



Evaluation of Trailhead Options In the City of Lewes To Support the Lewes to Georgetown Rail with Trail Network

**Prepared by the Delaware Department of Transportation
In response to
Section 111 of the Capital Improvements Program (House Bill 410)
as passed by the 146th General Assembly (2012)**

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The Lewes to Georgetown Trailhead Evaluation City of Lewes, DE

Prepared by the Delaware Department of Transportation

Pursuant to Section 111 of the Capital Improvements Program (House Bill 410) as passed by the 146th General Assembly, the Department of Transportation was directed “to study the options reasonably available to the agency to place a bicycle / pedestrian trailhead within the City of Lewes, adjacent or connected to the Lewes to Georgetown Rail-with-Trail Project now under development. The study includes consideration of amenities such as accessibility, comfort stations, parking and the financial costs. Representatives of the City of Lewes shall be invited to participate in the study. It shall be completed no later than September 1, 2012 and shared with representatives of the City of Lewes and Sussex County Representatives and Senators.”

This evaluation reviews the background on the Lewes to Georgetown trail project, potential properties evaluated for use of a trailhead for the Lewes to Georgetown trail located in the City of Lewes and the efficacy to tie the trailhead to significant centers of attractions. In addition, DelDOT felt it was important to take a regional look at the network, thus this study looks at potential trailhead locations located outside of the City limits.

The evaluation was prepared with the assistance of the Delaware Department of Transportation Division of Planning, the Greater Lewes Foundation, the City of Lewes, Johnson, Mirmiram and Thompson (JMT), and the Becker Morgan Group.

Meetings were held with representatives for the City of Lewes, Mark Chura Associates and Becker Morgan on July 13, July 18, July 23, and August 13, 2012. In addition, a meeting was held with Delaware Greenways on August 24, 2012. Information used in this report was provided by Mark Chura Associates, Becker Morgan, City of Lewes and Delaware Greenways along with the DelDOT Division of Planning and secondary sources as noted in the bibliography.

Background:

The Lewes-to-Georgetown Trail is a 16.8 mile corridor from the Historic Georgetown Train Station to the Cape Henlopen State Park. The trail is planned to be constructed on property owned by the State of Delaware and operated by the Delaware Coast Line Railroad, used primarily for moving freight to local businesses. The trail was identified in the 2006 Statewide Rails to Trails / Rails with Trails Master Plan and was recommended to be included in the DelDOT Capital Improvement Program. The trail will be a shared use path adjacent to the freight line and will include user amenities, such as trailheads, parking and mile markers, and connections with other trails along the corridor.

The existing rail corridor is close to a number of communities and recreational attractions, including Route 9, Cape Henlopen State Park, Gills Neck Road trail, Junction and Breakwater trail, Delaware Heritage Trail, residential developments and neighborhoods, commercial developments in the City of Lewes, scenic and historical byways, and the Cape May- Lewes Ferry. A critical connection will be the trail’s alignment to the Junction and Breakwater Trail, which is heavily and frequently used and is accessed by 1,500 per day.

The trail will be designed as a rail-with-trail facility, preserving the existing rail line while adding a parallel pathway along the rail right-of-way for bicycle and pedestrian access. The pathway is planned with an asphalt substrate. The existing right-of-way is 66 feet wide; however, in retaining the ability to continue to use rail service for freight deliveries, there will be an increase in trail costs due to increased environmental impacts, need to acquire additional right-of-way and the need for trail crossings across the tracks in several areas.

The current rail system is used by local businesses, such as Schagrin Gas (near the Sussex County Industrial Park), Mountaire Farms and SPI Pharma (near Cape Henlopen State Park). The freight rail trains operate at low speeds and are infrequent (approximately once every two weeks). However, Schagrin Gas and Mountaire Farms have expressed concern about potential lost revenue if the rail line was eliminated. The future use of the rail line may include passenger rail if demand is high enough to justify the large expense of operation and upgrade. The rail with trail alternative has been selected in order to preserve the rail infrastructure to allow shippers to distribute goods and opportunities for future passenger rail service.

