



Brandywine National Scenic Byway SR 90/SR100 Charrette Summary

March 10-12, 2015



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Delaware Museum of Natural History	Wilmington Area Planning Council (WILMAPCO)
Delaware Nature Society	Wilmington Country Club
Delaware Tourism Office	Wilmington Trail Club
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Charrette Overview

The Brandywine Valley National Scenic Byway (BVNSB) has been in development for more than a decade. Extensive planning studies have been conducted for the Byway including a Corridor Management Plan (CMP) completed in 2005 that laid out overarching goals for the entire Byway from downtown Wilmington to the Pennsylvania state line along both Routes 52 and 100. More detailed planning efforts have taken place along State Route (SR) 52. In an effort to continue to preserve and enhance the qualities of the BVNSB along the SR 100 leg of the Byway, Delaware DOT (DeIDOT) implemented a modified Context Sensitive Solutions (CSS) approach for the area encompassing the intersection of SR 92 and SR 100 (SR 92 / SR 100) to facilitate progress in the planning process for this area of the Byway. The CSS approach supported Byway leadership in working with area stakeholders through a collaborative decision-making process to develop a shared vision of this area in the future based on the community context and Byway needs and issues, and to develop potential solutions for this area.

A key element of the CSS effort was a multi-day charrette that was convened with Byway leadership and stakeholders to develop a vision and goals, design concepts, and action items to carry forward into Byway planning and development. The ideas developed during the charrette support goals established in the Byway's corridor management plan for preserving and enhancing the traveler experience and the natural, cultural, historic, and scenic resources along the Byway. The charrette team worked together with local residents, community organizations, and institutions to formulate potential ideas to implement for future resource preservation and enhancement, traveler experience, and usage of this key area along the BVNSB. Working with the community to assess its needs and setting goals has ensured that the ideas identified support the community's vision for this area.



The charrette was conducted from March 10, through March 12, 2015. The charrette began with a site tour of the SR 92 / SR 100 area, with the remainder of meeting activities held at the Blue Ball Barn in Wilmington, Delaware. The charrette included working sessions to establish a vision and goals for the area, focus group discussions on the topics of land use, transportation, and scenic, natural, cultural, and environmental resources in the area, public meetings, and charrette team and stakeholder sessions to develop concepts and action items for the future of the SR 92 / SR 100 area. The culmination of all the discussions with focus groups, stakeholders, and the public was a set of concepts and action items and strategies to address the needs of the SR 92 / SR 100 area now and into the future. The charrette activities and results are described in the following pages.

Charrette Day 1 – Defining Context

The first day of the charrette included a site tour to ground participants in the tangible context of the SR 92 / SR 100 area, a consensus building workshop session to define the area vision and goals, focus groups to dive more deeply into context and goals around key topics, and an opening meeting for the public to inform the information on the context considered by the charrette team and stakeholders.

Area Context



The Brandywine Valley National Scenic Byway (BVNSB) traverses some of the most naturally and culturally rich areas in the state of Delaware. With beautiful scenic vistas, rich history, open spaces, and recreational opportunities, the BVNSB helps preserve the unique characteristics of the area that help tell the story of its important role in the early part of our country's history. The Byway is an important economic resource for the area as well in supporting tourism. Based on its proximity and configuration relative to Wilmington, the Byway also serves as a commuting corridor including along SR 100 through this

area for travelers heading to Pennsylvania and points north. The intersection of SR 92 / SR 100 is immediately flanked by large institutional and private uses including Brandywine Creek State Park and Winterthur, as well as the nearby Wilmington Country Club that holds some property at the corner. A new National Park has been designated not far to the north off of SR 92. Much of the land in the area is in perpetual conservation although there is development nearby that has the potential to affect traffic through the area. Although multimodal pathways are limited, bicyclists and pedestrians are drawn to travel through this area by the scenic and recreational resources that abound.

While seemingly a simple convergence of two-lane roadways, the SR 92 / SR 100 intersection and surrounding area contain a host of rich, intricate and sensitive resources, all of which contribute to the success of the BVNSB and are highly valued by community members. Deeply understanding this context was an essential first step in the charrette team, Byway stakeholders, and the public developing a foundation for recommending future actions.

Site Tour

The charrette began with members of the charrette team, and key stakeholders taking a walking tour of the SR 92 / SR 100 intersection and surrounding area. Participants in this activity included stakeholders from DeIDOT, Delaware Greenways, DNREC (Parks), Winterthur, the area's elected official, the Kennett Pike Association, and members of the Wilmington Country Club. The site tour began on the Winterthur property and continued down and around the SR 92 / SR 100 intersection along both sides of SR 100. Participants observed features including the Winterthur landscape and buildings, the historic roadside

stone walls, the newer walls treated with a stone appearance, the split rail fence on the Winterthur property, temporary/seasonal signs near the intersection, the Wilmington Country Club drainage ponds, Brandywine Creek State Park, and more. This site visit allowed everyone to become more familiar with the context of the area, how the intersection functioned, key characteristics, and challenges in the area.

The site tour provided a great opening to the charrette by giving participants a good understanding of site-specific details, as well as a contextual understanding of the area.



Goals and Visioning

Following the site tour, participants in the charrette took part in a consensus building workshop to begin to form goals and visions for the SR 92 / SR 100 area. Stakeholders involved in this process included staff from DelDOT, Delaware Greenways, DNREC (Parks), Winterthur, the area's elected official, the Kennett Pike Association, and members of the Wilmington Country Club.

This workshop walked participants through a series of exercises to generate a comprehensive and diverse set of ideas, and

to converge these ideas and build consensus on a set of goals for moving forward. The facilitator began by asking participants to build on the context evaluated during the site tour through envisioning the area 5-10 years in the future and providing 10 key words or phrases to describe their vision. Participants then worked in small groups to discuss and share ideas and to develop a collective set of ideas from each small group. These ideas were reported out to the large group and the word and phrases were posted on the facilitation wall, with multiple rounds of input and cards solicited from each group. As the cards were placed on the wall, common themes began to emerge and once brainstorming input concluded the charrette team facilitated the task of grouping like cards into similar categories. Through additional work with participants to name and describe these categories, the charrette team was able to develop three goals that reflected the input received through the group exercise. The image to the right and the table on the following page present the categorized input associated with each goal. These three goals, as developed through the stakeholder input are:

- Protect and preserve the intrinsic qualities (scenic, historic, cultural, recreational, & natural) & the character of the byway through resource maintenance and other minimal strategies to preserve the quality of the byway and its resources.



- Explore options to support multimodal mobility & safety in a manner that is integrated with the byway's intrinsic qualities.
- Maintain and enhance the intrinsic qualities of the byway with necessary actions to manage, restore, or improve byway facility & resource conditions leveraging byway funding opportunities.

The goals established as a result of the charrette process will play an important role in guiding future actions and decision making processes that affect the BVNSB and the SR 92 / SR 100 area.

