

Lewes Bike Plan

DRAFT PLAN



The City of Lewes



May 2024

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1 Introduction

1.1 PURPOSE

The [Blueprint for a Bicycle-Friendly Delaware: A Statewide Policy Plan](#) (2018) sets forth a vision and goals for the bike network in Delaware. It also identifies local plans as the mechanism that should be used to develop project ideas as shown in Figure 1.

To that end, DelDOT's Planning Division has allocated funding to support municipalities interested in developing bike plans and implementing the recommended improvements. The **purpose** of the Lewes Bike Plan (Plan) is to develop recommendations for low-stress bicycle facilities in Lewes, along with policy and program ideas to encourage more people to choose biking as a safe, comfortable, and convenient transportation option.

1.2 VISION & GOALS

The Lewes Bicycle and Pedestrian Advisory Committee (LBPAC) was a key partner in the development of the Plan. Early in the planning process, LBPAC developed a vision and goal statement to guide the planning process. The Plan was developed with the following **vision** in mind:

All who live in, work in, or visit our city will have access to a bicycle and pedestrian network that is safe and comfortable for all ages and abilities, is clearly identified, and provides amenities throughout encouraging its use. This network will provide connections to popular destinations within and outside of city limits, resulting in a thriving, healthy community.

The **goals** of the Plan are to:

1. Develop a continuous, safe, low-stress bicycle and pedestrian network that encourages more biking and walking and less driving in town.
2. Provide adequate and secure bicycle parking and pedestrian amenities at all major trip destinations, including but not limited to all public parks.
3. Ensure safety for pedestrians and bicyclists is incorporated into all discussions related to design, maintenance, or enforcement on all city- and state-maintained roads.
4. Promote a commitment to prioritizing bicycle and pedestrian safety initiatives in all aspects of city government, including city committees.
5. Continuously improve bike and pedestrian safety through educational programs.
6. Monitor the use of pedestrian and bicycle facilities.

A review of prior planning efforts that informed the development of this Plan is included as Appendix A.



Figure 1. Statewide Bicycle and Pedestrian Program project prioritization steps (Source: Blueprint for a Bicycle-Friendly Delaware: A Statewide Policy Plan)

1.3 PROCESS

The Plan development was a 14-month process that began in March 2023 and included three phases: 1) Data collection, 2) Recommendations development, and 3) Plan development as shown in the diagram in Figure 2. Data collection included an existing conditions assessment of conditions on the ground and existing transportation projects coupled with soliciting feedback from the LBPAC and the public via a workshop and survey. Recommendations were developed based on feedback from the public and LBPAC. Recommendations address bike infrastructure improvements and policies and programs that encourage biking. Recommendations were refined based on feedback from the LBPAC and the public via a second workshop and survey. The accepted recommendations were then formally documented in this Plan. A draft of the Plan was posted for a 30-day public comment period in May 2024 before being finalized.

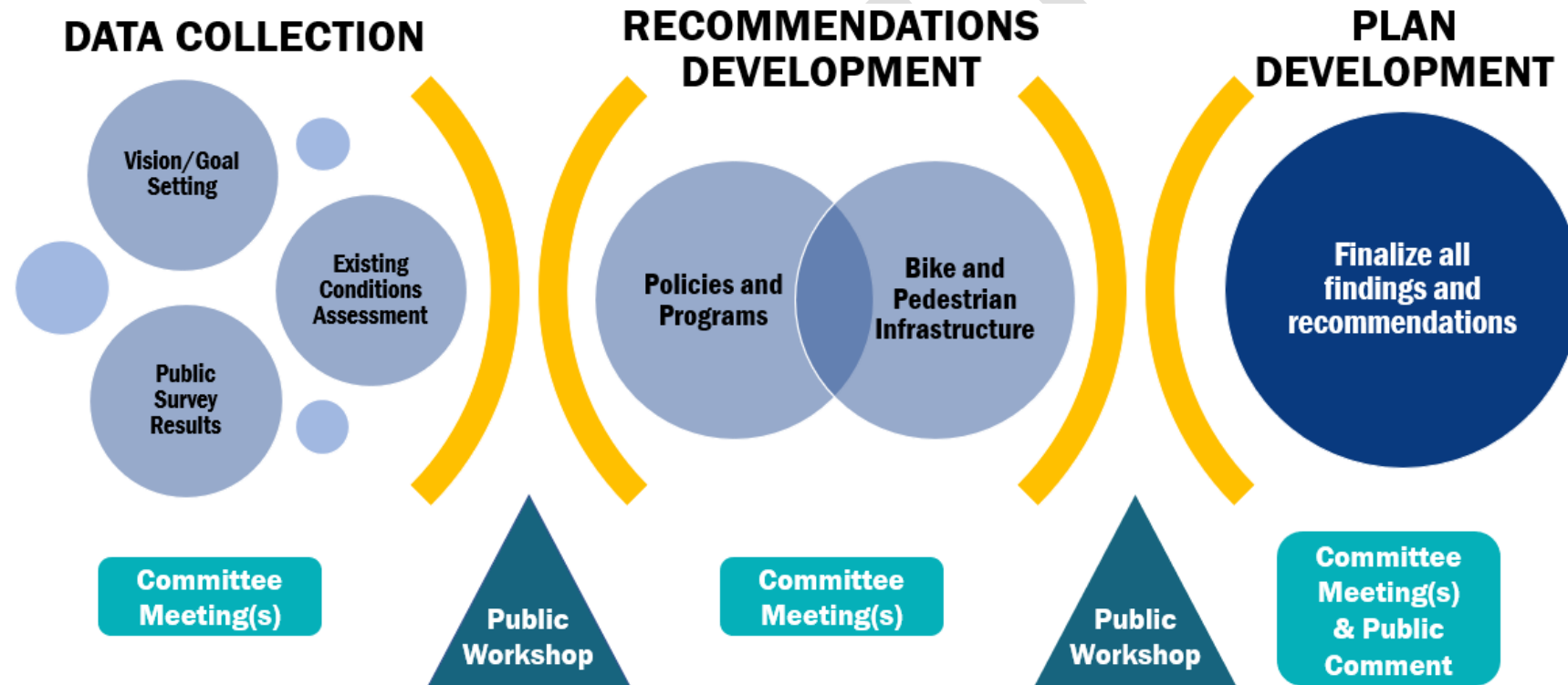


Figure 2. Lewes Bike Plan scope and process.

1.3.1 Stakeholder Committee

DeIDOT looks to area stakeholders to guide the development of municipal planning documents. The Lewes Bicycle and Pedestrian Committee (LBPAC), established in 1998, was the obvious choice to serve as the stakeholder committee for this Plan since they meet regularly and their meetings are open to the public as detailed in the [LBPAC By-Laws](#). The LBPAC is appointed by the City of Lewes Mayor and City Council and is working to meet the goals of the [Lewes Bicycle and Pedestrian Comprehensive Plan](#), which was last updated in July 2010 and adopted by Lewes City Council. The LBPAC will work to implement this Plan after it is endorsed by the LBPAC and adopted by City Council.

Recent initiatives of the LBPAC include:

- Governance
 - Updated the LBPAC Comprehensive Plan (last update July 2020)
 - Establish LBPAC as a resource to other city committees
- Resources
 - Reviewed City’s Memorandum of Understanding with DeIDOT regarding the Georgetown–Lewes Trail (and Junction–Breakwater Trail if one exists)
 - Requested completed sidewalk study
- Planning
 - Supported the development of the Lewes Bike Plan (this Plan)
 - Developed a Bike Ambassador Program (approved at November 2023 meeting)
- Outreach
 - Updates and annual distribution of the [City of Lewes Bicycle and Pedestrian Map and Guide](#)
 - [Update and promote online resources](#) regarding [bicycle](#), [pedestrian](#) safety, and [motorist](#) safety
 - Regular outreach events including National Bike-to-Work Day, tabling at the Farmers Market and the Summer Concert Series
 - Conducted a bike rodeo at Police Night Out
- Infrastructure
 - Expanded bike parking at Mary Vessels Park
 - Enhanced bike corral on Gills Neck Road to increase use
 - Requested DRBA install delineators or reflective striping on Freeman Highway bridge to improve safety for bicycles
 - Relocated “no turn on red” signs at Savannah Road, Front Street, and Gills Neck Road intersections from poles to hang next to the traffic signals for improved visibility
 - Removed “walk your bike” signs at Savannah Road Bridge and repainted the notice on the sidewalk using stencils. Added sharrows to the traffic lanes approaching the bridge in both directions

LBPAC 2023 Members

Robert Fischer, Chairperson
 Sumner Crosby
 Chip Davis
 Glen Dunnington
 Mary Roth
 Khalil Saliba, Councilperson, ex officio
 Janet Reeves, Lewes Parks and Recreation Chair, ex officio
 Jacqueline Doherty, Recording Secretary

LBPAC 2024 Members

Mary Roth, Chairperson
 Glenn Dunnington, Vice Chairperson
 Sumner Crosby
 Aaron Huertas
 Kevin Smith
 Khalil Saliba, Councilperson, ex officio
 Janet Reeves, Acting Assistant City Manager, ex officio
 Giulia Kirsch, ex officio
 Jonathan Moyer, Police Representative, ex officio
 Jacqueline Doherty, Recording Secretary

1.3.2 Plan Development Timeline

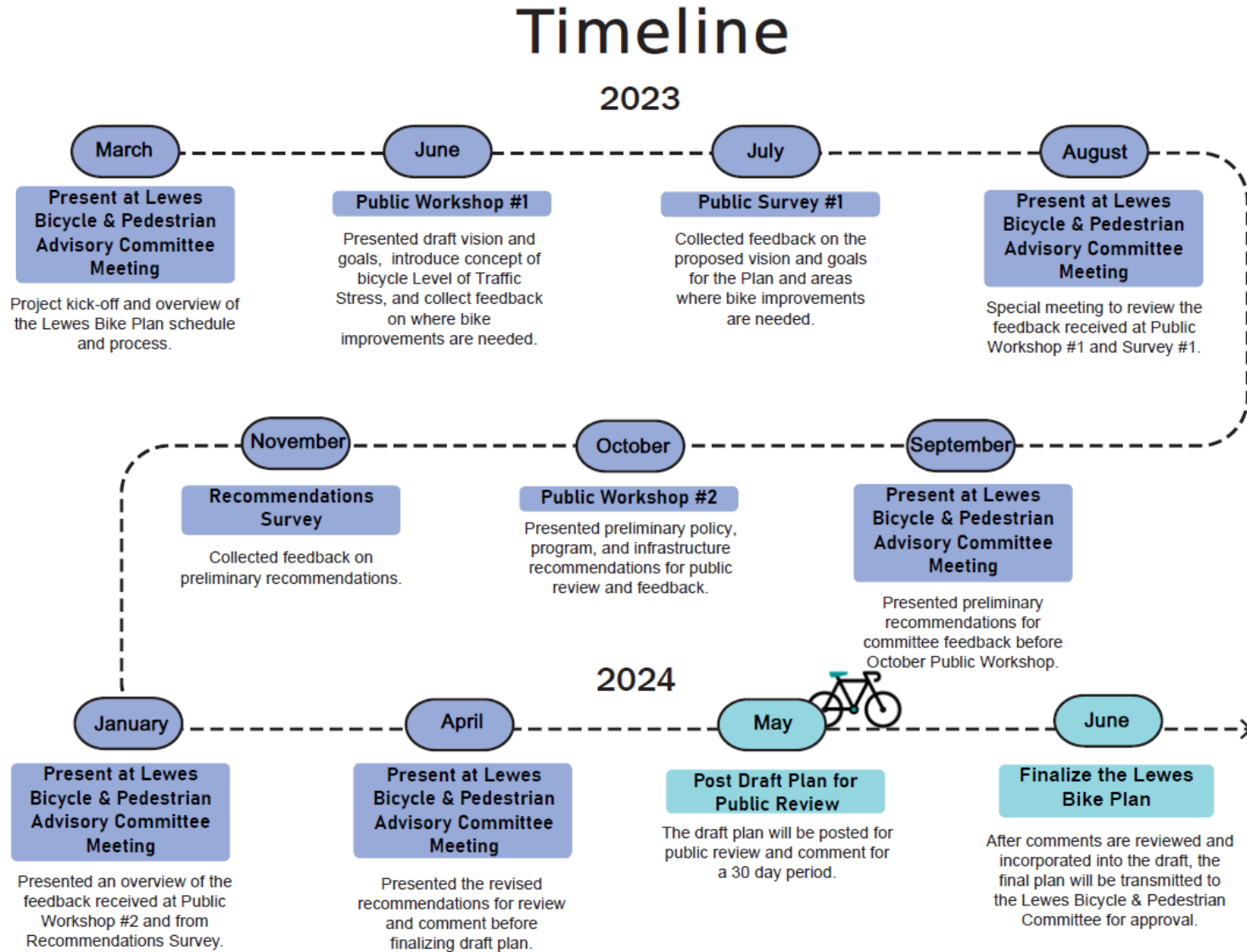


Figure 3. Plan development timeline including major milestones

2 Existing Conditions

The City of Lewes is an incorporated city in Sussex County, Delaware, located on the Delaware Bay. With a year-round population of 3,303 as of the 2020 U.S. Census, Lewes is also a major tourism destination with a significant influx of seasonal residents in the summer months. Walking and biking are seen by many as an easy way to get around town, and increasingly, as a way to avoid motor vehicle traffic. This chapter documents the current state of bike infrastructure in the city. This information helped identify opportunities for improvement in support of the goals of this Plan.

2.1 BICYCLE LEVEL OF TRAFFIC STRESS

Bicycle Level of Traffic Stress (LTS) is a metric used to rate road segments in terms of how stressful or uncomfortable they are to bike on. Traffic stress is defined as “a combination of perceived danger and other stressors... associated with riding a bike close to motor traffic.”¹ LTS analysis uses factors such as prevailing speed of vehicle traffic, average daily traffic volumes, number of lanes, and width of lanes to rate the LTS of road segments on a scale of 1 to 4, with Level 1 segments having the lowest level of stress, as described in Figure 4. Not everyone tolerates the same level of traffic stress. Most people are not willing to ride on high-stress (LTS 3 and 4) streets and roads. Therefore, low-stress (LTS 1 and 2) facilities are required to enable most of the population to bike.

Because LTS is based on roadway characteristics, the bike facility type that is required to provide a low-stress bicycling experience will depend on the roadway. For instance, a narrow, low-traffic, residential street may be at LTS 2 even without any bicycle facilities. Conversely, a very busy roadway may be at LTS 4 even if a bike lane is provided. Note that the overall LTS for a particular bicycle trip is equal to the highest LTS experienced along the route. This is because, even if most of the route is LTS 1 or 2, a short LTS 4 segment or intersection may determine whether a rider is willing to ride the route.

Figure 5 shows the LTS of roads in the study area along with existing shared use paths, which are considered LTS 1. These layers are from the [Delaware Bicycle Network Model](#), which is a centerline-based model of roadway and traffic characteristics that DeIDOT uses to determine LTS. As shown in Figure 5, Lewes’s residential streets and historic downtown (other than Savannah Road) are generally rated LTS 1 or 2. Major streets are rated LTS 3 and 4.

Level of Traffic Stress	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	 Photo by Bob Patten
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility	
4	Only tolerated by strong and fearless riders; cyclists must interact with high volumes or speeds of auto traffic	

Figure 4. Level of Traffic Stress descriptions (Source: *Blueprint for a Bicycle Friendly Delaware*)

¹ Mekuria, M.C., Furth, P.G. and Nixon, H. (2012) Low-Stress Bicycling and Network Connectivity. Mineta Transportation Institute, San Jose, [p. 1](#).



Figure 5. Bicycle Level of Traffic Stress and existing pathways in the Lewes area

2.2 EXISTING BICYCLE INFRASTRUCTURE

In addition to many low-stress neighborhood streets, there are also designated bike facilities in Lewes including shared use paths that are wholly separate from motor vehicle traffic and on-street bike facilities.

2.2.1 Shared Use Paths

As shown in Figure 5, the Georgetown–Lewes Trail (GLT) and the Junction-Breakwater Trail (JBT) pass through Lewes. The JBT and much of the GLT lie east of Savannah Road and Kings Highway. Therefore, many parts of the city west of Kings Highway do not have a low-stress connection to either trail.

There is a shared use path on the west side of the city along Park Road between New Road and Pilottown Road. Cape Henlopen School District recently completed a shared use path between Lewes Elementary School / Sussex Drive and Dupont Avenue, which provides a useful low-stress connection between the schools and downtown Lewes. As part of the construction of new residential development, a short shared use path was installed connecting Sussex Drive / the Highland Acres neighborhood with Seagull Drive. Aside from the connection created by this shared use path, the only alternate east/west low-stress bicycle/pedestrian route is 4th Street.

2.2.2 On-Road Facilities

There are LTS 3 bike lanes on Cape Henlopen Drive and Freeman Memorial Highway, although the intersection of those two roads is considered LTS 4. East of Freeman Memorial Highway, the Cape Henlopen Drive bike lanes run parallel to the GLT, shown in Figure 6. Bay Avenue east of Savannah Road functions as a bicycle boulevard, which is a designated bike route with very low speeds and volumes. Bay Avenue, shown in Figure 7, is a narrow one-way street that permits motor vehicle traffic in the eastbound direction but allows people to bike and walk both eastbound and westbound. Motor vehicles are generally use Cedar Street, which runs parallel to Bay Avenue, to travel east/west and to only use Bay Avenue to access local residences. The bike boulevard is designated by on-road sharrow markings, as well as signage at every Bay Avenue intersection that shows people are allowed to walk and bike in both directions, as shown in Figure 8.



Figure 7. Newly installed crossing connecting the Lewes Ferry Terminal with the Georgetown–Lewes Trail across Cape Henlopen Drive



Figure 8. View of the Bay Avenue Bicycle Boulevard looking west



Figure 6. Typical signage installed at Bay Avenue intersections to indicate two-way bike and pedestrian traffic

2.3 EXISTING BICYCLE PARKING & AMENITIES

The City of Lewes has a variety of types of bike parking locations available around the city that are documented on the [City of Lewes Bicycle and Pedestrian Map and Guide](#) and on an [interactive Google Map](#). The maps also include the locations of bike fix-it stations, water and restrooms, car parking locations, and beach gear rental locations. On the interactive map, users can select the parking icons to see photos of bike parking locations.

The largest number of bike parking spots are available at the Bike Corral located on the north side of Gills Neck Road east of Savannah Road. This location features 34 “inverted U” type racks as shown in Figure 9. This type of rack is designed to accommodate two bikes (one on each side), and is broadly considered to be the most secure, as it allows for the frame and wheel(s) of the bike to be securely locked to the rack using a variety of lock types. Most other bike parking locations feature grid- or toaster-style racks, which accommodate the front or rear tire of the bike as shown in Figure 10. Due to the distance of the bike frame from the rack, locking your bike to a grid-style rack requires a longer cable lock as opposed to a more robust rigid lock such as a U-lock. Some of the most popular bike parking locations in Lewes are the three on-street grid-style racks located at the corner of 2nd Street and Banks Street in the heart of downtown Lewes. During the summer months, this parking location is frequently full.



Figure 9. The bike corral located on the north side of Gills Neck Road, just east of Savannah Road.



Figure 10. The grid-style bike rack located at the beach access point at Bay and West Canal Streets. (Source: LBPAC)

3 Transportation Projects

3.1 DELDOT PROJECTS

There are numerous projects in design (funded for construction) or in planning that will improve low-stress biking opportunities in and around the City of Lewes as shown in Figure 11. These projects were considered while developing bike infrastructure recommendations for this Plan.

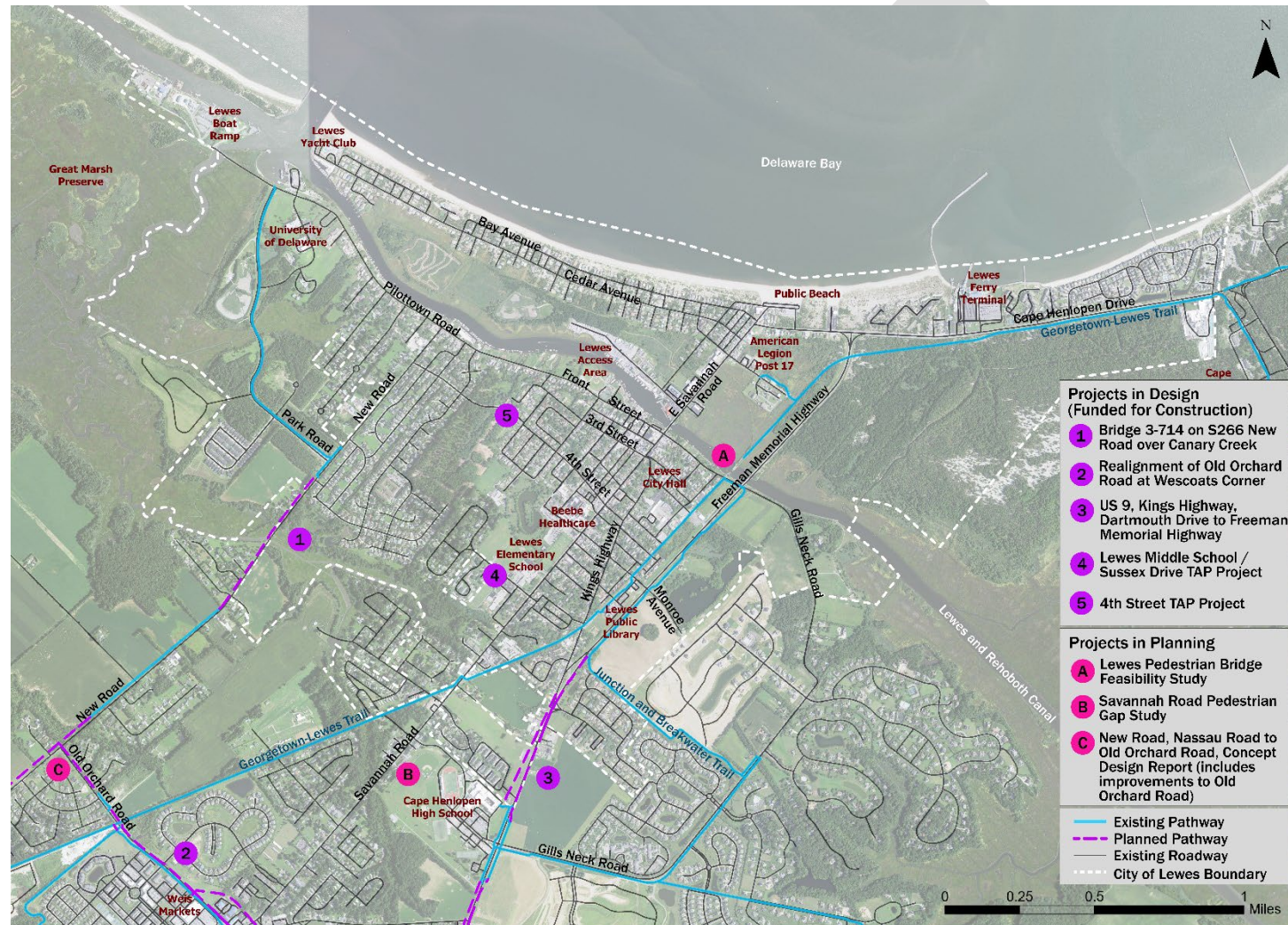


Figure 11. Transportation projects in design or planning in the Lewes area

3.1.1 Projects in Design (Funded for Construction)

The following projects are in their design phase. Their construction has been funded but has not yet begun. The names of the first four projects are hyperlinked to their project web pages.

1 [BR 3-714 on S266 New Road over Canary Creek](#)

- This project will replace Bridge 3-714 (Canary Creek Bridge) and raise the approach roadway to reduce flood frequency. The project will include a shared use path along New Road from Creekside Drive to Captains Circle.
- Construction Start Date: 2025
- Construction End Date: 2027

2 [Realignment of Old Orchard Road at Wescoats Corner](#)

- This project will realign Old Orchard Road to intersect Savannah Road at its intersection with Wescoats Road. The intersection of Wescoats Road and Clay Road will also be improved. Pedestrian and bicycle facilities, including shared use paths, will be incorporated throughout the project.
- Construction Start Date: 2023
- Construction End Date: 2026

3 [US 9, Kings Highway, Dartmouth Drive to Freeman Highway](#)

- This project consists of widening Kings Highway from Dartmouth Drive to the split with Freeman Memorial Highway. The project includes intersection reconstruction, multimodal upgrades (shared use path and sidewalks) throughout the project limits, and integration of the [Kings Highway and Gills Neck Road Master Plan](#).
- Construction Start & End Date: TBD

4 [Sussex Drive Transportation Alternative Program \(TAP\) Project](#)

- DeIDOT is working with the City of Lewes, Cape Henlopen School District, and area residents to identify improvements to bicycle and pedestrian safety along Sussex Drive west of Savannah Road. Depending on funding, it may also include crossing improvements at the Savannah Road/Sussex Drive intersection.
- Construction Start & End Date: TBD

4 [4th Street Transportation Alternative Program \(TAP\) Project](#)

- DeIDOT is working with the City of Lewes and area residents to identify improvements to bicycle and pedestrian safety along 4th Street.
- Construction Start & End Date: TBD

SR 1, Minos Conaway Road Grade Separated Intersection (not shown on map)

- This project provides a grade separated intersection to separate through movements along SR 1 and turning movements to and from Minos Conaway Road, Nassau Road, and Old Mill Road. A shared use path will also be constructed to accommodate pedestrians and bicyclists.
- Construction Start Date: 2024
- Construction End Date: 2027

3.1.2 Projects in Planning

The following studies and plans present conceptual project ideas for transportation improvements in the Lewes area but have not been funded for construction.

A Lewes Pedestrian Bridge Feasibility Study (2021)

This study was commissioned by the Delaware River and Bay Authority (DRBA). A report of the study findings was issued in 2021. The report presents a proposed configuration for a bicycle/pedestrian bridge that parallels the Freeman Memorial Highway bridge over the Lewes Canal, and some of the factors considered in the evaluation conducted to arrive at the proposed configuration. The proposed design would tie into the existing Junction-Breakwater Trail and Georgetown–Lewes Trail.

B Savannah Road Pedestrian Gap Study (in development)

This study identified sidewalk gaps on Savannah Road between SR 1 and the City of Lewes and developed concepts and cost estimates for filling in those gaps. The study carries out a [recommendation of the Five Points Working Group](#), to “[d]evelop concepts and estimates for filling all sidewalk gaps along Savannah Road between Lewes and Five Points.”

C New Road, Nassau Road to Old Orchard Road, Concept Design Report (in development)

This report proposes concepts to fill gaps in the bicycle and pedestrian network on New Road between Nassau Road and the Tower Hill development’s shared use path, and on Old Orchard Road between New Road and the shared use path being built by the Realignment of Old Orchard Road (project 2 above). The report proposes shared use paths on the west side of New Road and the north side of Old Orchard Road. This report is a step in the implementation of some of the [New Road Corridor Master Plan](#)’s recommendations.

3.2 DEVELOPER PROJECTS

Developers of private land development projects are often required to construct transportation improvement to mitigate the transportation impacts of their projects. Currently under construction, the White Meadows development is located on Monroe Avenue Extension east of Freeman Highway. As part of their development agreement, they were required to construct intersection improvements at the intersection of Monroe Avenue and Freeman Highway. The improvements included a traffic signal and crosswalks across the south leg of Freeman Highway and east leg of Monroe Avenue Extension as shown in Figure 12. These crossing improvements eliminated a major gap in the low-stress network by connecting the GLT and JBT at the Lewes Public Library, which has many amenities for walkers and bikers including a water refill station, bike fix-it station, restrooms, and free bike and motor vehicle parking.



