

TOWN MANAGER'S WEEKLY REPORT



UPCOMING MEETINGS & EVENTS ...

- ✓ **End of Legislative Session:** Saturday, June 30, 11:59 PM
- ✓ **Town Offices Closed:** Wednesday, July 4, in observation of Independence Day
- ✓ **Town Council Meeting:** Wednesday, July 11 - *Canceled*
- ✓ **Planning Commission:** Wednesday, July 18, 6:00 PM Public Hearing
 1. Ordinance 2018-003:
 - Revision to §230-155. Lot Area Requirements
 - Revision to §230-179. Procedure
 - Revision to §230-199. Procedure
 - Revision to §230-217. Filing Fees
 - Addition to §230-104. Permitted Uses
 - Addition to §230-160. Accessory Structures
- ✓ **Town Council Meeting:** Wednesday, July 25, 7:00 PM, First State Community Action Agency (308 North Railroad Avenue)
- ✓ **Sussex County Association of Towns:** Summer Recess
- ✓ **Delaware League of Local Governments:** Summer Recess

UPDATES FROM DEPARTMENTS ...

Finance

- As of June 29, the Town has collected:
 - \$905,655 (99%) of the April Utility Billing (\$916,175)
 - \$1,505,428 (95%) of the annual property tax billing (\$1,581,677)
- Attended the Annex & Town Hall Construction Progress Meeting on June 26 (Laura Givens, Jeff Ward)
- Site visit from Criminal Justice Council on June 28, regarding Grant #VF-15-1274 (Laura Givens, Olga Holm)
- Monthly Key Revenue Items Report (May 2018) – Copy Attached
- Real Estate Transfer Tax Summary (May 2018)

	May 2018		May 2017	
	Month	Year To Date	Month	Year To Date
Transfer Tax Revenue	\$17,344	\$17,344	\$49,448	\$49,448

TOWN MANAGER'S WEEKLY REPORT



Police

- Weekly and Year to Date crime statistics (selected crimes) updated (copy attached)
- Departmental Press Releases issued as warranted

Wastewater

- Lagoon depths: Large Lagoon is 15.00 feet and Small Lagoon is 4.00 feet
- Jetted sewer lines on West north street from Dunbarton Apartments to Rt. 113
- Pulled chlorine pump at wastewater plant and removed debris

Public Works

- Exterior power washing of Lynchs Lane Water Town underway
- Pre-bid meeting for new well at King Street Water Plant had six (6) potential bidders in attendance – bids are due July 24, project is estimated at 90 days
- Weed spraying is ongoing
- Street sweeper back on road

Planning

- Completed and submitted DDD and Comprehensive Plan annual reports for 2018
- Planning Commission Public Hearing scheduled for July 18 for six (6) Zoning Code updates
- Predevelopment Meetings scheduled:
 - Laundromat – 211 West Market Street
 - Renovations – 107 Depot Street

TOWN MANAGER'S UPDATE ...

- Responded to resident concern regarding the handling of property tax underpayments
- Supplied Town of South Bethany with MOU regarding vehicle staging in the event of major weather events affecting the coastal areas
- Attended First State Community Action Agency Board Meeting
- Worked with Finance Staff on fiscal benefits of a lodging tax to the Town
- Notified successful and unsuccessful bidders responding to the RFP for signage for 37 The Circle
- Met with property owner to review and discuss alternatives for a structure damaged by fire (Jamie Craddock, Gene Dvornick, Jocelyn Godwin, Mike Picarello)

TOWN MANAGER'S WEEKLY REPORT



- Continued monitoring and reporting on legislative actions during the last week of the legislative session
- Reviewed and executed Streetlight Agreement with Delmarva Power for three (3) additional street lights at Stevenson Lane
- Met with new business owner and property owner to assist with Business License issues (Jamie Craddock, Gene Dvornick)
- Interviewed by WBOC regarding the impact of new businesses on local traffic
- Presentation from Walkability & Connectivity Study – Public Workshop 2 has been posted to the website (copy attached)
- Followed up on several Code Enforcement concerns

