



**LEWES SCENIC & HISTORIC BYWAY AD-HOC COMMITTEE  
PUBLIC MEETING REPORT  
November 13, 2014: 3:00 PM and 7:00 PM: PUBLIC MEETING/OPEN HOUSE  
DNREC Field Office at the Boat Ramp  
Lewes, DE**

To: Lewes Scenic and Historic Byways Committee  
From: Delaware Greenways, Inc.  
RE: Public Meeting Report  
Date: December 23, 2014  
CC: Alice Erickson, City of Lewes

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Attached is the report on the November 13, 2014 Public Meeting which we prepared to document the proceedings. We waited to be sure that we have received all written comments and we have included them in the report for the record.

We are submitting this report to the Committee as well as the guests who have been attending our meetings and we are asking the City to post the report on its website.

As was stated at the Public meeting, the comments received will become part of the record and are currently helping to shape the Corridor Management Plan which is well underway.

We thank everyone who attended and participated in the discussions at the public meetings.



Lardner/Klein Landscape Architects, P.C.

## Memorandum:

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To: Jeff Greene, Gail van Gilder, Distribution  
From: Jim Klein, Kristen Ahlfeld (FHI) and Leslie Black (FHI)  
Cc: Ann Gravatt, DelDOT  
Date: 09 December 2014  
Subject: Advisory and Public Meeting Summary

### Background

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In December 2012, Delaware Greenways on behalf of the Lewes Scenic and Historic Byways Ad Hoc Committee published an interim public outreach report designed to provide a basis for the continuing development of the CMP. The document represented the proceedings and findings of the Public Outreach part of the CMP and involved many residents, businesses, community leaders, elected and government officials. The outreach report identified a broad potential range of visions, goals, and strategies for consideration in the development of the corridor management plan.

In January of 2014, Delaware Greenways along with the consulting team led by Lardner/Klein Landscape Architects (the planning team), began the process of developing the CMP by refining the potential vision, goals and strategies based on further analysis by the planning team and the Ad Hoc Committee.

The results of these efforts were shared at two meetings at the Delaware Department of Natural Resources and Environmental Control (DNREC), Lewes Field Facility, 901 Pilottown Road, Lewes, DE on November 13, 2014:

- Lewes Scenic and Historic Byway Advisory Committee Meeting at 3 PM;  
and
- Lewes Scenic and Historic Byway Public Meeting at 7 PM.

### Meeting Organization and Publicity

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The purpose of these meetings was to obtain feedback from the public on the conservation, preservation, enhancement, and transportation strategies that will be included in the corridor management plan.

Publicity for the meetings included:

- Distribution of a meeting notice and follow up flyer to an email list of over 200 people developed through the 2012 outreach process;
- Distribution of a media release through DelDOT's MYDeDOT distribution list (<http://www.del.dot.gov/home/newsroom/release.shtml?id=5338>), and a longer version sent directly to the Cape Gazette; and

- The Cape Gazette ran an article in its Friday, November 7, edition (<http://capegazette.villagesoup.com/p/meetings-set-for-lewes-scenic-and-historic-byway-corridor-management-plan-nov-13/1263406>)

Both meetings were well attended. 85 people attended the Advisory Committee Meeting at 3pm and 60 attended the 7pm meeting.

The public meetings shared a similar format and agenda. For both in-person meetings, and after brief remarks by the facilitator, Kristen Ahlfeld of the planning team, Gail van Gilder, chair of the Ad Hoc Committee provided introductory remarks and introductions. Lewes Mayor, Ted Becker made a brief statement at the 3pm Advisory Committee meeting thanking the Ad Hoc Committee for the effort to date, which included the initial work needed to successfully nominate the route as a Delaware Scenic and Historic Highway in 2010. Council member Dennis Reardon offered similar remarks for the evening Public Meeting.

Gail van Gilder then introduced Jim Klein of Lardner/Klein Landscape Architects, who provided a presentation on the process for developing the Corridor Management Plan to date and summarized the recommendations that were contained on six display boards exhibited at the side and back of the room. The presentation and display boards can be viewed at:

Presentation:

[http://www.lardnerklein.com/lewes/lewes\\_pubmeet\\_111314.htm](http://www.lardnerklein.com/lewes/lewes_pubmeet_111314.htm)

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

[http://www.lardnerklein.com/lewes/lewespublicmeeting111014\\_final.pdf](http://www.lardnerklein.com/lewes/lewespublicmeeting111014_final.pdf)

After the presentation, general questions about the corridor management plan process were asked of the planning team. The transcription of the comments and feedback received during the discussion is included as Attachment 1. Kristen Ahlfeld then directed participants to view the displays and ask questions or make comments on the sticky-note pads at each display. The transcription of these comments is included as Attachment 2.

The meeting handout included both an annotated map of the byways showing the locations of critical views and enhancement areas and a comment form.

The handout can be viewed at:

[http://www.lardnerklein.com/lewes/lewes\\_pubmeethandout111014.pdf](http://www.lardnerklein.com/lewes/lewes_pubmeethandout111014.pdf)

and the comment form can be viewed at:

[http://www.lardnerklein.com/lewes/Lewes\\_commentform111314.pdf](http://www.lardnerklein.com/lewes/Lewes_commentform111314.pdf)

Attendees were encouraged to submit the comment forms at the meeting or take them home and return them to Gail van Gilder or Jeff Greene by December 1, 2014.