Figure 12. The intersection of Freeman Highway and Monroe Avenue during and after developer intersection improvements were installed

4 Public Feedback

4.1 SPRING 2023 PUBLIC OPEN HOUSE

DeIDOT held a public open house for the Lewes Bike Plan and the Georgetown–Lewes Trail project on June 15, 2023. The open house was at the Lewes Public Library. Forty-five people signed in. The objectives of the open house related to the Lewes Bike Plan were to:

- Review results of the public survey to date (see Section 4.2)
- Collect feedback on:
 - Draft vision/goals
 - Existing conditions assessment
 - Places where the bike network feels unsafe/needs improvement

DeIDOT posted a recorded overview presentation and slides on the [project website](#) for those who could not attend the open house in person.

The open house included a bike network visualization activity. Attendees could highlight or place dot stickers on copies of a map of the Lewes area to indicate where they feel unsafe riding a bike or where they would like to see a bicycle network improvement. They could also add comments to the map using sticky notes. Figure 14 is a photo of one of the maps. Appendix A provides a summary of the locations identified and the sticky note comments.



Figure 13. June 15, 2023, public open house



Figure 14. June 15, 2023, public open house map with public feedback (Source: Aaron Mushrush, Cape Gazette, June 15, 2023)

4.2 SPRING/SUMMER 2023 PUBLIC SURVEY AND WRITTEN COMMENTS

A public survey was conducted in conjunction with the open house. It was available on the project website from May 13 to August 15, 2023. Printed copies of the survey and a QR code linking to the online survey were available at the open house. Comment forms were also available at the open house. Respondents completed 266 surveys or comment forms. See Appendix C for the survey results and comments.

Appendix D provides additional public comments submitted via email during the summer of 2023.

4.3 POP-UP EVENTS

Volunteers from the LBPAC shared information about the Lewes Bike Plan and ways to participate in plan development at the following events:

- Loopin' for the Library (Mondays in June)
- National Trail Day (Saturday, June 3)
- Bike-to-Work Day (Friday, May 19)
- Juneteenth Freedom Day Family Event (Saturday, June 24)
- Farmers Market (Second Saturdays, May - ?)
- National Night Out (Tuesday, August 1)
- Tuesday Night Concert Series (June 6–August 29)

4.4 FALL 2023 PUBLIC OPEN HOUSE

DeIDOT held a second public open house on October 11, 2023, at the Lewes Public Library. Like at the first open house, forty-five people signed in. DeIDOT presented the following content to attendees:

- Summary of spring/summer 2023 public engagement
- Summary of findings
- Draft recommendations, which fall into two categories:
 - Infrastructure improvements
 - Policy and program updates/revisions

DeIDOT posted the open house presentation boards and a recorded overview presentation on the [project website](#) for those who could not attend the open house in person.

4.5 FALL 2023 PUBLIC SURVEY

A public survey was conducted in conjunction with the second open house. It was available on the project website from October 11 to December 29, 2023. Printed copies of the survey and a QR code linking to the online survey were available at the open house. Thirty-six surveys were completed. See Appendix E for the survey results.

4.6 DRAFT PUBLIC COMMENT

The final draft of the Lewes Bike Plan was posted for a 30-day public comment period on the project website. Comments **[will be]** reviewed with the LBPAC and incorporated into the final version of the document as deemed appropriate.

5 Recommendations

5.1 INFRASTRUCTURE RECOMMENDATIONS

The ten bicycle infrastructure recommendations detailed below support the development of a low-stress bike network within the City of Lewes that will connect residents and visitors to their destinations with a safe, direct, and intuitive route. The proposed improvements create a network of preferred routes that tie into existing low-stress facilities like the Georgetown–Lewes Trail (GLT) and Junction-Breakwater Trail (JBT). Low-stress (LTS 1 and 2) streets do not need much improvement beyond sharrows, wayfinding signage, and in some instances traffic calming improvements to ensure motor vehicle speeds stay low. Higher-stress (LTS 3 and 4) streets require separated infrastructure like a designated bike lane or shared use path. In certain instances, such as the Lewes Canal Crossing, a wholly new route (see recommendation 10, bridge over canal) may be the only feasible option for a low-stress connection. Intersection improvements are also important for ensuring that low-stress routes remain low-stress even where they cross higher-stress corridors.

These recommendations were proposed with an awareness of the other DeIDOT-funded Capital Transportation Program projects outlined in Section DeIDOT Projects3.1. As such, they represent modestly-sized and achievable improvements that can be developed concurrently with the other DeIDOT Projects. Upon completion of the major DeIDOT Capital Projects proposed in Lewes, another planning effort to re-assess the bicycle network for deficiencies and opportunities may prove valuable for the continued development of a low-stress bicycle network in Lewes.

5.1.1 Overview

The ten recommendations are summarized in Table 1, shown in Figure 15, and described in Section 5.1.2.

Table 1. Table of infrastructure recommendations noting improvement type and priority

Recommendation #	Location	Improvement Type	Priority
1	Pilottown Road – New Road to Public Boat Ramps	Advisory Shoulders	Mid-Term
2 – Option A	New Road – Canary Creek Bridge Path to Seagull Court	Shared Use Path Connection to Seagull Court	Long-Term Selection of preferred option requires further study See Section 5.1.3 for details
2 – Option B	New Road – Park Road to W. 4 th Street	Shared Use Path Northwest side of road	
2 – Option C	New Road – Park Road to W. 4 th Street	Shared Use Path Northwest side of road	
3	W. 4 th Street – New Road to Savannah Road	Traffic Calming & Sharrows	Short-Term
4	Shipcarpenter Street & Park Ave – Canalfront Park to George H.P. Smith Park	Contra-Flow Bike Lane & Sharrows	Mid-Term
5	Sussex Drive & Devries Circle – Lewes Elementary School to GLT	Intersection Improvements & Bike Facility	Short-Term
6	3 rd Street/Rodaline Ave/Schley Ave/Franklin Ave – Shipcarpenter Street/Park Ave to GLT	Traffic Calming & Sharrows	Short-Term
7 – Option A	Downtown Savannah & Gills Neck Road – Zwaanendael Park to Anglers Road	Bike Facilities & Intersection Improvements	Short-Term & Long-Term See Section 5.1.3 for details
7 – Option B	Downtown Savannah & Gills Neck Road – Zwaanendael Park to Anglers Road	Bike Facilities & Intersection Improvements	Do not advance See Section 5.1.3 for details
8	Bridge Over Canal GLT South of Canal to GLT North of Canal	Shared Use Path Bridge	Long-Term
9	Savannah Road & Massachusetts Avenue – Intersection	Rectangular Rapid Flashing Beacon (RRFB) & Sharrows	Mid-Term
10	Bay Avenue – Savannah Road to Maine Ave	Bike Boulevard & New Connection	Short-Term New connection requires further study

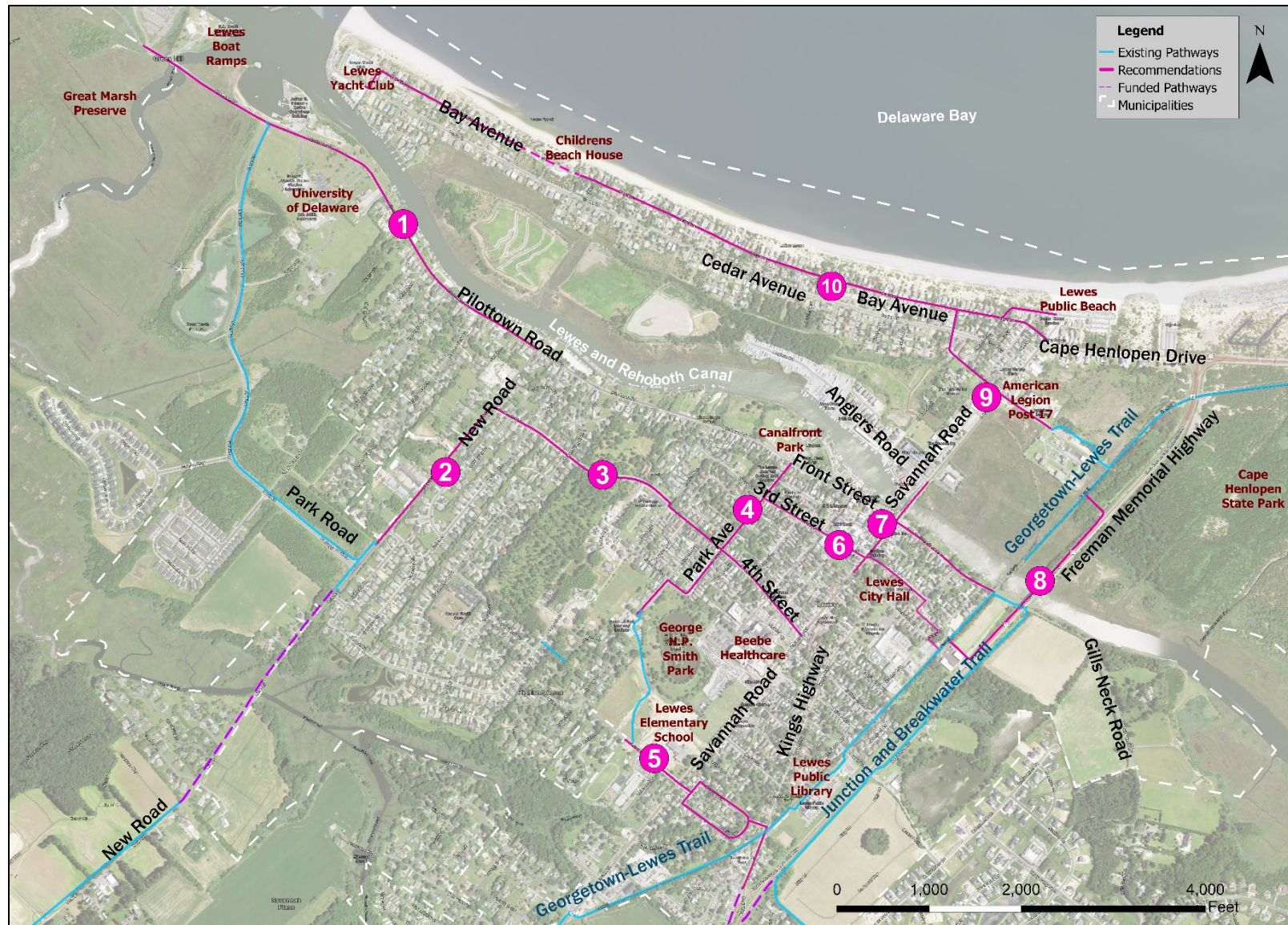


Figure 15. Infrastructure Recommendation Locations

5.1.2 Descriptions

Pilottown Road – Advisory Shoulders

New Road to Public Boat Ramps

Recommendation: Explore the use of “[advisory shoulders](#)” as a treatment on Pilottown Road between New Road and the public boat ramps.

Existing Conditions: 22-foot-wide 2-lane road posted at 25 mph with fewer than 3,000 vehicles on an average day.

LTS: 3 (due to vehicle speeds)

Connectivity: Pilottown Road provides access to Pilottown Marina, Public Boat Ramps, and UD College of Earth, Ocean and Environment. It is the only connection for bike trips starting from Pilottown Road, Rodney Avenue, Hoornkill Avenue, Harborview Road, and Carey Lane.

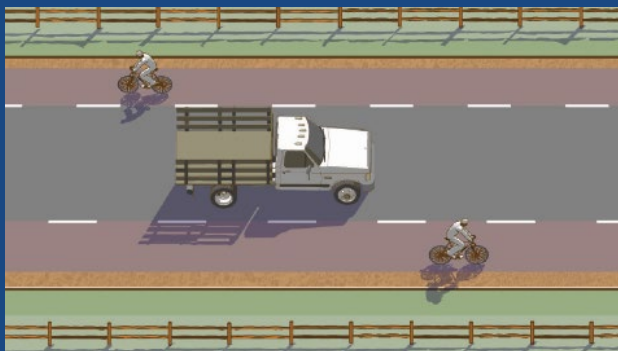


Calculations & Constraints	
Priority	Short-term
Responsible Agencies:	De/IDOT/Lewes
Approx. Length:	1 mile
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	None
Utility/Infrastructure Impacts:	None
Stream Crossings:	Existing bridge

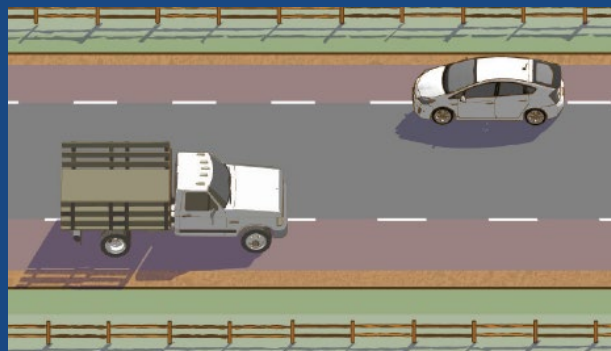
Notes: This recommendation will require an approved “Request to Experiment” as detailed in Section 1A.10 of the MUTCD. Targeted outreach to homes along Pilottown Road recommended before advancing this concept.

How Advisory Shoulders Work

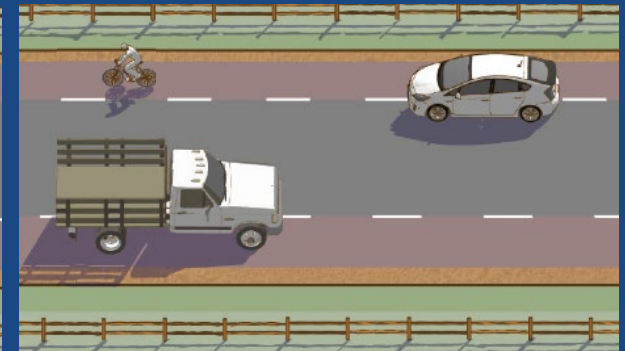
Advisory shoulders clarify positioning and yield priority on roads that are too narrow to provide exclusive travel space for all users.



Motorists drive in the center of the road to pass bicycles or pedestrians.



When two motor vehicles meet, motorists may need to encroach into the advisory shoulder.



When two motor vehicles meet and bicyclists and pedestrians are also present, motorists shall yield to bicycles or pedestrians before encroaching into the advisory shoulder.

Source: FHWA Small Town and Rural Design Guide

New Road – Shared Use Path Connection – Option A

Park Road to W. 4th Street

2

Recommendation: Investigate the feasibility of a shared use path on the southeast side of the road from the Canary Creek Bridge project to the cul-de-sac at Lightship Lane. The connection will cross wetlands and utilize private property.

Existing Conditions: 2-lane road posted at 25 mph with over 4,000 vehicles on an average day.

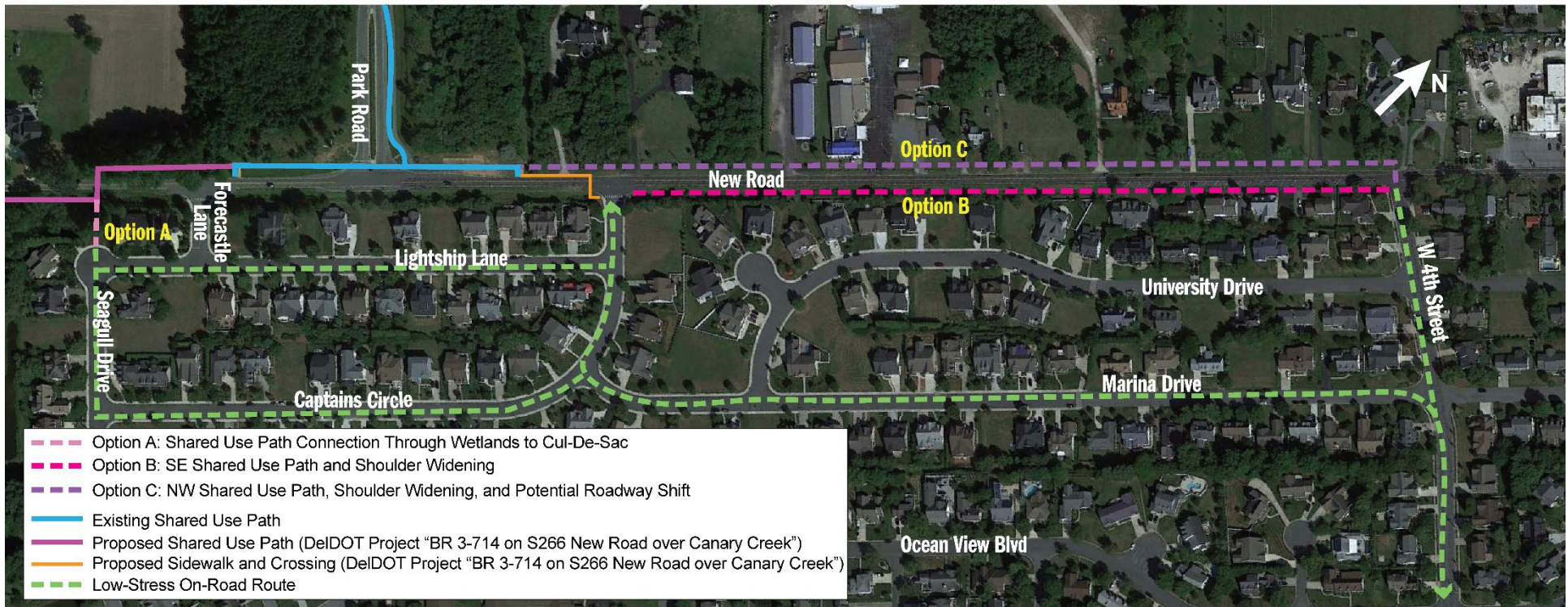
LTS: 4 (due to traffic volumes and speeds)

Connectivity: A shared use path would connect homes on New Road and Park Road to 4th Street and destinations downtown. Funded projects along New Road south of city limits will connect to destinations southwest including the GLT.



Calculations & Constraints	
Priority	Long-term
Responsible Agencies:	TBD
Approx. Length:	125'
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	1
Utility/Infrastructure Impacts:	None
Stream Crossings:	Wetlands

Note: Determining a preferred option for recommendation 2 will require further study. The connection for this alternative may require an elevated boardwalk structure.



New Road – Shared Use Path Connection – Option B

Park Road to W. 4th Street

2

Recommendation: Investigate the feasibility of a shared use path on the **southeast** side of the road from Captains Circle (where it would tie into the crossing proposed as part of the Canary Creek Bridge shown in orange below) to W. 4th Street.

Existing Conditions: 2-lane road posted at 25 mph with over 4,000 vehicles on an average day.

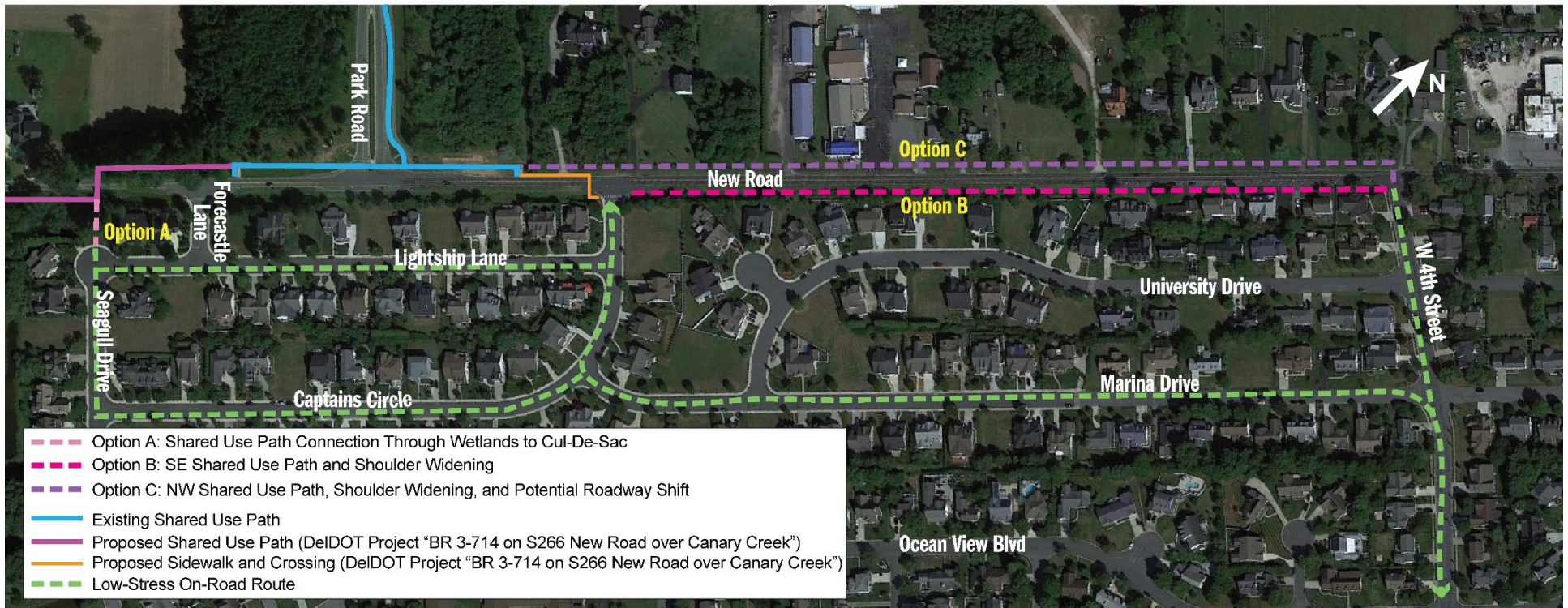
LTS: 4 (due to traffic volumes and speeds)

Connectivity: A shared use path would connect homes on New Road and Park Road to 4th Street and destinations downtown. Funded projects along New Road south of city limits will connect to destinations southwest including the GLT.



Calculations & Constraints	
Priority	Long-term
Responsible Agencies:	DeIDOT
Approx. Length:	1,700'
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	Potentially 6
Utility/Infrastructure Impacts:	Fire hydrants
Stream Crossings:	None

Note: Determining a preferred option for recommendation 2 will require further study (see Section 5.1.3). Alternately, bicyclists may use low-stress route along Captains Circle and Marina Drive.



New Road – Shared Use Path Connection – Option C

Park Road to W. 4th Street

Recommendation: Investigate the feasibility of a shared use path on the northwest side of the road from the existing shared use path at Park Road to W. 4th Street.

Existing Conditions: 2-lane road posted at 25 mph with over 4,000 vehicles on an average day.

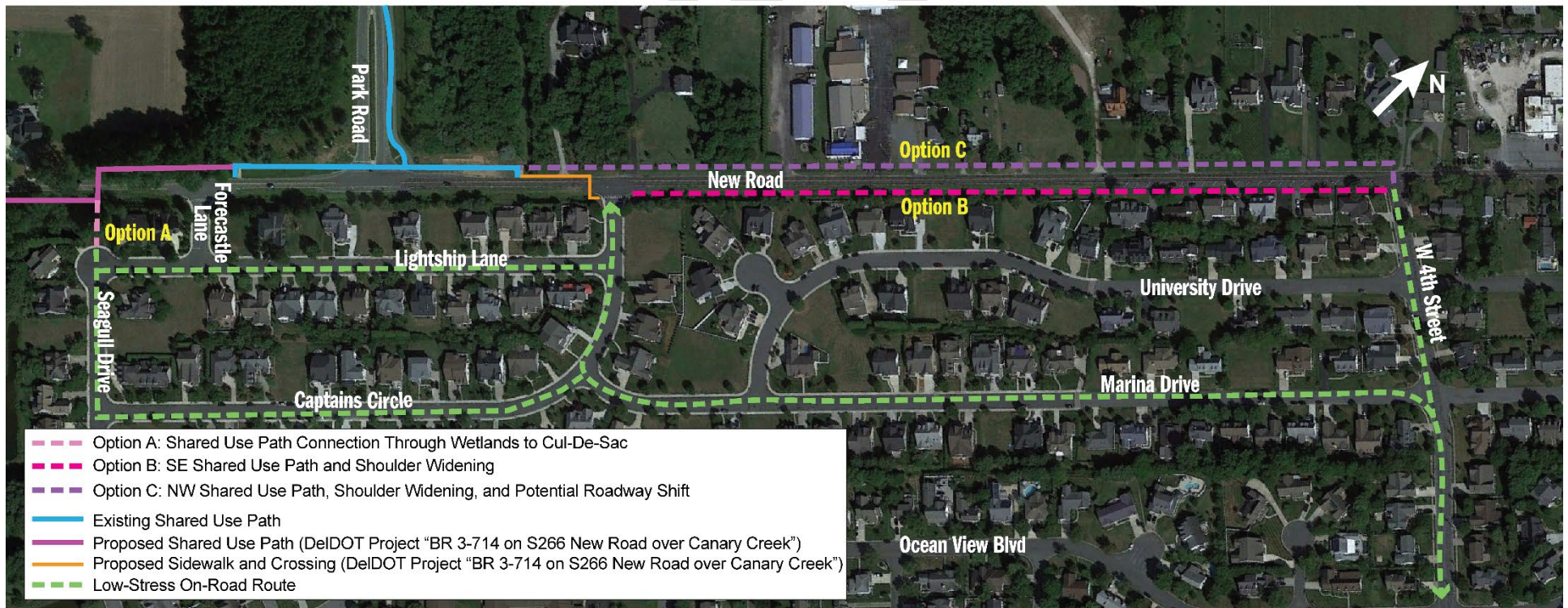
LTS: 4 (due to traffic volumes and speeds)

Connectivity: A shared use path would connect homes on New Road and Park Road to 4th Street and destinations downtown. Funded projects along New Road south of city limits will connect to destinations southwest including the GLT.



Calculations & Constraints	
Priority	Long-term
Responsible Agencies:	DeIDOT
Approx. Length:	2,000'
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	15
Utility/Infrastructure Impacts:	Utility poles
Stream Crossings:	None

Note: Determining a preferred option for recommendation 2 will require further study (see Section 5.1.3). Alternately, bicyclists may use low-stress route along Captains Circle and Marina Drive.



W. 4th Street – Traffic Calming and Sharrows

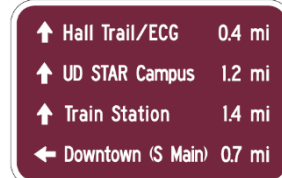
New Road to Savannah Road

Recommendation: Implement traffic calming, wayfinding signage, and sharrows on W. 4th Street between New Road and Savannah Road. Improvements may include bike lanes west of Burton Avenue.

Existing Conditions: West of Burton Avenue, W. 4th Street is a 35-foot-wide 2-lane road with sidewalks and infrequent on-street parking. Between Burton Avenue and Park Avenue, W. 4th Street only has sidewalk and parking on the eastbound side of the street. East of Park Avenue, it is a 30-foot-wide 2-lane road with sidewalks on both sides of the street and parking on the eastbound side of the street.

LTS: 1

Connectivity: W. 4th Street is a low-stress alternative to Pilottown Road / Front Street for travel between New Road and Downtown Lewes / Savannah Road.



Source: Low-Stress Bikeways Signage, D11-1-DE, Delaware MUTCD.

Calculations & Constraints	
Priority	Short-term
Responsible Agencies:	Lewes
Approx. Length:	4,300'
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	None
Utility/Infrastructure Impacts:	None
Stream Crossings:	Ditch (existing culvert)

Note:

Improvements will be further determined as part of the West 4th Street Bicycle and Pedestrian Improvements Transportation Alternatives Program (TAP) Project.

Confirmation Signs. Bike Route Guide (D11-1c) signs indicate to bicyclists that they are on a designated bikeway and make motorists aware of the bicycle route.

