Savannah Roads. We need a safe bike route for children and adults which connects to the Breakwater Trail and Cape Henlopen State Park.
gerri jackson	lewes, DE	2018-07-28	I bought my house 5 years ago, partly because of the upcoming bike trail behind my house. Now that I am becoming a full time resident the idea that it will be taken away saddens me. There is too much development in Lewes, and not enough thought about far reaching implications of taking away all the natural beauty in the area and replacing with the cookie cutter houses in the new developments.
Janet Strickler	Lewes, DE	2018-07-28	We definitely need an answer to the incredible logjam of vehicles on Route 1--now a year-round problem. However, this path is not the answer and should become a bike path. Perhaps overhead ramps will help alleviate traffic problems at the critical junctures?
Katelynn robinson	Lewes, DE	2018-07-28	Agree with you 100%
Caryl Williams	Lewes, DE	2018-07-28	I'm opposed to HH Highway. A bike path only. We cannot have more traffic emptying out on Savannah.

Name	Location	Date	Comment
Sue Boyd	Lancaster, PA	2018-07-28	It would be a shame to lose the bike path to cars
Steven Fraticelli	Baltimore, MD	2018-07-28	We should be conserving land space...not adding more traffic, pollution and road noise. This is a very bad idea. A bike/walking trail would be great!
nichole bunting	Milton, US	2018-07-28	My property is sandwiched between route nine and this trail/ path. This would destroy the quality of life we live. I have lived on this property since 1972, when my parents bought it and I was 3 years old! This is unacceptable
nadine wick	lewes, DE	2018-07-28	No!
Mary Parvis	Baltimore, MD	2018-07-29	We need bike and walking trails. This road, as described, sounds very dangerous and invasive to neighborhoods. I own a house in Rehoboth Beach. Thank you for considering the views of the petitioners.Mary Parvis
Karen Hartschuh	Lewes, DE	2018-07-29	I am from Long Island. When I was growing up a local road was expanded from two lanes to four to alleviate traffic. With the expansion, usage more than doubled. Sadly, my family's home was in a cul-de-sac at the end of the road. Our home was hit twice by cars speeding down the newly expanded road and failing to see all of the signs advising motorists that the road was ending and they needed to reduce their speed. The last time that happened, the car hit our house so hard that it pushed my elderly grandmother from her bed across her bedroom, which was on the first floor. She was seriously injured and required hospitalization. Our home sustained structural damage. Other houses in our cul-de-sac were also hit. Please reconsider having a road so close to homes and stick with a hiking and bike trail, as it was originally proposed!
debra schwartz	felton, DE	2018-07-29	NO to another highway!
Melanie Shade	Stevensville, MD	2018-07-29	I am signing this petition so that the residents of Lewis can continue to have the same quality of life that they enjoy. These residents chose to live in Lewes because of the small town atmosphere they desire. The proposed highway would take away one of the many things that these residents love.
Rose Furio	Rehoboth Beach, DE	2018-07-29	No to the Road. Save the Ecosystem. Save our Neighborhoods.
Karen Clupper	Landenberg, PA	2018-07-29	I believe that safety for residents comes first!
William Trefzger	Rockville, MD	2018-07-29	I bought in Lewes 3 years ago because this trail was being built. I learned it has been in public planning documents for over 12 years. One rich developer should not be able to erase that.
Kenneth Zimmerman	Rehoboth Beach, DE	2018-07-29	NO road thru Quiet residential neighborhoods. These drawings are nothing of what it will be. They start with something small which is the opening of the door and then after approval it blows up into something more. The people that are approving this are probably weekenders and could care less about the residential property values

Name	Location	Date	Comment
Constance Barone-Likens	Lowellville, OH	2018-07-29	Natural beauty and safety should be preserved
Nettie Thiel	Millsboro, DE	2018-07-29	Nettie Thiel
Katharine Ommanney	Dover, DE	2018-07-29	Because let's preserve and promote low impact and sustainable travel routes!! Convenience is not always better!!
Robert Hannan	Lincoln University, PA	2018-07-29	It will seriously impact the quality of life and safety of the families and residents along the proposed route as well as the safety of the users of the trail.
Bonnie Atkins	Lincoln, DE	2018-07-29	The people living there for years do not need another road running by their homes!
Patricia Anastasia	Lewes, DE	2018-07-29	I supported and looked forward to the bike trail. I do not support a highway running through our backyard. That is if we still have a house. We are so close to the tracks our house my not exist if this goes though. We wonder how many other homes would also be destroyed.
susan scheidegg	West Grove, PA	2018-07-29	Susan Scheidegg
pamela remines	Aberdeen, MD	2018-07-29	Trails are needed for our communities!
Corinne Smith	Newark, DE	2018-07-29	To help Susan, this is to pretty to ruin!
Mark Huling	Lewes, DE	2018-07-29	This highway (or train) will definitely change the way my family goes about our daily life. We live right on Savannah Rd. There for our property would have a road on three sides. Along with new" workforce housing" going directly across the road from our property, this will be a change that will lower our quality of life.
Thomas Hannan	Kennett Square, PA	2018-07-29	This highway will severely hinder the lives of nearby residents.
Brandon Hill	Lewes, DE	2018-07-30	I live directly next to it an I do not want that traffic right next to my house let alone it'll be destroying even more woods and history
Alice Graham	Hummelstown, PA	2018-07-30	I'm moving to Lewes and am excited about the rail/trail to ride on.
Meg DiPinto-Hartman	Wilmington, DE	2018-07-30	we need to preserve open space and space for residents to enjoy. this area is already over developed, don't take away the ability for residents and visitors to enjoy the beauty of the area and not more concrete and road
Charles Macintire	Lewes, DE	2018-07-30	Improve existing roads and save this lovely trail.
Anthony Buonanno	Coopersburg, PA	2018-07-30	Moving to lewesI'm a bike rider and want to preserve the trail