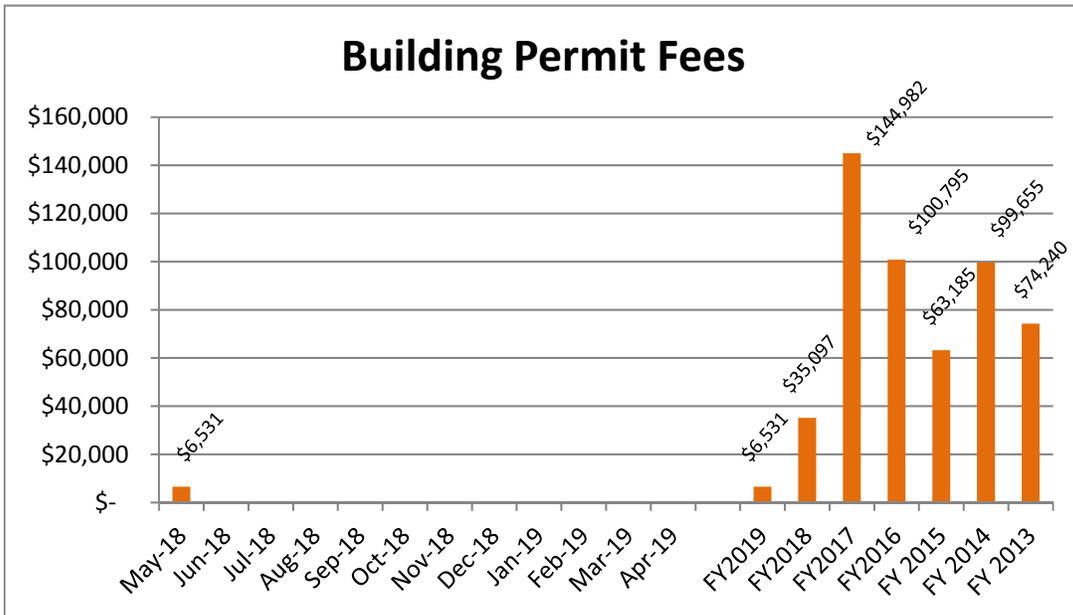
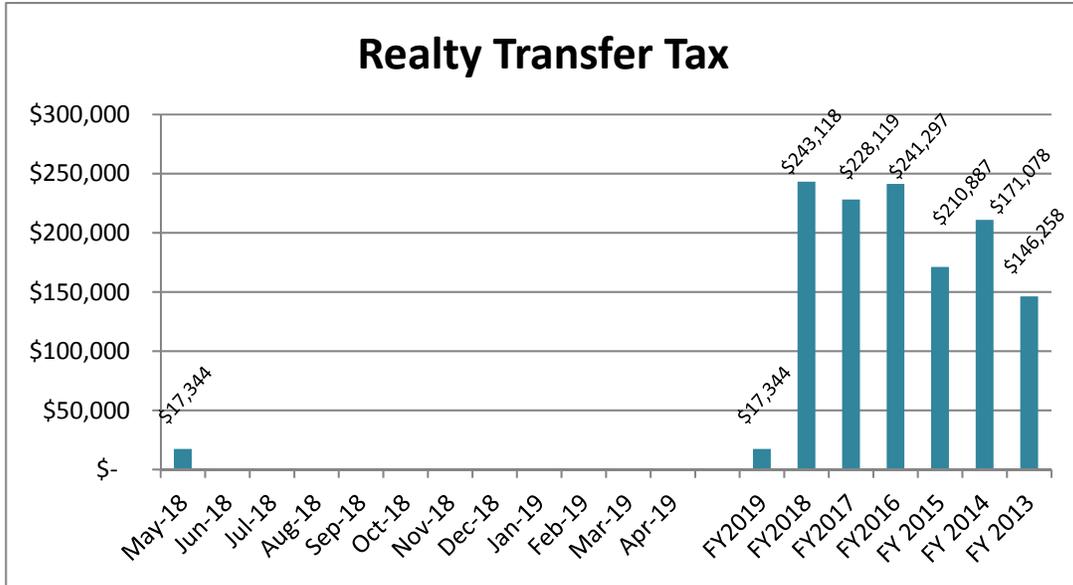