The transcription of the comment forms is also included in Attachment 2.

### **Workshop Summary**

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The results of the meeting upon review of the comments and input provided generally was very supportive of the corridor management planning effort. Some of the key comments included:

1. Participants at both meetings were asked about the proposed extension of the byway out to the Coastal Highway along Kings Highway and Savannah. General comments were positive and no negative comments were received. The importance of managing the whole route was noted as well as the need for the gateways.
2. General comments on the overall management emphasis for each of the routes (as shown on Board 1) were positive. Multiple comments were noted about retaining the narrow, small town look and feel of the roads. Several questions and comments were noted about how alterations as proposed by DelDOT for Gills Neck (softening the curve) and for the intersection of Gills Neck and Kings Highway (adding turn lanes) were consistent with the historic nature of the two roads.
3. General comments regarding the conservation and preservation strategies noted on Board 2 were positive. Suggestions included making sure that archeological resources as well as Native American and African American history were incorporated into the conservation (and interpretation) strategy.
4. General comments regarding transportation strategies reflected the concern by many participants about traffic exceeding current capacity during peak periods, the need to reduce conflicts between bicyclists and automobiles, the support for encouraging alternative modes of travel, increasing trail connectivity, and using technology to help manage and reduce travel demand.
5. Participants supported the application of context sensitive solutions as a tool to ensure that the roadways character defining features were maintained over time. The concepts of a boulevard for Kings Highway and using innovation in stormwater management to both increase water quality and enhance the visual quality of the routes were both generally supported. Concerns were expressed about the complexity and coordination required to make it work, the follow through on promises made by developers, and wanting to make sure that the capacity of the road would handle future demand. Suggestions were made to extend the concept out to Clay Road intersection.
6. The gateway concept on only one side of the road was preferred by those that made comments. The breakwater lighthouse was noted as a better icon. A concern was also expressed about making sure that gateway treatments retain the small town look and feel, rather than look too much like a resort.
7. The concept of a separated multi-use pathway along New Road and fishing access along a boardwalk over Canary Creek that is part of the trail was supported, coupled with concerns about the narrowness of and speeding on New Road increasing the safety concerns. Additional concern was expressed about creating a destination for fishing access would only exacerbate the

- conflicts between bicycles and cars. The idea of a separated pathway was noted as a great idea.
8. The issue of bicycle safety on Gills Neck was noted on multiple boards and on comments received. Some comments received supported the widening of shoulders on Gills Neck, while others supported the idea of building the multi-use pathway to provide facilities for novice and family riders separated from the roadway (the planned alignment). Many comments received reflected the need to retain the character of the road and seek a solution that increases bicycle and pedestrian safety while preserving the roadway character.
  9. The need for pedestrian and bicycle safety measures on Pilottown Road were noted including the suggestion that a pathway should be on the canal side, not on the residential side.

**ATTACHMENT 1**  
**LEWES HISTORIC BYWAY PUBLIC ADVISORY COMMITTEE MEETING**  
**NOVEMBER 13, 2014**  
**3 p.m. to 5 p.m.**

**SUMMARY OF PUBLIC COMMENTS/DISCUSSION**

Questions/Comments & Responses (*noted in italics*):

Kings Highway - is it a historic byway; not much historic reference or influence is mentioned here. *The goal will be to relate traditional historic development with development changes over time and new story that is being created with development.*

Question on Board 5: Enhance the visual quality and travel experience of the byway (Kings Hwy and Gills Neck Road) - how is that represented? *Landscaping is the key to buffering views from the road, with sidewalks, bike path, and center median elements to enhance the gateway.*

The ninety-degree turn on Gills Neck Road is historic - the developer wants to straighten it - goodbye history! The ninety-degree turn is dangerous.

Are you leaving bike path as-is? It deadheads into traffic (audience agrees with this issue). *DelDOT representative, Ann Gravatt, noted the issue.*

Do you make the policy/zoning changes? *We are an advisory committee - not regulatory. This is a designation of the byway - provides opportunity to be at the table with DelDOT early on to ensure a better plan for the community.*

*Each property has its zoning approved by the County. DelDOT approves road design criteria including context-sensitive design. DelDOT does not have authority on the property.*

*For the Byway, we need to understand community priorities. For example, a wider median equals a wider right-of-way to purchase and greater cost - it is important to find out what is important to the community.*

Why can't DelDOT consider other outlet to the development to protect against extra traffic on Gills Neck Road? *DelDOT is involved in "Plus" preliminary land use. The Byway Committee needs to formalize involvement when developments are at the early stage. The Showfield plan went through Planning & Zoning and is approved. Only course is through DelDOT.*

How can citizen groups coordinate with the Byway Committee? *Speak with Gail Van Gilder and Jeff Greene to establish communications.*

How long does this process take? *The second phase of this initiative will be completed in April 2015.*

What is full build-out capacity in population and resulting roadway impacts? *The study team will get back to the committee with a response.*

**LEWES HISTORIC BYWAY PUBLIC MEETING  
NOVEMBER 13, 2014  
7 p.m. to 9 p.m.**

**SUMMARY OF PUBLIC COMMENTS/DISCUSSION**

Questions/Comments & Responses (*noted in italics*):

What is the timing/schedule? *This plan will be done in April 2015. There will be one more public meeting before then. As part of this effort, there will be a recommendation that DelDOT accept the Corridor Management Plan. There will be short term recommendations that can be implemented right away as well as medium and long term recommendations that can be phased.*