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Maintain & Enhance the Intrinsic Qualities	Explore Mobility Options & Integrate in Intrinsic Qualities	Protect & Preserve the Intrinsic Qualities
<p>Future accessibility questions Minimize impact from development Integrated Master Plan (regulatory) Visitor accommodation parking Move fishing area Sustainable financing for maintenance (Public-Private) Funding source security Roadside maintenance Drainage issues</p> <p>Control invasive species Improve landscaping Manage landscaping Restore landscaping Mt. Cuba type wildflowers</p>	<p>Limit buses Safety issues Safety speed control Reduce Traffic Roundabout?</p> <p>Traffic calming Bike safety Pedestrian safety Pedestrian-bike access "Spandex & non-spandex" bike accessibility Bike/ped facility Meandering off-terrain pathways Touring Group Options</p>	<p>Preserve history Preserve Cultural History Maintain intrinsic values Maintain wetland integrity Meadows</p> <p>Discount parking Protected viewshed access Historic viewsheds Uncluttered views</p> <p>Declutter (simple eloquence) Minimal roadway lighting Preserve rural character Bucolic nature Have that "Byway" look Remove/eliminate porous pavers Refocused context Minimal signing Coherent signage Limited / tasteful wayfinding Repurpose rail and route designation Maintain stone walls</p>

Focus Groups

Following the initial task of establishing goals and visioning for the SR 92 / SR 100 area, charrette participants took part in focus group sessions throughout the afternoon of the first day of the charrette. These focus groups were intended to identify key points on three topic areas regarding the SR 92 / SR 100 area. The three topic areas focused on Land Use, Transportation, and Natural, Scenic, Historic, Cultural, and Environmental Resources. Similar to the previous sessions of the day, stakeholders involved in this process included staff from DeIDOT, Delaware Greenways, DNREC (Parks), Winterthur, the Kennett Pike Association, and members of the Wilmington Country Club.

During these focus group sessions, participants were asked questions related to each topic in order for charrette team members to gain insight and specific information to help understand strengths, challenges, opportunities, and threats facing the SR 92 / SR 100 area.

Land Use Focus Group

During the Land Use focus group, participants were asked the following questions:

- What type of land use will be compatible with the character of the area?
- What type of uses would you like to see along the Byway?
- If you could change anything about land use in the area, what would it be?
- What kind of conservation strategies could be leveraged?



As a result of the discussion based around these main questions, charrette team members were able to gain an understanding that most participants are of the opinion that the area should remain unchanged moving forward, and discussed that there was little development pressures facing the area that could result in significant changes to the area. Participants still identified that a level of planning and regulation should be in place to address the future potential for development and that the area would benefit from a uniform approach to signage in the area to help create a unified theme, as well as help reduce visual clutter. For a detailed summary of the Land Use Focus Group, please see the summary attached as Appendix A.

Transportation Focus Group

During the Transportation focus group, participants were asked the following overarching questions:

- Who uses the intersection and adjacent byway?
- How well does it work?
- What are the key transportation and safety issues?
- What is needed to better accommodate cycling and walking?

- What are the potential impacts/changes to traffic in the area?



The Transportation focus group discussion helped the charrette team understand the transportation issues facing the SR 92 / SR 100 area, how well the intersection and surrounding facilities functioned, and what challenges the intersection and area would be facing in the future. The participants were able to share their input on how to address these challenges, and how to do so in a manner that maintained the unique characteristics that would complement the scenic nature of the area, and the presence of the BVNSB in the area around and including the intersection of SR 92 / SR 100.

Key issues identified included needs for additional wayfinding and signage, parking/pull-off areas, and safe accommodations for bicyclists and pedestrians. While the area currently is viewed to be safe and efficient, future traffic growth could warrant consideration for further improvements. For a complete summary of the Transportation Focus Group session, please see Appendix B.

Resources Focus Group

The third focus group session focused on the various resources in the SR 92 / SR 100 area. These included scenic, cultural, historic, environmental, and natural resources. During the Resources focus group, participants were asked provide keywords that help define the area today, and in the future. Participants were also asked to identify unique features in the area, and opportunities that would help strengthen these features, and enhance working relationships into the future.

The Resources focus group clearly showed the multitude and diverse features that make the area unique. Historic resources, a variety of plants and animals, recreational resources, and scenic viewsheds were predominant features mentioned during the discussion. This focus group shed light on how stakeholders view the area today, and how they view the area in the future. With keywords being used that included pristine, historic, and natural to describe the area today, and words like, overcrowded, stressed, and congested to describe the future, it was clear that participants have concerns about how the area will look in the future. Participants emphasized the importance of preserving the area's resources and the qualities that make it unique. However, future opportunities were also identified including increased visitation, heritage tourism, and multimodal improvements, reflecting that participants see how the area could benefit from the many resources they identified. For a



complete summary on the Resources Focus Group session, please see Appendix C.

Open House

Following stakeholder participation activities on the first day, the charrette was open to the public in the evening on March 10, for the first of three public meetings. During this first meeting the public was invited to an open house to get an introduction to the charrette, review existing conditions in the SR 92 / SR 100 area and view the outcomes of the day's activities with stakeholders. Attendees viewed displays illustrating existing transportation, land use, and environmental features, reviewed the goals and visioning output on the facilitation wall and flipcharts summarizing the transportation, land use and resource focus groups, and provided feedback via an interactive photo preference exercise identifying which photo images captured what they would like to see or not see in the area. Members of the public were also invited to provide their input through a comment form (Appendix D) so that the charrette team could obtain their input on the SR 92 / SR 100 area, Byway resources, transportation, wayfinding, land use and development, and the charrette process.

43 members of the public attended the first public open house session and were able to review the results of the Goals and Visioning session, the Focus Group sessions, and view the various maps, and other graphics related to the project that were used in those exercises. The charrette team was able to clarify the broader purpose of the charrette to participants many of whom anticipated a specific intersection proposal would be presented. Overall, the public responded with interest in the information on display once they were able to review and interact with members of the charrette team and commented on potential needs for wayfinding and signage, multimodal and safety improvements, as well as interest in Byway resource protection. One theme that emerged was that little to no change was desired in the SR 92 / SR 100 area, with participants stating opposition to any proposals for substantial improvements at the SR 92 / SR 100 intersection such as the consideration of a roundabout. A summary of comments from the public meeting is included in this document as Appendix E.



Charrette Day 2 – Concepts Development



With the first day of the charrette completed, the charrette team and stakeholders spent the second day of the charrette focused on developing and refining concepts to implement the goals and visions developed the previous day through a series of working sessions and a public drop-in session.

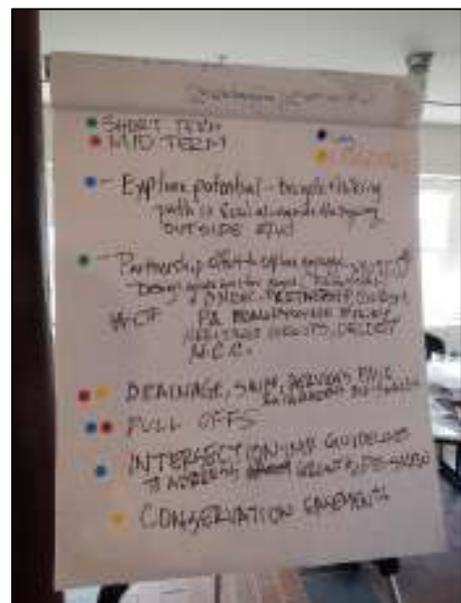
Concepts Development, Revision and Review Sessions

Stakeholders began with the task of incorporating the input received the night before from the public, and developing a list of action items that would be

shaped into short-term, mid-term, and long-term tasks. Stakeholders also worked to develop concepts for enhancements to the SR 92 / SR 100 intersection that would help improve both the aesthetics and function of the intersection over time. Landscape architects developed sketches to illustrate these concepts and help facilitate stakeholder feedback. Following a public pin-up session the charrette team and stakeholders worked to The stakeholders involved in these activities included members of DeDOT, Delaware Greenways, the Byway Advisory Board, the Byway Partnership, staff from Newcastle County government, and members of the Wilmington Country Club.