TOWN MANAGER'S
WEEKLY REPORT

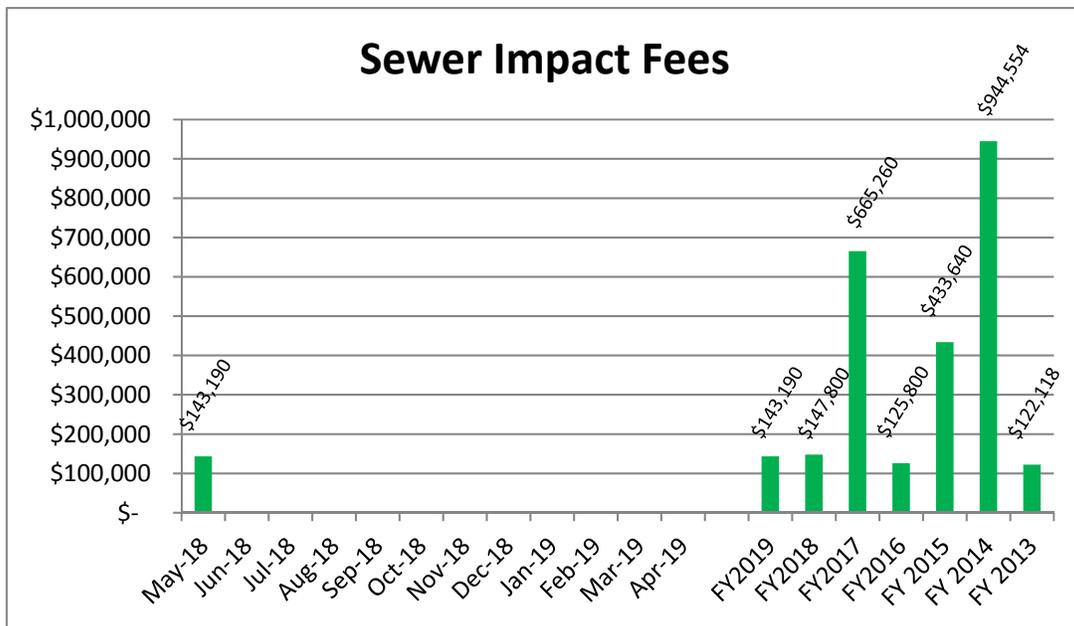
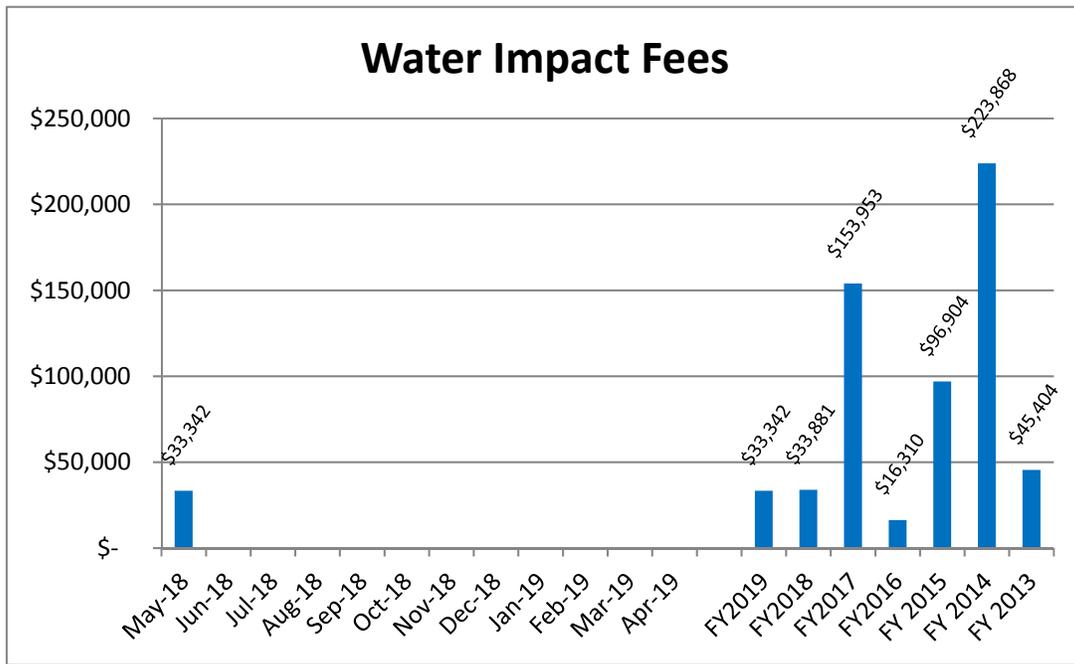