Who will fund the recommendations? *The Byways Committee will work cooperatively with groups to collaborate; know sources of funding that can be applied for and be ready to implement.*

How much influence will the plan have on developers regarding the scenic byway? *The Committee is meeting with developers and they seem to be supportive. This effort enhances the value and marketing appeal of their development as well.*

Where does increase in traffic volumes fit in? *DelDOT requires developers to mitigate traffic impacts to offset use of capacity.*

There is a concern about traffic near high school. *Traffic counts identified that 1/3 of traffic goes downtown and 2/3 of traffic goes to state park and ferry.*

Have you considered public transportation for Route 1? *Yes, currently there is one bus and the ferry operates a jitney. We have preliminary recommendations that instead of ending bus downtown, continue the route.*

Have commercial trucks been taken into consideration - trucks pose a real hazard for cyclists. *We have counted trucks as part of the analysis; the road around the University should make a difference. The trail expansion will also take cyclists off the road.*



Lardner/Klein Landscape Architects, P.C.

**ATTACHMENT 2**  
**LEWES SCENIC AND HISTORIC BYWAY**  
**COMMENTS RECEIVED**  
**NOVEMBER 13, 2014**

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
General/Purpose of the Plan	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Expand the scope out to Route 1! Will reduce confusion about where things are and how to get to them. Will address pressing safety and mobility issues on major feed routes into Lewes.</li> <li>• Issue - bikes on New Road. New Road has no shoulder or space for bikes and is consistently full of litter. Hard to believe this is a byway.</li> <li>• Make sure multi-use paths are wide enough for bikes and pedestrians (Gordon's Pond Boardwalk is too narrow - do not make the same mistake).</li> <li>• I support all efforts to limit/reduce housing and retail development in this byway area.</li> <li>• Overall, I like the plan - keep up the good work!</li> <li>• I support the plan to include</li> </ul>

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
			<p>Kings Highway and Savannah Road in the byway west to Highway 1.</p> <ul style="list-style-type: none"> <li>• Along with everything else, be sure to accentuate both Native American and Black American history with all of the European and American historic sites. This is often neglected, ignored or suppressed in the telling of the Lewes history. Also, more should be done to show the role of menhaden fish as central to Lewes history.</li> <li>• As residents of Breakwater, we encourage cooperation between the Showfield and Gills Neck road improvement projects.</li> </ul>
<b>Conservation/Preservation</b>	<ul style="list-style-type: none"> <li>• Too much bike traffic on Gills Neck Road - it's only a matter of time before someone is seriously hurt.</li> <li>• Extending Gills Neck Road might help the traffic pattern</li> <li>• Extend Monroe, Kings, and Gills Neck</li> <li>• Can't imagine the parking implications for visiting Lewes</li> </ul>	<ul style="list-style-type: none"> <li>• Scenic entrance on Kings Highway sets scene for tourists. Gateway signage important. Good job!</li> <li>• No Victorian homes beyond Road (except Orr house)</li> <li>• More subtle signage and landscaping is better for Lewes Gateway on Savannah</li> <li>• Could you mention an example of Sussex County notification signage is now at corner of Park Road and Samantha Drive. December</li> </ul>	

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
		11 hearing for Point Farm Re-zoning.	
<b>Transportation</b>	<ul style="list-style-type: none"> <li>The sidewalk should be on the canal side of Pilottown Road and not on the residential side of the road (near the Lewes Dairy portion of Pilottown Road)</li> </ul>	<ul style="list-style-type: none"> <li>Respect the historic, pre-auto scale of old scale of old Lewes and build to that scale</li> <li>Bicyclists on Pilottown Road is a huge problem; trucks and vehicles with boats put all of us with bikes at huge risk</li> <li>Very important for safety. Also great for recreation and useful for some functional travel by bike (light shopping, trips to Five Points for lunch, etc.)</li> <li>Pedestrian safety on Kings Highway - should use flags downtown or blinking lights at pedestrian crossings so you don't take your life in your hands</li> <li>Use light rail to reduce traffic coming into the area; tie in with other management alternatives for local movement</li> <li>Bicycles on Gills Neck Road are a problem</li> <li>Safety of rides of biked is paramount on Gills Neck Road; wider lanes is good, but separate lanes is best</li> <li>The shoulder on Cape Henlopen Drive is already</li> </ul>	<ul style="list-style-type: none"> <li>Before additional \$ are designated for the extension of the byway on Kings and Savannah, please address safety issues for the increased bicycle and pedestrian traffic on New Road. The increased new development has increased this traffic and it will continue to grow. We hope a plan can be in place before someone is killed just trying to avoid the speeding cars.</li> <li>Separate cyclists from motor vehicles.</li> <li>Augment current plans with light rail links to the Northeast Corridor (Wilmington?). Reduces the volume of motor vehicles coming into the area. Allows tourists to extend their day/stay without impacting their mobility locally.</li> <li>Signs from the bike trail on Gills Neck and Kings Highway (across from high school).</li> <li>Needs signage to get to Cape Henlopen and the ferry via Freeman Highway.</li> <li>New Road is a beautiful</li> </ul>