Review of Day 1 Public Comments/Themes

As the charrette team and key stakeholders reviewed input from the kick-off public workshop to consider in action planning for the SR 92 / SR 100 area, many of the same themes emerged as those discovered during the visioning and goals and focus group sessions. The importance of maintaining the area in its current state as much as possible was at the forefront of the public comments. Concerns included: intersection overdevelopment; congestion; vehicle speeds; crashes; bicycle and pedestrian accessibility; safety in the curve north of the intersection at the railroad bridge; nearby university development; establishment of the National Park; and excess signage. Ideas for improvements and enhancements included: interpretive signs; pull-offs; drainage improvements; maintain/enhance stone walls; aesthetic treatments; paths, greenways and trails; bicycle and pedestrian amenities; wayfinding signage; consolidation/reduction in signage; and gateway features (supporting the National Park). The public emphasized that any changes to the area should be done keeping preservation, conservation, and aesthetics in mind, while appropriately promoting the resources and features that define the area. Public input identified opportunities for



fostering ecotourism, developing partnerships for easements and trail maintenance, engaging residents in pathway planning and other collaborative strategies essential to implementing Byway goals.

Development of Actions Items/Strategies

With additional public information, focus group input, and a set of goals and visions for the area, the charrette team and stakeholders went forward with the task of developing actions and concepts to help implement improvements to the SR 92 / SR 100 area. Action items and strategies were further expanded and refined during the development and revisions to the overall concepts throughout the day. The action items developed during the second day of the charrette are presented in the table below organized from nearer term to longer term and ongoing actions.

Action Item	Potential Timeframe
Partners to explore signage <ul style="list-style-type: none"> • Design guidelines for signs (regional, MUTCD considerations) • Partners - DNREC, tourism, PA Brandywine Byway, heritage groups, DeIDOT, NCC 	Short term
Educational information and coordination from DeIDOT related to maintaining shoulder areas/walls	Short term
Identify funding resources	Short term
Support local protection and preservation efforts	Short term
Assess how strategies will integrate with overall BVNSB planning	Short term/ongoing
Make minor intersection improvements (e.g. stop bars, striping)	Short to mid term
Enhance viewsheds, especially near water features	Short to mid term
Inventory stone walls, improve maintenance, upgrade	Short to mid term
Prepare more in-depth inventory of historic and other resources	Short to mid term
Engage residents in multimodal pathway planning	Short to mid term
Foster ecotourism through community partnerships	Short to mid term
Promote improvements on nearby roads (e.g. 141)	Short to mid term
Explore potential bicycle and pedestrian paths alongside the byway outside ROW	Short to long term
Install kiosks and interpretive information	Mid term
Highlight mile marker and potentially coordinate with a pull-off	Mid term
Create tourism partnerships to promote multimodal use	Mid term
Evaluate drainage and stormwater management strategies, updated pervious pavers, rain gardens, bioswales	Mid term/ongoing
Develop Byway pull-offs	Mid to long term
Implement partnerships for maintenance of installed improvements (e.g. adopt a trail or wetland)	Mid to long term
Intersection improvement guidelines to address growth and reduce the intersection skew	Long term
Coordinate with Pennsylvania on hiking trails, bikeways, commuting routes, and signage	Long term
Long term planning for Byway in this area (e.g. curves, reassessment of capacity as needed)	Ongoing
Conservation easements	Ongoing

Concepts Development

Following the development of the Action Items/Strategies, the charrette team and stakeholders began to develop a phased approach to improvements at the SR 92 / SR 100 intersection and surrounding area that could be implemented over time and with various options for different Byway and related elements. This would allow change to occur over time as needed, and as funding becomes available, and provide flexibility as priorities for different concept elements might shift.



Basic Concept (with walls)

The following concept elements were determined to be overarching elements that should be integrated with any combination of concepts or phasing for the SR 92 / SR 100 area.

- More clearly defining spatial organization, emphasized by walls on all sides, providing visual continuity
- Removing geogrid pavers, adding native grasses and rocks
- Refinish walls on all sides to look like blue rock walls and caps changed to be more consistent

These basic improvement concepts are described on the following page and tie improvements to area heritage.

Phased Concept 1 – Native Plants and Grading

The goal of this concept is to improve the aesthetics of the area of SR 92 / SR 100 while not making significant changes to the design or function of the intersection. The features of this concept are illustrated in Figure 1 on the following page and include:

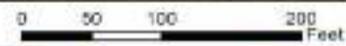
- Keeps existing walls
- Removes geogrid pavers
- Uses berms and landforms and native materials and rocks to clean up area
- Berms and materials provide visual consistency

By incorporating new landscaping, native plants, and other landscape related improvements, this initial concept has a short-term implementation timeframe and could provide an upgrade to the SR 92 / SR 100 area quickly.

Figure 1



Existing Roadway Improvements
Brandywine Valley SR 92/SR 100 Charrette



Map Created: February 27, 2015

By: D. Voigt

Data Source: DataMIL, New Castle County, DEDOT, DNREC

Phased Concept 2 – Stone Wall Improvements

This concept would include additional aesthetic improvements to the stone walls found at the SR 92 / SR 100 intersection. Overall, this phase would incorporate new stone walls or wall sections to create an improved sense of framing to the intersection. These walls would be built in a way that any future improvements to the intersection could be completed without having to replace the stone walls framing the intersection. The main elements of this concept illustrated in Figure 2 on the following page are:

- Add new, expanded stone walls
- Doesn't change the hardscape
- New walls complete gaps to create sense of enclosure
- Stone walls should accommodate any future alternative improvements that would occur



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Figure 2



Basic Concept with Retaining Walls
Brandywine Valley SR 92/SR 100 Charrette



0 50 100 200 Feet



Map Created: February 27, 2015

By: G. Viori

Data Source: DataVI, New Castle County, DelDOT, DNREC

Phased Concept 3 – Multimodal Crossing and Pathways

Based on input received, a concept was proposed to allow for multimodal pathways, as well as some minor upgrades to the intersection with respect to multimodal travel through and in the vicinity of the intersection of SR 92 / SR 100. These improvements would not be major changes to the intersection, but would be noticeable to multimodal users. One design change would be to incorporate dividers for right turns in the northern and southern turning quadrants of the intersection. Another would be to improve the definition of the outside edges of roadway that are currently worn and/or eroded beyond the edge of payment. This concept also incorporates multimodal pathways, which were items that were mentioned by both the stakeholders and the public as a way to separate traffic and to promote a safer environment for bicycles and pedestrians. The features included in this concept shown in Figure 3 on the following page are:

- Improvements to flow of intersection, multimodal access
- Move stop bars closer to intersection
- Add dividers for turns in north and south quadrants
- Create a multimodal pathway off road
- Not massive improvement, but noticeable
- Works within walls, works with native materials concept
- Allows for all alternatives including trails through intersection