The design of the Lewes to Georgetown rail-with-trail is early in development and requires considerable efforts to evaluate the environmental features that are present within the corridor and potential impacts to these features by the construction of the rail-with-trail. Mitigation, preservation, minimization, and avoidance efforts need to be evaluated since an additional parallel pathway is contemplated in the same right-of-way. Because of its wider footprint, the rail-with-trail option has significant impacts to approximately 175 adjacent properties in the area. Additional right-of-way will also be purchased along the trail alignment. The Department will mitigate much impact as possible; however, residents can expect impacts on outbuildings (shed, etc.), tree lines, and some landscaping. Bridge structures, such as the railroad swing bridge over the Lewes- Rehoboth Canal and the Freeman Highway Bridge, need to be redesigned due to age and to accommodate the trail facilities.

Preliminary trailhead locations were identified in a 2011 study by DelDOT and included Cool Spring Road, Nassau (SR 1, Coastal Highway), Queen Anne's Railroad Station in Lewes and Cape Henlopen State Park.



Graphic depiction of the proposed rail-with-trail alignment

The Lewes-to-Georgetown trail is part of a larger bicycle / pedestrian trail and pathway development throughout the state, and more specifically, in Sussex County. Pathways are being built to connect trails in the area with Gills Neck Road in

order to provide safe passage along the road. The Delaware River and Bay Authority has offered to DelDOT the use of right-of-way along Freeman Highway to build a shared-use pathway to connect the entire length from Junction & Breakwater Connection (off the Showfield Development) to Gills

Neck Road. A connection at Gills Neck Road would bring bicycle and pedestrian traffic under the Freeman Highway Bridge.

Phase 1 of the trail, which includes the segment from Cape Henlopen to Savannah Road, will be undergoing PS&E in late spring of 2013 and, if construction funding (approx. \$1.25M) is authorized, right-of-way and construction should begin summer 2013 (1st quarter FY2014).

The City of Lewes and Surrounding Amenities:

The City of Lewes is a thriving, residential beach community and tourist destination located in the northeast portion of Sussex County, just east of State Route 1 and fronting the Delaware Bay. It is the last incorporated area north of Cape Henlopen. Founded in 1631, and known as the “First Town in the First State” it is the oldest incorporated town in the State of Delaware, and serves as a historical amenity, coastal resource and artisan center, which increases in population during the summer months. The City encourages visitors all year round and provides an opportunity to emphasize econ-friendly alternative transportation options.

The area comprises 4.2 square miles, with a population of 2,747 full-time residents. The town has 2,363 housing units, with 1,333 of the units occupied. The remainder is used for seasonal use. Full-time renters comprise 23% of the residents in the town. Population density is 751 people per mile and housing density is 646 houses/condos per square mile. The proposed corridor goes through the town with commercial and residential properties occupying mostly the northern side of the corridor.

The primary means of transportation in Lewes is by automobile, with 76% driving to work alone and 9% using carpools. Two percent (2%) of the population use bicycles to commute while 5% walk. (www.city-data.com)

Population densities increase during the months of May through September. Most of the visitors arrive by automobile. The Delaware Transit Corporation provides transit services to the beach areas, both locally and from other points in the state and is rising in popularity. The Delaware River and Bay Authority (DRBA) also provides transit services for its foot passengers from the Lewes Ferry Terminal to downtown Lewes and points south along SR 1 to the Tanger Outlets outside of Rehoboth Beach. The DRBA promotes bicyclists to use the ferry and provides maps and information to its customers for a pleasurable experience to Rehoboth via the Junction & Breakwater Trail. State parks in the area include Cape Henlopen State Park, a 5193 acre park south of Lewes, and Prime Hook Wildlife Refuge, (north of Lewes). The City of Lewes also provides public beaches along the bay. During the height of the summer, parking accommodations on the Cape Henlopen park property are often full, often requiring overflow parking in other areas of the park. In addition, the state park charges both an in-state and out-of-state fee for visitors.

The city is situated north of Rehoboth Beach, Delaware, another tourist attraction for the state. Rehoboth Beach is linked to Lewes by State Route 1 for automobiles and by trails through Gordon’s Pond into Cape Henlopen and Junction and Breakwater sections into Lewes. The Junction and Breakwater trails provide access to the shopping districts along Route 1 between Rehoboth Beach and Lewes. Significant investments have been made to connect the two areas with trails and pathways to attract more visitors and reduce the congestion associated with vehicular traffic in the area during peak season. There are currently two trailheads along the Junction & Breakwater Trail, one at the Tanger Outlets (Bayside, east side of SR 1) and the other at Wolfe Neck Road. Both

locations offer parking and access to the trail. An additional trailhead on the northern portion of the trail is proposed at the new commercial center at Gills Neck Road and King's Highway (across from Cape Henlopen High School). This facility would accommodate cars and offer other amenities.