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
		<p>great for biking to the beach. It just needs to be kept in good repair like the road itself</p> <ul style="list-style-type: none"> <li>The County would like to have the proposed bike trail go through Smith’s Properties to take the bikes off Gills Neck Road</li> </ul>	<p>byway, however, without an extensive widening of the road and other supports for bicyclists, it is a dangerous road. Large trucks (Lewes Dairy, construction trucks, as well as boat trailers, etc.) make this road hazardous because there is physically no place for bicyclists to go with these huge trucks traveling continually on New Road. The Canary Creek Bridge would also need replacement.</p> <ul style="list-style-type: none"> <li>I support efforts to expand bike paths to get bikers off of the narrow roadway of Gills Neck Road.</li> <li>I support safety and mobility with minimal speeds being maintained and limited expansion of the roadways.</li> <li>I support the plan including continuation to Route 1.</li> <li>Please also include in the plan things that will keep traffic at a reasonable speed and provide safe places for pedestrians to walk and cross the streets</li> <li>We are avid bicycle riders, and are concerned that changes will be made before</li> </ul>

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
			<p>thorough consideration has been given to various alternatives to improve cyclist, pedestrian, and motor traffic on these roads. We feel a separate bicycle path is needed for safety improvements and to maintain the scenic integrity of the road.</p> <ul style="list-style-type: none"> <li>• First, is there some way to highly encourage bike riders to use the bike trail instead of the road in places where the bike trail is available? Many times people are riding their bikes on the road while the bike trail sits empty, where the bike trail runs directly next to the road.</li> <li>• Second, a shoulder is desperately needed on Gills Neck Rd. Even if most of the trails are going to eventually be off Gills Neck Rd. bikers joggers and walkers use this road in great numbers. Not having a shoulder is a HUGE safety issue.</li> <li>• Last, bikers need to be encouraged to ride single file on this road (Gills Neck). There are many curves and when they ride 2-3 abreast it</li> </ul>

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
Context-Sensitive Design/ Visual Quality	<ul style="list-style-type: none"> <li>• Need ped bridge next to Savannah Road over canal; it would also be an excellent recreational feature</li> <li>• This is gorgeous but....with the future development along Kings Highway (across the street from C.H. High School) more traffic lanes will be needed, not less. Kings Highway becomes very backed up at times now.</li> <li>• Berm at breakwater back of Cadbury to improve connections between developments</li> </ul>	<ul style="list-style-type: none"> <li>• Arch over Savannah - first oversize truck!</li> <li>• Use the Breakwater Light</li> <li>• Keep roads at historic, narrow scale; add capacity with walking paths</li> <li>• Cross walking path to Kings Highway (Beebe Strip)</li> <li>• Views - need view of downtown Lewes from Marina District</li> <li>• Gills Neck/Kings Highway concept no good - needs to include Clay/Kings intersections as well</li> <li>• Stormwater management essential and no. #1 priority</li> <li>• Walking route through Blackhouse Pond Park to Beebe Street</li> <li>• Rain gardens, not stormwater retention ponds at Lingo's shopping center</li> <li>• King's Highway at Gills Neck Road:                             <ul style="list-style-type: none"> <li>○ Consider the impact of eminent domain in road widening</li> <li>○ Excellent work, however, hugely complex, need cooperation and support of developer and towns</li> </ul> </li> </ul>	<p>is also unsafe.</p> <ul style="list-style-type: none"> <li>• Again the huge amount of traffic needs to be of paramount consideration to bicyclists</li> <li>• Curves are o.k. on Gills Neck - move the bicyclists</li> <li>• Again, along New Road where the community of Reserves of Pilottown begins there is a pool of water does not ebb and flow and frankly is unsightly. This area would need to be attended to.</li> <li>• I see the signage and graphics being the least of importance at the point.</li> </ul>

Topic	Comments Received		
	3 p.m. Advisory Committee	7 p.m. Public Meeting	Comment Cards
		<ul style="list-style-type: none"> <li>○ How to avoid being crushed by the details, funding and lip service from developers</li> </ul>	
<b>Recreation Opportunities/ Trail Network</b>	<ul style="list-style-type: none"> <li>• New Road only 20' wide. No bikes should use.</li> <li>• Raise New Road at bridge 3'. Floods at high tide with wind from east.</li> <li>• Making Canary Creek Bridge (on New Road) a destination will only increase the very dangerous conditions for bicyclists on New Road</li> <li>• Walking or interpretive trail - great idea!</li> </ul>	<ul style="list-style-type: none"> <li>• Cross town path from New Road to Savannah Road</li> <li>• Improve walking path in grass of Pilottown Road</li> <li>• Longer, connected bike paths will draw riders as tourists</li> <li>• Pathway for walking and/or biking between communities such as Breakwater and Bay Breeze</li> <li>• Bad curve (inbound) New Road before Canary Creek Bridge</li> <li>• Extension of greenway trail on canal side of Pilottown Road</li> </ul>	<ul style="list-style-type: none"> <li>• I support the continual development of the trail system across Gills Neck Road</li> </ul>

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

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Have you considered public transportation for Route 1? *Yes, currently there is one bus and the ferry operates a jitney. We have preliminary recommendations that instead of ending bus downtown, continue the route.*

Have commercial trucks been taken into consideration – trucks pose a real hazard for cyclists. *We have counted trucks as part of the analysis; the road around the University should make a difference. The trail expansion will also take cyclists off the road.*

**LEWES SCENIC AND HISTORIC BYWAY  
COMMENTS RECEIVED AT STATION BOARDS  
NOVEMBER 13, 2014**

**Comments Received at the 3 p.m. Advisory Committee Meeting**

Board #1:

None

Board #2: Conservation and Preservation

- Too much bike traffic on Gills Neck Road – it's only a matter of time before someone is seriously hurt. Extending Gills Neck Road might help the traffic pattern
- Extend Monroe, Kings, and Gills Neck
- Can't imagine the parking implications for visiting Lewes

Board #3:

- The sidewalk should be on the canal side of Pilottown Road and not on the residential side of the road (near the Lewes Dairy portion of Pilottown Road)

Board #4:

- Need ped bridge next to Savannah Road over canal; it would also be an excellent recreational feature

Board #5:

- This is gorgeous but....with the future development along Kings Highway (across the street from C.H. High School) more traffic lanes will be needed, not less. Kings Highway becomes very backed up at times now.
- Berm at breakwater back of Cadbury to improve connections between developments

Board #6:

- New Road only 20' wide. No bikes should use.
- Raise New Road at bridge 3'. Floods at high tide with wind from east.
- Making Canary Creek Bridge (on New Road) a destination will only increase the very dangerous conditions for bicyclists on New Road
- Walking or interpretive trail – great idea!

**Comments Received at the 7 p.m. Public Meeting**

Board #1:

None

Board #2: Conservation and Preservation

- Scenic entrance on Kings Highway sets scene for tourists. Gateway signage important. Good job!

- No Victorian homes beyond Road (except Orr house)
- More subtle signage and landscaping is better for Lewes Gateway on Savannah
- Could you mention an example of Sussex County notification signage is now at corner of Park Road and Samantha Drive. December 11 hearing for Point Farm Re-zoning.

#### Board #3:

- Respect the historic, pre-auto scale of old scale of old Lewes and build to that scale
- Bicyclists on Pilottown Road is a huge problem; trucks and vehicles with boats put all of us with bikes at huge risk
- Very important for safety. Also great for recreation and useful for some functional travel by bike (light shopping, trips to Five Points for lunch, etc.)
- Pedestrian safety on Kings Highway – should use flags downtown or blinking lights at pedestrian crossings so you don't take your life in your hands
- Use light rail to reduce traffic coming into the area; tie in with other management alternatives for local movement
- Bicycles on Gills Neck Road are a problem
- Safety of rides of biked is paramount on Gills Neck Road; wider lanes is good, but separate lanes is best
- The shoulder on Cape Henlopen Drive is already great for biking to the beach. It just needs to be kept in good repair like the road itself
- The County would like to have the proposed bike trail go through Smith's Properties to take the bikes off Gills Neck Road

#### Board #4:

- Arch over Savannah – first oversize truck!
- Use the Breakwater Light
- Keep roads at historic, narrow scale; add capacity with walking paths
- Cross walking path to Kings Highway (Beebe Strip)
- Views – need view of downtown Lewes from Marina District

#### Board #5:

- Gills Neck/Kings Highway concept no good – needs to include Clay/Kings intersections as well
- Stormwater management essential and no. #1 priority
- Walking route through Blackhouse Pond Park to Beebe Street
- Rain gardens, not stormwater retention ponds at Lingo's shopping center
- King's Highway at Gills Neck Road:
  - Consider the impact of eminent domain in road widening
  - Excellent work, however, hugely complex, need cooperation and support of developer and towns
  - How to avoid being crushed by the details, funding and lip service from developers

Board #6:

- Cross town path from New Road to Savannah Road
- Improve walking path in grass of Pilottown Road
- Longer, connected bike paths will draw riders as tourists
- Pathway for walking and/or biking between communities such as Breakwater and Bay Breeze
- Bad curve (inbound) New Road before Canary Creek Bridge
- Extension of greenway trail on canal side of Pilottown Road

**LEWES SCENIC AND HISTORIC BYWAY  
SUMMARY OF PUBLIC COMMENTS RECEIVED FROM COMMENT CARDS**

**NOVEMBER 13, 2014**

**Question 1: Purpose, Key Issues and Opportunities**

- Expand the scope out to Route 1! Will reduce confusion about where things are and how to get to them. Will address pressing safety and mobility issues on major feed routes into Lewes.
- Issue – bikes on New Road. New Road has no shoulder or space for bikes and is consistently full of litter. Hard to believe this is a byway.
- Make sure multi-use paths are wide enough for bikes and pedestrians (Gordon's Pond Boardwalk is too narrow – do not make the same mistake).
- I support all efforts to limit/reduce housing and retail development in this byway area.
- Overall, I like the plan – keep up the good work!
- I support the plan to include Kings Highway and Savannah Road in the byway west to Highway 1.
- Along with everything else, be sure to accentuate both native American and Black American history with all of the European and American historic sites. This is often neglected, ignored or suppressed in the telling of the Lewes history. Also, more should be done to show the role of menhaden fish as central to Lewes history.

**Question 2: Preserve the Character of the Lewes Historic Byway**

- The potential for zoning changes along New Road are a citizen concern.
- New Road would be a wonderful start to a historic journey. It would travel past the area of first harbor (Canary Creek) in the 1600's, come close to the fort near the Lewes Dairy on Pilottown Road, go past Victorian homes along the canal, past the overfalls, etc. into town. It would need to be constructed however with a great concentration on improved safety.
- I support all efforts to maintain the small, historic flavor of Lewes.
- Add St. George's Cemetery (and original church site) with historical marker/sign and a few parking spots on Pilottown Road to plan.