Turn Signs. A Bicycle Destination Sign (D1-1) with one or more destinations in a single direction indicates where a bike route turns from one street onto another street.

Decision Signs. Decision sign assemblies are a combination of D11-1c and D1-3a signs used to mark the junction of two or more bikeways and inform bicyclists of the designated bike route to access key destinations.



D11-1c



D1-1



D11-1c; D1-3a



Example of Bicycle Wayfinding Signs (source: Alta Planning + Design et al., Small Town and Rural Design Guide)

Shiptcarpenter Street Contra-Flow Bike Lane & Park Avenue Sharrows

Canalfront Park to George H. P. Smith Park

Recommendation: Implement contra-flow bike lane on Shiptcarpenter Street between Pilottown Road and 3rd Street. Provide curb extensions at W. 3rd Street and Park Avenue. Provide sharrows and wayfinding along Park Avenue to George H.P. Smith Park.

Existing Conditions: One-way 33-foot-wide street with on-street parking on both sides between east of 3rd Street. Two-way 35-foot-wide street with northbound on-street parking west of 3rd Street.

LTS: 1

Connectivity: This route provides a low-stress north/south alternative to Savannah Road and connects Canalfront Park to downtown with a low-stress alternative to Pilottown Road.



Calculations & Constraints	
Priority	Short-term
Responsible Agencies:	Lewes
Approx. Length:	1,800'
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	None
Utility/Infrastructure Impacts:	None
Stream Crossings:	None

Note:

Signage and pavement markings could be implemented in the short term, and curb extensions in the long term.



Sussex Drive & Devries Circle – Intersection Improvements & Bike Facility (TBD)

Lewes Elementary School to Georgetown–Lewes Trail

Recommendation: Implement traffic calming, wayfinding signage, and bike facility (facility type TBD) on Sussex Drive between the Highland Acres neighborhood and Savannah Road. Determine appropriate intersection treatment. Provide sharrows and wayfinding signage on Devries Circle to direct riders to and from the GLT.

Existing Conditions: West of the Lewes Middle School Driveway, Sussex Drive is a 25-foot-wide 2-lane road with sidewalks on the westbound side. East of the driveway it is a 35-foot-wide road with sidewalks on both sides of the street. Devries Circle has sidewalks on both sides, and ranges from 35 feet wide at the entrance off Savannah Road to over 45 feet wide with a center landscaped median in the neighborhood.

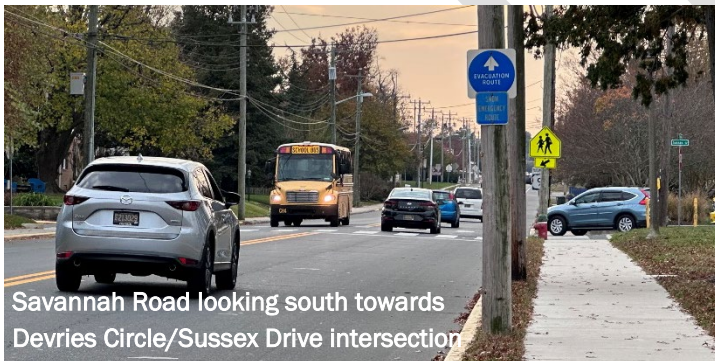
LTS: 1 (except for crossing over Savannah Road which is LTS 3 since it is not signalized)

Connectivity: This will provide low-stress east/west connectivity between the Mariners Retreat, Highland Acres, Lewes Elementary School, Lewes Middle School, Devries Circle, and the GLT.



Calculations & Constraints	
Priority	Short-term
Responsible Agencies:	DeIDOT/Lewes
Approx. Length:	TBD
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	None
Utility/Infrastructure Impacts:	None
Stream Crossings:	None

Note:
Improvements will be further determined as part of the Sussex Drive Transportation Alternatives Program (TAP)



Savannah Road looking south towards Devries Circle/Sussex Drive intersection



Cyclists crossing Savannah Road from Devries Circle to Sussex Drive

3rd Street / Rodaline Avenue / Schley Avenue / Franklin Avenue – Traffic Calming & Sharrows
 Shipcarpenter Street / Park Avenue to Georgetown-Lewes Trail

Recommendation: Implement traffic calming, wayfinding signage, and sharrows on 3rd Street between Shipcarpenter Street / Park Avenue and Rodaline Avenue. Continue wayfinding on Rodaline Avenue, Schley Avenue, and Franklin Avenue. Intersection improvements at 3rd Street and Savannah Road are included in recommendation 7.

Existing Conditions: West of Savannah Road, W. 3rd Street is a 27- to 35-foot-wide 2-lane road with sidewalks on both sides of the street and on-street parking on the eastbound side of the road. East of Savannah Road, 3rd Street is a 35-foot-wide 2-lane road with continuous sidewalk on the westbound side of the street and sidewalk east of City Hall on the eastbound side of the street. There is on-street parking on both sides of the street, with diagonal pull-in parking in front of City Hall. Rodaline Avenue, Schley Avenue, and Franklin Avenue are very quiet 20- to 25-foot-wide 2-way residential streets with no sidewalks. On-street parking is not prohibited but is rarely used because most homes have driveways. Franklin Avenue is a no-outlet street that provides access to the GLT and the Delaware River and Bay Authority maintenance yard.

LTS: 1 (except for crossing over Savannah Road which is LTS 2 since it is not signalized)

Connectivity: 3rd Street is a low-stress alternative to Front Street / Gills Neck Road for travel between Shipcarpenter Street / Park Avenue and the GLT via Rodaline Avenue / Schley Avenue / Franklin Avenue. Improvements here would provide access to downtown, Lewes City Hall, Lewes Public Library, the GLT, and the JBT.

Calculations & Constraints	
Priority	Short-term
Responsible Agencies:	Lewes/DeIDOT
Approx. Length:	2,800'
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	None
Utility/Infrastructure Impacts:	Potentially
Stream Crossings:	None



3rd Street / Savannah Road intersection looking south



3rd Street / Savannah Road intersection looking east



LOW STRESS BIKEWAY

↑ Hall Trail/ECG 0.4 mi

↑ UD STAR Campus 1.2 mi

↑ Train Station 1.4 mi

← Downtown (S Main) 0.7 mi

← Municipal Building 0.8 mi

← UD Central Campus 0.8 mi

Source: Low-Stress Bikeways Signage, D11-1-DE, Delaware MUTCD.

Downtown Savannah & Gills Neck Road – Bike Facilities & Intersection Improvements (Option A: Short-Term)

Zwaanendael Park to Anglers Road

7

Recommendation: Provide bike lanes on Savannah Road between Zwaanendael Park and Gills Neck Road. Provide sharrows on the bridge over the canal. Provide sharrows on Front Street / Gills Neck Road with bike lane on westbound approach to Savannah Road. Provide a two-stage turn queue box for bikes turning left from northbound Savannah Road onto Front Street.

Incorporate signal improvements including Leading Pedestrian Intervals (LPis) and Leading Bike Intervals (LBIs) at all crosswalks. (LPis and LBIs allow people walking and biking to begin crossing the intersection before cars are given the green light.)

Existing Conditions: 40-foot-wide 3-lane road with sidewalks on both sides, frequently turning vehicles, and no bike facilities.

LTS: 3 (due to vehicle volumes and speeds)

Connectivity: This segment of Savannah Road provides the primary connection between downtown and the beach area.



Calculations & Constraints	
Priority	Short-term
Responsible Agencies:	De/DOT/Lewes
Approx. Length:	700'
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	None
Utility/Infrastructure Impacts:	None
Stream Crossings:	None

Note: Improvements will be coordinated with the Savannah Road Master Plan.



Downtown Savannah & Gills Neck Road – Bike Facilities & Intersection Improvements (Option A: Long-Term)
Zwaanendael Park to Anglers Road

7

Recommendation: Formalize short-term bike lanes and intersection improvements with the addition of a pedestrian refuge island and curb extensions at the Savannah Road and 3rd Street intersection. These geometric changes will calm (slow) traffic, reduce the pedestrian crossing distance, and reduce conflict points. Plantings could be provided in the pedestrian island and curb extensions

Existing Conditions: 40-foot-wide 3-lane road with sidewalks on both sides, frequently turning vehicles, and no bike facilities.

LTS: 3 (due to vehicle volumes and speeds)

Connectivity: This segment of Savannah Road provides the primary connection between downtown and the beach area.



Calculations & Constraints	
Priority	Long-term
Responsible Agencies:	De/IDOT/Lewes
Approx. Length:	1,200
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	None
Utility/Infrastructure Impacts:	Potential
Stream Crossings:	None

Note: A feasibility study will be needed to confirm that the proposed geometric improvements accommodate larger turning vehicles and the loading needs of businesses along Savannah Road.



Long-Term Concept Plan

Downtown Savannah & Gills Neck Road – Bike Facilities & Intersection Improvements (Option B: Short-Term)
Zwaanendael Park to Anglers Road

Recommendation: Change the lane configuration at the intersection of Savannah Road and Front Street / Gills Neck Road from designated left-turn lanes to a “Permissive Flare” on the south leg of the intersection. The removal of left-turn lanes on Savannah Road provides space for designated bike facilities across the bridge. Provide buffered bike lanes on Savannah Road between Zwaanendael Park and Front Street, and standard bike lanes over the bridge through Anglers Road. Provide advisory shoulders on Gills Neck Road between Savannah Road and the GLT with a bike lane on the westbound Gills Neck Road approach to Savannah Road. Provide bike boxes on Front Street and Gills Neck Road to help bicyclists position themselves ahead of motor vehicles when traffic is stopped.

Implement new signal phasing, including a faster signal cycle to allow all modes to clear the intersection efficiently. Consider the addition of a new signal phase to allow eastbound vehicles on Savannah Road to turn left and clear the intersection before westbound vehicles receive a green light.

Existing Conditions: 40-foot-wide 3-lane road with sidewalks on both sides, frequently turning vehicles, and no bike facilities.

LTS: 3 (due to vehicle volumes and speeds)

Connectivity: This segment of Savannah Road provides the primary connection between downtown and the beach area.



Calculations & Constraints	
Priority	Short-term
Responsible Agencies:	DeIDOT/Lewes
Approx. Length:	1,200'
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	None
Utility/Infrastructure Impacts:	None
Stream Crossings:	None

Note: Improvements will be coordinated with the Savannah Road Master Plan.

This configuration improves safety for people walking and biking because those crossing Savannah Road only need to cross two lanes of motor vehicle traffic instead of three.



Downtown Savannah & Gills Neck Road – Bike Facilities & Intersection Improvements (Option B: Long-Term)
 Zwaanendael Park to Anglers Road

7

Recommendation: Formalize the operational changes described in the short-term improvements. Provide sidewalk-level separated bike lanes behind the curb between Zwaanendael Park and Front Street. These improvements will narrow the road, thereby calming traffic and reducing crossing widths.

Existing Conditions: 40-foot-wide 3-lane road with sidewalks on both sides, frequently turning vehicles, and no bike facilities.

LTS: 3 (due to vehicle volumes and speeds)

Connectivity: This segment of Savannah Road provides the primary connection between downtown and the beach area.



Calculations & Constraints	
Priority	Long-term
Responsible Agencies:	DeIDOT/Lewes
Approx. Length:	1,200'
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	Potentially
Utility/Infrastructure Impacts:	Yes. Utility poles, fire hydrants



Example of Sidewalk-level Bike Lane (Newark, DE)



Long-Term Concept Plan

Bridge Over Canal

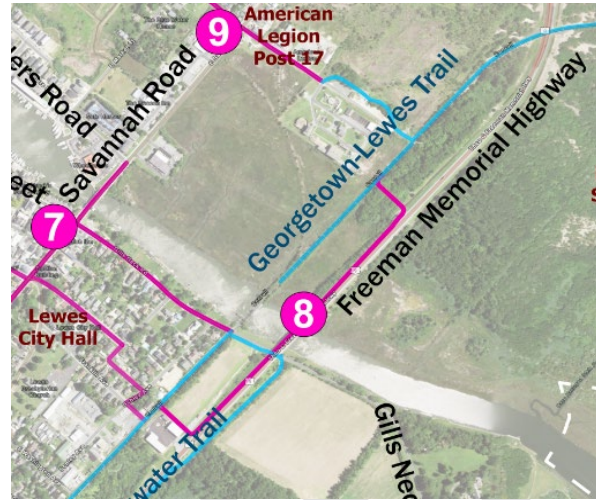
Georgetown-Lewes Trail South of Canal to Georgetown-Lewes Trail North of Canal

Recommendation: Provide pedestrian and bicycle bridge over the Lewes and Rehoboth Canal with trail connections to the GLT on each side.

Existing Conditions: There is no separated bike facility over the Lewes and Rehoboth Canal. Currently bikes use the Freeman Highway Bridge or Savannah Road Bridge.

LTS: Freeman Highway has bike lanes but is LTS 3 due to speeds and volumes. Savannah Road is LTS 3 due to traffic volumes & mixed traffic conditions.

Connectivity: Provides an LTS 1 connection that fills a gap in the GLT.



Calculations & Constraints	
Priority	Long-term
Responsible Agencies:	DRPA
Approx. Length:	0.5 miles
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	TBD
Utility/Infrastructure Impacts:	TBD
Stream Crossings:	Yes. Canal

Note: Delaware River Port Authority (DRPA) is the owner of the Freeman Highway Bridge. They led the proposed bridge feasibility assessment.



Savannah Road & Massachusetts Avenue – RRFB & Sharrows
Savannah Road & Massachusetts Avenue / American Legion Road

Recommendation: Add a Rectangular Rapid Flashing Beacon (RRFB) to assist people walking and biking to cross Savannah Road and people biking to turn left onto Savannah Road. Add pedestrian pushbuttons at the existing crosswalk. Add bike push buttons that are accessible to on-road bicyclists. Add sharrows on Massachusetts Avenue / American Legion Road to designate the bike route.

Existing Conditions: American Legion Road and Massachusetts Avenue are 25- to 30-foot-wide 2-lane roads with no sidewalks. Savannah Road is a 30-foot-wide 2-lane road with bike lanes and a sidewalk on the southbound side.

LTS: 3 (due to vehicle volumes and speeds)

Connectivity: Connects downtown Lewes and communities to the west with the GLT.



Calculations & Constraints	
Priority	Short-term
Responsible Agencies:	DeIDOT/Lewes
Approx. Length:	1,900'
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	None
Utility/Infrastructure Impacts:	None
Stream Crossings:	None

Note: This recommendation will improve bicycle/ pedestrian connectivity between the Bay Avenue bike boulevard, the GLT, and downtown.



Bay Avenue – Bike Boulevard & New Connection Savannah Road to Maine Avenue

10

Recommendation: Add wayfinding signs and sharrows along Bay Avenue, which is a low-stress alternative to Cedar Avenue. Add wayfinding signs to direct bicyclists to/from Bay Avenue and Savannah Road / points east and south.

The City of Lewes and Children’s Beach House should explore the feasibility of providing a continuous low-stress connection through the Children’s Beach House property so people walking and biking do not need to travel on Cedar Avenue, which is higher stress and has frequent on-street parking during the peak season.

Existing Conditions: Bay Ave is a 15-foot-wide one-way street that functions as a bike boulevard, allowing two-way pedestrian and bicycle traffic. Cedar Ave is a 35-foot-wide two-way street with on-street parking.

LTS: Bay Avenue is LTS 1 and Cedar Avenue is LTS 2.

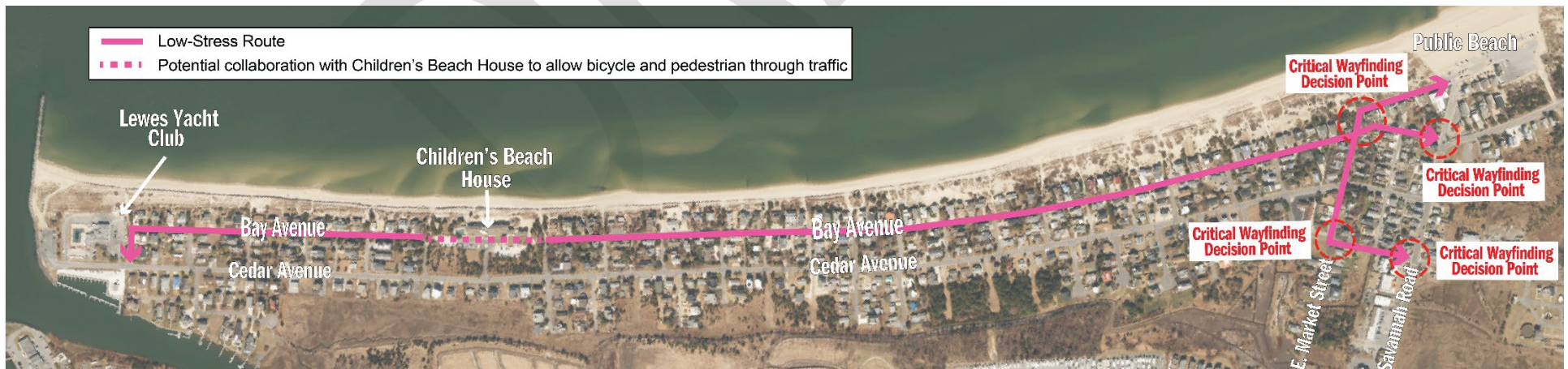
Connectivity: Bay Avenue connects residents to the public beach, GLT (via Massachusetts Ave), and downtown Lewes (via Savannah Road and E. Market Street).



Calculations & Constraints	
Priority	Short-term
Responsible Agencies:	De/IDOT/Lewes
Approx. Length:	1.6 miles
Planning-Level Design & Construction Cost:	TBD
Private Property Impacts:	Yes
Utility/Infrastructure Impacts:	None
Stream Crossings:	None



Note: Wayfinding signage improvements can be advanced independent of a new connection at the Children’s Beach House.



5.1.3 Alternatives Comparison

Two of the recommendations presented above have multiple options for consideration.

Recommendation 2 – New Road Shared Use Path Connection

Recommendation 2, New Road – Shared Use Path Connection will require a separate feasibility study in order to determine the preferred alternative. Each alternative has private property, utility, and drainage impacts, which means there are no easy solutions, however, a feasibility study will be used to weigh the pros and cons of each option and conduct additional outreach to area property owners.

Recommendation 7 – Downtown Savannah & Gills Neck Road

Two primary alternatives were investigated for the portion of Savannah Road between Zwaanendael Park and Anglers Drive, including the intersection of Savannah Road and Gills Neck Road, Option A and Option B. While both of these alternatives are feasible from a traffic-modeling perspective, Option A is the least impactful to the current configuration of the Savannah Road and Gills Neck Road intersection and was the preferred alternative based on feedback received during the public comment period following the second public workshop.

Although Option B allows for the installation of a lower-stress bike facility, it requires the removal of the left turn lanes on Savannah Road. While this modification appeared feasible from a traffic-modeling perspective (in fact, intersection Level of Service improved when modeling this scenario due to the removal of the protected left-turn signal phase), public perception was that this change would further stress an already congested intersection, especially during peak summer months.

For the purposes of this plan, Alternative A is being recommended as a more achievable and lower-cost option which can be implemented by modifying the traffic-signal timing. The short-term improvement can be accomplished during a pavement resurfacing project with minor changes to signage and pavement marking. If the user experience with that restriping is positive, longer-term improvements could include the addition of median crossing islands which will further calm traffic and improve safety for all roadway users.

However, if the City of Lewes or another group wishes to revisit Option B in the future, it is a solid improvement to the cycling network which is supported by traffic modeling.

5.1.4 Wayfinding Signage

Wayfinding signage should be included in the project scope for each recommendation. According to the [National Association of City Transportation Officials](#) (NACTO), there are three general types of wayfinding signs:

1. **Confirmation Signs:** Inform bicyclists that they are traveling on a designated bike route. They should be provided every $\frac{1}{4}$ to $\frac{1}{2}$ mile along shared use paths and every two to three blocks along on-road bike facilities. They can list destinations and distance/time information but not directional arrows. Pavement markings such as sharrows also serve the same purpose as a confirmation sign.
2. **Turn Signs:** Inform bicyclists that the bikeway is turning from one street onto another street. These signs can be used in combination with pavement markings. They can list destinations and distance/time information. They should be provided on the near side of the intersection before the turn in question.
3. **Decision Signs:** Inform bicyclists about junctions with other bike routes and the destinations that can be accessed via each bike route. The signs should include directional arrows and distances. In addition to noting the distance to a destination in miles, it is also useful to list the travel time for an average bicyclist (traveling say, 10 miles per hour) to reach the destination. Not only is travel time information useful to bicyclists, but it also can illustrate the convenience of biking to non-bicyclists. Decision signs should also be placed on the near side of a junction with another bike route, or along the route to indicate nearby destinations.

Guidance for bicycle wayfinding signage is found in Chapter 9 of the Delaware Manual on Uniform Traffic Control Devices (MUTCD). In addition to the standard green signs shown in Figure 16, Delaware has also adopted maroon "Low Stress Bikeway" signs. Figure 17 shows an example of the "Low Stress Bikeway" signs. Some potential locations for turn signs and decision signs are shown on the map in Figure 18.



Figure 16. Standard MUTCD compliant wayfinding signage in New Castle, Delaware. (Source: Delaware Greenways)

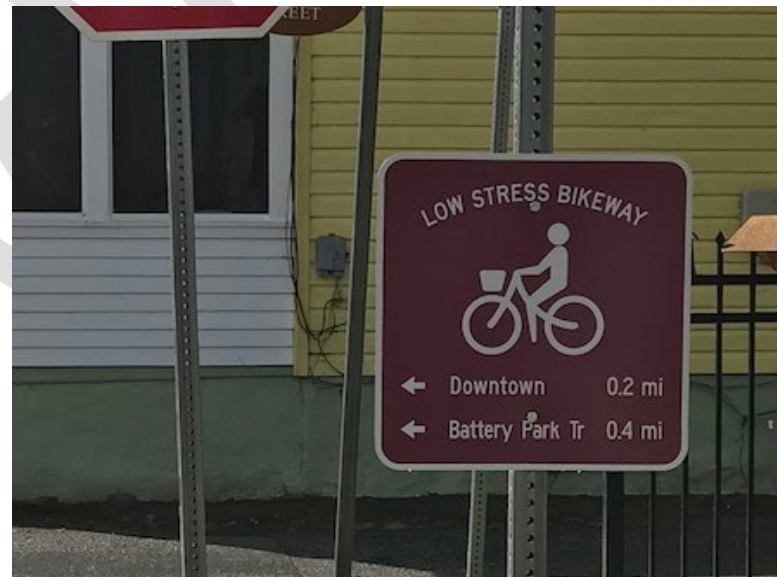


Figure 17. A Delaware "Low Stress Bikeway" sign in historic New Castle, Delaware. (Source: Bike Delaware)

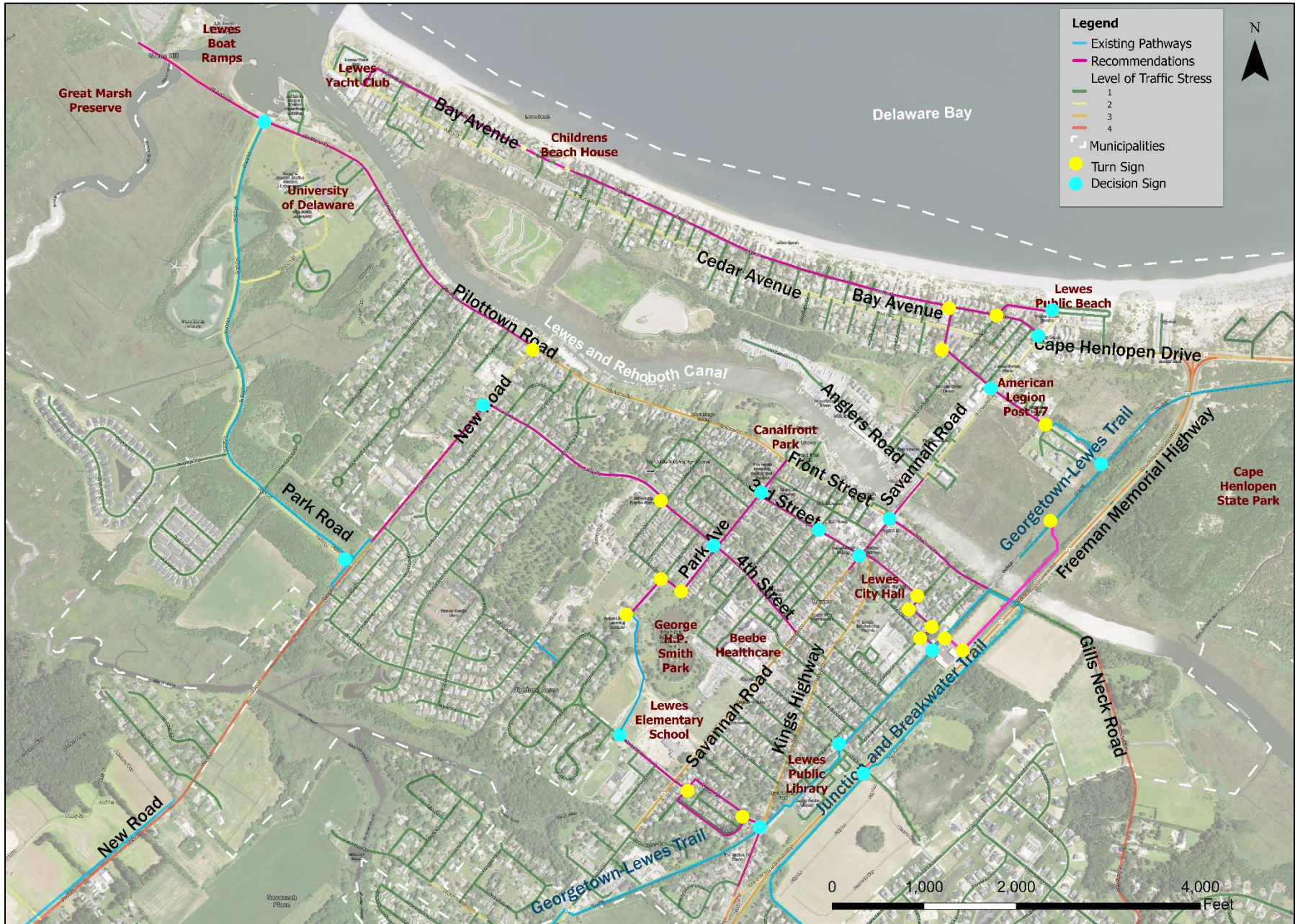


Figure 18. Map showing potential wayfinding signage locations

5.2 POLICY AND PROGRAM RECOMMENDATIONS

The LBPAC is currently engaged in a variety of policy and program activities as summarized below. The continuation and expansion of these activities are a critical step to fostering a bike-friendly community and meeting the vision and goals of this Plan.

5.2.1 Implement a Bicycle Ambassador Program (BAP)

Volunteer Bicycle Ambassadors would travel Lewes's bike network and engage with other riders to provide useful information about safely navigating Lewes and the surrounding area by bike. They would distribute educational outreach materials covering topics such as Rules of the Road / Share the Road Practices, Lewes Bicycle Safety, Delaware Bicycle Laws, and best practices from the League of American Bicyclists. The BAP would also engage with community members via bicycle-related events and retain and recruit other ambassadors. Preliminary recommendations relating to the BAP program are included as Appendix F.

5.2.2 Develop Other Education Materials

The City of Lewes and the LBPAC can partner with DeIDOT and the Lewes Police Department to develop and distribute educational safety materials for pedestrians and motorists. These materials and similar materials developed by the BAP can be distributed via social media, at local events such as the Historic Lewes Farmers Market, and via QR codes posted at various locations throughout the city.