***THIS REPORT AND ANY ATTACHMENTS ARE ONLY BEING SENT
ELECTRONICALLY UNLESS OTHERWISE REQUESTED***

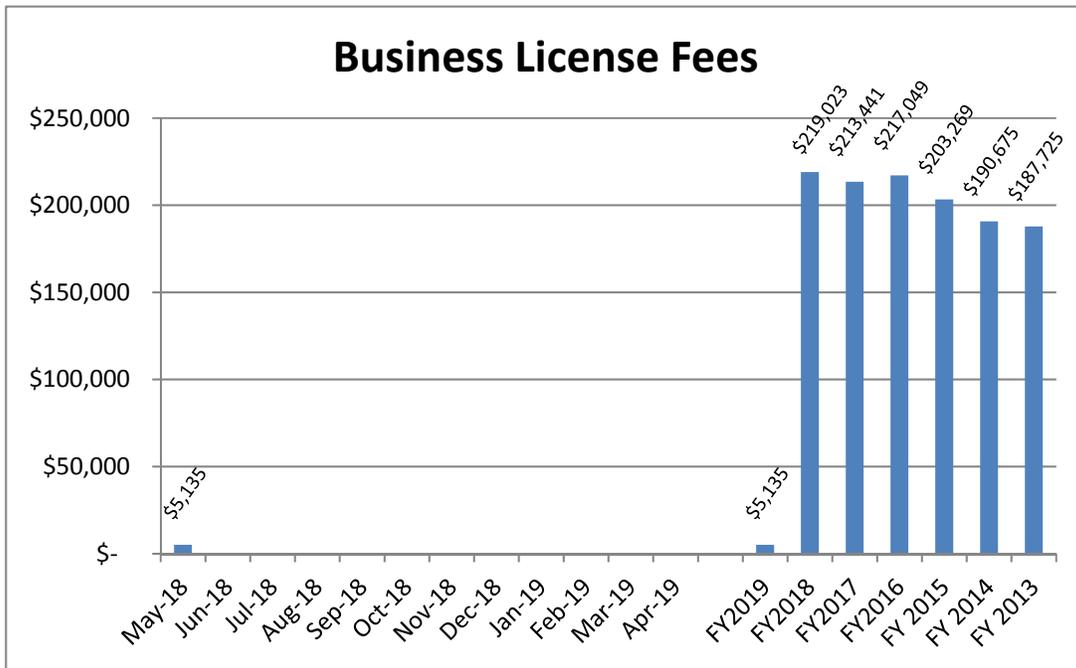
Key Revenue Items



Key Revenue Items

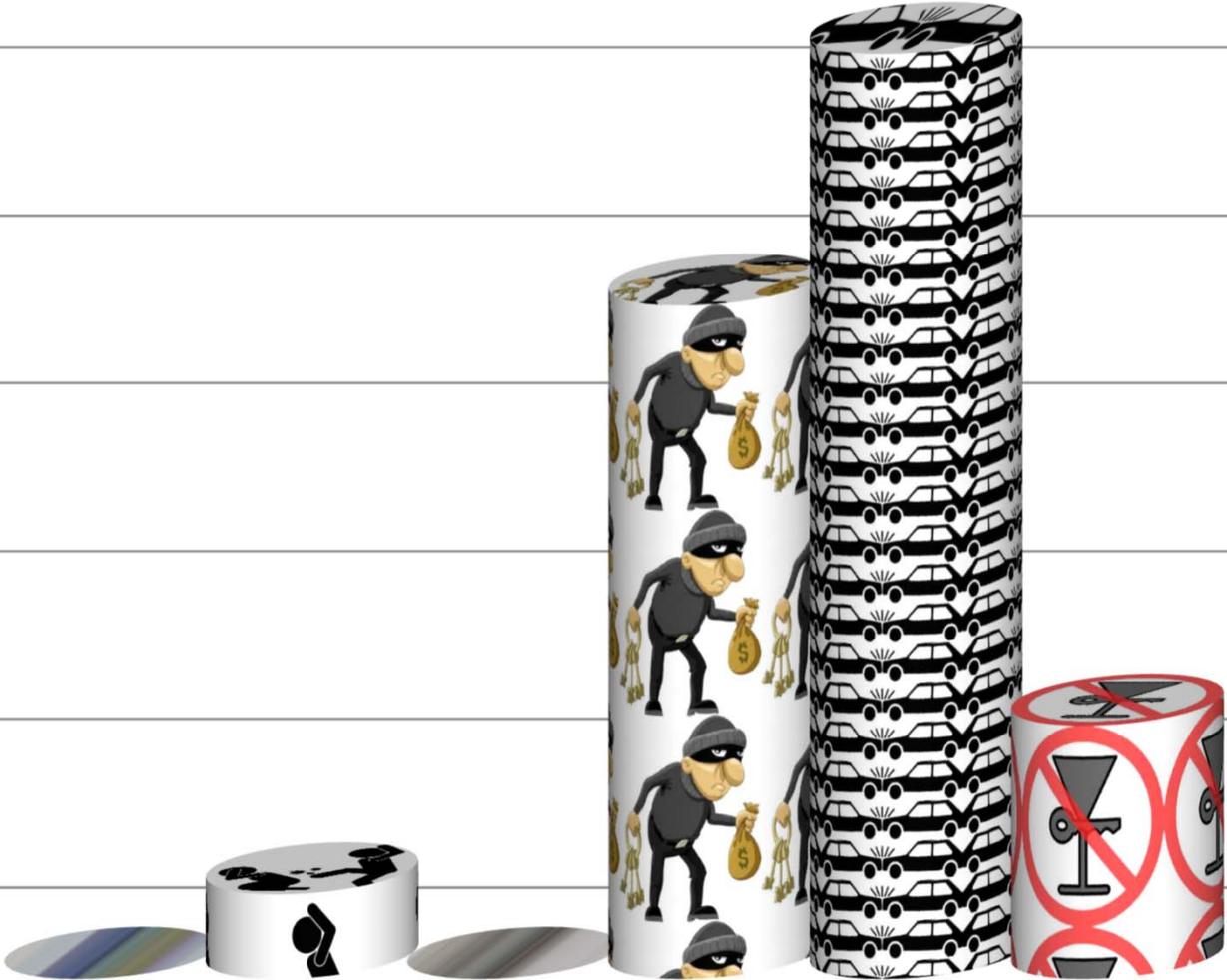