Figure 3



Roadway Extensions with Retaining Walls
Brandywine Valley SR 92/SR 100 Charrette



Phased Concept 4 – Long-Term Intersection Improvements

Moving further into potential future phased improvements, the charrette team and stakeholders began to look at long term needs and improvements to the intersection of SR 92 and SR 100. With any future substantial increases in traffic volume, it was noted that the function of the intersection in its current state as a 4-way stop could be significantly reduced. Options were considered for making to the intersection so it could handle higher volumes of traffic. These intersection changes could include things like adding additional lanes, installing a traffic signal, or incorporating a roundabout as an alternative. While it was the least favorable concept based on stakeholder and public input throughout the charrette process, the roundabout was seen as preferred over additional lanes or a stop light. With the idea that this improvement would only occur as needed in the future, and with it being potentially preferable over other methods to handle increased traffic volumes in the long-term, a roundabout concept was reviewed with the goal of handling higher volumes, while also keeping aesthetics and context of the intersection and area around SR 92 / SR 100 more intact. The main features shown in Figure 4 of this concept are:



- Only needed if future traffic needs increase
- Allows for continuously moving traffic
- Crosswalks on all four approaches
- Accommodates trail/multimodal concepts
- Still works with walls/landscaping

There is very little to public interest noted at this time in the Long-Term Intersection Concept

Figure 4



Roundabout with Retaining Walls
Brandywine Valley SR 92/SR 100 Charrette



0 50 100 200 Feet



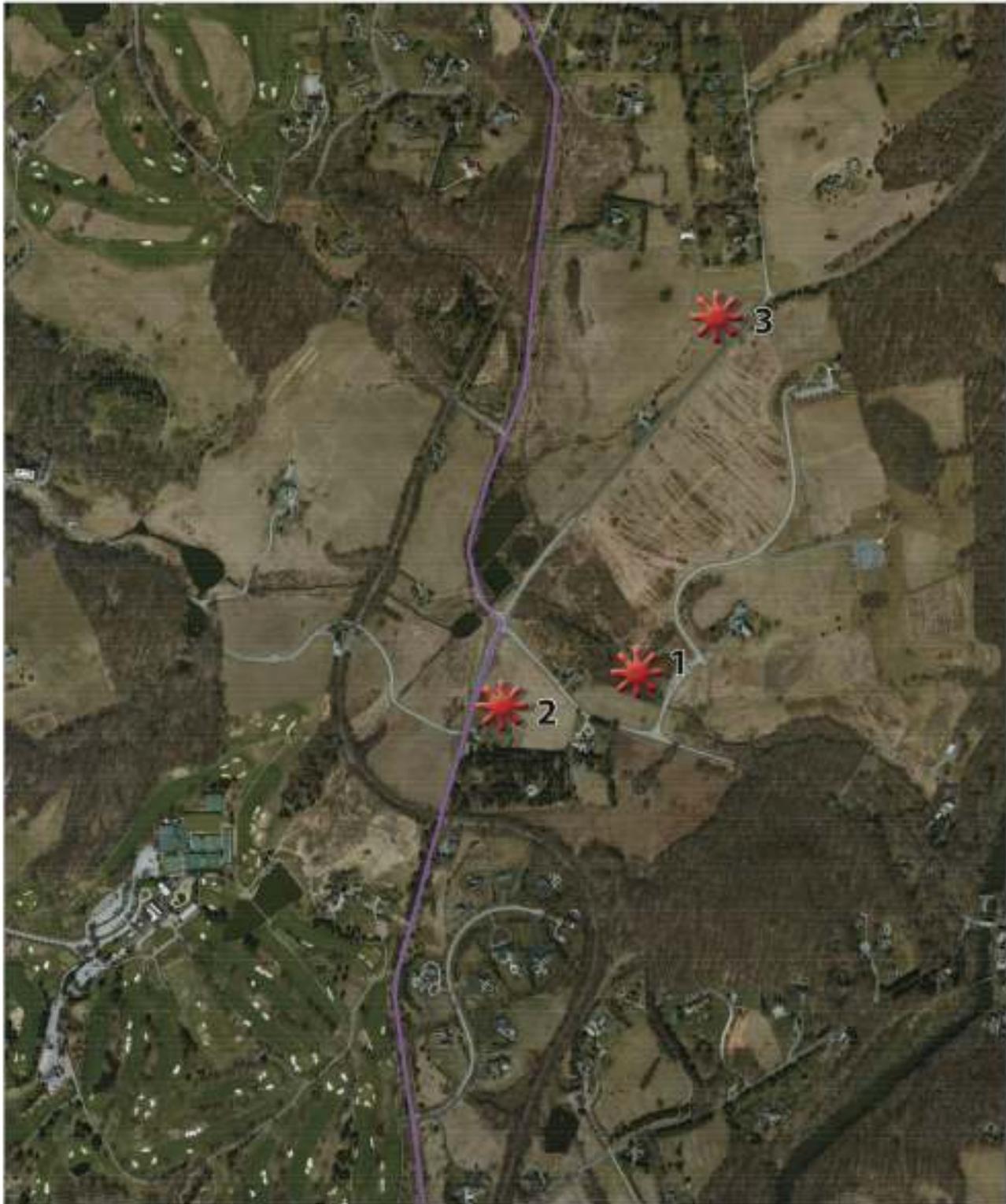
Phased Concept 5 - Pull-offs / Overlooks Concept

An additional concept developed was for incorporating pull-offs and places for informational kiosks or signs in the vicinity of the SR 92 / SR 100 intersection. Potential pull-off areas were ranked in priority and would allow for users of the BVNSB, and others visiting the area, to have safe designated places to pull-off to enjoy views, recreate on local trails and area waterways, or orient themselves to the area and destinations, and obtain information about the area. The overall ideas for this concept, along with the priority order of potential pull-offs pull-off areas, are as follows:

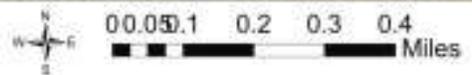
- Locate areas somewhat away from the SR 92 / SR 100 intersection
- Provide parking spaces and kiosks with information
- Priority ranking:
 1. Brandywine Creek State Park on north side of Adams Dam Road: provides parking for fishermen along the creek; would house Byway and park information
 2. Brandywine Creek State Park south of the intersection: good location for northbound traffic; conservation easement—restricted by deed
 3. Winterthur conservation property: nice views across valley from high point; on private land, would require negotiations

The Pull-offs/Overlook concept is illustrated in Figure 5 on the following page and could be combined with various other phased concepts.

Figure 5



Alternatives for Wayfinding Pulloff
Brandywine Valley SR 92/SR 100 Charrette



Public Drop-in Session

Following the sessions among the stakeholders and charrette team, the concepts under development were presented to the public at a second public drop-in meeting on the afternoon of March 11. During this session, the public was asked to provide comments on the comment cards provided if they hadn't



done so from the March 10 public open house. The public was also able to view the new concepts for the SR 92 / SR 100 intersection, and provides feedback on the action items developed earlier in the day. Overall, the comments were positive and the concepts developed received no significant input that would result in major revisions. In all, 16 people attended the second public drop-in, with the majority being new attendees that did not come to the initial public drop-in the night before. For a summary of the comments received from the public, please see Appendix E.

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Charrette Day 3 – Concepts to Carry Forward

On the final day of the charrette, the charrette team and stakeholders worked to refine and prioritize the concepts and action items identified on Day 2 to establish a framework for moving concepts forward. Activities included a charrette team meeting, Byway Partnership and key stakeholders meeting, and closing public presentation.