5.2.3 Maintain and Update Print/Digital Maps of the Low-Stress Bike Network

Lewes can work with DeIDOT to maintain up-to-date digital and print maps of the low-stress bicycle network. Print maps can be made available at various locations throughout Lewes.

5.2.4 Coordinate with Delaware Bicycle Council on Rules and Guidance Related to Use of Shared Use Paths and Trail Crossings

The City of Lewes and the LBPAC can work with the Delaware Bicycle Council on developing rules and guidance related to:

- Permissibility of different classes of electric bicycles on trails (additional research conducted by Lewes City Management Fellow included as Appendix G)
- How to share trails with other users
 - Audible signals or warnings when passing on a bike
 - Staying to the right when not passing
- How to navigate different types of trail / shared use path crossings of roads
 - Unsignalized crosswalks
 - Crosswalks with RRFBs

5.2.5 Work with the Short-Term Rental Community

The LBPAC can work with the Lewes Short-Term Rental Ad-Hoc Committee and/or the Mayor and City Council to distribute educational materials and bicycle maps directly to rental managers and visitors.

6 Implementation

The successful implementation of this Plan will require ongoing coordination between the City of Lewes, LBPAC, DeIDOT, and DeIDOT. Funding opportunities and cost estimates for the infrastructure recommendations are listed below.

6.1 FUNDING OPPORTUNITIES

6.1.1 State and Federal Funding

DeIDOT administers several streams of funding that can be used for bicycle and pedestrian improvements on state-maintained roads.

DeIDOT Operational Programs

Sometimes, improvements can be implemented on a roadway during DeIDOT's scheduled [Pavement and Rehabilitation program](#) projects. This can lower the cost of such improvements because they are being built when the road is being milled and repaved anyway. Certain improvements, such as narrowing travel lanes or adding bicycle lanes, can even be accomplished simply by restriping the road. Another source of operational funding is through the Traffic Division.

DeIDOT Capital Transportation Program (CTP)

Larger projects can be submitted for prioritization on DeIDOT's Capital Transportation Program (CTP). Projects can be individually listed in the CTP or as part of a grouped program, such as the Statewide Bicycle and Pedestrian Program or the Transportation Alternatives Program (described below).

DeIDOT Transportation Alternatives Program (TAP)

The TAP is a federal aid program specifically for non-motorized transportation projects that cost less than \$1 million. The TAP program requires the applicant, or project sponsor, to fund 20% of the total project costs.

The TAP includes a set-aside for the Recreational Trails Program (RTP), which can be used to build and maintain recreational trails. As described in DeIDOT's FY23-28 CTP, the RTP is "administered in Delaware by the Delaware Department of Natural Resources and Environmental Control (DNREC) with funding transferred through DeIDOT. The 20% match is funded by DNREC."²

DeIDOT Community Transportation Fund (CTF)

DeIDOT administers the CTF, which provides a fixed amount of funding each year to state legislators for improvements in their districts. CTF can be used for smaller projects or CTF funds can be used for TAP's 20% match requirement.

² State of Delaware Department of Transportation Capital Transportation Program FY 2023–FY 2028, [p. 10](#).

[Delaware Department of Natural Resources and Environmental Control \(DNREC\) Outdoor Recreation, Parks and Trails Program \(ORTP\)](#)

This funding is for recreational facilities like shared use paths. The program requires a 50% local match.

[National Park Service Land and Water Conservation Fund \(LWCF\) State and Local Assistance Program](#)

The State and Local Assistance Program of the LWCF is also referred to as “the State Side.” This funding is also for recreational facilities. All LWCF grants require a 50% local match.

[Federal Highway Administration’s National Scenic Byways Program Funding](#)

The National Scenic Byways Program has a competitive grant program to fund byway improvements such as new facilities, safety improvements, and interpretive information.

6.1.2 Private Grants

Competitive grants offered by private entities like charitable foundations can provide funding for transportation projects, especially those that are not traditionally funded through state or local budgets.

One example of a private competitive grant program that can be used for transportation improvements is the AARP [Community Challenge program](#). The largest grant amount awarded through this program has been \$50,000.

Note that some private grants require the applicant to be a non-profit.

6.1.3 Grant Technical Assistance

Free technical assistance for applying for grants is available to Delaware municipalities through the University of Delaware Institute for Public Administration’s [Grant Assistance Program](#).

6.1.4 Land Development Conditions of Approval

In certain situations, DelDOT requires private developers to fund or build bicycle and pedestrian transportation improvements as a condition of approval of their development project. These developer contributions can include the dedication of public access easements along the frontage of their development site and the construction of shared use pathways in the easements.

6.3 COST ESTIMATES

Table 2. Table of infrastructure recommendations noting estimated cost, lead agency, and potential funding source

Recommendation #	Location	Improvement Type/ <i>Estimated Cost</i>	Lead Agency/ <i>Potential Funding Source</i>
1	Pilottown Road – New Road to Public Boat Ramps	Advisory Shoulders <i>Estimate under development</i>	City of Lewes <i>DeIDOT Operational Funds</i>
2 – Option A	New Road – Park Road to W. 4 th Street	Shared Use Path Southeast side of road <i>Estimate under development</i>	DeIDOT <i>Capital Program or Grant Funding</i>
2 – Option B	New Road – Park Road to W. 4 th Street	Shared Use Path Northwest side of road <i>Estimate under development</i>	
3	W. 4 th Street – New Road to Savannah Road	Traffic Calming & Sharrows <i>Estimate under development</i>	DeIDOT <i>Transportation Alternatives Program</i>
4	Shipcarpenter Street & Park Avenue – Canalfront Park to George H.P. Smith Park	Contra-Flow Bike Lane & Sharrows <i>Estimate under development</i>	City of Lewes <i>TBD</i>
5	Sussex Drive & Devries Circle – Lewes Elementary School to GLT	Intersection Improvements & Bike Facility <i>Estimate under development</i>	DeIDOT <i>Transportation Alternatives Program</i>
6	3 rd Street/Rodaline Ave/Schley Ave/Franklin Ave – Shipcarpetner Street/Park Avenue to GLT	Traffic Calming & Sharrows <i>Estimate under development</i>	City of Lewes <i>TBD</i>
7 – Option A	Downtown Savannah & Gills Neck Road – Zwaanendael Park to Anglers Road	Bike Facilities & Intersection Improvements <i>Estimate under development</i>	DeIDOT <i>Short-Term – DeIDOT Operational Funds</i> <i>Long-Term – TAP or DeIDOT CTP Funds</i>
7 – Option B	Downtown Savannah & Gills Neck Road – Zwaanendael Park to Anglers Road	Bike Facilities & Intersection Improvements <i>Estimate under development</i>	DeIDOT <i>Short-Term – DeIDOT Operational Funds</i> <i>Long-Term – TAP or DeIDOT CTP Funds</i>
8	Bridge Over Canal GLT South of Canal to GLT North of Canal	Shared Use Path Bridge <i>Estimate under development</i>	City of Lewes/DRBA <i>Federal Grant</i>
9	Savannah Road & Massachusetts Avenue – Intersection	RRFB & Sharrows <i>Estimate under development</i>	City of Lewes <i>DeIDOT Operational Funds</i>
10	Bay Avenue – Savannah Road to Maine Avenue	Bike Boulevard & New Connection <i>Estimate under development</i>	City of Lewes <i>TBD</i>

6.4 MOBILITY MODEL

DeIDOT conducts bicycle mobility modeling to estimate the impact that a proposed bicycle project will have on bicycle connectivity between houses (origins) and the following types of destinations that are within six miles of the origin:

- Transit facilities
- Schools
- Employment centers
- Community centers
- Parks

The mobility model refers to these five destination types as points of interest, or POIs. The connection between a particular origin and POI is a trip pair.

DeIDOT uses the model to calculate a “scaled mobility improvement score” that reflects how much and for how many origins a project scenario would improve connectivity at LTS 1, 2, or 3. The scores allow for the ranking of projects based on the degree to which they improve low-stress bicycle connectivity. DeIDOT’s Statewide Bicycle and Pedestrian Program uses the scaled mobility improvement score as part of its project prioritization process.

The model identifies origins whose connectivity for one or more trip pairs would improve to LTS 1, 2, or 3 as a result of a given project scenario. The improvement can be the creation of a connection at a lower LTS level (for instance, the project scenario creates an LTS 2 connection for a trip pair that is currently only connected via LTS 3 and 4 routes) or a more direct connection at the same LTS level (for instance, the project scenario creates a shorter LTS 1 connection for a trip pair that already has an LTS 1 connection).

6.5 NEXT STEPS

Following the adoption of this Plan, it is recommended that the City of Lewes and LBPAC identify infrastructure recommendations for immediate advancement. This may reflect the project(s) with the greatest impact, the most straightforward path to implementation, or the most community support. Advancing any one of these recommendations will require further public engagement as well as design and implementation funding.

It is recommended that the status of each recommendation be tracked and reported annually at LBPAC meetings to keep the public informed. As recommendations are accomplished, there may be a benefit to updating this document to reflect accomplishments, current conditions, and new priorities.

Appendices

APPENDIX A. PRIOR PLANNING EFFORTS

Prior planning documents were reviewed to ensure that relevant recommendations were incorporated into the development of this Plan. Findings are included below.

City of Lewes 2015 Comprehensive Plan

The [City of Lewes 2015 Comprehensive Plan](#) identifies New Road, Cedar Road, Gills Neck Road, and Second Street as areas of particular concern for bicyclists. Relevant to the present plan, the comprehensive plan recommends that the Mayor and City Council consider the following:

- Seeking ways to increase ecotourism opportunities, continuing support for a Water Taxi, and working with DNREC to extend canoe, kayak, hiking, and bicycle recreational opportunities.
- Continuing City efforts to support bicycling as a transportation option within the city.
- Encouraging connectivity to keep Lewes linked and to ease traffic volume.

Lewes Bicycle and Pedestrian Advisory Committee Comprehensive Plan (1989, last updated 2010)

The [Lewes Bicycle and Pedestrian Advisory Committee Comprehensive Plan](#) is a two-page policy document originally released in 1989 and updated in 2005 and 2010. The document lays out design standards for crosswalks and sidewalks and directives regarding bicycle/pedestrian planning coordination, education, and enforcement.

Lewes Greenways and Trails Committee Master Plan (2007)

The [Lewes Greenways and Trails Committee Master Plan](#) provides a map and inventory of existing and potential greenway components in Lewes. It identifies potential on-road facilities, trails, bicycle and automobile parking improvements, boat access points, and considerations for preserving vistas along the greenway. It references a series of appendices. The only appendix that appears to be available online is [Appendix D](#), which provides a larger-scale map of existing, proposed, and potential greenway segments, and vistas along the greenway.

Five Points Transportation Study

The Five Points Transportation Study is a joint effort by DeIDOT and Sussex County to examine potential improvements to the area around the Five Points intersection west of Lewes. [Phase 1](#) of the study began in December 2017. A Five Points Working Group was assembled, which includes elected officials, DeIDOT and Sussex County representatives, residents, and businesspeople. Phase 1 concluded in the fall of 2018 with a [report](#) that included 78 recommendations developed by the Working Group. Several of the recommendations are for locations in or near Lewes. Fifteen of those recommendations reflect priority D, “Make walking, bicycling, and transit more viable as alternatives to driving.” Relevant recommendations to this effort include D-2, “Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets and to trails,” and D-4/D-5 which call for developing concepts and estimates for filling all sidewalk gaps along New Road, Old Orchard Road, and Savannah Road. [Phase 2](#) began in the spring of 2019. During Phase 2, the project team developed and is carrying out an [Implementation Plan](#) for the 78 Phase 1 recommendations, with Working Group support and involvement.

Historic Lewes Byway: Gateway to the Bayshore

The [Historic Lewes Byway](#) is a 13.1-mile route comprising several road segments in the Lewes area. The Delaware Byways Program identifies, promotes, and plans for Delaware byways. As defined on the [Delaware Byways webpage](#), a byway is “a transportation route that is adjacent to or travels through an area that has...particular intrinsic scenic, historic, natural, cultural, recreational or archeological qualities.” The Historic Lewes Byway was designated as a Delaware byway in 2009.

In 2015, Delaware Greenways, the greenway advocacy group for Delaware, released the [Lewes Scenic and Historic Byway: Gateway to the Nation Corridor Management Plan](#) (CMP). The CMP calls for “continu[ing] to carefully develop the area’s trails and greenways to ensure visitors and residents alike can visit the attractions along the Byway routes on foot and on bicycles.” It notes that Lewes’s trails can be leveraged to allow people to better experience the Byway’s attractions. It also includes a chapter dedicated to active transportation and heritage tourism. The chapter identifies four active transportation opportunities for different sections of the byway and four active transportation enhancements on Savannah Road.

The CMP recommends developing a landscape master plan for each of the byway’s major corridors. Two of these master plans have been completed and the third one is underway. The three plans are briefly described below.

Kings Highway and Gills Neck Road Master Plan (2016)

The [Kings Highway and Gills Neck Road Master Plan](#) presented concepts for safety, capacity, and aesthetic improvements on Kings Highway and Gills Neck Road.

The plan presents improvement concepts that include landscaped medians, roundabouts, and channelization islands; frontage landscaping; and additional and improved crosswalks, shared use paths, and sidewalks. DelDOT’s [US 9, Kings Highway, Dartmouth Drive to Freeman Highway](#) project, which is currently in design, will implement many aspects of the plan’s recommendations for Kings Highway between SR 1 and Freeman Memorial Highway. Other concepts in the plan have not been proposed for design yet.’

New Road Corridor Master Plan (2019)

The [New Road Corridor Master Plan](#) addresses the entirety of New Road. It presents improvement concepts that include landscaped medians, frontage landscaping, drainage improvements, and additional shared use paths, crosswalks, and bike lanes. In addition to improvement concepts along New Road, the plan identifies four potential shared use or pedestrian links between New Road and the GLT.

Savannah Road Master Plan (in development)

A public workshop for the *Savannah Road Master Plan* was held in April 2023. The [workshop materials are online](#). The master plan will provide short-term, mid-term, and long-term concepts for pedestrian, bicycle, motor vehicle, and community character improvements. The materials also indicate that the plan will be completed in winter 2023/2024.

Blueprint for a Bicycle-Friendly Delaware: A Statewide Policy Plan (2018)

In 2018, DeIDOT adopted the [Blueprint for a Bicycle-Friendly Delaware: A Statewide Policy Plan](#) (the “Blueprint”). This comprehensive long-term policy plan sets forth a vision and goals for bike network in Delaware and provides a toolkit for local bicycle network and project planning.

Before the adoption of the *Blueprint*, bicycle projects funded through the Statewide Bicycle Pedestrian Program were often initiated by DeIDOT in collaboration with local partners. The *Blueprint* changed the funding process by requiring a locally driven participatory planning process to identify projects and funding priorities. DeIDOT prioritizes submitted projects on the degree to which they are “cost-effective, feasible, and connected to regional and statewide networks,” and the degree to which they improve low-stress (LTS 1 and 2) access to public transportation, employment, schools, community centers, and existing and trails as shown in Figure 18.

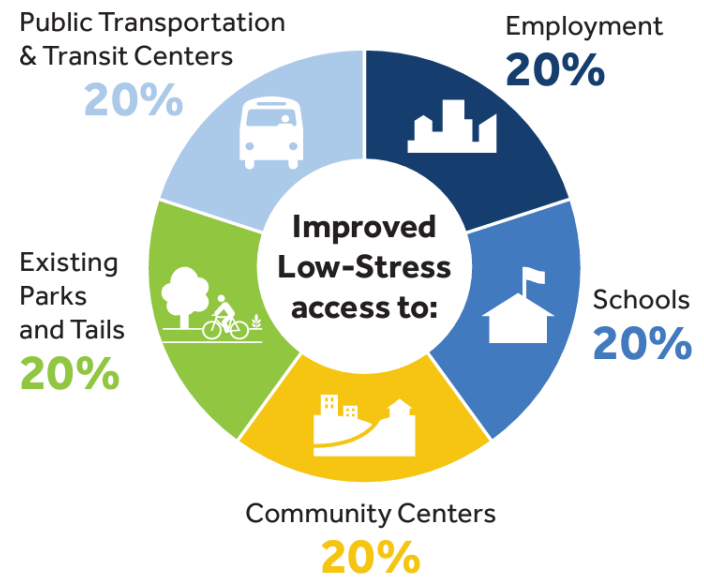


Figure 19. Categories of destinations used in project scoring for the Statewide Bicycle and Pedestrian Program (Source: *Blueprint for a Bicycle-Friendly Delaware: A Statewide Policy Plan*)

[Plan](#)
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and
based
parks

APPENDIX B. SUMMARY OF FEEDBACK PROVIDED AT SPRING 2023 OPEN HOUSE

At the June 15, 2023, open house, attendees could highlight or place dot stickers on copies of a map of the Lewes area to indicate where they feel unsafe riding a bike or where they would like to see a bicycle network improvement. They could also add comments to the map using sticky notes.

Attendees placed 42 dot stickers on the maps: 31 in city limits and 11 outside of city limits. The table below presents the intersections most frequently identified as places where an attendee feels unsafe biking or would like to see a bicycle network improvement.

Map location	Number of “feels unsafe” dots placed on map location	Number of “needs improvement” dots placed on map location
Intersection of Savannah Road and Front Street / Gills Neck Road	8	4
Area around where Freeman Memorial Highway crosses over Gills Neck Road	4	2
Intersection of Kings Highway and Georgetown-Lewes Trail	2	2
Intersection of Savannah Road and Georgetown-Lewes Trail	2	1
Intersection of Monroe Avenue and Freeman Memorial Highway	1	2
Intersection of Old Orchard Road and Georgetown-Lewes Trail*	5	1
Intersection of New Road and Old Orchard Road*	5	0

*Located outside of city limits

Multiple dots were placed along the following corridors:

- **New Road** – 14 “feels unsafe” dots along the corridor with concentrations at Old Orchard Road, Park Road, and bridge
- **Savannah Road** – “feels unsafe” / “needs improvement” dots concentrated at 3rd and Front Street intersections. Corridor highlighted with marker from Georgetown-Lewes Trail to Front Street
- **Pilottown Road / Front Street** – 5 “feels unsafe” dots spaced approximately evenly along the roadway. Concentration of dots at Savannah Road intersection
- **Gills Neck Road** – 2 “feels unsafe” dots at the curve and 1 “needs improvement” dot at the Breakwater development and Junction-Breakwater Trail
- **Cape Henlopen Drive** – 2 “feels unsafe” dots near public beach access / Freeman Memorial Highway
- **Cedar Street** – 2 “feels unsafe” dots near Delmar Avenue

Attendees added 18 sticky notes with comments to the maps. The comments are:

- Better bike lane signs at bridge and sharrows
- There should be a route through Monroe Avenue to Gills Neck

- If you live in Breakwater, it would be good to be nice to ride the bike lane on Gills Neck Road to the Junction Breakwater Trail and not cross Gills Neck Road (to access JBT)
- Need connection from this development to trail [*Comment placed near Breakwater development*]
- Need connection from this development thru the next development to the Freeman Highway Trail [*Comment placed near Gills Neck Road between the canal and Showfield development*]
- Need flashing lights or alert signs on New Road where bike access trail across New Road. Bad sight lines and high-speed traffic. [*Comment placed near the intersection of New Road and Park Road*]
- Need alert signs or lights at crossing New Road. Poor sight lines
- Bad 90-degree turn [*Comment placed at intersection of Savannah Road and Georgetown-Lewes Trail*]
- Connect DuPont Avenue to Sussex Avenue so residents west of Savannah can access Georgetown-Lewes Trail without going past the hospital
- No bicycle lane on Cedar Avenue. Dead end street. Limits parking for the beach which is precious. Bay Avenue alternative.
- Bay Avenue needs to be more heavily promoted as a bike trail to keep bikes off Cedar
- Definitely need a pedestrian bridge over the canal
- How to connect the Georgetown-Lewes Trail to Cape Henlopen High School
- Bollards got knocked down last week [*Comment placed on Georgetown-Lewes Trail by Ritter Lane*]
- Signage to cut thru Community Center to get to winery and Redners
- You can bike to Redners through the Community Center!
- How about assigning “street” cops and/or traffic cops to direct traffic to improve safety and improve traffic especially at bike path crossings
- Blind spot at American Legion

APPENDIX C. SUMMARY OF JUNE–JULY 2023 SURVEY RESULTS AND COMMENT FORMS

This appendix summarizes responses to the June–July 2023 public survey and the June workshop comment forms.

Survey and Comment Form Respondents by Zip Code

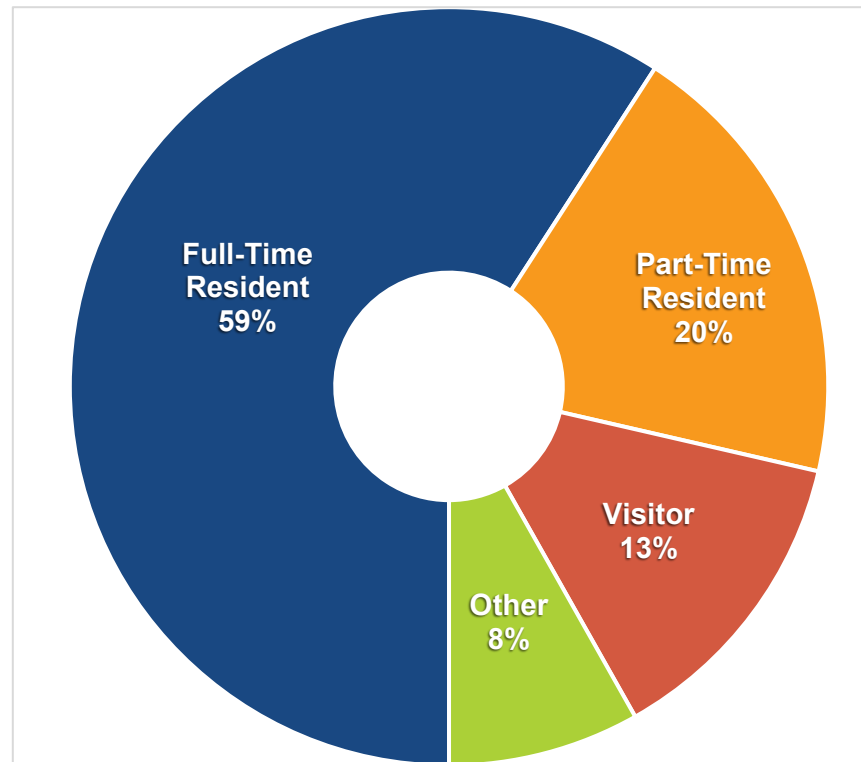
Zip code	# of respondents
19958	83
19971	42
No zip code provided	31
19726	11
19968	9
19966	7
08021	3
08080	3
19107	3
20149	3
27560	3
27705	3
10118	2
19803	2
19805	2
19970	2
20701	2
27707	2
99692	2
07031	1
07626	1
07960	1
08012	1
08015	1

Zip code	# of respondents
08033	1
08035	1
08051	1
08053	1
08083	1
08094	1
08096	1
08820	1
10004	1
10022	1
11758	1
14519	1
17401	1
18505	1
19060	1
19063	1
19130	1
19143	1
19382	1
19460	1
19464	1
19701	1
19709	1
19802	1

Zip code	# of respondents
19904	1
19945	1
20008	1
20016	1
20151	1
20814	1
20876	1
21042	1
21201	1
22101	1
22180	1
23417	1
27587	1
27697	1
28401	1
29412	1
30071	1
31639	1
33418	1
48503	1
53717	1
80205	1
Total	266

Question 1. What is your relationship to the City of Lewes?

Response option	# of respondents	Percent
Full-Time Resident	152	59%
Part-Time Resident	50	19%
Visitor	34	13%
Other	21	8%
Total	257	



Question 1a. If "other," please specify.

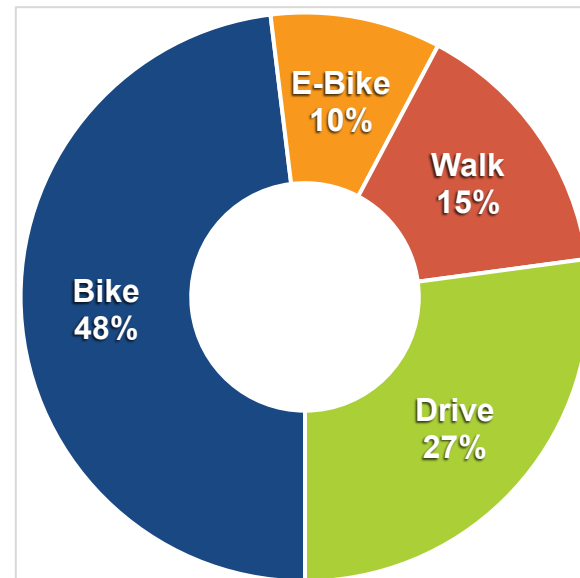
Responses (one respondent who selected "other" for Question 1 did not specify):

- FT Rehoboth Beach resident
- Live in Lewes not in the city limits
- Live in Lewes but not in the city limits
- Live in Rehoboth
- live outside city limits
- Sussex Co. resident off Minos Connaway
- We own a house in town of Lewes
- Live in Milton, almost Lewes. Frequent as a resident.
- I am a Lewes resident but do not live within the City of Lewes
- full time just outside the city limits
- I'm a full-time resident and have a Lewes mailing address, but not in the city of Lewes.

- FT Lewes resident, not city
- Historic District owner of a long-term rental home.
- Grew up in Lewes, live in Georgetown
- live O/S city limits but ride frequently in Lewes
- Outside Lewes City, but close by
- neighbor
- Reside outside city limits
- Live in Millsboro
- Gills Neck Road resident
- Live right outside city limits part-time

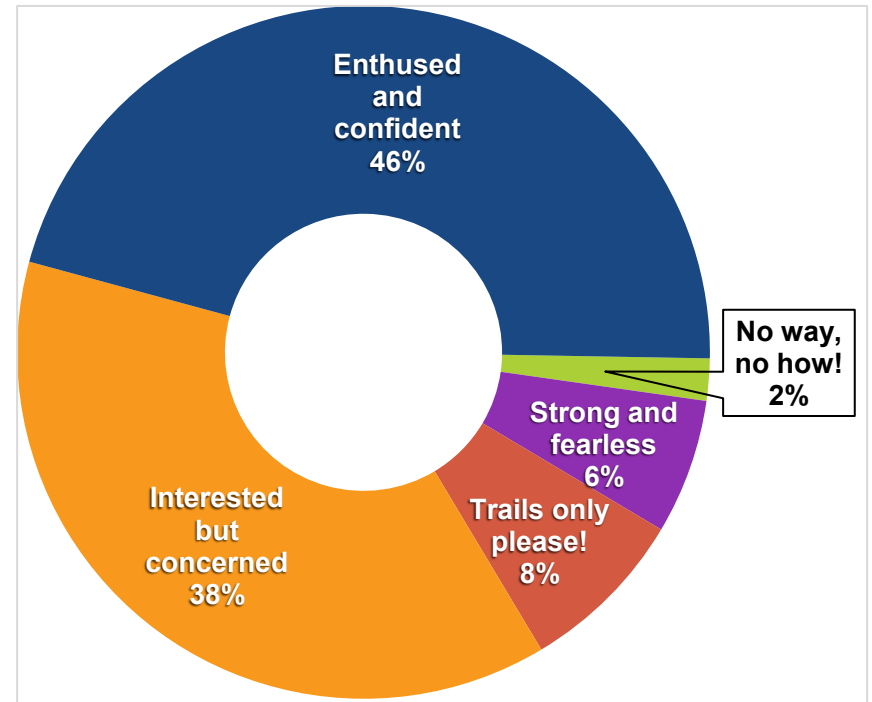
Questions 2. What is your main choice of travel in getting around Lewes?