The surrounding areas of the City of Lewes are growing at a rapid pace. Developments are occurring in the Five Points area and along Savannah Road, a main artery into the city. Significant transportation investments are proposed for the area, including improvements at the Nassau overpass to access New Road, the intersection at Five Points, Plantation Road (to the west). New park-and-rides are proposed for the Wright Chrysler property along Route 1 and the Nassau interchange.

The City of Lewes is past due to update its Comprehensive Plan. The plan needs to incorporate the growth of the trail and pathway links and any potential future development in the area of the proposed Lewes-to-Georgetown trail. Multiple new housing units are in application for development in Lewes, including the Showfield Development adjacent to Freeman Highway.

Properties Considered for Potential Trailheads within the City of Lewes

The Lewes Library, City of Lewes and the Greater Lewes Foundation are contemplating the relocation of its library from the King's Highway and Adam's Street location. During the course of the search for a new library, five properties were identified as potential locations for the new facility. The property conditions were evaluated to accommodate multiple modal uses, including the possibility of a trailhead. The properties were also contiguous to the Lewes-to-Georgetown rail with trail.

The properties included:

- Thompson property
- Kennedy property
- Warrington property
- Cunningham property
- Coal property

The map includes the properties evaluated.



The five proposed sites for the Lewes-to-Georgetown trailhead

Thompson property: The Thompson property, a 5.95 acre property bounded by King’s Highway, Freeman Highway and Monroe Street in Lewes, Delaware, has been slated for possible location for the Lewes Public Library. The Lewes-to-Georgetown trail runs parallel to the north of the property. The property contains sufficient acreage to locate the Library and a trailhead. The Lewes Library was identified as an amenity supporting the State’s designation as a historic byway along King’s Highway. The City of Lewes is now holding a public review of the new proposed location.



Graphic of proposed Lewes Library

The Lewes Library stakeholders have asked the Department of Transportation to contribute funding towards the acquisitions of land and construction of a trailhead to be located at the eastern portion of the property, contiguous with Monroe Avenue. The trailhead would be part of a multi-use property with Library amenities for riders and walkers. Future amenities for the multi-use property would likely include transit, including both public and private bus and shuttle services.



Among the positive attributes:

- 1) Sufficient acreage to accommodate a trailhead with parking;
- 2) Direct access to the Lewes-to-Georgetown trail;
- 3) The property is available for acquisition;
- 4) Located within walking distance for the Library and the patrons of Lewes businesses.

Among the challenges:

- 1) The trailhead will attract visitors from outside Lewes into a residential part of town. Non-motorized access to business locations in the downtown areas will be available. Although the design of the trailhead will accommodate parking, the City can anticipate some increased parking in local areas by visitors seeking to access the trail by foot.