Byway Partnership Meeting

Following an internal working meeting within the charrette team, the stakeholder sessions on the final day of the charrette started with a presentation to members of the Brandywine Valley National Scenic Byway Partnership. This meeting and presentation was intended to provide members with an overview of the activities from the previous days of the charrette, as well as the outcomes and strategies developed by stakeholders and the charrette team. The Byway Partnership was presented with an overview of the charrette process, the goals developed during the charrette, the action items/strategies formed through the process, and the concepts and phased improvements for the SR 92 / SR 100 area. The Byway Partnership also gained input on how the results of the charrette process can be used as a tool in the decision making process when implementing the goals of the BVNSB Corridor Management Plan (CMP). Having the resources and results from the charrette will be a key component in helping to facilitate the goals of the CMP, as well as updating components of the CMP moving forward.

Final Public Meeting and Presentation

At the conclusion of the third and final day of the charrette, a public meeting was held where the charrette team provided a presentation that highlighted the activities over the previous two days. Meeting attendees were able to view all of the displays, flipcharts, sketches and other materials used or developed over the course of the charrette prior to and during the presentation. The presentation included a summary of the vision and goals established, the concepts developed over the course of the charrette, the list of strategies and action items, and an overview of how the charrette process fit within future planning for the SR 92 / SR 100 area and the BVNSB overall. During the presentation, the charrette team also reviewed the approach to a Context Sensitive Solutions (CSS) project and how this approach was applied to study the SR 92 / SR 100 area. With the CSS and charrette approach to using stakeholder and public input to develop goals and visions, and to reach a consensus on concepts, the charrette team and stakeholders were able to provide recommendations that are best suited for the context of the area. This is particularly important when the character of an area is unique, as is the case for this area, and any



potential changes need to be sensitive to the surrounding character of the landscape. For a complete copy of the presentation, see Appendix F.

Charrette Outcomes and Next Steps

The charrette process provided stakeholders, the public, and the charrette team with valuable knowledge and insight about the SR 92 / SR 100 area and resulted in actionable items to support both short-term and long-term results. The Byway Partnership, Byway Advisory Board, DeIDOT staff, and New Castle County can take the results of the charrette and use them to guide decision making with the best interest, and the appropriate context in mind for the SR 92 / SR 100 area. The Byway Partnership



should take the lead in working with other lead entities and community partners to incorporate results of the charrette into short term and long range plans for the area.

The summary of the charrette, area concepts, and action items should be reviewed by the Byway Partnership and the Byway Advisory Board. Specific actions the Byway Partnership may lead with others to successfully implement charrette results include:

- Prioritize action items, clarify responsible parties, and identify funding needs and sources for strategies in each phase, particularly in the short term.
- Incorporate results of the charrette into implementation, status, and technical updates to the BVNSB Corridor Management Plan, as well as applicable local plans and state transportation plans.
- Coordinate with DeIDOT to implement supported phased concepts and strategies for the SR 92 / SR 100 as funding becomes available.
- Develop partnerships to implement the vision, goals, and strategies that will protect, preserve, and enhance the intrinsic qualities of the BVNSB and the SR 92 / SR 100 area.

Overall the charrette provided the stakeholders, the public, and the charrette team with an inventory of the resources that make the area unique, a set of defined goals for the area, a clear vision, and a phased approach to making improvements that fit within the context of the SR 92 / SR 100 area and the BVNSB. Moving forward, the Byway Partnership and others tasked with managing the BVNSB and the SR 92 / SR 100 area resources will have a clear picture consistent with the CMP and specific to this area of the desired outcomes from the public and stakeholders, allowing them to make well informed decisions that will maintain the character and protect, preserve, and enhance the area over time.

Appendices

Appendix A – Land Use Focus Group Summary

Appendix B – Resources Focus Group Summary

Appendix C – Transportation Focus Group Summary

Appendix D – Public Comment Form

Appendix E - Public Comment Summary/Overview

Appendix F – Closing Presentation

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Appendix A



Focus Group Summary

Land Use

Tuesday, March 10, 2015

The SR 92 / SR 100 area along the Brandywine Valley National Scenic Byway (BVNSB) is an important area for byway users, commuters, and residents. The land uses in this area have remain fairly static over the years due to the presence of conservation easements, Brandywine State Park, large private/estate properties, and historic properties and preservation. The overall lack of change and development has helped keep many of the intrinsic qualities intact that distinguish the character of the byway. While future development pressure is viewed as a minimal threat, the focus group participants felt that careful planning and regulatory tools should be pursued to ensure that the overall character of the area remains relatively unchanged.

Participants in the Land Use focus group expressed that the area around the SR 92/SR 100 intersection, and the BVNSB as a whole should remain relatively unchanged from its current state with little to no development desired. When discussing development pressures, the main item of concern was the impact of any water and sewer extensions to the area. While this was viewed as unlikely, the participants felt that if this were to occur, it could drastically alter the land use patterns in the area. It was also noted that while the BVNSB is referenced in the Comprehensive Plan for the area, there were no significant regulatory tools in place to enhance and preserve the character of the areas along the Byway. Overall, the participants agreed that development pressure in the area is minimal due to the prevalence of conservations easements in the area and lack of public utility infrastructure.

When discussing land use patterns, there were two views from participants on how property should be developed for residential uses. The consensus was that higher density development and commercial/retail development was not compatible with the area. While participants stated that they understood the concepts and benefits of cluster development, not all participants felt this development pattern was appropriate for the area. If this development type were implemented, participants agreed that appropriate setbacks and buffers should be a key component. However, it was noted that implementing this development type was not as feasible given the lack of public utilities. Currently, new residential development has been conducted on a large lots of 2 acres or more, and most participants felt that this development pattern was more consistent with the historical development patterns in the area.

During the focus group sessions, the topic of signage was also discussed. Participants felt that signage in the area lacked uniformity or any common theme, which negatively impacted the area. Participants

agreed that signage should be uniform and/or have a common theme that reflects the character of the area and contributes positively to the look of the area.

Overall, the consensus was that development pressure in the area was minimal and the land use patterns would generally remain the same. However, participants still identified that a level of planning and regulation should be in place to ensure that if and when development does occur, it fits the overall character of the area. Things like building setbacks, height, buffers, lot sizes, and uniform sign standards were identified as elements that should be put in place to preserve and enhance the character of the area.

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Appendix B



Focus Group Summary

Topic: Natural, Historical, Cultural, and Environmental Resources

Tuesday, March 10, 2015

The SR 92 / SR 100 area along the Brandywine Valley National Scenic Byway (BVNSB) has a great deal of resources that make it a unique area. Focus group participants discussed key words that described the area both today and in the future. Participants also identified the many natural, cultural, historic, and environmental resources in the area, along with opportunities where these resources could be enhanced, and threats they may face.

During the focus group discussions, the keywords used to describe the area in its current state captured the natural features and scenic qualities of the area. Words used by participants to describe the area currently included tranquil, picturesque, bucolic, and rural and reflected the natural qualities of the area. When looking ahead to the future, participants used words that captured potential changes to the area. Participants used the words, stressed, congested, and more developed, along with increased visitation, heritage tourism, trail destination, and multimodal, as ways to convey issues that could impact and change the area.

When the discussion focused on the unique features of the area, participants found no trouble in identifying the many features that make the area special. Some of the main items noted by participants were the historic stone walls in the area, the historic homes and features like Winterthur, the state and national parks, the environmental and natural features, the variety of birds and other wildlife in the area, and the overall scenic resources that all combined to make the area rich in resources.

Participants also provided their input on opportunities and threats to the area and its resources. Among those items, participants agreed that the area has seen little change over time from development and this trend should continue. Coordinating and partnering with the nearby golf clubs and country clubs was seen as an opportunity to continue to prevent over-development of the area. The main threats participants identified was over-development in the future, and the current zoning in the area being incompatible to the desired land uses and existing land use patterns in the area.