Response option	# of respondents	Percent
Bike	124	48%
E-Bike	25	10%
Walk	39	15%
Drive	70	27%
Total	258	



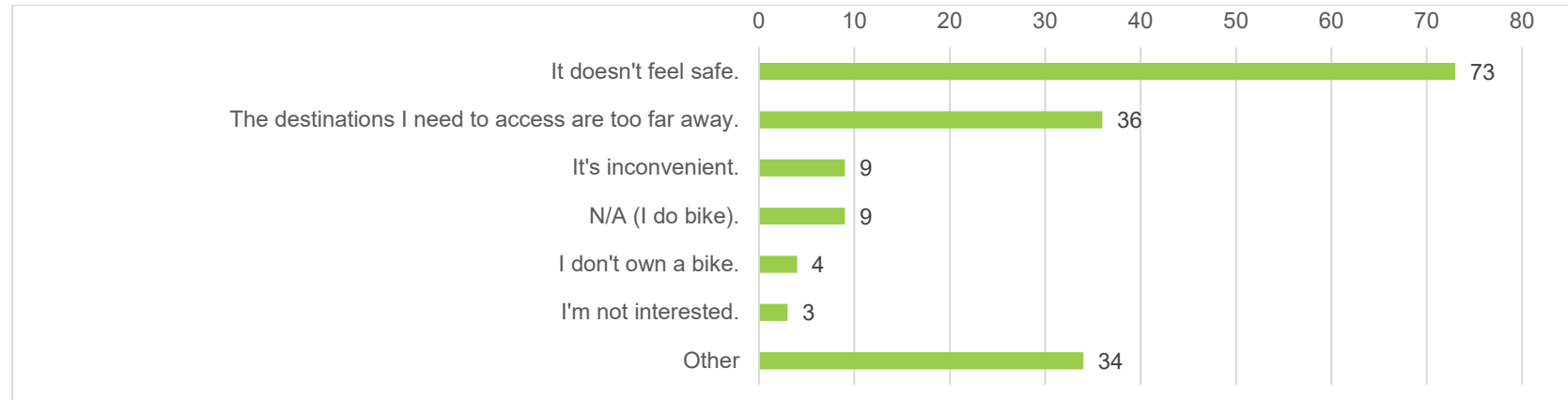
Question 3. If you bike, what kind of cyclist are you?

Response option	# of respondents	Percent
No way, no how! *I'll never ride a bike around Lewes.*	5	2%
Strong and fearless *I am comfortable riding on any road in Lewes, even on roads with a lot of traffic or high speed traffic.*	16	6%
Trails only please! * I'm only comfortable riding on trails or in places where I am completely separated from traffic.*	20	8%
Interested but concerned *I'm only comfortable riding on roads with minimal traffic and lower speeds, or on trails.*	96	38%
Enthusied and confident *I'm comfortable riding on most roads in Lewes but prefer a designated shoulder or bike lane in places with a lot of traffic.*	117	46%
Total	254	



Question 4. If you don't bike, or don't bike as frequently as you would like, what is preventing you (select all that apply)?

Number of times each response option was selected (168 selections total):



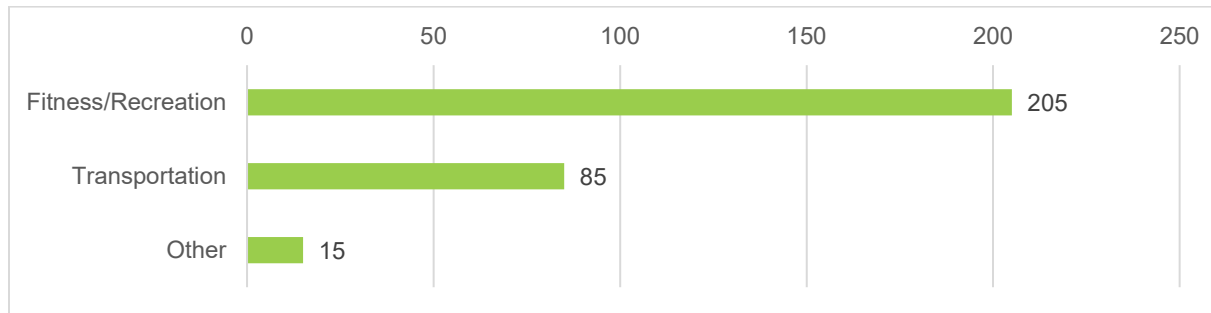
Questions 4a. If "other," please specify.

Responses (some respondents who selected "other" for Question 4 did not specify):

- Need more dedicated bike lanes
- Love the Gordon's Pond trail but the bridge is too narrow and freaks me out!
- time
- Not enough time
- The other bikers are rude even walking is an issue
- We do not live here yet
- Time
- other bikers make it unsafe
- Too crowded; no public safety enforcement
- Don't have the time for recreational biking while in Lewes. We do own bikes
- Physical issue
- Lower priority – I prefer walking, though like to ride sometimes; Lower priority - I prefer to walk than ride
- Lack of enough bike racks to park in town; Not enough bike racks to park in town.; Lack of enough bike racks to park in town. I'd drive less if I could park bike in town.
- Just moved here. Need to rig my bike to handle groceries etc.
- Just moved to Lewes; have not gotten into biking as much as we would like.
- temp-medical issue
- Windy weather
- Weather and time constraints
- my age and safety
- time constraints and weather
- Relocation
- Some destinations lack reasonable bike path especially for kids
- There is no convenient route from the JBT or GLT to the "other" side of town
- Not enough time
- I wish I had time, between parks and Rec and Lewes in Bloom I put in 30 + hours a week. I need my truck to do my work.

Question 5. When I bike in Lewes, it's for... (select all that apply).

Number of times each response option was selected (305 selections total)



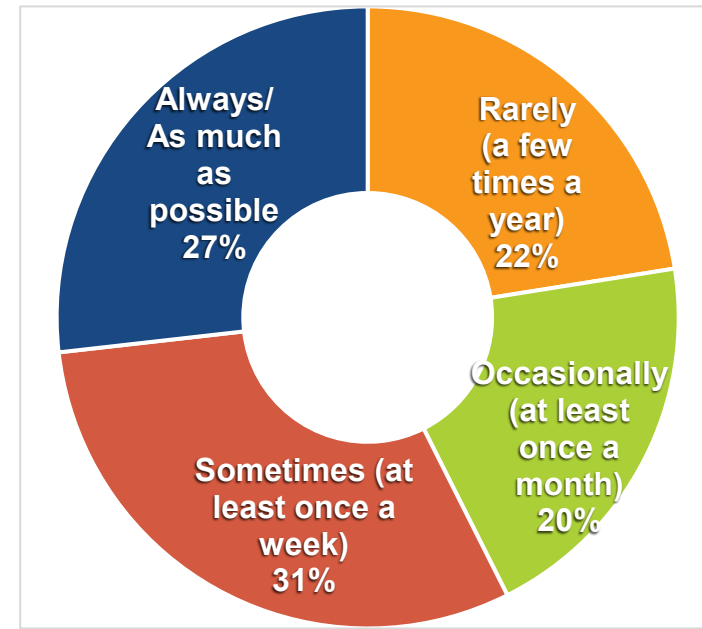
Question 5a. If "other," please specify.

Responses:

- Shopping
- Socializing, saving fuel,
- Don't bike
- Lack of other options
- Sightseeing
- Shopping
- Traffic sucks
- To work daily
- Visit
- Run errands.
- Recreational
- errands
- shopping
- shopping
- errands. Grocery. Walmart. Doctor.

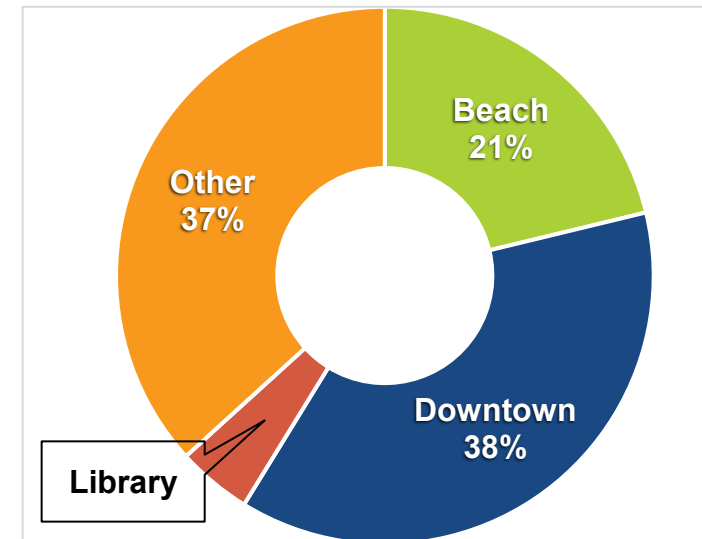
Question 6. If you bike for transportation, how often?

Response option	# of respondents	Percent
Rarely (a few times a year)	47	22%
Occasionally (at least once a month)	42	20%
Sometimes (at least once a week)	64	31%
Always/As much as possible	56	27%
Total	209	



Question 7. If you bike, what is your most frequent destination?

Response option	# of respondents	Percent
Beach	52	21%
Downtown	92	38%
Library	11	4%
Other	90	37%
Total	245	



Question 7a. If “other,” please specify.

Responses:

- Trails
- Bike trails
- Any dedicated bike path
- Rehoboth and big oyster and Milton (dogfish)
- Beach and downtown
- No specific destination
- Farmers market
- Just riding
- Work
- Lewes Georgetown trail or the state park
- Farmer’s market, State Park
- I bike on the bike path, but I also bike just to travel around Lewis. I also go to Lloyd’s on my bike. Sometimes I often drive my bike to the farmer’s market. I’ll use it to go in town.
- Rehoboth
- Rt1 to Lewes to Cape Henlopen Park to Rehoboth to Breakwater Junction back to Rt1 = 24 miles (1-2x/week)
- Farmer’s market
- Store
- Cape Henlopen State Park
- Grocery Store
- Bike Paths
- Trails
- Don’t bike
- Trails
- Cape Henlopen State Park
- trails
- Recreational
- Community riding or trails as anything else is unsafe
- Lewes beach/Bay Avenue and CHSP
- Lloyd's Market. and HLFM
- Use the bike trail between town and my child's preschool
- Rehoboth
- State Park/Rehoboth
- friends
- All the above
- I usually bike to Cape Henlopen State Park, through the Gordon's Pond trail into Rehoboth Beach and then home via the Junction and Breakwater Trail.
- trails
- downtown, library, errands (grocery store, post office, bank, Lowes/Home Depot
- exercise
- Store, post office
- Cape Henlopen trails
- Lewes trails
- Riding trails
- Cape Henlopen Park/Georgetown Bike Path
- Cape Henlopen State Park and to Rehoboth
- beach, downtown, state park

- Station on King
- Around the area
- bike path to state park or to Rehoboth
- Bike trails and park
- Sightseeing
- Gordon's Pond & Rehoboth
- Park; CHSP
- Just riding.
- Cape Henlopen State Park
- Trails
- work, appointments, grocery store, etc.
- Lloyd's Market
- Park or trail
- Doctor's office
- No specific destination
- Beach, downtown, and library
- Trails and destinations.
- Trails
- Bike trails / Cape Henlopen / Rehoboth
- I choose a different trail to ride each week.
- Everywhere. We average 30 miles a ride
- Trails
- Riding the trails
- Around Lewes, Lewes Beach and Cape Henlopen.; Around Lewes, Lewes Beach, Cape Henlopen, and on the bike trails.
- beach, downtown, state park & Rehoboth
- stores, farm market
- Paths
- downtown, peripheral shopping
- beach, CH Park, Rehoboth, all trails
- Live
- State Park
- Old World Breads
- Trails
- Trails and downtown
- Bike group Milton; Bike Lewes trail then Milton
- Bakery
- Trails
- mainly trailside, but would go to town, beach if safer
- Bike loop, beach, park, all over; Bike loop, town, all over
- The park, Rehoboth Beach and back
- Cape Henlopen State Park
- bike rails
- Lewes Georgetown trail and BT trail
- Cape Henlopen Park
- Gym. Next to Walmart
- Trails and road
- Multiple locations - beach, downtown, CHSP, trails
- Gordons Pond Trail, Lewes Library Trail, Old World Breads Trail

Question 8. Are there any destinations that you cannot safely access by bike? What are they?**Responses:**

- Crossing Route 1
- Crossing the bridge to go to Lewes Beach is scary.
- Crossing canal where old RR bridge was, or any other point to avoid using roads not marked for bikes and the narrow drawbridge.
- Anything that involves being on a road; Any place that I have to ride on a road to get there.
- Route 1 stores
- Crossing over the canal on Savannah Road is dangerous for bikers on the street (safer to walk across on the side), and the stretch of Gills Neck Road between Savannah and the bike path.; Anything along Route 1.
- Five Points area
- Businesses on Rt 1
- Route 1, New Road, any road with no shoulder or bike lane.
- Savannah Rd
- Would love crossing lights at Lewes Public Library and bike trail near Sea Green bikes
- Anywhere on route 1; Anywhere on route 1.
- The bike trail is the most dangerous. Because of spandex riders; I don't feel safe on the sidewalk. Adult bikers always yell at me
- From bike trail onto Gills Neck Road into Lewes. No bike lane, no shoulder and increasing traffic
- stores or locations along SR 1.
- They need to install a bike bridge over the canal where the old swing bridge was. It will eliminate bike traffic on Savannah trying to go to Henlopen Park and destination that way.
- The stretch from where the B & J trail that ends on Gil's Neck Rd. to the canal bridge bike rack can be nerve wracking.
- Pilottown Road - very dangerous to bike
- Savannah Road to the beach. gills neck rd.
- NA
- Businesses on SR 1

- At the end of the Georgetown-Lewes bike trail, where it meets the canal. There is no easy way to get across to the other side. Having to cross over the drawbridge is a bit dangerous.; At the end of the Georgetown-Lewes bike trail as you approach Pilottown Road...There is no way to cross the canal to get to the other side to continue to the state park. Having to cross the drawbridge is a bit dangerous.
- I live off of Pilottown Road and would love to bike downtown, which I used to do. I do not feel safe doing this anymore, as there is too much traffic on Pilottown for a bike and 2 lanes of motor vehicle traffic. I would bike into town, which is under a mile from my house, if there was a path along the road. Unfortunately, it really does not feel safe now, yet there are always cyclists who drive up and down Pilottown as a scenic route. The trails are great for exercise and getting across town, but people want to bike along the water and enjoy this beautiful scenic route. They are always going to do it. It would be a great recreational opportunity if there was a bike path. As it is now, it is not safe anymore. There are just too many cars on the road and too many cyclists trying to share, many of whom are not skilled enough to be sharing the road. It is also nerve-wracking as a driver. I had a cyclist fall in front of my truck and was able to swerve around. It is always a concern, and one I cannot avoid, as I live off Pilottown on a dead-end street.
- Any part of outer Savannah Rd.
- Probably quite a few.
- any without a road shoulder
- Getting from the Georgetown Lewes Trail into downtown Lewes feels a bit dangerous with some of the disrespectful traffic that comes through. For example, the trail ends at Gills Neck Rd and there is not a dedicated path for cyclists and pedestrians. Have almost been hit several times in that short distance. Also, doesn't feel safe in Lewes closer to 5 points as a cyclist to get around. No safe crossing.
- Beach
- To the trailhead by the Lewes senior center
- Considering the Lewes-Rehoboth area is essentially two islands separated by the sea that is Coast Highway, many grocery stores/large shopping sections are left inaccessible by bike.
- Grocery and other stores on Route 1.
- I live off park road and New Street. Riding on NEW Street is treacherous trying to get to the shopping center and fitness center off Old Orchard Road
- New Road
- Outlets
- Grocery stores, restaurants, breweries
- There needs to be more bike lanes on the roads
- Dogfish head

- Would love to see access to bike trail from behind Panera Bread or movies at Midway (seems the trail is back behind that area which an access trail back to it would be great). You have plenty of riders from Sandy Brae, Plantations, The condos on Plantations Rd, seawood estates off Robinson Rd. They all use Postal Lane to get across Rt1 (no crossing on Rt24 & Rt1) so some kind of access behind those stores to the Junction Breakwater Trail would keep many riders off Rt1... Thanks for listening...
- Getting to Lewes Beach or the State Park is not very safe.
- Crossing the canal at the Savannah Rd or Kings Hwy is the most dangerous part of riding in Lewes due to narrow roadways and inattentive drivers.
- Minos Conaway Rd.
- Designated bike lanes too often are unmaintained, some street sweeping to clear various hazardous debris should be performed regularly, otherwise the bike lanes are dangerous.
- Monroe Ave to cross Freeman Hwy
- Travel along new road around canary creek
- Anywhere on Route One; Anywhere on Route One.
- The bridge over the canal only has a bike lane on one side with lots of squeezing -- the portion of Savannah Road heading into the park would benefit from a protected pedestrian and bike lane going in both directions.
- Anything along Kings Highway
- New Road where there are no shoulders.
- Rt1 and rt 24
- Cape High, Beach, trails.
- Savannah road is a challenge near Beebe. Pilot town road needs a shoulder. Gills neck needs a shoulder
- Getting to the bike trail from Harbor Point. Currently using New Road to Old Orchard. With the increase in traffic, parts of New Road are now unsafe.
- Any that are on busy roads with no bike lane such as Kings Hwy. Will not go beyond Rt 1.
- Savannah R. using Cedar St.
- East of the canal
- Five Points, Ray's Produce
- Midway; Route #1, Coastal Highway destinations and over the canal bridge on Savannah St.
- Beach, Cape Henlopen Park

- downtown and beach
- From trail to station on kings & brush factory
- Not sure; have not tried to get to the ferry from our house on New Road. Would like to be able to get there safely.
- The roads are unsafe for any age/balance level & expertise
- I would never bike on the Coastal Highway.
- Rt. 1 businesses
- Savannah Rd.
- grocery stores & banks on Rt. 1
- Over canal crossing is a concern. Need bike/ped bridge.
- Crooked Hammock
- Dewey Beer in Harbeson
- Old World if on New Road
- Crooked Hammock
- Direct access to continued bike path from trail to Cape Henlopen. Concerns about safety on Pilottown Rd.
- UD Campus, Lewes Public Boat Ramp
- Gills Neck Road
- Farmers market
- Cedar Street has become so dangerous when people park on both sides of the street. People also park too close to driveways and the car backing up can't see bikers or pedestrians coming. There should be a minimum of 5 ft on either side of a driveway
- Lewes should allow bikes, eBikes, electric personal mobility devices (electric skateboards, one wheels, and electric unicycles) to help minimize pollution and congestion getting to downtown, and Lewes Beach. There should be a safe way to go to the Cape as well.; From my house, I cannot get to Downtown without using Pilottown Rd which I feel is under-enforced for speed limit and or visitors not stopping at New Road (they just roll through). Pilottown Road needs a bike lane that can be used for bikes, eBikes, electric skateboards and other personal electric vehicles or Last Mile Devices.; Down Pilottown Road - no sidewalk for most of it. Visitors not observing 25mph and not stopping at the New Road intersection
- Some of the highways
- I never bike further than my neighborhood. I don't like biking in traffic
- Five Points- difficult to safely bike there from where we live in break water

- Restaurants in downtown Lewes. I/We don't feel safe or confident riding down Gills Neck Rd or any other roads that don't have a designated bike lane.
- We cannot access the bike trail from our home in Paynters Mill. We, and our neighbors, would love to have a dedicated safe lane, separated from high-speed traffic, that would allow all the residents from eastern cave neck neighborhoods to reach the trail. We LOVE the trails, once we get on them. It is one of the primary reasons we sought out a home in Lewes rather than the surrounding communities.
- Kings hwy is dangerous to cross
- I live in Showfield. Gillis neck road near old rail bridge no shoulder
- Sweetbriar road needs a better and safer bike lane from Compass Point to the trail head
- Lewes Beach trying to go from Anchors Run community up Beaver Dam Road then Route 9 to the beach.
- Gills Neck Road, Pilottown Road, New Road; safety in these roads makes accessing the city and attractions a challenge.
- Answering for my wife and grandchildren. Downtown Lewes and the beach. From the termination of the J&B trail to Savannah Road and across the bridge. No bike lanes, narrow traffic lanes. This makes it challenging for them to safely get to Lewes or Lewes beach.
- Draw bridge
- I stay off Route 1
- Downtown without riding on 4th street or Savannah Road
- Any destination that requires traveling over the Canal.
- Over the canal is fairly unsafe while on a bike. A bicyclist is forced to travel up a steep incline along with car traffic. Oftentimes, during peak beach rush hour
- No/none (commented 4 times)

Question 9. If you bike for fitness/recreation, where do you bike?

Summary of Top Responses (locations mentioned by more than one respondent):

Location	# of respondents
Cape Henlopen	45
Trails/bike paths generally	42
Georgetown-Lewes Trail	40
Rehoboth	28
Junction-Breakwater Trail	24
Gordon's Pond	18
Downtown Lewes	11
Beach	10
Milton	8
Pilottown Road	5
Library	4
Fort Miles	2

All Responses:

- Lewes- Georgetown trail
- Junction breakwater
- CHSP, Gordon's Pond Trail, junction breakwater trail and Lewes Georgetown trail
- I like to be on the bike path. I ride to Cape Henlopen and Rehoboth Beach.
- Lewes Georgetown trail and Cape Henlopen Park

- Rehoboth, Milton, Georgetown
- Up and down the bike trail, which is adjacent to our community. Sometimes in Cape Henlopen Park.
- Bike trails all around Lewes and Rehoboth, including Lewes-Rehoboth loop, Junction and Break water, Georgetown – Lewes, and all around CHSP.
- On trails and in CH State Park, Breakwater trail to Rehoboth
- Into downtown Lewes, and the Rehoboth / Henlopen loop.
- I try to stick to trails
- Usually Gordon's Pond
- Local trails and while traveling
- Trail, park, roads...wherever I need to go to get my designated workout in
- Georgetown trail, CHSP, local communities,
- Trails
- Junction Breakwater trail, public roads, State Park
- Trail to Henlopen SP, Henlopen SP, Gordon's Pond Trail, Rehoboth, Lewes-Rehoboth rail trail, Lewes -Georgetown rail trail, roads east of route 1 and roads out toward Milton.
- Trails mostly and to Blockhouse Pond, Farmers Market etc.
- Beach and Rehoboth
- All local trails, in town Lewes and Rehoboth
- Trail mostly
- Georgetown Lewes Trail and Breakwater trail
- Junction and Breakwater trail
- Cape Henlopen Park and Rehoboth Beach downtown and Gordon's Pond.
- Downtown Lewes, bike path, beach, around the neighborhood
- Downtown Lewes, trails, Pilottown rd.
- Inside Cape Henlopen.
- to fort miles
- I like the trails between Lewes and Rehoboth
- Trails (G-L, J &B, local streets out of town)

- From the Villages of Five Points, into Lewes, out to the state park, and down through Rehoboth and back to Lewes on the junction Breakwater loop.
- The Gordons Pond and Breakwater trail.
- Downtown
- Beach
- Cape Henlopen State Park
- City Hall
- Library
- Other
- Within a 15 miles radius of Milton.
- Lewes Georgetown Trail
- red mill pond to Lewes and Roosevelt inlet and state park and Rehoboth. sometimes from IR inlet to Fenwick and back.
- I take the Georgetown/Lewes trail out to the West of Rt 1 and ride the roads
- I bike around historic Lewes and around Cape Henlopen and the Ferry, as well as using the bike paths down to Rehoboth.
- Lewes Georgetown trail towards town
- Mostly the designated trails but also regularly on the roads
- Lewes Georgetown trail, Gordon's Pond trail, junction-Breakwater trail, downtown Lewes, downtown Rehoboth
- All local bike trails and roads that have a shoulder or are very lightly traveled. Never on Route 1.
- To the Beach, library, downtown and Cape Henlopen Park into Rehoboth
- Mostly Cape Henlopen & Rehoboth areas.
- Lewes-Georgetown Trail, Cape Henlopen State Park, Trap Pond State Park, White Clay Creek State Park
- I bike at least 3x a week. Two of those rides with Sussex Cyclists are though Lewes. We have no problems biking on Pilot Town, Savannah, and over to the American Legion and the trail into CHSP
- On trails
- George Town trail
- State Park and Breakwater Trail
- Lewes Georgetown trail. Cape Henlopen
- Throughout Lewes, Cape Henlopen, Rehoboth, sometimes inland toward Milton and surrounding areas
- Bike trails

- No place specific
- Rehoboth and everywhere around Lewes. Also, the Lewes/Georgetown trail
- Breakwater Trail, Henlopen Park, Fort Miles, North Shores, Henlopen Acres, Rehoboth neighborhoods
- Love to do the Lewes- Georgetown Rail Trail, as well as ride into and through Cape Henlopen and connect to the Breakwater Junction Trail
- Trails around Cape Henlopen
- To Lewes and Rehoboth
- Georgetown-Lewes trail and the park.
- Cape Henlopen State Park, Gordons Pond Trail, Junction -Breakwater Trail, Lewes-Georgetown Trail
- Milton & rural vicinities nearby, Lewes/Georgetown trails & connecting areas
- Lewes Milton
- Downtown, Cape Henlopen
- Loop from Lewes to Rehoboth through the park and paths; clockwise or counterclockwise.
- trails
- Georgetown Lewes Trail
- Trails or community
- Trail to Lewes Beach, junction breakwater trail, Gordon's pond
- Use trail to get to Log Cabin Hill Road. From there ride the roads to Milton. For recreation, I like to ride 30-40 miles.
- Primarily use Lewes-Georgetown Trail from library west to end and back.
- Along the various trails and rail trails, Lewes local streets, to Cape Henlopen.
- Cape Henlopen is my favorite but I like to ride all of the trails
- Rehoboth, Cape Henlopen State Park, towards Georgetown
- Downtown, trails
- trails,
- Bike trail into Lewes, to Lewes Beach, or into Rehoboth to Boardwalk, to cape Henlopen beach and Gordon's pond
- We live close to trails so stay 95% of the time on them, doing the Rehoboth/Junction Breakwater/Gordon's Pond loop as well as the Georgetown Lewes Trail, the entire length.
- Mostly the trails
- the Lewes Rehoboth loop, Cape Henlopen Park, to downtown Lewes etc.
- Trails and state park

- the Major Trail, behind the intersection of New Rd. and Kansas Street.; The Big Trail
- Lewes-Georgetown Path, Gordon's Pond, Rehoboth
- In the parks
- The trails off of Gills Neck Road
- Georgetown-Lewes Trail, Gordon Pond Trail
- From library to Cape Henlopen St. Pk
- around Cape Henlopen
- from Cape HSP to Rehoboth
- CHSP Breakwater-Junction, Georgetown-Lewes, Pilottown Rd - U of D
- To Cape Henlopen Park/Georgetown Bike path
- Anywhere within a 50-60 mile loop
- Bethany, Millsboro, Georgetown, Milton
- Georgetown trail; to Rehoboth; on backroads
- trails, all over Sussex; Cape Henlopen S.P. is my favorite place.
- Rehoboth & state park
- All the trails and roads in state park
- Mostly on trails - Gordon Pond/Breakwater & Lewes/Georgetown
- G-town/Lewes Trail
- All trails
- Rehoboth
- Around Lewes
- GLT, JBT, CHSP
- Gordon's pond trail
- State Park and Georgetown trail
- Breakwater trail Gordon's pond trail
- Mainly to downtown, towards Cape, to Lewes Beach, library and Rehoboth
- Trails
- Pilottown Village, Pilottown Reserves, Highland Acres, Pilottown Park, the Georgetown trail, downtown.