- 2) Placement of a trailhead at the Thompson property provides secondary benefits aside from access to the Georgetown to Lewes Trail. The City of Lewes is contemplating the construction of a new library on the property, which is directly across the railroad from its current location off King's Highway. The library and trailhead could potentially share ingress and egress off of Monroe Avenue. Acreage needed for both the trailhead and the library is located on a single parcel, which must be purchased to gain access from Monroe Avenue. Due to regulations around the acquisition of land, it is difficult for DelDOT to contribute towards with acquisition of land needed for a trailhead when it is the same parcel for the library. In order for the trailhead to be a stand-alone project and comply with the state's regulations on the acquisition of land, the area needed for the trailhead would need to be subdivided as a separate parcel. The Department would need to determine the acreage needed for the trailhead, the area would need to be subdivided, appraised and go through the standard acquisition process.
- 3) Though bounded by Freeman Highway, the property needs to be accessed off Monroe Avenue. Monroe Avenue is not a signalized intersection. The intersection along Monroe Avenue would need to be improved in order to accommodate ingress and egress off of Freeman Highway and to accommodate transit vehicles entering the property. There is limited space between Freeman Highway and the proposed entrance off Monroe Street. This could have potential traffic operational issues. A budgetary concern for the property exists with the upgrades needed for the intersection on Monroe Avenue and Freeman Highway. Until local development occurs, in which contributions to the cost of the intersection are distributed among the development, funding remains uncertain.
- 4) An uncontrolled bicycle/pedestrian crossing of Freeman Highway at Monroe Street is not appropriate or safe given the average daily traffic volume of 5,133 trips and posted speed limit of 50 mph. However, based on vehicular speeds, traffic volumes, crashes, and bicycle/pedestrian volumes, a traffic signal is not justified at this location. A traffic signal may be justified in the future if sufficient development growth is realized. Payment for the intersection improvements and signal would need to be determined. The Delaware River and Bay Authority, which owns and operates Freeman Highway is not opposed to a signal at Freeman Highway and Monroe Street, however, studies to determine the effect of a signal to ferry traffic would need to be conducted. Without a controlled intersection, DelDOT Traffic would not approve of a bicycle/pedestrian crossing at this location. Once a controlled intersection is installed, coordination with the DRBA on synchronization would be required.

Carlston Property: Also, known as the Coal Plant property (1.56 acres), it is located at the former Queen Anne Railroad stations (which still has its station building on the property).

Among its positive attributes:

- 1) The property sits at the junction of King's Highway and Freeman Highway, providing access for travelers coming to the area without requiring travel within the town.
- 2) The property has access to the Lewes-to-Georgetown trail;
- 3) The property is large enough to hold a parking lot and amenities;
- 4) The property could be accessible to public transportation and serve a multi-modal transit point;

- 5) The station would provide a cultural / historical amenity for the area and link future passenger rail amenities to the trail.

Among the challenges:

- 1) The property is a named Superfund site but has been capped. While capped, this may cause perceptual problems with the public;
- 2) It is the smallest of the sites evaluated, enough to encompass a trailhead and parking but may be limited in size for public transit;
- 3) The property has access to King's Highway but there is no signalized intersection across to Freeman Highway and the proposed Junction & Breakwater Trail Connection across Freeman Highway. The closest signalized intersection for safe crossing is located ½ mile west of the property.

Kennedy property: Comprised of 3.64 acres, the Kennedy property is located near the Lewes - Rehoboth Canal, bounded by Freeman Highway, Gills Neck Road and the Lewes-to-Georgetown trail. The property is accessible to the trail on Gills Neck Road and would accommodate bicycle & pedestrian traffic traveling east on Freeman Highway by going under the bridge to access the rail with trail.



Kennedy and Cunningham properties

Among the positive attributes:

- 1) The property is contiguous to the Lewes-to-Georgetown trail, providing easy access;
- 2) The property bounds Gills Neck Road, on which a bicycle / pedestrian pathway is being developed. The pathway will follow an underpass to link with the eastern side of Freeman Highway.
- 3) The property is located at the junction of the Junction and Breakwater Trail and the Lewes to Georgetown Rail/Trail.
- 4) The property is large enough to accommodate a trailhead with parking.
- 5) The property is located near the Lewes – Rehoboth Canal, which will have water taxi service to Rehoboth Beach in the near future.

Among the challenges:

- 1) Locating a trailhead with parking would increase the traffic along Gills Neck Road. The close proximity of the trailhead to Cape Henlopen State Park would encourage a greater degree of traffic than present. Access to Gills Neck Road would be from the east or via

Savannah Road through downtown Lewes from the west. Increased automobile traffic from visitors wishing to park and ride to area attractions can be expected.

- 2) The trailhead will attract visitors from outside Lewes into a denser part of town. The City can anticipate some increased parking in local areas by visitors seeking to access the trail by foot.
- 3) Ingress and egress to the property would need to occur off Gills Neck Road, since Freeman Highway would have limited access. The entrance would be hampered somewhat by site lines due to the overpass for Freeman Highway, which runs perpendicular to Gills Neck Road.

Cunningham property: This parcel, totaling 2.64 acres, is adjacent to City of Lewes and the DRBA maintenance property on Freeman Highway and just west of the Kennedy property.

Among its positive attributes:

- 1) The property is contiguous to the Lewes-to-Georgetown trail;
- 2) It has sufficient acreage to support a trailhead but may be limited for parking.