**Question 3: Improve the Safety and Mobility of the Byway Routes**

- Before additional \$ are designated for the extension of the byway on Kings and Savannah, please address safety issues for the increased bicycle and pedestrian traffic on New Road. The increased new development has increased this traffic and it will continue to grow. We hope a plan can be in place before someone is killed just trying to avoid the speeding cars.
- Separate cyclists from motor vehicles.
- Augment current plans with light rail links to the Northeast Corridor (Wilmington?). Reduces the volume of motor vehicles coming into the area. Allows tourists to extend their day/stay without impacting their mobility locally.

- Signs from the bike trail on Gills Neck and Kings Highway (across from high school).
- Needs signage to get to Cape Henlopen and the ferry via Freeman Highway.
- New Road is a beautiful byway, however, without an extensive widening of the road and other supports for bicyclists, it is a dangerous road. Large trucks (Lewes Dairy, construction trucks, as well as boat trailers, etc.) make this road hazardous because there is physically no place for bicyclists to go with these huge trucks traveling continually on New Road. The Canary Creek Bridge would also need replacement.
- I support efforts to expand bike paths to get bikers off of the narrow roadway of Gills Neck Road.
- I support safety and mobility with minimal speeds being maintained and limited expansion of the roadways.
- I support the plan including continuation to Route 1.
- Please also include in the plan things that will keep traffic at a reasonable speed and provide safe places for pedestrians to walk and cross the streets

**Question 4: Enhance the Visual Quality and Travel Experience of the Byway (Extend the Byway, Gateways, Linking Stormwater Management and Aesthetics)**

- Again, along New Road where the community of Reserves of Pilottown begins there is a pool of water does not ebb and flow and frankly is unsightly. This area would need to be attended to.
- I see the signage and graphics being the least of importance at the point.

**Question 5: Enhance the Visual Quality and Travel Experience of the Byway (Kings Highway and Gills Neck)**

- Again the huge amount of traffic needs to be of paramount consideration to bicyclists
- Curves are o.k. on Gills Neck – move the bicyclists.

**Question 6: Use the Byway to Complete a Greenway and Trail System**

- I support the continual development of the trail system across Gills Neck Road.

**Subject:** Comments on Gills Neck Road Project

**Date:** Saturday, November 15, 2014 6:38:48 PM Eastern Standard Time

**From:** Barbara Moritz <abcmoritz@yahoo.com>

**To:** jim.klein@lardnerklein.com <jim.klein@lardnerklein.com>

As residents of Breakwater, we encourage cooperation between the Showfield and Gills Neck road improvement projects.

We are avid bicycle riders, and are concerned that changes will be made before thorough consideration has been given to various alternatives to improve cyclist, pedestrian, and motor traffic on these roads. We feel a separate bicycle path is needed for safety improvements and to maintain the scenic integrity of the road.

Thank you for your consideration.

Richard & Barbara Moritz  
35071 Zwaanendael Ave  
Lewes, DE 19958

**Subject:** Fwd: Scenic byways

**Date:** Wednesday, November 12, 2014 10:16:01 AM Eastern Standard Time

**From:** Patti <patti58@comcast.net>

**To:** jim.klein@lardnerklein.com <jim.klein@lardnerklein.com>

Sent from my iPad

Begin forwarded message:

**From:** Patti <[patti58@comcast.net](mailto:patti58@comcast.net)>

**Date:** November 12, 2014 at 10:14:21 AM EST

**Cc:** "[jim.klein@lardnerklein.com](mailto:jim.klein@lardnerklein.com)" <[jim.klein@lardnerklein.com](mailto:jim.klein@lardnerklein.com)>

**Subject:** Scenic byways

I live in Wolfe Pointe, a development on Gills Neck Rd. I drive my car and ride my bike on this road. I have 2 big concerns ( and one smaller one) First, is there some way to highly encourage bike riders to use the bike trail instead of the road in places where the bike trail is available? Many times people are riding their bikes on the road, while the bike trail sits empty, where the bike trail runs directly next to the road.

Second, a shoulder is desperately needed on Gills Neck Rd. Even if most of the trails are going to eventually be off Gills Neck Rd. bikers, joggers and walkers use this road in great numbers. Not having a shoulder is a HUGE safety issue.

Last, bikers need to be encouraged to ride single file on this road. There are many curves and when they ride 2-3 abreast it is also unsafe.

I hope your committee is seriously considering these issues. Thank you for the time you are putting into this project and for listening to the people who live in our community.

Sincerely,  
Patricia Hocker  
(302) 542-4118

Sent from my iPad

## **Lewes Historic Byway Comments**

November 30, 2014

Remarks by David A Stuart, 35102 Roebuck Lane, Lewes DE 19957

Request for comments on meetings of Thursday, November 13, 2014.

**1. Purpose, Key Issues and Opportunities:** I agree fully with the purpose of the Byways project. Lewes is so unique, having pre-revolutionary history, settlement by the Dutch and English and being the original capital of the first state of the union. It has a rich colonial, revolutionary and early American history that is worthy of preserving for future generations. Lewes is unique in its nautical history and its trading center and defense of the Delaware Bay. The environment surrounding Lewes have so much to offer in terms of outdoor adventure and discovery that it would be a shame to lose its unique properties without thinking long and hard about development that would permanently alter the unique history of Lewes and its surroundings.