- We live in break water, so we will ride over the Freeman highway bridge into the Cape Henlopen State Park go through Gordon's poncho Rehoboth come back through Northshores and the other trail ending up in Hawkseye. We will sometimes ride just in the park without going to Rehoboth. Finally, a ride through all the neighborhood la Gills, Neck Road senators break, water, wolf run, Wolfpoint and Schofield will give us a good workout.
- Lewes-Georgetown trail or Cape Henlopen State Park.
- Trails
- We often combine all the trails for one great 25 mile ride
- The trails are delightful from town to town
- Bike trail. Road link to Milton
- mainly the Lewes - Georgetown trail
- Trails, beach, and the state park
- Pilottown road, Cedar, Savannah, Henlopen drive, Georgetown Trail, all the trails in CHSP and the J&B trail.
- All through Lewes and the surrounding area.
- Throughout Lewes, BT AND Lewes Georgetown trail
- Bike trails to state park or using bike trail up to route 9 end
- Beach and the loop
- Lewes to RB loop. (Breakwater/Gordons Pond)
- I use the Lewes Georgetown trail for access to cornfield roads
- All of the trails in and around Lewes and CHSP - Georgetown - Lewes trail, Junction & Breakwater trail, Gordon's Pond trail.
- Love the trail. We start at the trail at Sweet Briar road and sometimes stop in Lewes to eat or will continue all the way to Rehoboth.

Question 10. Do you feel safe biking in Lewes? Are there any locations that feel especially unsafe?

Summary of Top Responses (locations mentioned by more than one respondent):

Location	# of respondents
Savannah Road in general	17
Drawbridge	17
Pilottown Road	16
New Road	15
Kings Highway	10
SR 1	10
Cedar Street	5
Gills Neck Road in general	5
Gills Neck Road between the bridges	4
Downtown Lewes	4
Savannah Road in downtown Lewes	4
Crossing canal (both bridges or bridge unspecified)	3
Five Points	3
Freeman Memorial Highway bridge	2
SR 9 (south of SR 1)	2

All Responses:

- Mostly. Intersection of Savannah & Pilottown/Gil's Neck is always challenging
- I park at the bridge and walk. Biking around Lewes is not safe with all the cars. Also, there is not enough bike parking
- Feel safe
- Going over the drawbridge ESPECIALLY during the summer. Most cars are not kind to bicycles.

- Only on trails
- I feel less safe when we have to cross a road
- Yes, I feel mostly safe. Going over the Freeman Highway bridge is scary where it narrows down, and the speed limit is high. Savannah Road also feels unsafe.
- New Road. Need a shoulder the whole length of the road.
- We generally feel safe with the exception of crossing over the canal on Savannah Road.
- Usually walk in Lewes
- Five Points area
- The drawbridge is a little dicey
- Pilottown Rd, New Road, any road without a Sophie or bike lane
- Pilottown Rd. Savannah Rd
- Crossing Route 9 at Library and trail near seagreen
- Rd 267 to the Lewes Bay beaches, New Road, 2nd Street, Savannah Road, Kings Highway
- Route 1.
- Yes, I feel safe.
- Yes generally. Busiest streets can be challenging; Yes generally. Busiest street ms can be challenging.
- Gills Neck into Lewes
- Savannah Road, Kings Highway, New Road, and crossing the draw bridge on Savannah Road
- Savannah Road Bridge
- Crossing Savannah road does not feel safe. Coming from Cape Henlopen and entering Lewes over the bridge also does not feel safe
- Mostly, but Pilottown Road is scary, especially with the increased traffic and boy trailers.; Boat*
- Pilottown Rd, Front St
- No. Too much traffic, fast bikers, people. Savannah Rd
- Yes I feel safe all over
- Yes... The crossing on the road between New and Savanna

- Crossing Coastal Hwy, cross streets to get to the G-L trail, some secondary roads like Wescoats, Clay, etc. to get to a road with a shoulder or to the trail. Route 9 to get to: Redner's, the vineyards, the sr center and the trail.
- I don't feel safe walking
- Yes, I feel safe. Crossing the drawbridge is the most complicated part.
- Generally, yes though Cedar Street in the summer is hard with cars parked on the shoulders, e.g., drivers opening doors without looking. Excessive speeding throughout the city also causes stress.
- Pilottown and Savannah Road downtown are the two worst places I see.
- Bridge over canal
- Gills Neck Road
- Third Street @ Kings Highway
- Savannah Road - Fourth Street to Gills Neck
- New Road- Canary Creek to Pilottown
- ; Yes
- Somewhat. With so many tourists, all roads are issues for people not paying attention.
- Yes, most roads to and from beaches
- yes
- Yes - Safe. I avoid RT 1 and New Road
- The areas of Lewes closer to 5 points where Walgreens and CVS are. Gills Neck Rd where the trail ends going into historic Lewes.
- Generally, I feel safe riding around Lewes but that boils more down to the level of bike traffic that's already there. Drivers are forced to have more awareness/into sharing the road.
- Yes
- Mostly feel safe. Would never ride on Route 1 in Lewes.
- New Street, Savannah Road and Kings Highway are NOT safe..... New street is the worst because cars speed and mostly no shoulder for bikers.; Not safe if on the roads. The 3 Worst roads = WEW STREET (absolute worst due to no shoulder), Kings Highway and Savannah Road.
- Main roads need wider & safer shoulders.
- On trails, yes. On most of the roads I travel, moderately safe. On some of the roads, no.
- On the roads as drivers drive to fast and don't respect cyclist

- Crossing the bridges
- Canal crossings at Savannah Rd and Kings Hwy
- Savannah Rd between Five Points and Lloyd's
- Safe as long as autos extend common courtesy, crossing canals can feel unsafe
- Yea
- New road from Nassau rd to canal front
- Yes. Prefer the designated trails.
- I generally feel very safe biking in Lewes, but would not bike on many of the main roads that lack dedicated, protected bike lanes. Having a barrier between cyclists and pedestrians on one side and vehicles on the other is much safer than a paint-only lane.
- I feel safe on the smaller streets; but many of our bigger streets (Kings Highway, Savannah Rd, Pilottown Rd, Gills Neck Rd) don't always have adequate shoulders to feel safe with cars going by at, or often above posted speed limits. Cars go too fast on many of these bigger roads. Also, many intersections feel less safe, because cars don't often seem to notice or respect bicycles and pedestrians.
- Savannah Rd - most areas that are not part of the trail
- The tyranny of cars is awful. Too many cars going too fast. We need pedestrian/bike only zones
- Generally safe, but a few very difficult places feel unsafe at times. Cedar Avenue is dangerous when cars are parked in the shoulder. Cedar to 2nd street is dangerous when there is heavy traffic, which seems like it is always busy. Can't avoid that segment when going downtown. I don't even try to bike on Savannah rd through town, or Kings highway
- Reasonably safe. The traffic in town is tough because the frequent and unexpected stops are challenging. New Road is the only busy, trafficky road I won't ride on -- there are no shoulders or bike lanes in too many places there. It's only getting a lot worse, too, with the increased development.
- rt 1
- We have to cross either Rt. 1 or Rt. 9 to get anywhere outside the community. Both roads are unsafe to cross on bike.
- Savannah Road, pilot town rd.
- Minor Conaway to access the trail!!
- For the most part, i feel safe but I have been road riding for 10 plus years. As I try to encourage new riders, they do not feel as comfortable on the roads. New Road, Old Orchard, and the bridge from town to Lewes Beach is where I have had the most problems.
- I feel safe unless I am on busy roads that do not have a bike lane or wide shoulder such as certain parts of Kings Hwy and Savannah Rd.
- Savannah rd bridge over canal

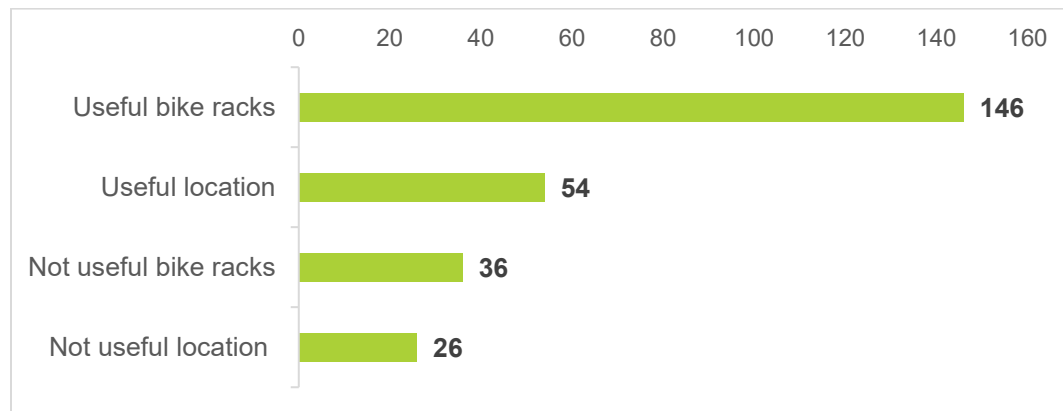
- Drawbridge
- Yes, most of the time. Gills Neck. Road intersection with Lewes trail is often unsafe due to congestion
- Pilottown Road, Savannah Road drawbridge
- Mostly. Don't feel safe getting to brunch factory and station on kings. Wish the path continued over canal rather than requiring to go through town on streets to get to Cape Henlopen.
- only the main Roads when no wide area for bikes, and all of Coastal Highway feel unsafe.
- Yes I feel safe
- I don't feel safe biking over the Lewes canal because the road is so narrow (instead I walk my bike).
- need controls on e-bikes and tour de france wanna be's. they push through without regard for recreational bikes with no regard for other people
- Thus far; have not wandered far and wide yet.
- Yes. I feel somewhat unsafe where the bike path crosses the road. Many cars do not stop.
- The trails are too crowded in summer & on weekends. Poor etiquette on part of bicyclists toward walkers. Don't like the speed of the bicyclists or lack of warning.
- The canal bridge feels unsafe at high traffic times.
- Yes
- Feel safe for most part. Unsafe on New Road & Rt. 1
- Savannah Rd.
- usually
- Yes. Kings Hwy, also cars don't know when they have the right of way and tourists fly through intersections without stopping.
- Over the canal bridge options unsafe
- Downtown, Freeman Highway bridge, Cedar Street on summer weekends
- Along Rt. 1 in outlets region
- New Road
- Savannah near the bridge
- 4th St/Savannah near hospital to get to G/L Trail
- Only on Bay Ave

- New Rd, Pilottown Rd
- Getting across the bridge feels tricky and unsafe from Port Lewes into town. The road is full of eager, out-of-town drivers and the sidewalk isn't a great alternative either because maneuvering around pedestrians isn't safe. The intersection on the other side of the bridge can also not feel totally safe. I think if Lewes could prioritize a designated, protected bike line many families would enjoy safely biking from their rentals to the beach or into town.
- Cedar Street
- Do not ride on city streets except over canal bridge
- Downtown on 2nd street and Pilots town Road as well as Cedar Street
- Somewhat safe. The trail is very safe but riding in town I find to be dangerous by the bridge
- Along Pilottown Road - absolutely not. This past month, I've noticed many out of state visitors going abnormally fast and not observing the 25mph. They don't even stop at the New Road intersection. I will email the Police separately to increase enforcement.
Pilottown Road needs a BIKE LANE and a SIDEWALK all the way to the end. It is crazy that there isn't one and I'm surprised no one has gotten run over and or killed because of this.
- I don't go up Savannah or directly into town unless it's early morning.
- Gills neck road is treacherous as it is narrow, and some places have a steep drop off. I cannot understand why bicyclist will use that to access Lewis when they should be using the bike trail and avoiding almost all of gills neck. It is hazardous for drivers. I wish people would stop using gills neck Road in this fashion. Also, the Savannah Avenue bridge over the canal is treacherous. It is very dangerous for drivers. Many cyclists are inexperienced and not wearing helmets. I would wish it were requirements that all cyclist dismount, and walk their bikes over the bridge. I had an experience where I was making a right turn from Gills Neck to go over the bridge. Two elderly bicyclists without helmets were in the left turning lane on Pilottown Road. I have the right of way. When the light turned green they aggressively held up their hands giving me a stop signal and forced me to stop to allow them to proceed and then follow them extremely slowly over the drawbridge. If you are bicycling in a travel lane of traffic, you must obey the rules of the road and respect who has and doesn't have the right of way.
- I feel unsafe whenever there isn't a designated bike lane or anywhere off a trail.
- Usually
- New road needs a shoulder/bike lane.
- Downtown Lewes is challenging with all the autos and new construction
- The e bikes are becoming issue on trail . Some users think they are toys
- During high traffic times, I would be very hesitant to bike in downtown
- Route 1, Beaver Dam Rd., Route 9

- No. Savannah road, Kings Highway, Gills Neck Road (between the bridges), Pilottown road.
- Draw bridge, Pilottown Road, New Road
- New road has become a horror
- Savannah road, kings highway, gills neck, 4th street; Riding on Savannah road, kings highway
- Pilottown Road, Gills Neck near town, trail going to Rehoboth Beach, crossing Kings Highway to get to High School, Route 1
- Savannah Road as it has parallel parking and drivers can open their door into you while the car in the land can then run you over.
- On trails where other cyclists passing pedestrians and not paying attention to oncoming pedestrians or cyclists
- The closer into town, the less safe I feel - and traversing any of the bridges over the Canal.
- Usually. There are a few times I don't feel safe: 1. when bikers speed by without warning, either on their regular bikes or bikes.2. When bikers ride side by side while passing. 3. When crossing Kings Hwy at Beebe and Monroe Ave.

Question 11. Is there secure bike parking or storage at your most frequent destinations (select all that apply)?

Number of times each response option was selected (262 selections total)



Question 12. Do motor vehicles seem to be following posted speed limits?

Response option	# of respondents	Percent
Yes	31	13%
No	104	44%
Sometimes	104	44%
Total	239	

Question 13. Are drivers cautious and respectful of people walking or biking?

Response option	# of respondents	Percent
Yes	38	16%
No	36	15%
Sometimes	166	69%
Total	240	

Question 14. When you walk in Lewes, do you feel safe?

Response option	# of respondents	Percent
Yes	221	92%
No	18	8%
Total	239	

Question 14a. If “no,” please explain.**Responses:**

- Inattentive drivers
- People on the trail and in Cape Henlopen generally treat those places like speedways.
- Speeding cars, do not stop at cross walks
- Bike marathons
- Drivers continue to behave as if bikers and walkers don't have same right to be on pavement
- Separation from vehicles is inadequate.
- Cyclists on sidewalks!
- Sidewalks are not continuous along some of the major roads and streets in the City.; Sidewalks aren't continuous throughout the City, and cars don't always seem to see it respect pedestrians, particularly at intersections.. when it's a busy weekend, particularly in the summer, all the cars are so busy looking for parking spots, they're not seeing bicycles and pedestrians.
- When I walk in the Cape Henlopen State Park, sometimes the bikers on the trails don't alert you that they are approaching from behind, and it can feel crowded in the tourist season.
- Too many cars going too fast, don't yield to pedestrians
- We live across from Lewes elementary and use the crosswalks to cross Savannah and go to the playground. Even with a group of us standing at the corner it often takes multiple drivers speeding past before someone comes to a stop. I fear for the safety of my young child who will cross this street many times in her elementary and middle school years
- The bikers are out of control - they go recklessly fast and act like they have the right of way for everything. The number of electric bikes and scooters on the trail speeding is out of control.; The bikers are out of control - they go recklessly fast and act as if they have the right of way for everything. The number of electric bikes and scooters on the trail speeding is higher every day.
- Too many bad drivers & accidents.
- No sidewalks on Pilottown Road
- Cars are going too fast and in many locations there are no sidewalks
- Down Pilottown Road.
- Not enough sidewalks or bike/walk space
- I feel for the most part local drivers are driving safely. Like vacation bikers vacation drivers are not paying attention either. Trying the most part.
- Savannah/Gills Neck. Savannah/Third St.

Comment Form Responses and Responses to “Question 15. General Comments.”

Summary of Top Responses (topics or locations mentioned by more than one respondent):

Topic/location	# of respondents
General bike infrastructure (lack of shoulder, separated lane, bike racks, etc.)	37
Biker etiquette and safety	26
Expanding trail network/access	17
E-Bike regulation	12
Swing Bridge / Georgetown-Lewes Trail connection	9
Traffic/driver safety	9
Savanah Road	4
Gills Neck Road	3

Responses:

- Compared to former location, Newark, Lewes is more bike friendly, but there is room for improvement. I am very frustrated with parents who put helmets on their kids but do not wear one themselves. Also, bikers that don't stay right on trails and would rather take their half out of the middle frustrate me.
- Thanks for doing this!
- We really need to replace the old swing bridge over the canal. That is a major disconnect in the trail system. We also need to do something about the high-powered e-bikers that tear along the trails at 30 mph running bikers off the trail. Need better crossings on Kings Hwy and on Route 9, esp. at the Library.
- The bike paths are one of the reasons I live here, I really enjoy them.
- We are VERY pleased with the biking/walking availability here in Lewes. With increasing numbers of bikers & walkers, encourage safety for everyone. Walkers should have the first right of way, followed by bikers, and then cars. As an e-biker, we try to be respectful of walkers and maintain reasonable speeds.
- Thank you for doing this!

- Separated bike lanes on the main streets and bridge would be very beneficial. Gills Neck Road definitely needs bike lanes continued into town. Bike lanes on New Road and Kings Hwy in town would be nice too.
- There's a lot of Lance Armstrong wannabees - I like to ride my bike, too, but my priority on the trail is being courteous to walkers. When I walk my dog on the trail or in Cape Henlopen, too many bikers act like the trails are only for speed bikers - they go way too fast, often without any warning, and are way too loud early in the morning, yelling conversations instead of waiting for a stop to catch up. And the amount people riding bikes on the sidewalks downtown is ridiculous.
- More dedicated lanes would help, but drivers are not problematic in Lewes.
- Educate or more signage to inform drivers that Bicyclist need to be given some consideration. No match for an automobile....the cyclist will get hurt if they are in the right or wrong. Automobile passengers / drivers will get to their destination within a few seconds and not be delayed significantly by giving extra consideration to cyclist. Autos need to move over and slow down.
- If promoting bike usage. You need more bike racks installed
- Some e-bikes are moving as fast as cars on the trails and feel unsafe. Also, bikes powered with a gas engine are high polluters.
- Need bike path not in the main road. Too many cars. The fast bikes are too fast.
- 1. Install wayfinding signage for the Lewes Georgetown Rail Trail and the Junction Breakwater Trail
 - From American Legion Road to Gills Neck Road (LGRT)
 - From Gills Neck Road (LGRT) to American Legion Road
 - Paint pavement bike lane as guidance for cyclists
- 2. Expand sidewalk stenciling program beyond central business district.
- 2. Place new silent policemen (crosswalk signs) in high pedestrian traffic areas such as:
 - Beebe Hospital crossing on Savannah Rd. at Beebe Ave.
 - LGRT crossing at Kings Hwy just west of Library
 - Lloyds IGA on Savannah
 - Savannah Rd. at American Legion Rd.
- 3. Improve pedestrian use conditions on Pilottown Road
 - Extend sidewalk from New Road to Park Road.
- 4. Evaluate the right-of-way on Cedar Ave. for cycling and pedestrian improvements and the installation of designated bike lanes in both directions.
- 5. Remove double bollards on trails within the City of Lewes and replace with single bollards per DeIDOT standards.

6. Install bike lane striping on the Savannah Road Drawbridge road crossing.

- 29' foot wide bridge (area curb to curb)
- 10.5 - 11' travel lanes
- 3.5 - 4' bike lanes

7. Add additional sharrows on Savannah Road, Kings Highway, Gills Neck Road, and Pilottown Road.

8. Design and install a Traffic garden at Shields Elementary School parking area or at the George H.P. Smith Park parking area for teaching children about bicycling safety.

9. Develop the "Lewes Loop" (a low stress bicycling / pedestrian trail) through town with wayfinding signage.

- Construction debris doesn't get swept up, insufficient bike racks (and not on the sun, pls) and unenforced crosswalks, a better way over the Savannah Rd bridge for cyclists downtown, and how will bicycles navigate the new traffic circles (roundabouts)?

Bike shoulders not kept clean. Too many flat tires. New Rd needs to complete its bike lane.

Please complete the Lewes-Georgetown bike trail soon. Thank you.

- The marathons of racing bikers need to stop. It is not safe. Blind folks, Deaf folks & Seniors walk
- I really appreciate all that is being done to make Lewes a more bikeable city. Continue the great work!
- Public Awareness and education of the "rules of the road" would be productive. Bikers and automobiles need to respect one another. They can safely coexist
- My main comment is the one I made above regarding Pilottown Road/Front Street. I feel safe walking in Lewes because I use crosswalks. I am not sure how to get the word out, but lots of Pedestrians, especially on Second Street, step out into the roadway from between parked cars, even though crosswalks are very close. There are also out of state motorists who do not stop for pedestrians in the crosswalk. I make my presence seen and make eye contact with driver before I proceed. Then I wave, as is the Lewes way. Let's try to get a bit of that Lewes courtesy back into our pedestrian, bicycle, and motor vehicle interactions. More education or more policing may be needed.
- I work in Manhattan. eBikes are motorized vehicles that are extremely fast and dangerous. I would be very worried about them and their drivers. eBikes and regular bikes do not belong in the same "bike lane". We will be moving down in a year or two. Hoping for the best, prepared for the worst.
- crossing of the paths with the roads, the biker HAS the stop not a car. Some bikers are looking to be hood ornaments.
- This area is overall acceptable for cycling and pedestrians. A few minor improvements could make it one of the best areas. Would be nice if there was a pedestrian cycling bridge built across the canal and need to detour off the Georgetown Lewes Trail.

- More trails, more bike lanes. I've always thought about shutting some streets/parts of town down to car traffic? Anything to encourage folks to get out on their bikes as a means of transportation more!
 - Have access to the trail from New Street (near the bridge going over the creek) so I can get to Old Orchard without going out of my way to get to trail.
 - Build biking & walking paths equal to or better than roads to promote health, safety & environmental respect & responsibility.
 - We need more dirt single-track bike trails in Sussex County! Thank you for asking the above questions and trying to do more for bicyclists in the area.
 - Nothing helpful. I just love Lewes and have for the last 6 years
 - More bike racks are needed throughout Lewes. Control of speed limits
 - Electric bikes are the worst
 - Would like to see more ways of accessing the main trail to keep more people of Rt1. Great job on the newest trail bike access from the Ferry...
 - Increase bicycle safety awareness for cyclists and motorists
 - Water stops would be nice. Thank you for soliciting feedback. Enforcement of the no bicycles on sidewalks rule for those over 12 would improve safety for pedestrians.
 - A bike trail to the Lewes/Georgetown from canary creek bridge area
 - I am very interested in the pedestrian/biking bridge connection between the end of the Breakwater Trail and the link to Henlopen State Park.
 - Honestly, a bicycle bridge over the canal by the Kings Highway to connect and continue the bike trail is an absolute must give the exploding bicycle population here in Lewes. I think the Corps of Engineers should be able to downgrade The Savannah Road Bridge to recreational boats or commercial boats that don't need the bridge to be opened- apparently the draw bridge has not been used (needed to be open) for years. If the Savannah Road drawbridge is retired to remain at present height, then that will open up a more affordable hiking, walking bridge to connect the rail trail over the canal. Otherwise, a biking/walking bridge will need to be a swing or drawbridge. Still, I feel the expense will be absolutely justified.
- Steve Queenan new resident Lewes Beach
- Are they going to connect the trail over the Lewes/Rehoboth Canal?
 - The community would benefit greatly from more cross-connecting paths for our trail networks, including connections for Savannah Road and Kings Highway.
- I'm very excited about the adoption of e-bikes, particularly for residents with mobility issues who can get back to riding in ways that might have been more difficult for them without these technological advances.

- I hope that we will create a network of streets and paths throughout the city that will be suitable and attractive for users of all ages and abilities. This includes intersections and crossings that are suitable for all ages and abilities. This network should connect with the larger system, outside of the city, facilitating bicycle use as a legitimate alternative to automobile travel throughout our area. Having adequate bike parking in convenient locations throughout the city is an important element of this vision. We need to do whatever it takes to help people make the choice to leave their cars in their garages for most of their local trips throughout our area.
- I beg you to do more to favor walking and biking over cars speeding everywhere
- On Kings Hwy going towards the bay, starting at Monroe Ave why has the existing shoulder pavement been cut back 2'-3' almost to the rise for the bridge over the canal?

The resulting dirt shoulder beyond the paved shoulder has been graded & seeded appearing that the usable shoulder for bike lane has been reduced 2'-3' for about 100-150 yds.

If permanent, this makes the section of Kings Hwy less safe for cycling.

This is the most direct route from the GLT to the Cape Henlopen State Park.

- E-bikes shouldn't be allowed on bike paths. They're motorized bikes. They move too fast and are heavy. They're dangerous to others. They are by far my biggest safety concern; E-bikes shouldn't be allowed on bike paths. They're dangerous to others. They move too fast and are heavy. They're motorized bikes. They are by far my biggest safety concern.
- Where are the concerns for the drivers and walkers? Bikers do not always have the right of way - or the right to do several of the things they do. They ride down the middle of a road holding up traffic like they are a car. They rarely, if ever, go the proper way down a one-way street or stop at stop signs - who is giving out tickets for this?? I live in town and have worked on 2nd street - bikers fly the wrong way down this street all of the time. The trail head on Monroe is a circus - bikers do not stop where they cross over Monroe - there are stop signs on both sides but they ignore them. Again - WHO IS HOLDING THE BIKERS RESPONSIBLE? Why are we bending over backwards for one group here? The bike situation is getting out of control, could the city please figure out how to police this aspect of our community before making it even bigger??
- Savannah and Cedar may be good places to explore cycle tracks and sidewalks. These used to be excellent examples of shared space where cars, bikes and pedestrians could coexist in what was a quiet and laid back beach town. Those days are gone, we must adapt to ensure safety and connectivity.
- Signs along the bike paths need to be added that 1) insist that cyclists go slowly – even 13mph is too fast when there are walkers and slower cyclists and give notice with a bell or "on your left" when passing, and 2) insist that walkers stay to the right.
- Looking for safe ways to cross Rt. 1. The safest location is by the Wawa but then you have to go across by Crooked Hammock which is not safe either.
- Add bike shoulders on Gills Neck from the trail. Limit E bikes on the trail. Monitor Gordon's Pond with Security so women can feel safe
- Add more bike markers and signage in Lewes to make it more evident that cyclists are allowed in the road.