Among the challenges:

- 1) The property has limited access to Freeman Highway;
- 2) The property does not have adequate access across Freeman Highway from any Junction & Breakwater Trail Connections;
- 3) A significant portion of the property contains wetlands making the configuration for parking more difficult.

Warrington property: The Warrington property is a 15.0 acre property along King's Highway and is adjacent to the Lewes-to-Georgetown trail.

Among the positive attributes:

- 1) The property is large enough to accommodate a trailhead with parking;
- 2) The property has access to King's Highway, with improvements and the Lewes-to-Georgetown trail.

Among the challenges:

- 1) The property is situated in an environmentally sensitive developing area, requiring an environmental assessment and public facility evaluation report;
- 2) The property does not have public sewer or water services. Infrastructure needs to be extended across the rail lines to accommodate public services;
- 3) Improved entrances are required along Savannah Road, with accommodation of the rail line;
- 4) The property is farther away from the denser sections of the City of Lewes, with the length to the Lewes – Rehoboth Canal at 1.2 miles.

Properties Considered for Potential Trailhead Outside of the City of Lewes:

Nassau Park and Ride: DelDOT currently owns property west of Nassau Bridge where a park & ride for trail users has been envisioned. The property, consisting of 14.7 acres and residing outside of the City limits, is adjacent to the overpass of Route 1. Planning has conducted a feasibility study to determine whether or not a road with rail and trail would be possible within the existing right-of-way. This project (New Road Interchange Project) would provide a right exit from southbound SR 1 traffic, utilizing the Nassau Bridge Overpass and provides a connection to New Road utilizing the state right-of-way under the Nassau Bridge. The New Road Interchange Project would be connected to a large park-and-ride lot adjacent to the Lewes-to-Georgetown trail. The property is approximately 3.25 miles from the Lewes - Rehoboth Canal. While the funding and timing of construction for the interchange project has not been finalized, the department is undergoing a complete review of the projects currently in the Capital Transportation Plan (CTP) and the projects proposed. The interchange is expected to be added to the CTP as a future project.

The construction of the Georgetown to Lewes trail segments from Old Orchard Road to Rt 1 and from Rt 1. West to Route 9 are expected in Calendar year 2015 and 2016, respectively. Regardless of the development of the interchange, the trailhead can be developed independently of the interchange project. All proposed projects will go through the formal public process.

Among the positive attributes:

- 1) The property is owned by the Delaware Department of Transportation and is large enough to accommodate a trailhead with amenities;
- 2) The interchange project will allow for construction costs associated with project to combine a park-and-ride lot with parking for a trailhead;
- 3) Visitor parking will be available outside the density of the City of Lewes, resulting in less traffic within the City;

Among the challenges:

- 1) The completion of the project is several years away;
- 2) A small portion of property (3.64 acres) may need to be purchased from a private owner (DMM, LLC) to configure the trailhead as optimally as possible. However, it is possible to develop the property without the purchased lot;
- 3) The distance to the downtown areas of the City of Lewes is approximately 3 miles.

Village Centre: DelDOT has a commitment from the developer of the commercial center (the Village Centre) across from Cape Henlopen High School at Kings Highway and Gills Neck Road to build a trailhead.



The Townsend Village Center subdivision is proposed on property owned by J.G Townsend on 68.30 acres of land to house 387,000 square

feet of commercial space. The Project has a proposed entrance on Kings Hwy with 2 lanes, 40' pavement; including 8' shoulders across from Clay Rd. Project also has access to Gills Neck Rd through a shared access with the approved Governors multi-family residential project. Gills Neck is currently 2 lanes, 20' pavement, but is planned to be a boulevard section along the Village Center frontage. Also of note is the interconnectivity between the project and the proposed Governors multi-family, Senators subdivision, and Hawkseye subdivision to the east, thus lessening local traffic on Gills Neck Rd. In addition, an extensive network of sidewalks and multi-use pathways will be available on site and interconnected with off-site extensions. As part of the discussion for the development of the property, the developer is setting aside a portion of the property to house a trailhead for linkages to the trails connecting the communities. The timeline for development of the properties is uncertain due to legal issues and the speed of the land use process, and by default, that of the installation of the trailhead. However, DelDOT continues to identify this property as a prime location for trailhead access to the Breakwater Junction Trail and a connection to the Georgetown to Lewes Rail with Trail project and will include it in its Capital Transportation Plan prioritization decisions for the next six years. Nonetheless, this trailhead does not obviate the need for a similar trailhead to be located in the City of Lewes town limits.