**2. Preserve the Character of the Lewes Historic Byway.** This question doesn't make that much sense to me. I thought the purpose of the plan was to link the future development projects together to help preserve and enhance the history in the vicinity of Lewes. In short, the present plan DOES THIS TO A GREAT DEGREE but there are probably enhancements that would preserve more of the history and the unique character of Lewes. I think the present plan is fine and I would not hesitate to adopt it. Let's not delay implementing the present plan. If there are additional historical preservation projects identified in the future, these can be added then.

**3. Improve the safety and mobility of the Byway Routes.** I understand that the first priority of DelDOT is to ensure public safety. In Lewes and the Delaware coastal region, there are very good existing pedestrian and bicycle trail systems that literally interconnects with hundreds of miles of roads and bikeways.

But let's take, for example, the bike route on the Coastal Highway between Lewes and Rehoboth which is part of the existing network of bikeways. I frankly think that section is dangerous and will not use it, preferring Breakwater Trail because it is a dedicated foot traffic/bicycle trail only. The Coastal Hwy route are not suitable for foot traffic. Even the bike routes on Plantation Rd parallel to Coastal Hwy. are contiguous with the roadway and are not suitable for foot traffic. By contrast, the recently developed Gordon Pond Trail in Cape Henlopen Park, designed for foot and cycle only traffic, is an example of the outstanding outdoor opportunities in the area. The same can be said of the Breakwater trail from Rehoboth to the outskirts of Lewes. These examples point the need for pathways that are beautiful and that are separated, wherever possible from roadways that carry cars, trucks and buses. The separate pathways are truly unique and very positive addition parts of the trail system. AND there are many more opportunities for new recreational and scenic preservation and low impact development in the Lewes area, which are

proposed in the Byway Plan (BYWYP).

It is my belief that implementation of the BYWYP will improve the attractiveness and property values of the Lewes vicinity for generations to come. But care must be taken to create a safely designed and comprehensive series of trails, linear parks, walkways and historic sites suitable for foot and cycle traffic, while still allowing for thoughtful development of land and properties in the area. The present infrastructure in the area, while good, can be vastly improved with strategic planning, preservation and development of the BYWYP. The present plan is a good one.

Finally, there are side benefits to the proposed BYWYP which include: 1. Increased outdoor recreational opportunities for all residents and tourists to the Lewes area. This will increase their physical fitness and enjoyment of the area. 2. These pathways will decrease congestion on the roadways in the area. This will especially be the case when the new byways are used for commuting to work and school, for shopping trips, dining out, going to the beach, visiting friends, etc.

#### **4. Interconnecting Lewes with the existing Breakwater Trail.**

Feeding the Byway from the South is the existing Breakwater Trail. This byway is increasingly traveled and enjoyed by experienced hikers, by walkers, by experienced, recreational and novice bicyclists. In consideration of the safety of walkers and cyclists alike, development of interconnecting trails to the Breakwater Trail to Lewes are needed. These trails should be separated from car and truck traffic, wherever possible. The surface of the trails can be fine, rapidly draining gravel or decomposed granite, but preferably a hard surface for durability and drainage. These trails should be tastefully off-set from neighboring homes and development by surface drainage ditches, trees and shrubbery that provide shade over the trail but also privacy for adjacent property owners. The Breakwater Trail interconnecting trails with Lewes will represent a valuable asset for the city which will attract visitors and recreationalists from across the country for generations to come.

**5. Interconnecting New Trail from Gills Neck at Breakwater Estates/Hawkseye to Kings Highway.** I was very disappointed to learn that the anticipated development of a north-south bikeway linking Gills Neck Road to Kings Highway adjacent to the east-side of the Breakwater Estates Development is being contested in court. Our family was attracted to Breakwater Estates and purchased a townhome, in-part, based on the construction of that bikeway. We planned to use that for shopping, dining, church, the Farmers' Market and to visit friends. We were assured that title to the land adjacent to the housing development had been secured by Schell Brothers and that the project was a GO for the Winter of 2014/15. The planned bikeway will immediately provide a more direct and safe hiker/cyclist access to the town center of Lewes.

I would like to know why this trail is being held-up in court. I would also like to know if there is a compromise, or remedy, that can be reached so that this valuable and safe trail can be constructed. Can interested citizens who are in favor of the trail appeal to the court personally or through a citizen's petition? What can be done on the part of the Byways committee to resolve the delay in the construction of this trail? I want to see this trail developed on-time and, within reason, according to plan.

**6. Gills Neck Road Easement Development.** I am in favor of development of an integrated plan to develop a separate bikeway adjacent to Gills Neck road to the east and north of Hawkseye and Wolf Point developments northward to the junction with Savannah Road. This improvement will permit direct travel from the Breakwater Trail to downtown Lewes—a trail connection that is needed. But beyond convenience, this is a beautiful, scenic road with spectacular sweeping turns and views. But it is currently is dangerous for hikers and bicyclists alike. The road is too narrow. There are no hiker/bicycle lanes. I know of at least one experienced cyclist who avoids this road now. For the safety of the hikers/cyclists, the trail needs to be separate from the existing roadway and it needs to be constructed along the easement, my preference being the western side, of the roadway. Care must be taken to design drainage to the trail which will not flood water onto the existing homeowners property in the area and that respects the entrances to their properties. Placing the trail on the western side of the roadway will preserve views of the meadows, pastures and the canal to the east of the roadway.