- ALL bollard barriers on the bike trail should be single and not double. The double bollards are dangerous! Two bikes cannot pass through the opening at the same time and the area on either side is too narrow. Also, I think installing speed bumps on Monroe Avenue on either side of the trail crossing should be implemented. It would slow traffic on that small stretch of Monroe and make that trail crossing much safer.
- I walk everywhere in Lewes. I would like to bike more since I have a bike in town. I usually do not have time for long bike rides or I would do more on the rail trails and to Cape Henlopen. But, with walking and biking, I do not feel safe on roads such as parts of Kings Hwy and Savannah Rd that do not have a bike lane or wide shoulders.
- The increasing popularity of throttled E-bikes will make it harder to maintain safety on the trails and roads in the Lewes area.
- Electric bicycles should be banned. The riders go too fast for conditions, and they will cause significant injuries in a collision.
- Build ped-bike bridge over the canal to eliminate the break in the Lewes-Georgetown rail trail
- Would love a bridge over canal so path can continue rather than merging with streets. Would love better bike connection to station on kings and brush factory.
- Connecting the Georgetown-Lewes trail over the Canal would be huge. Also, some sort of bridge over Route 9 at the other (current) end of the Georgetown-trail seems necessary. I would not want to dodge traffic at that spot.
- Like many other cyclists, I prefer to ride on the trails and on wide bike lanes in the shoulders of roads. I don't feel particularly safe when I'm close to cars.
- We live in one of the new Schell Brothers houses on New Road, and there is a lot of traffic on New Road, both residential and commercial. It would be helpful to have a second traffic circle or speed bumps near where we live to slow down the traffic. Is this possible? Kudos to developing a bike plan! We'd like to be able to bike to as many places in and around Lewes as possible.
- Thank you for this event. Excellent!
- Can't wait for Georgetown/Lewes Trail to be complete
- Crossing my fingers for the grant approval for Georgetown/Lewes Trail. Thank you for efforts made to make us feel safe while walking & biking.
- There are certain intersections along the G-L Trail that are potential hazards. Old Orchard, Nassau, Savannah, and Kings. Visitors seem oblivious and seem to act entitled.
- There is no need for a bicycle lane on Cedar St. An alternative is Bay Ave. Cedar St is a dead-end. There may trails for bikers use. Who will bear the cost to make room for bike path on Cedar in the 12' R-O-W...relocate fire hydrants and telephone poles?
- On the east side of the Lewes draw bridge there is a sign that says "Bike in lane"
 - Suggestion: add the same sign on the west side of the bridge
 - add bike sharrows in bridge (before) traffic lanes

- center strip on trails
- Trails need signs with basic safety/courtesy such as
 1. Cyclists give adequate warning when passing
 2. Cyclists ride single-file when trail is busy
 3. Dog walkers keep your dog on same side of trail as you
- Place better signage (larger, simpler) for directing people on the GLT who want to get to CHSP.
- E.G., at the Lewes Library have multiple signs indicating to leave the GLT and take Freeman Hwy over the canal then turn on the GLT segment to the park.
- It is not safe to ride in the bike lane on Cedar Street. Cars park in the lane, making it dangerous to bike around the obstacles
- Overall, the cars are going too fast and do not share the road with pedestrians and bikes. Because of this I never ride my bike and only walk on certain roads. Oh, I got a brand new bike 3 years ago and was excited to ride. After several adventures out I parked my bike because I don't feel safe.
- Overall, using a bike is only partially safe. Narrow roadways, visitors not knowing where they are and literally driving like clowns sometimes. Many absolutely do not observe the 25mph and stricter enforcement is needed. Pilottown Road needs a sidewalk. simply not having one is denying many residents the ability to walk to Downtown vs. driving 4 minutes and then having to park. Parking is now a major pain in the butt as well. this will only get worse as the new developments finish and then New Road/Pilottown Road becomes a HIGHWAY. Put speed bumps ever 40 yards and a sidewalk + bike lane.
- The bike routes are well mapped out and great for sightseeing.
- I stop at all trail crossings, but it's not required. I believe people who are vacationing here do not necessarily see the trail crossings and do not stop. Stop signs should be considered. Bikers rarely stop at the stop signs on the trails. Some bikers go faster than they posted limit on the trail. It's rare that a bicyclist rings a bell or calls on your left while on the trail.
- Provide designated bike lanes on all areas that are utilized by bicycles in order to discourage people from using their cars and encourage people to use in their bicycles. As per my comment above, please address the Savannah Avenue drawbridge issue. There are many inexperienced bicyclists, very few which wear helmets, and that is a concern. Finally, bicyclist who choose to use a travel lane of traffic must understand they must obey the rules of the road as if they were vehicle. In the situation they do not automatically have the right of way just because they're on a bicycle.
- I was surprised that in the last question about walking and safety that "sometimes" was not an option, like it is for the bike questions. My answer to the walking safety question is "sometimes..".

Additional comments: electric bikes on the trails are getting worse and worse. They go way too fast and generally don't say "passing on your left." Many people with electric bikes use them like scooters rather than bikes with auxiliary power to help them "in a pinch" though they are still going at a bike like speed. Also, too many bike riders do not say "passing in you left" or give some audible indicator such as ringing a bell. It's quite dangerous. Some runners also don't say passing on your left. Everyone should be alerting those they are passing, regardless their activity on the trails.

- I have lived my entire adult life in walkable towns. In Lewes I enjoy riding my bike and walking to downtown. It feels good that I am reducing my carbon footprint, getting exercise, and leaving parking spots for those who cannot walk or bike. I don't always feel safe doing either but I am vigilant. Recently I have noticed people are riding the wrong way on downtown 1-way streets or riding on the wrong side of the street.
- Thank you for focusing on making Lewes safer for all those who would like to bike into town or to the beach.
- I love the fact that this is taking place. The more bikers, the safer it will be for all. I think it's crucial that there's an education program targeting motorists (mainly) and cyclists on the rights of cyclists on the road. Finally, the e-bikes are a problem. They've enabled a class of people to enjoy biking - that's great. But, often at speeds their skills aren't suited for. And they generally are ignorant of the rules of the road. Not good for anyone. I suggest working closely with the rental vendors to improve awareness of the renters of their responsibilities.
- Some cyclists and e bikers need to learn safety rules and watch for others. I always announce myself when passing and will slow down as needed.
- Inter connectivity between communities is needed so bikers can shorten the amount of time riding on savannah road or Kings Highway. Inter connection can also shorten the ride so that it's more appealing than driving a car.
- Responsibilities- remind bikers and drivers of their responsibilities under the law. Then remind them that additional precautions are a courtesy that make for livable communities.

Communication. Post some rules/courtesies at bike racks, at on/off locations/rest spots on trails. Engage bike bikes/bike shots to eblast reminders of rules/courtesies. Perhaps also to HOAs. Many developments have been made accessible to the trails and they bike but also their members drive from developments into Lewes at unreasonable speeds (as do others). Use the word community in your communications. Unsafe roads/trails are part of the drip leading to less livable communities. The bike revolution has exploded and we have to learn how to all live together.

- A pedestrian/bike bridge over the Canal, connecting J&B trail and CHSP trails is IMPERATIVE. There is a perfect spot for it, where the old railway bridge used to be. Such a bridge would make riding MUCH safer!
- Bike paths on streets don't strike me as particularly safe. I only ride in trails. More access to parking near trails is needed. I like that Lewes Library has bathrooms outside near the trail entrance.
- I would love a line down the middle of the bike trail where possible. This will get people to stop riding side by side when there are oncoming bikers or pedestrians. Large signs with speed limits posted in multiple spots on trail. More safety signs that tell bikers the "rules of the road."

Policing of the bike trail may be needed to monitor the ebikes that are more and more using the trail. They are fast and don't usually alert when passing. We absolutely love biking the trails!

- Hello. I have a safety suggestion for the bridge that is on route 9, and spans across the Lewes canal. The top of the bridge is very narrow and increases danger to cyclists. My suggestion is to add reflective delineators to both sides, along the white lines, on the shoulders of the bridge. I think this simple fix would give bicyclists much more peace of mind when crossing the bridge and add to safety in general.

- Hello,

I have several concerns regarding safety for pedestrians within the city of Lewes. As is the case within today's society in general, people seem to demonstrate a belief that rules are only for other people. However, I don't think Lewes has done enough to protect pedestrian safety! My concerns are:

1. With the addition of motorized bicycles and scooters (and occasionally mini motorcycles), these vehicles are often on the sidewalks and pedestrians are expected to exit the sidewalk to allow them access. The few faded stencils I see on the sidewalk telling anyone over the age of twelve to walk their bikes, are insufficient notice for today's crowds. Plus, an e-bike with someone younger than 12 should not be allowed on the sidewalk. We need to step up the signage and develop some follow through for people who believe their choices should rule.
2. Due to the ever-increasing vehicle traffic on the streets, adults on regular bikes are escaping to the sidewalks for safety. This creates situations where pedestrians are almost knocked over! Again, we need increased signage and follow through to convince bicyclists to ride on the road or going over the drawbridge, to walk their bikes.
3. The only motorized vehicles that I believe should be allowed on our paths or sidewalks are wheelchairs which are moving at a walking pace. E-bikes and scooters should not be muscling others off paths designed for bikes and pedestrians.
4. Since all bikes on the road are expected to follow the rules for cars, we need more signage explaining that. I have encountered e-bikes traveling the wrong way on one-way streets, which can be very dangerous.
5. Since motorcycles have a helmet law, limited as it may be, e-bikes and motorized scooters should have the same law.

I walk frequently within Lewes city limits and have done so since moving here in 1996. My deceased spouse moved here in 1972, so our family has witnessed the changes in Lewes. I also ride my bike, but I prefer to ride early in the day on the streets (not paths) because I feel safer there!

I believe the city should increase signage for pedestrian sidewalk safety and have an awareness of what follow through there may be for when people routinely choose to break with expectations.

Thank you,

APPENDIX D. OTHER COMMENTS PROVIDED IN SUMMER 2023

Comments Submitted to Project Email

Comment	Comment Date
<p>Hello:</p> <p>It looks like I missed the deadline for completing the survey, however, I have a few additional comments I'd like to make.</p> <p>I think both Pilottown Road and Gil's Neck need dedicated bike lanes, or at least a way to connect through the downtown area safely. I have noticed many families struggling to get into town or across the Canal Bridge safely to bike to the beach.</p> <p>I also think New Road could benefit from a connector bike lane from the new housing development(s) over to the Weis Market. There would also be a benefit to adding a bike lane the whole way down New Road over to Fourth Street. I realize that some of this may be rectified once they build the new bridge on New Road, but I haven't seen the final plan of the rerouting of the bike lanes.</p> <p>I think the Cape Henlopen beach house area would benefit from more bike racks.</p>	8/13/2023 8:45 PM
<p>Hello,</p> <p>At our last meeting the Lewes Bicycle/Pedestrian Committee reviewed two written items submitted by Lewes residents. We voted to send these for inclusion in your Master Plan data collection. Both are attached.</p>	8/3/2023 11:48 AM
<p>Hi,</p> <p>Thank you for holding the workshop yesterday. I completed the survey prior to hearing more details at the workshop that would have informed my comments. I did not have time to write out my comments yesterday and so am providing them here.</p> <p>Many thanks</p> <ol style="list-style-type: none"> 1) New Road needs a bike path from Park to Nassau Rd. to provide bike access for all of the hundreds of new homes going in. 2) Old Orchard needs a path that connects from New Rd. to the trail head and the Five Points shopping complex. 	6/16/2023 1:19 PM

Comment	Comment Date
<p>3) Safer crossings at exceptionally busy intersections with the path and roadway. The Old Orchard crossing is particularly harrowing, made even more so by all of the increased truck and vehicular traffic. FYI: GPS sometimes re-routes Rt. 1 traffic to Old Orchard if there is a bad back-up on 1. This may be a candidate for some barriers on both sides of the trail to physically make cyclists come to a stop prior to crossing the road. I wouldn't suggest this for all of the crossings, as this would clog up the path, but for particularly dangerous ones, this might help.</p> <p>4) A crossing is needed at the light at the Route 9 / Monroe St. intersection.</p> <p>5) We use an unofficial cut thru at the Senior Center to get to the Winery and to Redners. Is there a way to make an official path to Janice Road and have a bike lane that gets to the side-road getting you to Redners?</p>	
<p>Thank you for holding the public input session jointly sponsored by the City of Lewes and DeIDOT. It is great that the public got a chance to see the plans, ask questions and provide input. It was good to see Mayor Williams there.</p> <p>My suggestion is for Lewes to implement marking the major roadways in Lewes that do not have adequate marked shoulders &/or bike lanes with “sharrows” at least once every block. In Rehoboth Beach, on at least Rehoboth Avenue, they have two sharrows per block, one at the start of each block and the other before the end of each block. They have these on other streets as well. At the least, I suggest the sharrows be painted on Savannah Rd, Pilottown Rd/Front Street (both sides of Savannah Rd), and Cedar St. where there are not adequate marked shoulders &/or bike lanes.</p>	<p>6/16/2023 11:35 AM</p>

Comments Submitted to Lewes Bicycle and Pedestrian Advisory Committee and Forwarded to Project Team

Comment	Comment Date
<p>Hello,</p> <p>I have several concerns regarding safety for pedestrians within the city of Lewes. As is the case within today’s society in general, people seem to demonstrate a belief that rules are only for other people. However, I don’t think Lewes has done enough to protect pedestrian safety! My concerns are:</p> <ol style="list-style-type: none"> 1. With the addition of motorized bicycles and scooters (and occasionally mini motorcycles), these vehicles are often on the sidewalks and pedestrians are expected to exit the sidewalk to allow them access. The few faded stencils I see on the sidewalk telling anyone over the age of twelve to walk their bikes, are insufficient notice for today’s crowds. Plus an e-bike 	<p>July 6, 2023</p>

Comment	Comment Date
<p>with someone younger than 12 should not be allowed on the sidewalk. We need to step up the signage and develop some follow through for people who believe their choices should rule.</p> <ol style="list-style-type: none"> 2. Due to the ever increasing vehicle traffic on the streets, adults on regular bikes are escaping to the sidewalks for safety. This creates situations where pedestrians are almost knocked over! Again, we need increased signage and follow through to convince bicyclists to ride on the road or going over the drawbridge, to walk their bikes. 3. The only motorized vehicles that I believe should be allowed on our paths or sidewalks are wheelchairs which are moving at a walking pace. E-bikes and scooters should not be muscling others off paths designed for bikes and pedestrians. 4. Since all bikes on the road are expected to follow the rules for cars, we need more signage explaining that. I have encountered e-bikes traveling the wrong way on one-way streets, which can be very dangerous. 5. Since motorcycles have a helmet law, limited as it may be, e-bikes and motorized scooters should have the same law. <p>I walk frequently within Lewes city limits and have done so since moving here in 1996. My deceased spouse moved here in 1972, so our family has witnessed the changes in Lewes. I also ride my bike, but I prefer to ride early in the day on the streets (not paths) because I feel safer there!</p> <p>I believe the city should increase signage for pedestrian sidewalk safety and have an awareness of what follow through there may be for when people routinely choose to break with expectations.</p>	
<p>Hello. I have a safety suggestion for the bridge that is on route 9, and spans across the Lewes canal. The top of the bridge is very narrow, and increases danger to cyclists. My suggestion is to add reflective delineators to both sides, along the white lines, on the shoulders of the bridge. I think this simple fix would give bicyclists much more peace of mind when crossing the bridge, and add to safety in general.</p>	<p>No date</p>

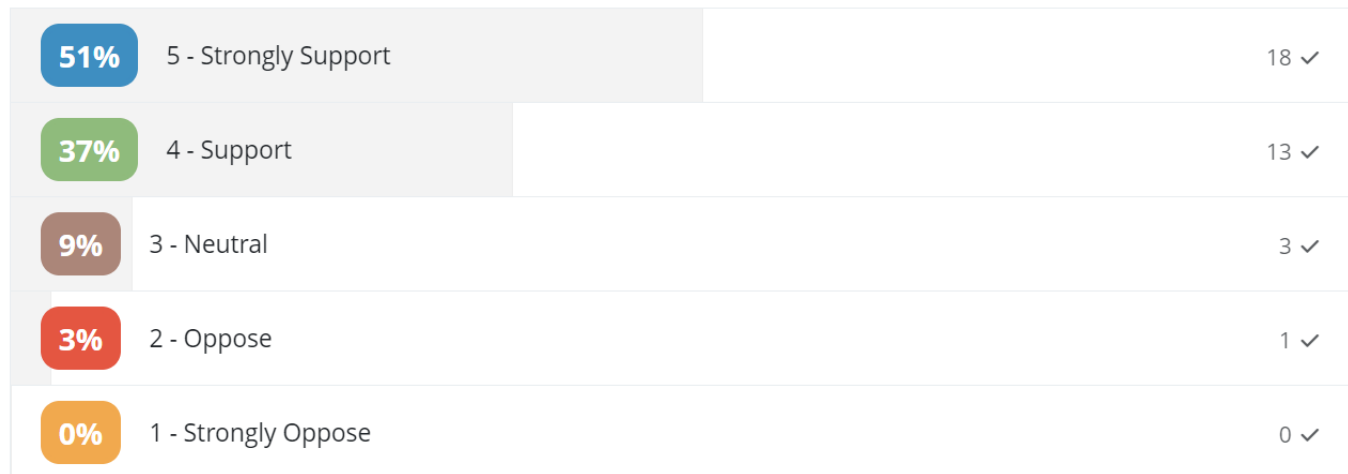
APPENDIX E. SUMMARY OF OCTOBER–NOVEMBER 2023 SURVEY RESULTS

This appendix summarizes responses to the June–July 2023 public survey.

Survey Respondents by Zip Code

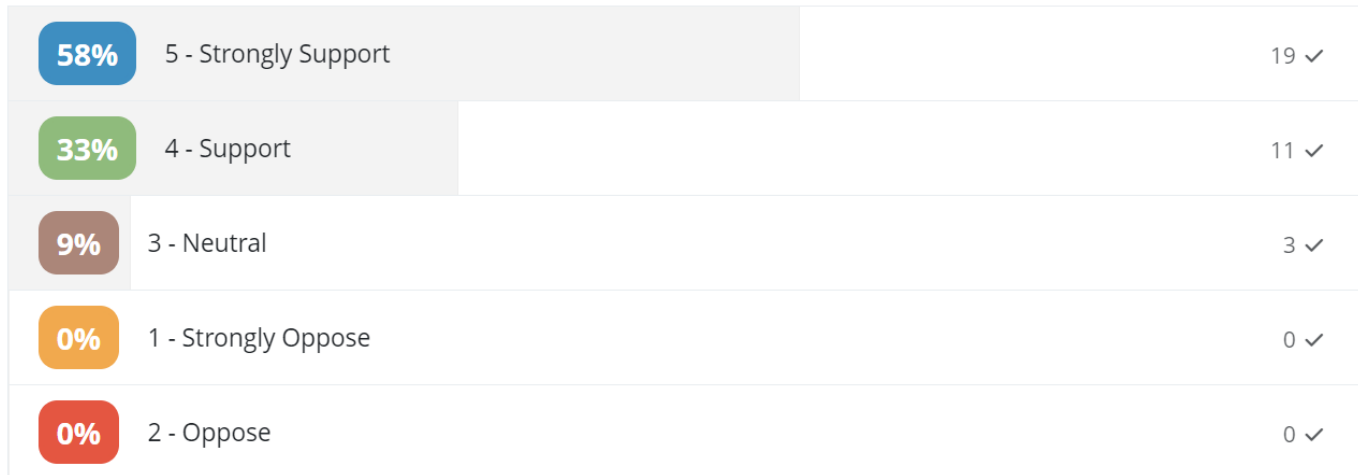
Zip code	# of respondents
No zip code provided	14
19958	13
19971	3
19968	2
10004	1
12603	1
18940	1
21204	1
Total	36

Question 1. On a scale of 1–5, how supportive are you of the proposed *Policy and Program Recommendations*?



35 Respondents

Question 2. On a scale of 1–5, how supportive are you of the proposed *New Road Sidepath* connections?



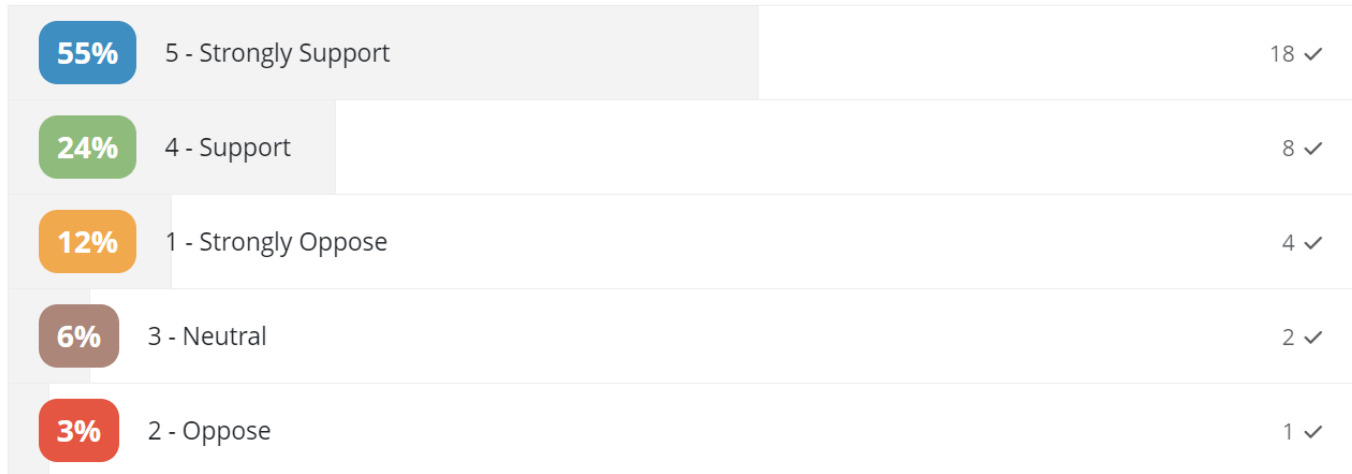
33 Respondents

Question 3. On a scale of 1–5, how supportive are you of the proposed *West 4th Street and West/East 3rd Street Improvements*?



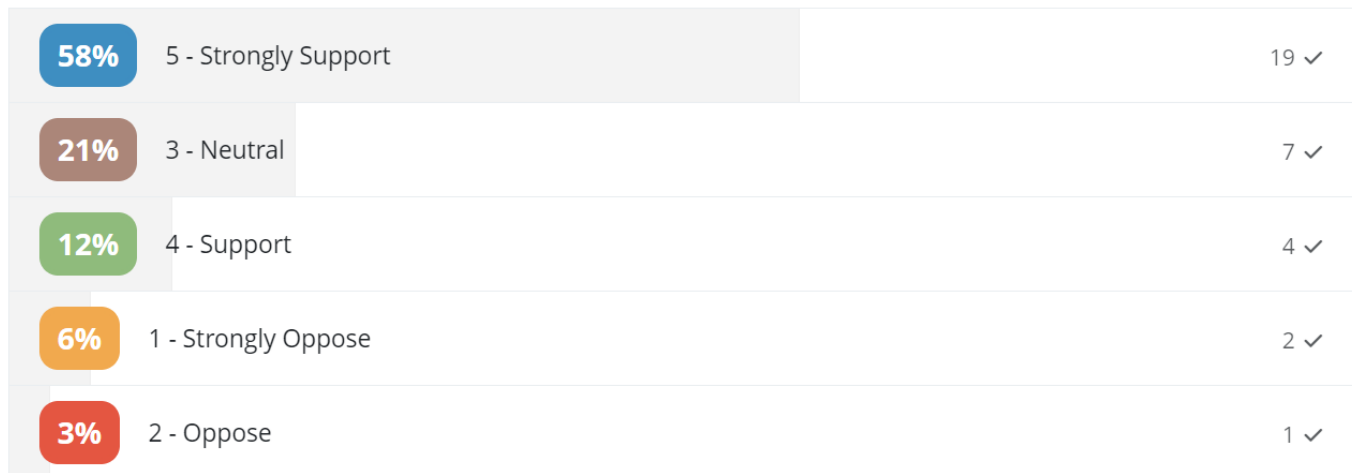
32 Respondents

Question 4. On a scale of 1–5, how supportive are you of the proposed *Pilottown Advisory Shoulders*?



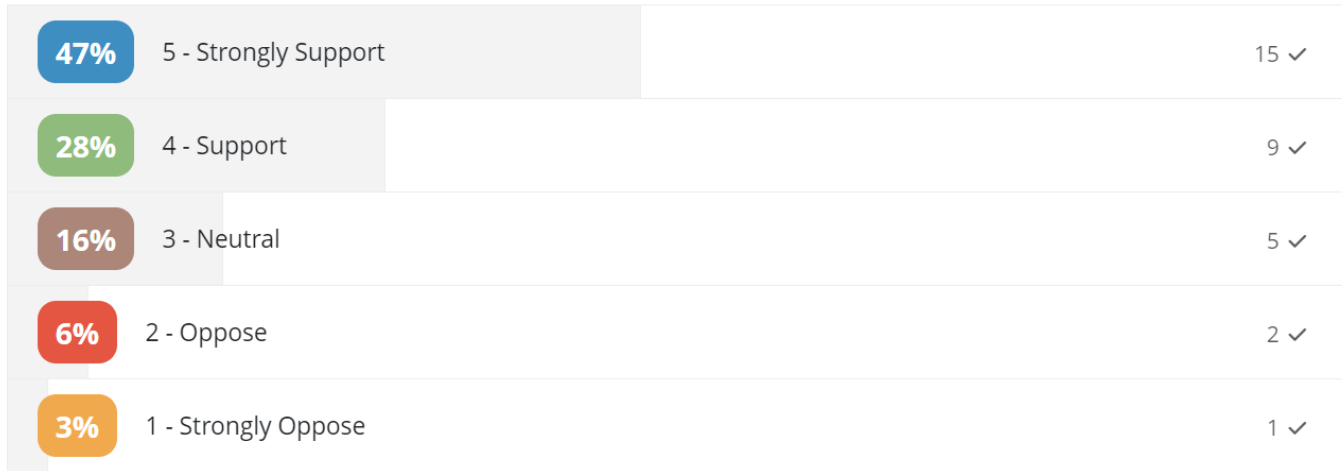
33 Respondents

Question 5. On a scale of 1–5, how supportive are you of the proposed *Shipcarpenter Street Contra-flow Bike Lane and Sharrows on Park Avenue*?



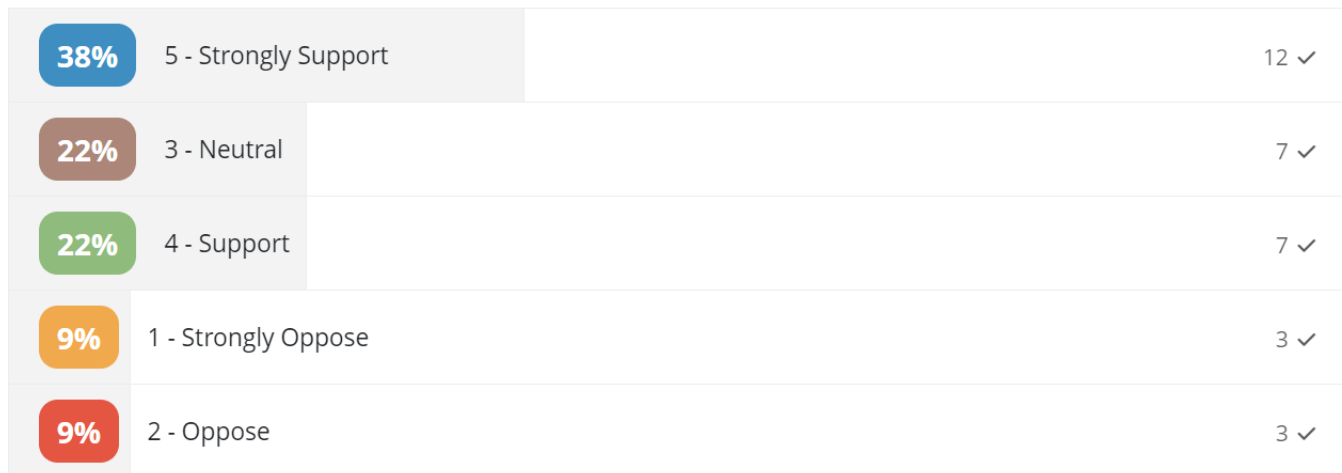
33 Respondents

Question 6. On a scale of 1–5, how supportive are you of the proposed Savannah Road Downtown Short-Term Improvements - Option 1?