Overall, the participants in this focus group felt the area was rich in natural features, historic features, wildlife, and scenic resources, and those should remain as intact as possible to preserve the general character and history of the area. The future was viewed with caution as participants identified concerns about traffic increases and possible development as issues that should be looked at proactively. There were also opportunities in continuing to develop heritage tourism, and coordinating with neighboring land owners like the golf clubs and country clubs to help prevent over development and preserve the qualities that make the area unique.

Appendix C



Focus Group Summary

Topic: Transportation

Tuesday, March 10, 2015

The SR 92 / SR 100 area along the Brandywine Valley National Scenic Byway (BVNSB) is a key location for the transportation network locally, for the byway, and the region. This area is a key juncture collecting and distributing traffic in all directions for commuters, byway users, and local residents. During this focus group, participants discussed transportation related topics pertaining to the intersection of SR 92 / SR 100, as well as the BVNSB as a whole.

Participants in the focus group discussed the main users of the intersection and it was noted that the intersection is comprised of mainly commuter and cut through traffic, much of it coming to and from Pennsylvania. Participants also noted that the intersection serves local traffic for nearby neighborhoods and communities. There was little to no pedestrian or bicycle traffic, and participants also felt that there was little discernable traffic for visitors to the BVNSB.

When discussing the safety and functionality of the intersection, participants agreed that data from DelDOT showed there was not a high number of crashes, which led to a consensus that the intersection was generally safe for vehicular traffic. The participants also agreed that traffic issues were more of a peak hour problem than an ongoing issue throughout the day, particularly given the intersection's use by commuters. Generally, the participants felt the intersection was safe and functioned well for the volume of traffic it currently serves.

Looking at the future of the intersection, participants discussed the possible development of the Wilmington College campus, along with other development in the region, as having an impact on traffic. While traffic increases are seen as a long term issue, participants discussed options for handling higher volumes in the future. This included discussion of potential for a roundabout at the intersection to handle higher traffic volumes, to maintain and enhance safety, and to provide traffic calming, while providing an aesthetic feature that could contribute to a sense of place in the area and gateway feature for the BVNSB. While the roundabout was seen as a potential long term option, there was also discussion of substantial concerns with a roundabout in this area. Participants discussed concerns of a lack of familiarity with roundabouts, that they are not a common traffic feature in the area and that they are not consistent with the historic aesthetic of the intersection and surrounding landscape which has historically been a small "crossroads" type intersection.

Additional aspects of the transportation focus group discussion were the inclusion of bicycle and pedestrian facilities in the area, signage and parking/pull-offs for users of the BVNSB. While it was noted that there is not a strong presence of bicyclists and pedestrians at the intersection, there is some cycling activity and future improvements that were discussed included adding better accommodations for these

users, particularly cyclists with some limited consideration for how to accommodate pedestrians in the area around the intersection near Brandywine Creek State Park. Participants also agreed that incorporating wayfinding signage for users of the BVNSB, and visitors to the area would be beneficial and should be a part of future improvements. Along with adding wayfinding signage, creating better defined parking areas and pull-offs for users of the BVNSB, as well as others using the area for recreation, are important features to include moving forward. Along with identifying other locations along or near the BVNSB for pull-offs and signage, potential co-location of parking and/or an informational kiosk was discussed at the entrance to Brandywine Creek State Park as the park is in the process of planning for reconfiguration of its entrance area and potential additional parking near the creek along Adams Dam Road.

Overall, the participants in this focus group felt the intersection in its current state was safe and functioned well given its current capacity and traffic volumes. Future transportation improvements should include bicycle and limited pedestrian facilities, as well as improved wayfinding signs and parking and pull-off areas. Dependent upon growth in traffic volumes, additional improvements to the intersection, which could include a roundabout, may need to be considered in the future.

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Appendix D



Brandywine Valley National Scenic Byway








**AMERICA'S
BYWAYS**

COMMENT FORM

Name: _____ Organization: _____

Street Address: _____ City, State & Zip: _____

Email Address: _____

In which charrette meeting(s) did you participate in?

Public meeting (3/10)
 Open House (3/11)
 Pin-up Session (3/12)
 Other: _____

Let Us Know What You Think

The Delaware Department of Transportation is working with community partners using a Context Sensitive Solutions (CSS) approach to seek ideas for potential enhancements to area around Route 92/Route 100 along the Brandywine Valley National Scenic Byway. These ideas would support goals established in the Byway's corridor management plan for preserving and enhancing the traveler experience and the natural, cultural/historic, and scenic resources along the Byway.

Your input is needed to successfully define the future of the SR 92/100 area and its surrounding. We look forward to hearing from you!

1. What is your affiliation with the Brandywine Valley National Scenic Byway? (select all that apply)

Byway Advisory Board Member
 Commuter through area
 Recreation
 Byway Partnership Member
 Cultural interest
 Visitor
 Community organization
 Nearby resident
 Other: _____

2. Are any of the following concerns present in the area of SR 92/SR 100? (select all that apply)

Bicycle safety and access
 Vehicle safety
 Pedestrian safety and access
 Vehicle speed
 Congestion
 Other: _____

Please describe any concerns _____

3. Is there anything that could be done to improve or enhance the SR 92/SR 100 area? (select all that apply)

Aesthetics
 Greenways
 Pull offs
 Bicycle amenities
 Interpretive signs/boards
 Safety
 Educational resources
 Pedestrian amenities
 Wayfinding signage
 Environmental protection
 Preservation/conservation

Other: _____

4. What do you like and/or dislike about the Brandywine Valley National Scenic Byway SR 92/SR 100 area?

5. Other comments?

Please return your comments today or mail your comments to:

Ann Gravel, Byway Program Coordinator
De DOT
800 Bay Road
Dover, Delaware 19901

OR

Jeff Greene
Delaware Greenways
1910 Beckland Road, Wilmington, DE 19803

Visit us on the web:

www.brandywinenews.wordpress.com

Appendix E



Comments Summary SR 92/SR 100 Charrette March 10-12, 2015

Introduction

This section provides an overview of the comments gathered at the SR 92/SR 100 charrette.

The project team utilized a variety of tools and methods to engage stakeholders and the public in the process. The project team's methods included comment forms, interactive mapping exercises, online survey, and direct email. Respondents were able to submit comments in the way that was most convenient for them. The project team received responses from each of the methods and were able to assemble an understanding of the community's vision for the future of the SR 92/SR 100 intersection.

Comments Overview

Comments were submitted addressing a variety of issues concerning the intersection, most of which related to the conservation of the area's visual character and concern regarding traffic conditions at the intersection. The vast majority of respondents indicated that they were nearby residents who commuted through the area, were interested in recreation or local culture, or were involved in a community organization. Of the comment forms that indicated concerns, the most commonly noted problems were congestion, pedestrian/bicycle safety and access, vehicle safety, and loss of conserved lands. Most if not all input received addressed multiple issues. About 40% of the comments came from residents who had attended the charrette, while the remainder of the input was received through the online survey.