Recommendations:

The Department of Transportation was tasked with looking at the possibility of locating a trailhead within the City of Lewes. As the Department evaluated each site, the following factors were taken into consideration: pedestrian and cyclist safety; impacts to the transportation network with the City; accommodation of multiple modal uses; proximity to the Lewes-to-Georgetown rail with trail network; and overall cost. The Department also felt that it was important to look at the whole network in the area, thus the evaluation of sites outside of the City of Lewes was included in the report.

A factor that needs to be considered with the establishment of a trailhead in the City of Lewes is the capacity for the City streets to handle additional out-of-town traffic from visitors to various attractions in the area. In addition, proposed development within the City of Lewes will also contribute to increase traffic. Included as Appendix A, is a map that shows seasonally adjusted traffic volumes and projected seasonally adjusted traffic volumes within the City of Lewes as build out occurs of proposed development plans. The map also depicts level of service.

The properties evaluated all provide easy access to the Lewes-to-Georgetown trail. Several difficulties appear, however:

- a) The properties generally align with the Freeman Highway, with the exception of the Carlston property; sit adjacent to King's Highway but is within walking distance of the intersection of King's Highway, Freeman Highway and Route 9. Freeman Highway has limited access to properties along its alignment and speeds for the road are unsafe for bicycles and pedestrians. The highway lacks signalized intersections for the safe crossing of cyclists and pedestrians. The Delaware River and Bay Authority (DRBA), which owns the property, needs to approve the placement of a signalized intersection on the road. A concern raised is that a signal would create delays in traffic movement along the highway particularly during high volume periods of disembarking from the ferries at the Cape May-Lewes Ferry Terminal.

Signalization at Monroe St. /Freeman Hwy currently does not meet the warrants for a traffic signal and probably will not be warranted until developers build the Showfield Development. This could be a safety issue in having bicycles and pedestrians crossing at un-signalized intersection where speeds are posted at >25mph. The DRBA has indicated that they are not opposed to a signal at Monroe Street/Freeman Hwy., but it would need to be studied and meet warrants.

- b) Investments are being made to link the Junction & Breakwater Trail to Gills Neck Road. This proposal would bring a trail through the Showfield Development to the east side of Freeman Highway. The trail will access Gills Neck Road near the Lewes – Rehoboth Canal. The Freeman Highway does not provide easy bicyclist / pedestrian access to properties to its west side due to limited signalization. In all cases access to the Gills Neck Road and Junction & Breakwater trails is limited with the exception of the Kennedy Property, which resides along Gills Neck Road.
- c) With the exception of the Village Center and Nassau Interchange, all of the potential locations require the acquisition of land resulting in increased cost to the overall project.

After taking all factors into consideration, the Delaware Department of Transportation makes the following recommendations:

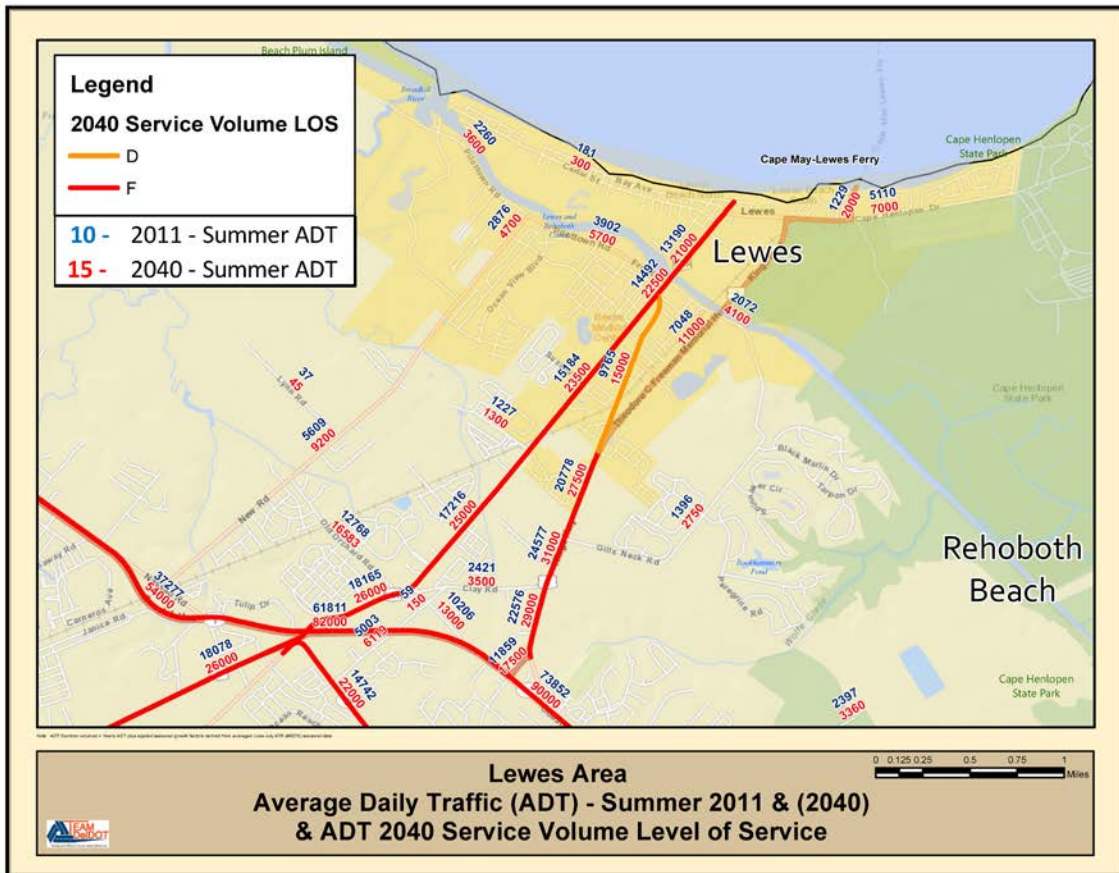
- a) In taking a regional look at the network, the Nassau Interchange property provides the most appropriate location for a large multi-modal gateway for visitors to the area. The footprint is large enough to accommodate automobiles, bus transit vehicles and trailhead accommodations and is a nexus for roads, trails and transit routes in the area. The project is also expected to ease safety issues associated with Route 1 accessibility to New Road and points into Lewes.
- b) Of the sites evaluated within the City of Lewes, the Thompson Property presents the best location for a trailhead due to the opportunity to create a shared use facility with the library. A number of issues will need to be address in order to make this location a reality, namely the approval of the creation of an signalized intersection at Monroe Street by the Delaware River and Bay Authority, the construction of the intersection with the participation of private development and the City of Lewes as part of the Library project, the access for pedestrians and cyclists from Adams Street across the railroad to the Georgetown-to-Lewes trail.

Due to the state’s regulations on the acquisition of land and the increased time associated with an acquisition, the Department does not recommend the trailhead be a stand-alone project. The Department will also not be able to contribute towards the cost of acquisition. If the City of Lewes decides to locate the library on the Thompson Property, the City will need to purchase the entire parcel for the library access. Once the City has obtained title of the parcel and finalized the library design, the Department is willing to design and construct a trailhead facility on the parcel. The Department would work with the City of Lewes on the design and amenities.

- c) Given the criteria of a trailhead to existing infrastructure, such as Gills Neck Road, Lewes-to-Georgetown trail and appropriate traffic conditions, Village Centre should also be considered for a trailhead. It would be located outside of the city limits and would provide

good connectivity to both the Junction and breakwater Trail and Lewes/Georgetown Rail/Trail. This location would be more affordable in that the developer would be willing to donate the land needed for the facility. In addition there is a signalized crossing of Freeman Highway that would provide connection to the north and east. Access to the trailhead would keep traffic away from downtown Lewes, but still provide good pedestrian and bicycle connections.

APPENDIX A



Sources:

Coastal Sussex Regional Interconnectivity Study. Delaware Greenways. August 2012.

Georgetown-Lewes Rail/Trail Study, Produced by DelDOT and Johnson, Mirmiran and Thompson, August 2011.

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