**7. Byway from Breakwater Trail connecting Gills Neck to the High School.** The existing trail has a good initial design providing separation from the south to north section of Gills Neck Road to the High School. The trail needs landscaping with trees and shrubs and with the appropriate drainage added on either side. I think the surface would be upgraded to decomposed granite or asphalt/another hard surface for durability and drainage. This section of trail is already a heavily used and represents an “easy upgrade” to the Byway system.

**8. Kings Highway “boulevard development”.** This is a great idea assuming there is enough easement on either side of the road. The intersection at the high school needs clearly marked crossways. The concept of brick crossways with a contrasting color and texture, is a wonderful idea—terracotta or brick colored pavers would be excellent. I have seen a textured faux-brick cross-walk installed which cross major highways and while this material might be cost effective in the short run, it IS NOT DURABLE. I really like the circular design proposed for this intersection. Right now, bikers/walkers have only two choices to cross the intersection: from Gills Neck to the high school on the west side of the intersection and on the north side using the crossing lights. More crossing opportunities need to be present to the east and to the south. The current flow of bicycle/hike traffic is limited. The design of the intersection is a good concept. The picture in the brochure circulated on November 13, 2014 shows right and left automobile turn lanes on Route 9 at the high school. These improvements are a good way to improve the flow of traffic at that intersection and help driver's line of sight for the safety of oncoming

pedestrians, cyclists and motor vehicles. This plan also takes bike traffic off the main part of the highway making this plan much safer for hikers/cyclists.

If I understand the map of the brochure provided at the November 13, 2014 meeting, it shows the construction of a trailway that goes from Kings Hwy across from the new library site running to the east and connecting with Gills Neck road at the base of the Canal Bridge. Currently there is no trail connecting Kings Hwy. and Gills Neck Rd near the boat canal. I strongly favor development of this connecting trail, which will increase access to the Gills Neck road section and to downtown Lewes as mentioned above [Section 5. above].

Regarding the overall boulevard concept for Kings Hwy., this is a great plan that beautifies the Route 9 approach to Lewes and to the Cape May Ferry. Lining the road and the byway with trees and shrubs on both sides of the road is a fantastic solution. I assume the easement on either side of Route 9 is enough for at least one-way walking/biking traffic on the south side trail going east and on the north side trail going west. If there can only be one, two-way trail, I would favor placing this trail on the south side of Kings Highway.

**9. Savannah Road Bridge to the east of the Canal Bridge and Cape Henlopen Drive.** I support the plan to develop trailways and tree shade for these stretches of road. Currently, on Savannah, there is no consistent separation of the trailway from the roadway. Making this stretch consistent with the construction of a separate trailway path is a great idea. The addition of trees lining both Savannah and Cape Henlopen Dr. is also a great idea—currently these roads are stark and unshaded. Addition of the landscaping will be a simple, beautiful and effective enhancement to both of these roads.

**10. Rails to Trails from Kings Hwy to Nassau Road.** Like so many abandoned railways across the US, I believe that this right-of-way deserves development and a rails-to-trails pathway is the right thing to do. The residents adjacent to the railroad bed should not be deeded these lands because development in these parcels would be haphazard, especially if there is no provision for drainage of the individual parcels. It makes more sense to have the railroad donate this section of land or to purchase the land for trail development. I like the idea of shading and using shrubs along the trailway in order to respect the privacy of existing land owners. In some instances it may also be necessary to “fence in” sections of the new trailway if the adjacent homeowners insist.

**11. Regional Rails to Trails from Nassau Road to Georgetown, DE.** Beyond the present rails-to-trails proposal that would cut across Lewes is not used and abandoned, I recommend a regional improvement to the rail bed to link Lewes to Georgetown, DE. This would entail removing the rails, installing a hard surface suitable for hiking and bicycles and developing highway crossing lights at the spots where the rail-to-trail will cross major East West highways. If there is a regional plan already in place, I recommend that the BYWYP for Lewes include

mention of the Rails to Trails Lewes to Georgetown.

**12. Savannah Boulevard Development.** For people traveling south into Lewes from the Coastal Highway (Hwy 1) the Savannah Blvd. entrance is the main entrance to Lewes providing first impressions to the city. I believe that the enhancements from Five Points to Vikings Way would provide a beautiful entrance to the City, like the proposed boulevard on Hwy 9 between the High School and the Canal Bridge. In this section, I think provisions for a separate pathway for safety of the hikers/bikers and shade trees would greatly enhance this area, which right now is a hodgepodge of roadway facings.

**13. Byway adjacent to New Road.** New Road is a long section of both high speed (40 mph) and lower speed sections. Added to that is a narrow shoulder in some sections of the road making it dangerous to travel on foot or on cycle. The plans presented at the November 13 meeting were great enhancements to New Road. I especially liked the bridge to be added at the Canary Creek section of New Rd. Longer term the whole length of New Road needs to be consistent and be broader than, as I understand, is in the current plan. For safety reasons, the New Road section needs a trail pathway that is separated from the roadway. I recommend planning for this path on the west side of the road.

**14. Other sections of the Byway Plan.** At this time I am simply unfamiliar with the existing or the planned changes to other parts of the plan. In advance of the Dec 4<sup>th</sup>, 2014 meeting I plan to drive these sections to make an initial assessment of their current state in order to form an opinion on the plan.