Key Revenue Items



June 27, 2018

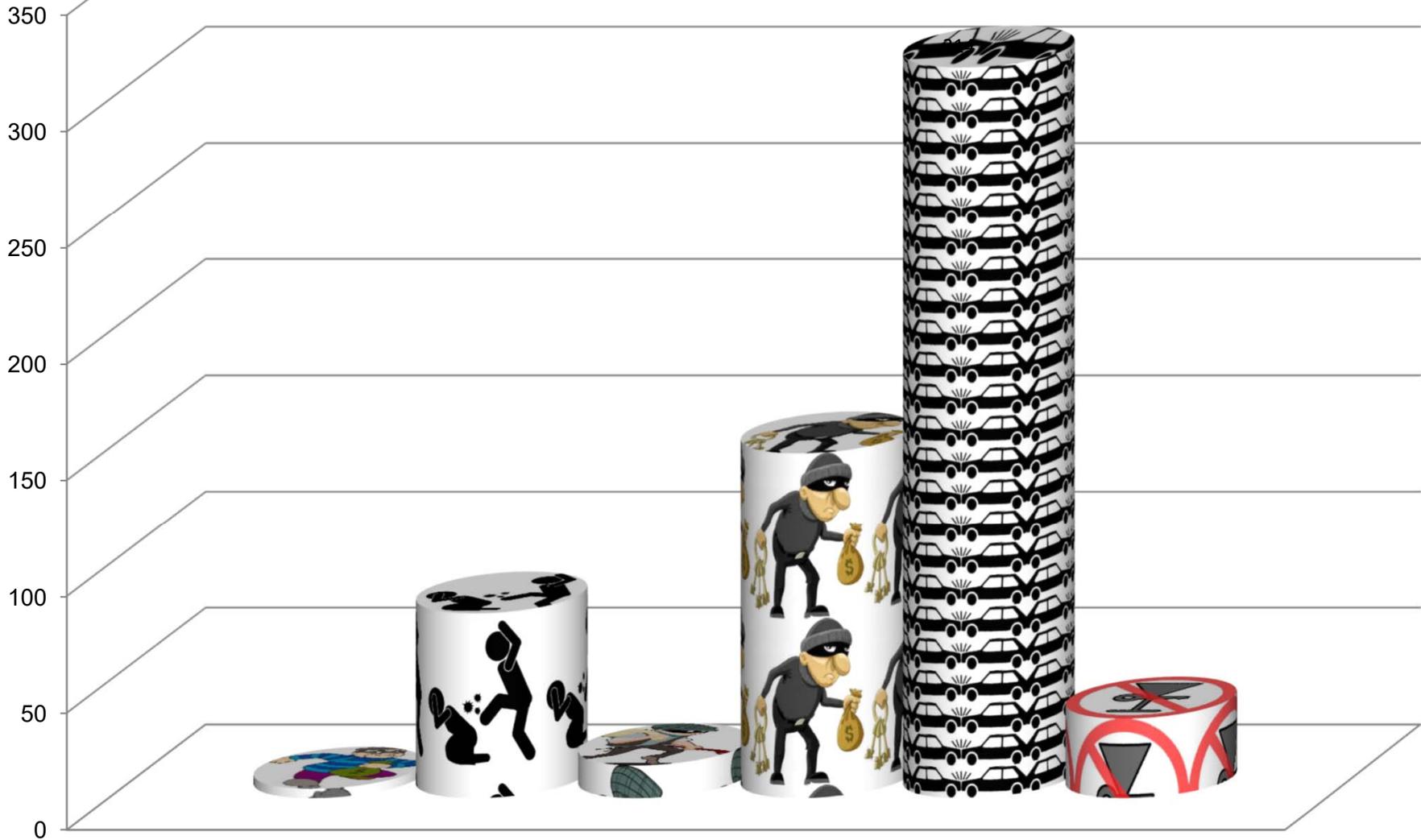
12
10
8
6
4
2
0



Weekly

Robbery Assault Buglary Thefts Collision DUI

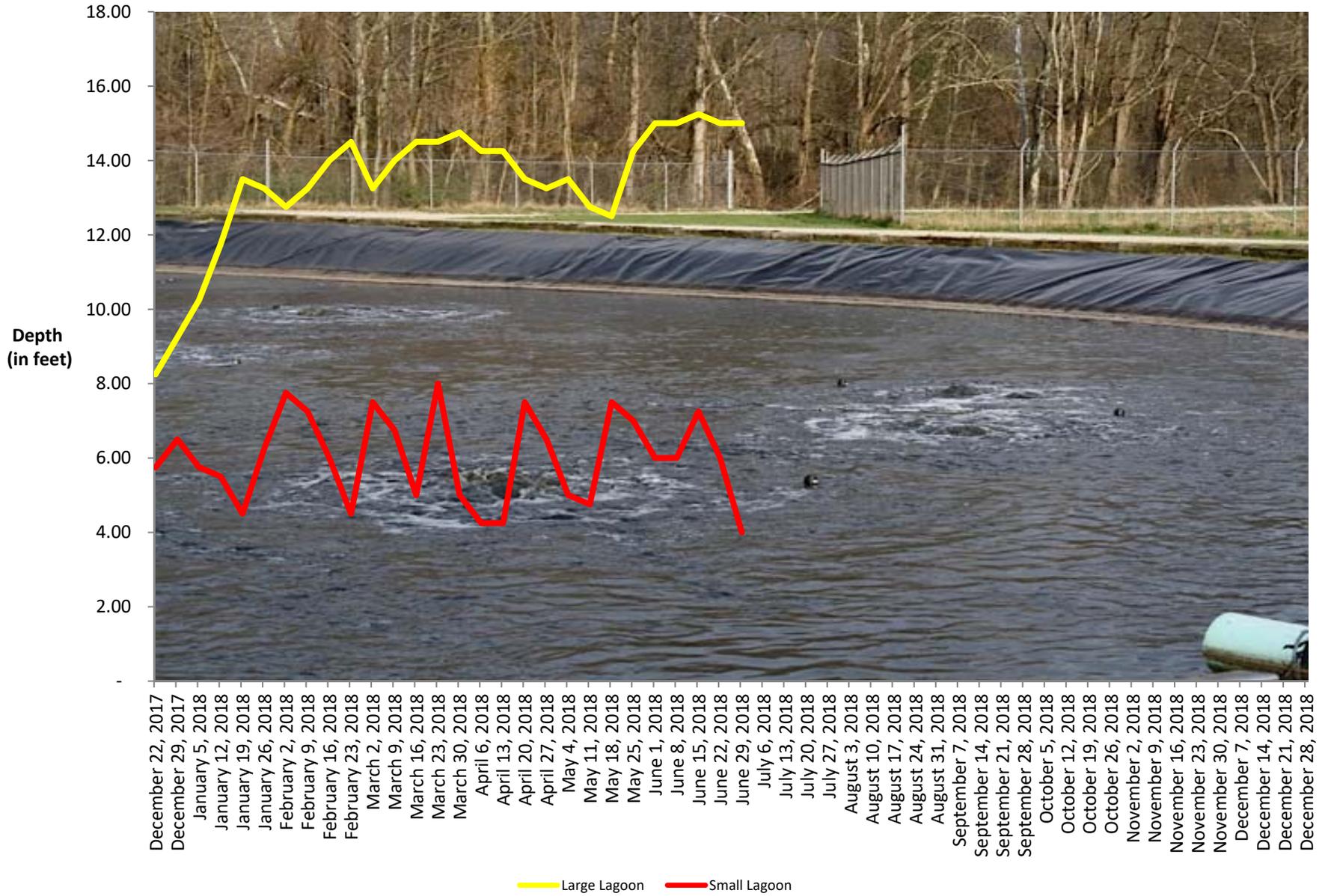
June 27, 2018



Year to Date

▣ Robbery ▣ Assault ▣ Buglary ▣ Thefts ▣ Collision ▣ DUI

WWTF Lagoon Depths



TOWN OF GEORGETOWN

WALKABILITY & CONNECTIVITY STUDY



Public Workshop 2
June 21, 2018

Meeting Agenda

- Team Introduction
- Project Scope
- Project Schedule
- Online Survey Results
- Meetings to Date Review
- Existing Inventory and Analysis
- Improvement Recommendations
- Next Steps
- Discussion