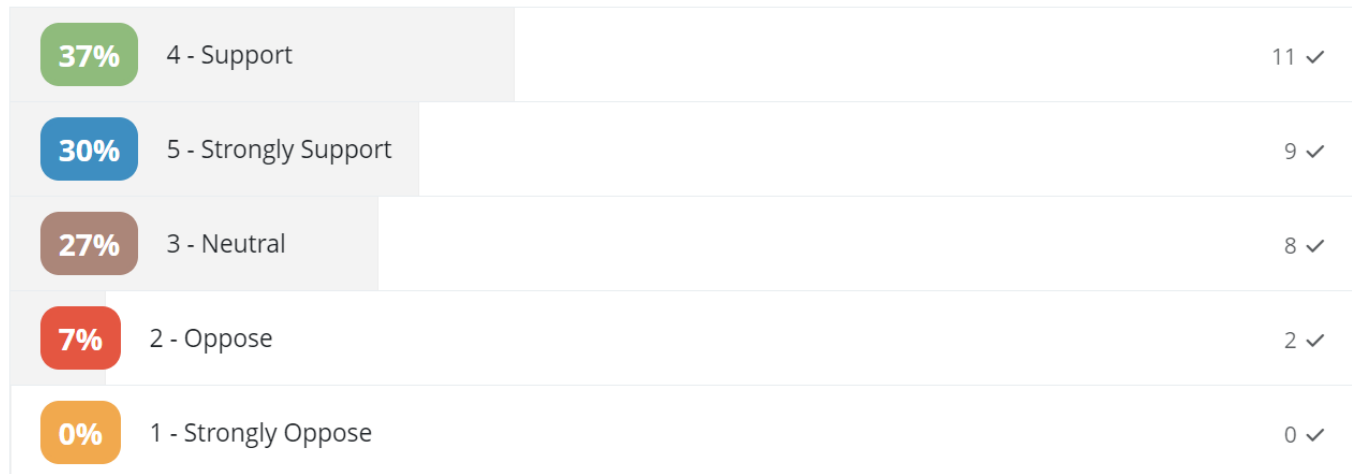
32 Respondents

Question 7. On a scale of 1–5, how supportive are you of the proposed Savannah Road Downtown Short-Term Improvements - Option 2?



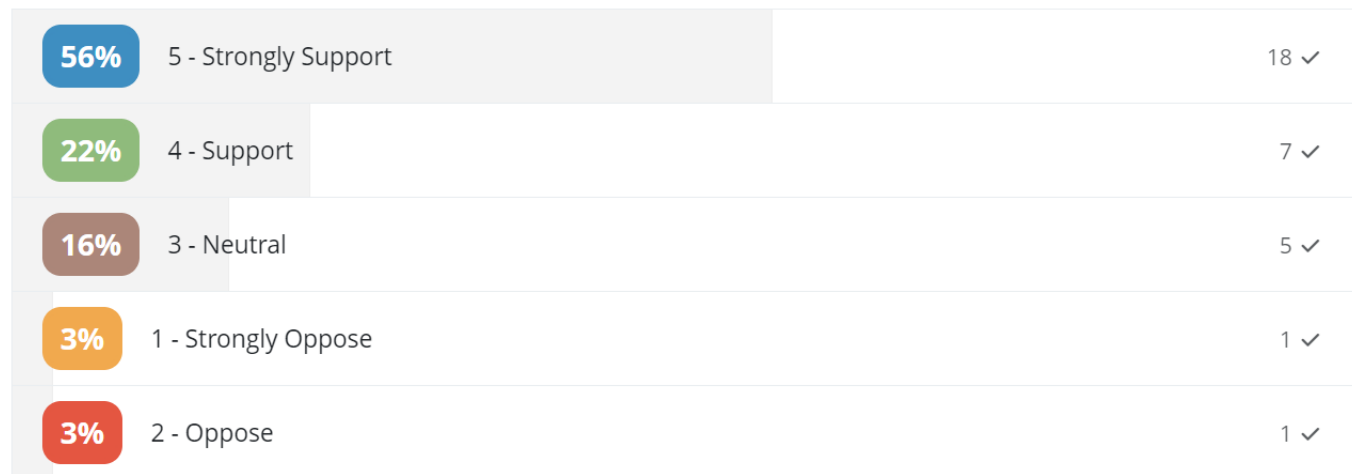
32 Respondents

Question 8. On a scale of 1–5, how supportive are you of the proposed Savannah Road Downtown Long-Term Improvements - Option 1?



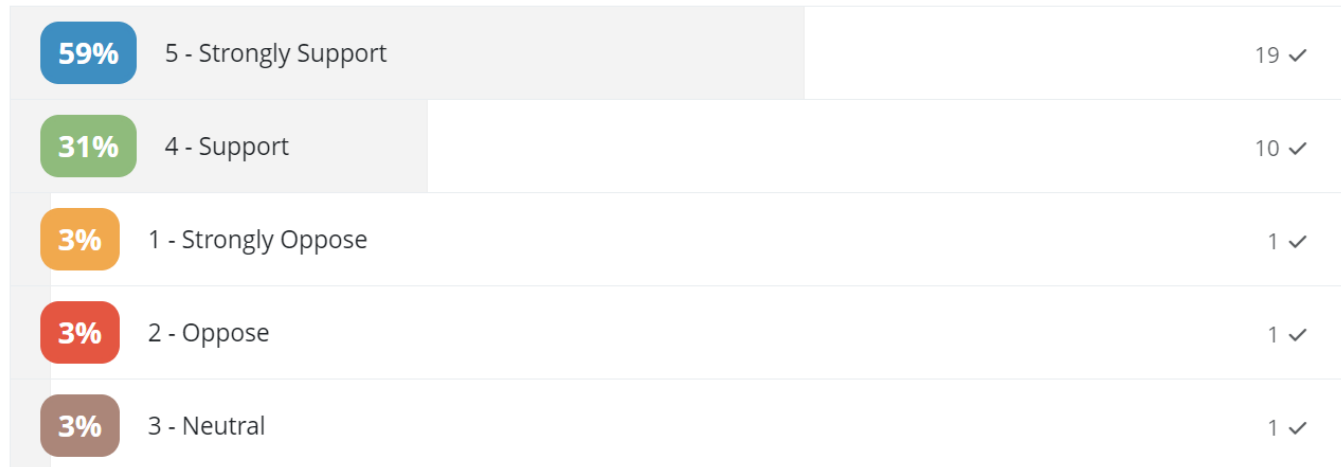
30 Respondents

Question 9. On a scale of 1–5, how supportive are you of the proposed Savannah Road Downtown Long-Term Improvements - Option 2?



32 Respondents

Question 10. On a scale of 1–5, how supportive are you of the proposed *Savannah Road Crossing at American Legion Road/Massachusetts Avenue*?



32 Respondents

Question 11. On a scale of 1–5, how supportive are you of the proposed *Bay Avenue Wayfinding and Improvements*?



33 Respondents

Question 12. Do you have any additional improvements, recommendations, considerations, or questions?

Summary of Top Responses (topics and locations mentioned by more than one respondent):

Topic/location	# of respondents
Need for education for cyclists/pedestrians/drivers on rules of the road/sidewalk	5
Drawbridge	4
Opposition to or concern about proposed removal of turn lanes from Savannah Road in downtown Lewes	3
Desire for bike/ped improvements on Freeman Highway bridge	3
Need to reduce motor vehicle speeds (various locations)	3
Signs	3
Desire for pedestrian/bike bridge/tunnel across canal	2
Gills Neck Rd	2
Front St / Gills Neck Rd / Savannah Rd intersection	2
Freeman Highway	2
Cedar St	2

Responses:

- Savannah Road drawbridge is a hot mess. Do not remove the left turn lane for turning left onto Gill's Neck Road. Make all cyclists dismount and walk across the intersection. Ban bicyclists from using Gills Neck from Wolfe Point to Freeman Highway Bridge. There is an existing bike trail, paved, that can be used to access Lewes. Gills Neck Road beyond Wolfe Point has blind curves, no bike lane, sharp pavement drop offs, and is very unsafe for cyclists. I am an avid walker and cyclist. I also drive. I have no disfavor for walkers, bikers or drivers. I do disfavor behavior that is inconsiderate or disrespectful of others or lacks a commitment to safety. I am happy to share the road with cyclists whose behavior reflects consideration for others and safety for all. Some specific cyclist examples of bad behavior: 1) Cyclists heading south on Pilottown Road, at the Savanna Road intersection, being first in line to make a left turn on Savanna Road to go over the drawbridge. Biker and oncoming traffic from Gills Neck Road both have a solid green. Drivers making a left from Pilottown Road on to Savanna must first allow the intersection to clear of oncoming traffic- drivers on Gills Neck going straight or turning right onto Savanna. In other words, the Gills Neck drivers turning right have right away over the Pilottown Road drivers turning left. Bikers in the Pilottown Road left turn lane, on receiving the solid green, proceed to enter the intersection, holding up their hands giving a "Stop" signal to the Gills Neck Road drivers turning right, forcing them to brake to a stop to avoid hitting the bikes and the bikes proceed slowly over the drawbridge. This is unsafe and against code. The bikers do not have right of way in this

situation. 2) Bikers heading west over the drawbridge, from the beach to Lewes, to the right of cars in the through lane, cutting between cars to make a left onto Gills Neck and striking cars turning left onto Gills Neck, or causing those cars to brake to a stop to avoid hitting them. This bridge is high risk. All bikers should dismount and walk across the bridge. 3) Riding 3 abreast on Gills' Neck Road. 4) Biking east down Savannah Road between the drawbridge and DQ, looking over their shoulder and darting between cars traveling in both directions on Savannah road in order to cross the road, 5) Biking on Gills Neck Road between Wolfe Pointe and Freeman bridge- see above- bike routes are available. 6) Cedar St. is high risk in the summer. Bikers riding two abreast during busy times on Cedar Street, adding to the unsafe conditions.

- A significant investment needs to be made in traffic physical calming measures for Kings Highway, Freeman, and other similar fast moving areas with pedestrians. For example, Savannah Road crossing with Lewes Georgetown trail narrows at the trail and has a pedestrian island in the middle. It slows down drivers with physical cues and protects pedestrians and bikes. Similarly, with the bridges across the canal. "walking bikes" is not practical or reasonable (or safe on the Freeman bridge). Traffic calming measures must be put in place.
- The intersection of Rd 267/Pilottown and Rt 9/savannah right before the canal bridge and the Freeman Highway bridge over the canal are both pretty scary as a cyclist, but you need to use one or the other to get from town to the beaches or the park. I'm a fairly experienced local cyclist and those spots are concerning for me, so I suspect they're total dealbreakers for kids or tourists. Anything that could be done to make either of those places feel safer for bikers would probably do a lot to encourage more people to bike instead of drive and help with the parking and traffic issues in the summer.
- - The crosswalk @ 2nd St & Savannah needs to be supersized and made into a ""cross block"
 - DelDOT needs to speak w/the Childrens Beach House Board and secure ROW across its property if Bay Ave becomes the designated 2-way bike path.
 - Any pedestrian/cyclist infrastructure created/constructed on New Rd should be placed on the south side of New Rd.
 - DelDOT must create a dedicated ped/bike tunnel or bridge that will cross the canal. Del DOT is derelict fulfilling its core mission by not making this a high priority. "
- Consider slowing down traffic on Gills Neck from trail intersection to Canal Park Front St and Savannah Rd 2nd Street (over bridge) to Anglers; reduce speed limit or replace asphalt with brick.
- Only concern is about the 'cost' to # parking spaces in downtown area. (Though I walk to downtown, others will be concerned.)
- - Enforce speeding in Lewes & on Cedar St.
 - Urge pedestrian & bicyclist responsibility: ""Stop & Look Both Ways' campaign.
- Also need crosswalk at trail across Cape Henlopen Rd to back of ferry ; Don't need traffic islands on Savannah
- Related to safe travel from Savannah Road into downtown Lewes. The route should be from Savannah Road between the two schools on Sussex Drive to the existing path from Sussex Drive to Seagull Drive. Then the path from Seagull runs through to the other side of Mariner's Retreat. Unfortunately, that path is only 5 feet wide and has a sign saying, "WALK YOUR BIKE." The sign conflicts with the resolution passed by Lewes Mayor & Council passed in 2016 which give authorization to develop Mariner's Retreat (nee Highland Heights.) The resolution is condition on the development meeting 15 conditions. Condition #G says the path from Sussex to Seagull is to be a multipurpose path 10 feet wide. It further says there should be a similar path between the two cul de sacs.
- Please remove the "walk bike in sidewalk" signage at the Savannah Road canal bridge. Bikers are permitted in the roadway, and drivers need to be aware to "share the road". If riding bikes on the sidewalk is not permitted, then the signage should clearly state that.

- We need left turn onto Front Street.

Safety is first priority to bike trails! Thank you

- Safer biking/pedestrian conditions and better lighting near the Lewes Elementary School campus (and future middle school). Beautification of that area as well.
- Thank you for trying to make biking in Lewes safer.
- Need barriers on shoulder of Freeman Highway, especially on bridge over the canal to physically protect cyclist. Need signage reminding/informing motorist that Lewes is a pro-bicycle town and the need to drive cautiously. Need signage explaining sharrows to motorist. Pass law to double fines for speeding near bike routes.
- I am concerned that removing the turn lanes in the downtown area would create a lot of traffic flow problems. How about a 4-way stop at 3rd street if that wouldn't back up traffic coming over the bridge.

Concerning the bridge itself, I ride across it frequently and I don't think bikers or motorist would feel comfortable with the width of the lanes as suggested. Would it be possible to widen the footpath on either side, so that those who wish to walk their bike would have room to pass pedestrians coming in the opposite direction? Also have bike walkers travel in only one direction on each side of the bridge.

What happens to all the parking in front of the Children's Beach House?

- Thank you for the opportunity to comment and thank you for the work involved in rolling this out to the public. Regarding the first series of options on New Rd, it may have been helpful to better explain the options. What I mean is, of course, separated lanes are ideal, but avoiding that intersection (Pilottown-New rd) is crucial to family/average cyclists, and there is no true destination on Pilottown Rd, except for the Roosevelt Inlet Marina. You can access the campus via Park rd. It might be better to inform residents that the taking of property and moving power lines could add years (a decade in New Jersey) and millions of dollars to this project and using existing roads would leave funds available for the other improvements.

Also, here, I opted for Option 2 on the Savannah Rd #rd street improvements because I think it will narrow the roads and slow down traffic and provide better cycling options to continue toward the beach or turn /cross onto 3rd, and 2nd. Both are better than existing options of course, but i thought Option 2 preferable for moving both cars and bikes and preparing both for the changes to come. AM I correct in seeing that Option 2 is not as advantageous for pedestrians crossing at 3rd? What measures can be done to encourage better pedestrian visibility for pedestrians crossing here?

This year marked the first time I have regularly witnessed young children, under 15, riding electric bikes on the sidewalk. This is a real danger to them, pedestrians and drivers as they often are travelling opposite the flow of traffic and therefore not looking for turning cars because they are on the sidewalk. Bikes on sidewalks is illegal for people that age and bikes that powerful (I think) but more needs to be done to educate renters. These improvements suggested here will go a long way to alleviate this.

Is the drawbridge a real impediment to a bridge over the canal connecting the trail with Gills Neck Road and avoiding the bridge on Savannah? How many times a season does this bridge get raised. I suspect this trend is declining from casual observation. A pedestrian/bike bridge in this area would, as i am sure you are aware be a huge improvement to connectivity.

APPENDIX F. BIKE AMBASSADOR PROGRAM DOCUMENTATION

Municipalities that operate bike ambassador programs. Research conducted by Lewes City Management Fellow in 2023.

Location	Program	Staff	Notes
Berea, OH	Public Safety Ambassador Program	Volunteer	This was a pilot program in 2022 with 15 volunteers. Volunteers must pass a background check, attend training and educational meetings, log 4 volunteer hours each month, and commit to 6 months. They do not act as enforcement officers, but serve as a presence on public trails.
Portland, OR	Transportation Ambassador Program	Volunteer	Volunteers conduct outreach and volunteer for community events and programs. Several programs are bike specific and deal with education.
Chicago, IL	Streets Are For Everybody (SAFE) Ambassador Program	Unsure	This began as a bike ambassador program in 2001 and expanded to all kinds of transportation. They provide outreach and education in the community and also operate a junior ambassadors program.
Salisbury, MD	Bicycle Ambassador Program	Volunteer	Volunteers must complete orientation and pass a written safety test. They may volunteer at community events, collect information for City staff, and promote safe cycling on public trails.
Fort Collins, CO	FC Moves Bicycle Ambassador Program	Volunteer	Ambassadors teach classes, educate community members at events, report infrastructure issues, and set an example by riding safely. There are three levels of ambassadors based on training and experience.
Columbia, SC	Walk Bike Ambassador Program	Volunteer	Volunteers attend a training and conduct community outreach and volunteer at events.

There are some areas where local nonprofits run bike ambassador programs:

Washington D.C.	Bicycle Ambassador Program	Volunteer	This program is funded through the dept. of transportation but run by a nonprofit . Bike ambassadors engage with citizens, provide information on public roads, and participate in community events.
Colorado Springs, CO	Bike Colorado Springs Bike Ambassador Program	Volunteer	Volunteers conduct community outreach and participate in events. This is modeled after the Fort Collins program noted above.
Tucson, AZ	Bike Ambassador Program	Unsure	Ambassadors provide information and assistance on trails and fill out reports on trail conditions, etc. for parks & rec.

A draft program that should be updated to reflect current best practice is included below:

**City of Lewes
Bike Ambassadors**

Volunteer Guide



THANK YOU...

...for becoming a City Bike Ambassador!

If you are a user of the trails, you already know what a beautiful and wonderful resource this is, and we appreciate your willingness and efforts to help others enjoy the City and trail and have a meaningful trail experience.

This brief Manual has been prepared to give you guidance and tips on becoming an effective Bike Ambassador. Please do not hesitate to contact us with any questions you may have or for ways that we might assist you.

WHAT'S NEXT?

You've filled out the forms, had your background checked, been through an interview and attended the training.. What now? Simply put....BEGIN PATROLLING. You will be receiving a uniform and photo id. How do you go about being a Bike Ambassador? The outline below provides the guidance:

- A. Start to Patrol
 1. Self-Scheduled- you decide when, how and where
 2. How
 - a. Walking, jogging, biking
 - b. Alone or in company
 - c. Uniform mandatory. Photo ID on hand.
 3. DUTIES- as situation and comfort level allows
 - a. You are an Ambassador for the City and trails, informing people of minor infractions and suggesting compliance. **Always positive and pleasant. Non-confrontational.**
 - b. "Eyes and Ears"- simple reporting on what is **observed** during patrol; approximate number and type of trail users, maintenance concerns, safety issues, littering spots, dogs off leash, etc. What you see of interest.
 - c. EMERGENCIES- called in immediately for help (911)
 1. Behavior or activities that pose safety risk to other trail users
 2. Accidents or injuries
 - d. Education/Awareness- conversing with visitors to educate them about use, care and rules of the trail.
 1. Addressing observed issues in non-confrontational, educational manner- dogs off leash, bicycle helmets, etc
 2. Features of the City, helpful information, promotion of the City
 3. Activities/ programs/ events
 - e. Join Us- encouraging others to volunteer
 1. Become a City Bike Ambassador
 2. Share opportunity to volunteer in other ways

B. Reporting

1. After your patrol, complete The City Watch report and email to: thomas.spell@cj.state.de.us or send it at the end of the month when requested.
2. Complete the actual Form or simply answer in the body of the email
3. Include:
 - a. Date and Time
 - b. Areas Patrolled
 - c. Approximate number and type of trail users
 - d. **Brief** report on Observations and actions
4. The information from the report is forwarded to appropriate unit
5. Follow-up also done on any Emergency reports to enforcement
6. You do NOT have to contact anyone else for follow up.

CITY AND BIKE AMBASSADOR TIPS

VIOLATIONS

Pet Violations – Pet violations make up about 90% of Bike Ambassadors contacts. While pets are welcome, they pose a great danger to wildlife and easily disturb other visitors. Pets are always prohibited on nature trails, picnic areas, park buildings and seasonally on swimming beaches. When pets are in the park they need to be on a leash at all times. Common excuses are: “there wasn’t anyone else around”, “I thought that it was only during the summer months”, “my pet is well behaved”. The bottom line is in order for pets to continue to be welcome in the City and trails, the pet owners need to be responsible and have them on a leash and keep them out of prohibited areas. Pets are unpredictable, and we frequently get involved with bite cases and or cases where pets are knocking down elderly patrons and causing injuries.

Visitors in Restricted Areas – In general we prefer that visitors stay on the designated trails or in the public use areas. At the beach, trespassing in the dunes complaints are second only to pet off leash complaints. We are more sensitive about some areas: areas where artifacts may be prevalent, bird nesting areas, areas where there are endangered or sensitive animal or plant species.

Bicycle Helmets – Although bicycle helmets are recommended for all riders, they are required for all children under the age of 12 yrs. Parents of children are responsible for their children’s helmets and may be fined up to \$50.00 if their child is found riding without one. Bicycle helmets reduce brain injuries by about 80% in bicycle crashes.

Bikes on Unauthorized Trails – Bicycles are only allowed on roads designated for public use, bike trails or multi-use trails designated and signed for bicycle usage. Bicycles can cause a significant amount of damage if ridden in the wrong area. Some of our trails may be closed to bicycles after periods of rain to minimize damage to the trail.

EMERGENCY: SusCom: 911

Trail Courtesies

- Obey all trail and traffic signs.
- Cyclists and skaters must yield to pedestrians.
- Give audible warnings before passing.
- Respect private property and other trail users.
- Dog owners must remove waste.

Trail Safety Tips

DO NOT LEAVE VALUABLES IN YOUR CAR!

Nothing ruins a fabulous trail experience then having your car broken into at the trailhead.

Car break-ins at trailheads are relatively rare, but they do happen, and they tend to cycle from area to area.

Here are some safety tips for you:

- Do not leave anything valuable in your car. Wallets, cameras, iPods, and other electronic equipment seem to be a target.
- Remember that the glove compartment and trunk are not safe. It is easy for a thief to break a window and pop open your trunk from inside the car.
- Remember that trailhead thieves are not looking to steal cars, they are looking for credit cards and electronic equipment they can quickly sell for cash.
- If you do experience a break-in, be sure to report it to law enforcement authorities. This helps us determine where the problem areas are and try to provide better surveillance.

Rules and Regulations

- Bike helmets are required for those under the age of 12.
- Helmets are advised for skaters and riders.
- Cyclists must use head and taillights after dark.
- Obey traffic regulations.
- Motorized vehicles are prohibited on trail corridor. (Electric wheelchairs accepted)
- All pets must be on a leash no longer than 8 feet or confined and under control at all times.
- Pet owners are required to remove pet waste.

EMERGENCIES: SusCom: 1-302-855-2980 or 911

Medical – Before you call 911 think about where you are so you can give the proper location. Be ready to supply the: age, sex, nature of the injury and whether the injured visitor is conscious and/or breathing.

Enforcement – Local police officers should be called for all serious complaints: fighting (verbal or physical), drugs, intoxicated subjects, damage to property and any act or behavior that could result in serious physical injury or death, call 302-645-6264.

PUBLIC RELATIONS

Education – Our motto is information and education first then enforcement. Know the City and trail rules and regulations and advise visitors when they are in violation. Bike Ambassadors are asking for compliance not demanding it.

Safety – Remember that we have children and elderly people visiting our City and trails and we need to make sure that other visitors are recreating in a manner that reflects that. Serious safety issues should be reported immediately.

Liaisons – Bike Ambassadors act as liaisons between the public and the City staff and are encouraged to be a sounding board for their concerns or ideas. You are encouraged to empower the community to actively participate in crime prevention and safety programs. Be active listeners and explain City policies if needed.

Recruitment – Many visitors will ask you about the Bike Ambassador program and will want to get involved themselves. Know how to get them in touch with a representative from the City.

APPENDIX G. E-BIKE REGULATORY RESEARCH

E-bikes are treated much the same as regular bikes according to Delaware law. An E-bike is defined as a two or three-wheeled vehicle with operable pedals and an electric motor of **less** than 750 watts and whose maximum speed when powered solely by the motor is less than 20mph. Anything above these specifications are considered mopeds or motorcycles. E-bikes are allowed on roadways except when those roadways are posted to not allow bikes. Similarly, e-bikes may be ridden on bike paths and in state parks unless there is an exception posted (<https://lewes.civicweb.net/document/24761/Delaware%20E-Bike%20.pdf?handle=5FE15847978C4F4C8CFB5BDEEBC6D951>). The section of the Delaware code that deals with e-bikes and bicycles does not differentiate between e-bikes and regular bicycles in any way except in the definition, which restricts the definition of “e-bike” to 750 watts and 20mph. However, there does not appear to be anything in the code which restricts whether localities can change their rules and supersede the Delaware Code (<https://legis.delaware.gov/Delcode/Search?query=electric%20bicycle>).

It should be noted that Delaware defined “e-bike” but **does not** include a 3-tiered class system of bicycles that many states consider helpful. The classes are as follows (<https://www.ncsl.org/research/transportation/state-electric-bicycle-laws-a-legislative-primer.aspx>):

- Class 1: A bicycle with a motor that provides assistance only when the rider is pedaling and reaches up to 20mph.
- Class 2: A bicycle with a motor that may propel the rider by itself at speeds of up to 20mph.
- Class 3 – A bicycle with a motor that provides assistance only when the rider is pedaling and reaches up to 28mph.

According to Delaware law, Class 3 e-bikes are actually mopeds and are regulated differently; in fact Section 4198M subsection (a) states: “Mopeds and tripeds shall not be operated on...any path set aside for the exclusive use of bicycles unless the helper motor has been turned off.” This means that only class 1 and 2 bicycles can be operated on a bike path while using the motor.

Examples of Local Regulations of E-Bikes

Boulder City and County, CO:

The County of Boulder, CO regulates e-bikes utilizing the class system discussed above. Before 2018, e-bikes were not allowed on biking trails or in parks. At this point, however, class 1 and 2 e-bikes have been allowed only on certain trails and parks. Class 3 e-bikes are still not allowed in parks and on trails. <https://www.bouldercounty.org/open-space/management/e-bikes/#:~:text=E%2Dbikes%20are%20allowed%20on,other%20county%20open%20space%20trails>. Boulder City has similar regulations and prohibits the use of Class 3 e-bikes.

New York City, NY

New York City has banned any “motorized scooter” in the city for business purposes, and has included in its definition of “motorized scooter” Class 2 and Class 3 e-bikes (note, this does not include power-assisted bikes, which are Class 1 e-bikes). It should be noted that New York State has a ban on any bike with a motor as well, so it is difficult to utilize e-bikes in the entire state (https://ppms.trec.pdx.edu/media/project_files/NITC-RR-564_Regulations_of_E-Bikes_in_North_America_1.pdf).

Eugene, OR

Eugene also bans any “motorized transportation device” (including Class 1, 2 and 3 e-bikes) on off-street trails or paths. Cyclists can pedal their e-bikes down off-street paths, but cannot engage their motors (https://ppms.trec.pdx.edu/media/project_files/NITC-RR-564_Regulations_of_E-Bikes_in_North_America_1.pdf).

Lewes has several options for regulating e-bikes, including limiting the use of e-bikes on biking trails to Class 1 e-bikes, banning e-bikes off-street entirely, and continuing to allow Class 1 and 2 e-bikes on trails and paths. It does not appear that any localities in Delaware have addressed this issue as of yet.