Conserve Scenery and Rural Feel- The overwhelming majority of respondents, approximately 105 out of 132, expressed a desire to see the area surrounding the intersection remain untouched and undeveloped. Given that the crossroads is bordered by such scenic properties as Winterthur and Brandywine Creek State Park, many comments were emphatic that the bucolic nature of the intersection be preserved with an eye towards its natural and historical significance. Citing the area's inclusion on the Brandywine Valley National Scenic Byway, respondents were concerned that adjustments to the road or enhanced traffic control could detract from the scenic and natural beauty that draws people to the area. They felt strongly that any improvements or beautification efforts should be visually and thematically in line with

the area's feeling. Additionally, many addressed the rationality of such an expenditure of government dollars on this particular intersection.

Traffic- Most respondents did not appear deeply worried about the current state of traffic passing through the intersection. Emphasizing that traffic delays are limited to typical morning and evening commute hours, the majority of comments indicated that residents felt an aversion to the installation of a traffic signal, a roundabout, or anything that would “over-structure” or destroy the current feel of the area. Many were concerned about traffic increases to the area, on the grounds that it would contribute to higher congestion, more accidents, and increase the need for a future road project to manage traffic volume.

Bicyclist/Pedestrian Amenities- With the intersection's proximity to Brandywine State Park and the new National Park, as well as the push for multimodal access to public recreation areas, residents noted the absence of such infrastructure. Suggested solutions included creating a parking area nearby to detract from visitors parking on the shoulder, the creation of off-road bike paths, pedestrian trails, and nearby parking or bicycle racks to facilitate safe enjoyment of the area.

Safety- Many expressed displeasure with bicyclists and drivers' use of the four-way stop, noting that the majority of issues stem from people using the stop incorrectly. Multiple respondents indicated unhappiness with the number of cars that park on the shoulders to fish at the nearby ponds. The vehicles impair visibility and pose other potential issues for safe travel on the roads. Other safety problems noted include overgrown bushes, water on the road, and the need to stabilize the road shoulder. Several comments noted that residents felt unsafe walking or bicycling along the roadway due to vehicle speed and the lack of off-road options for non-motorists.

Signage- Signage was an issue across the board. Some respondents called for a decrease in postings at the intersection, the concern being that existing signs detract from the scenic views and natural setting. Others stated a desire to see more traffic control, as well as visible and accessible wayfinding signage that would assist visitors with finding their way to the nearby parks and cultural destinations.

Comment Tools

The project team utilized a variety of comment tools to engage stakeholders and the public in the planning process. Participants shared input and opinions about the current and future state of the SR 92/SR 100 intersection. The methods selected and utilized by the project team are described below.

Comment Forms

Comment forms were available for participants during the three days of the charrette, including at all public meetings. Approximately forty people responded using this method. The forms included questions designed to gather data about participants' concerns, likes and dislikes, and possible enhancements or improvements. Each comment form had a spot for open-ended

response, giving respondents an opportunity to expand on their answers from the previous sections. Local legislators, residents, business owners, and community organizations all submitted comment forms at the charrette.

Focus Groups

The project team conducted three focus group sessions during the charrette, designed around the key issues voiced by stakeholders and involved citizens. The sessions dealt with Historic and Natural Resources, Transportation Alternatives, and Land Use. Facilitated by the project team, each session provided the opportunity for attendees to discuss their concerns and ideas. Each session used interactive map exercises, allowing participants to mark areas of concern and particular interest. A scribe captured the discussion points at each session.

Project Website

The project team developed an official SR 92/SR 100 Charrette website. The site hosted information about the project team, the charrette, and the objective of the planning process. Additionally, the site listed information about how to get involved, as well as a contact form for questions and concerns. Approximately ninety comments and questions reached the project team through this avenue.

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Appendix F



Brandywine Valley National Scenic Byway

WELCOME!

to the SR 92 / SR 100 Area
Charrette



Presentation Overview

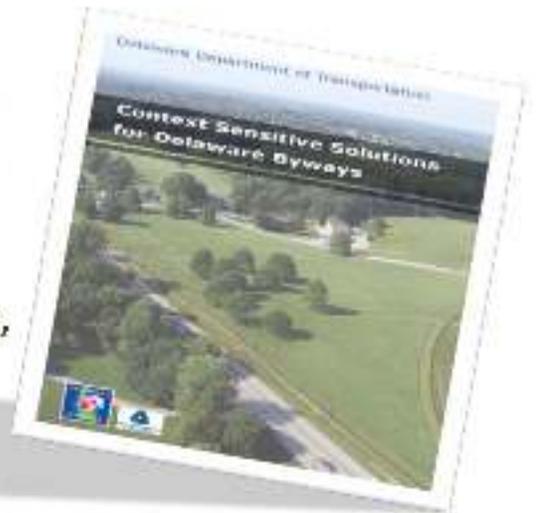
- CSS Approach/Charrette Overview
- Goals & Visioning
- Focus Studio Stations
- Public Comment
- Concepts Development & Refinement
- Action Items



A Context Sensitive Approach

A Context Sensitive Approach

A context sensitive approach is a collaborative, interdisciplinary approach that involves community stakeholders to develop ideas for a physical setting which take into account the “community context.” Community context includes scenic, aesthetic, historic, community, cultural and environmental resources.



Context Sensitive Solutions Process



- CSS Facilitated Process & Outreach
- Charrette-2.5 Days
- Field review
- Partnership meetings
- Advisory Board briefings
- Stakeholder interviews

What is a charrette?

- A multi-day collaborative planning event to create a feasible, community-supported plan
- Typically part of a dynamic planning process, often with a compressed schedule
- Relies on heavy stakeholder participation to develop a plan or design based on a community/public vision



Charrette Activities

- Visioning/Goals
- Focused Topic Stations
 - Scenic, Cultural, Historic & Natural Resources
 - Land Use
 - Transportation/Multimodal
- Ideas/Concepts Development
- Concepts Review and Analysis
- Preferred Concepts



CSS and Charrette Roles



Charrette Schedule

- **Day 1: Goals and Visioning (Tuesday, March 10)**
 - Byway Partnership and Key Stakeholders Field Tour and Meeting
 - Focus Group Studio Stations
 - Kick-Off Public Workshop
- **Day 2: Concepts Creation & Review (Wednesday, March 11)**
 - Ideas/Concepts Development (Stakeholders)
 - Pin-Up Session (Public Drop-In)
 - Concepts Review (Stakeholders)
- **Day 3: Moving Concepts Forward (Thursday, March 11)**
 - Byway Partnership Meeting
 - Closing Public Presentation



Charrette Goals/Visioning

Byway Corridor Management Plan Goals

- Preserve and enhance “green infrastructure”
- Encourage context-sensitive design for development and redevelopment
- Balance needs of all roadway users through context-sensitive design and multimodal approaches
- Adopt traffic calming measures, improve multimodal safety and encourage pedestrian and bicycle use
- Conserve and enhance scenic and historic roadside features and unique character of each portion of the byway
- Increase visitation in a manner compatible with preservation goals
- Develop interpretation and education connecting visitors with the Byway, encouraging appreciation, understanding and stewardship
- Implement the CMP, balancing needs of residents, communities and byway partners



SR 92 / SR 100 Area Goals

- Protect and preserve the intrinsic qualities (scenic, historic, cultural, recreational, and natural) and character of the byway through resource maintenance and other minimal strategies to preserve the quality of the Byway and its resources.
- Explore options to support multimodal mobility and safety in a manner that is integrated with the Byway’s intrinsic qualities.
- Maintain and enhance the intrinsic qualities of the Byway with necessary actions to manage, restore, or improve byway facility and resource conditions leveraging byway partnership and funding opportunities.



Brandywine Valley National Scenic Byway

Focus Studio Stations

Scenic, Historic, Cultural & Natural Resources

- Heritage tourism
- Protected cultural resources
- Sensitive natural resources
- National and state parks
- Preservation
- Maintain/restore vegetation
- Historic features
- Increase trails
- Recreation opportunities



Land Use

- Conservation areas/uses prevalent
- Large properties
- Minimal change in immediate area
- Stewardship
- Viewshed protections
- Consistency of landscaping/environment
- Signage coordination
- Byway user accessibility



Transportation/Multimodal

- Byway users
- Traffic concerns
- Bike/ped opportunities
- Wayfinding/signage
- Parking/pull-offs
- Maintenance issues
- Aesthetic improvements





Brandywine Valley National Scenic Byway

Public/Stakeholder Comment

Meeting Attendance & Input

- Attendance
 - 43 @ Public Open House (3/10)
 - 16 @ Public Pin-up Session (3/11)
 - 20+ @ Stakeholder Meetings
- Comments
 - 38 written comments (3/10-11)
 - Comment form available online

Stakeholder Groups

- Winterthur
- Wilmington Country Club
- Brandywine Creek State Park/DNREC
- Kennett Pike Association
- Centreville Civic Association
- Wilmington University
- Neighbors/residents
- Bicyclists/bicycle organizations
- Trails organizations
- New Castle County staff
- NCC Civic League
- NCC Council
- State legislature
- Wilmington DOT
- Delaware DOT
- Delaware Greenways
- Brandywine Valley National Scenic Byway Partnership
- Brandywine Valley Scenic Byway Commission (Pennsylvania)

Comment Highlights

Overarching Concerns	Ideas
Minimal/no changes	Preservation/conservation
Bike/ped accessibility	Bike/ped amenities; trails & greenways
Congestion	Focus traffic on other routes (52, 202)
Vehicle safety and speeds	Speed enforcement
Signage	Consolidate/reduce signage
National Park needs	Wayfinding
Effects of college development	Pull-offs, interpretive signs
Maintain rural vistas, natural look	Improve walls (historic character)
	Drainage improvements



Brandywine Valley National Scenic Byway

Ideas/Concepts Development & Review

Ideas Boards

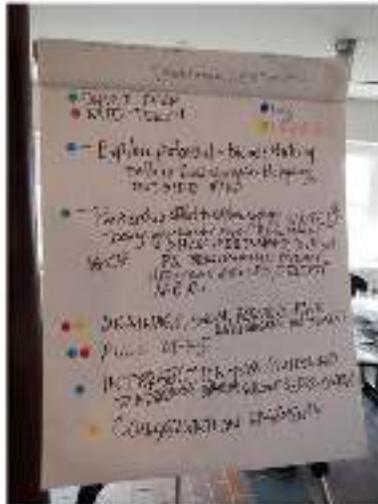


Concepts Development, Revision & Review



Action Strategies & Concepts

SR 92 / SR 100 Byway Area Strategies



- Explore bicycle and pedestrian paths outside ROW – *Short-Long-Term*
- Partner to address signage (state, county, community orgs) – *Short-Mid-Term*
- Evaluate drainage, stormwater management strategies – *Mid-Term*
- Byway pull-offs – *Mid-Long-Term*
- Kiosks, interpretive information - *Mid-Term*
- Minor intersection improvements (e.g. stop bars, striping) – *Short-Mid-Term*

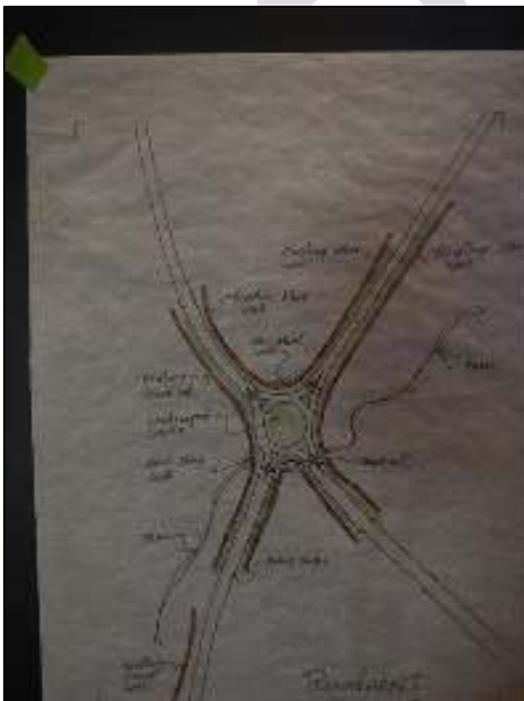
SR 92 / SR 100 Byway Area Strategies

- Foster eco-tourism – *Short-Mid-Term*
- Highlight mile marker (coordinate with pull-off?) – *Mid-Term*
- Enhance viewsheds, esp. near water features – *Short-Mid-Term*
- Inventory stone walls, improve maintenance, upgrade – *Short-Mid-Term*
- Engage residents in pathway planning – *Short-Mid-Term*
- Partnerships for maintenance (adopt a trail, wetland) – *Mid-Long-Term*
- PA coordination (hiking, bikeways, signage) – *Long-Term*
- Long term planning for Byway in this area (curves, reassessing capacity as needed) - *ongoing*



Multimodal Crossing & Pathways

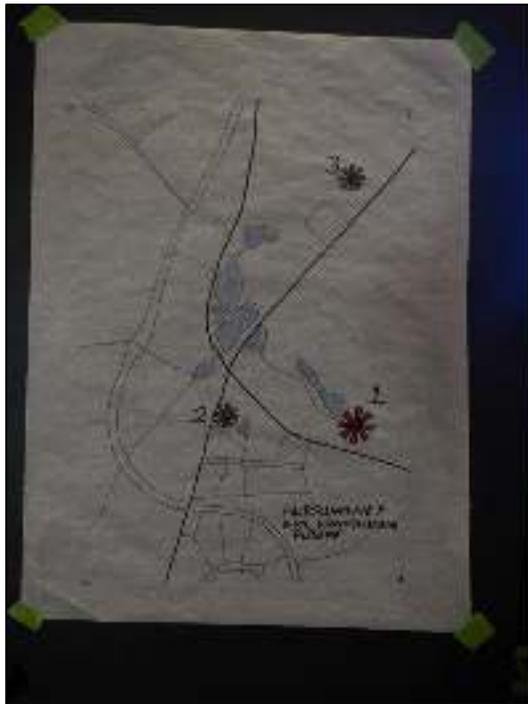
- Improvements to flow of intersection, multimodal access—one approach is to take stop bars and move them closer
- Divider for turns
- Multimodal pathway off road
- Not massive improvement, but noticeable
- Works within walls, works with native materials
- Allows for all alternatives including trails through intersection



Intersection Long-Term

- If future traffic needs increase
- Continuously moving traffic
- Crosswalks on all four areas
- Accommodates trail
- Still works with walls/landscaping

No to very little public interest noted at this time.



Pull-offs/Overlooks

- Away from crossroads
- Provide parking spaces, kiosks with info
- Listed in terms of priority
- #1 – Brandywine Creek State Park on north side of Adams Dam Road: provides parking for fishermen along the creek; Byway and park information
- #2 – Brandywine Creek State Park south of the intersection: good location for northbound traffic; conservation easement—restricted by deed
- #3 – Winterthur conservation property: nice views across valley from high point; on private land, would require negotiations



Questions/Comments?