Project Consultants

Simone Collins Landscape Architecture

610-239-7601

Peter Simone

psimone@simonecollins.com

Geoff Creary

gcreary@simonecollins.com

Marie Passuello

mpassuello@simonecollins.com

Project Scope

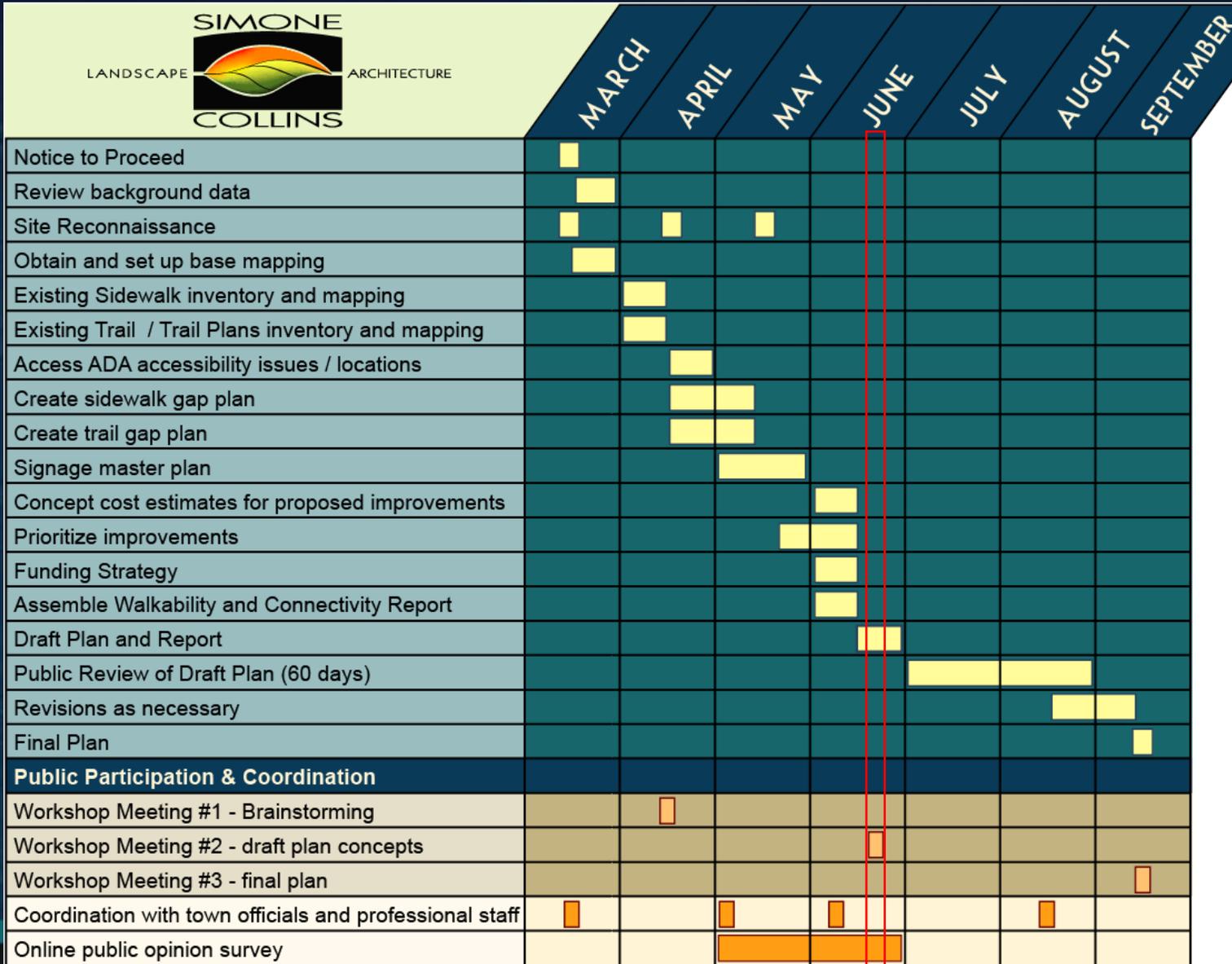
1. Inventory, map and evaluate all existing sidewalks and trails in the study area
2. Identify areas of high pedestrian movement; formulate a plan to connect these areas
3. Design street and sidewalk templates to create a uniform appearance that blends with the existing infrastructure
4. Design a signage program that encourages walking throughout the community
5. Formulate a cost estimate, prioritization plan, and funding strategy for implementation

Project Scope

Public Participation

- 3 Workshop Meetings - open to the public and stakeholders
- As-needed meetings with Town Officials and Staff
- Online public opinion survey

Project Schedule



Online Public Opinion Survey

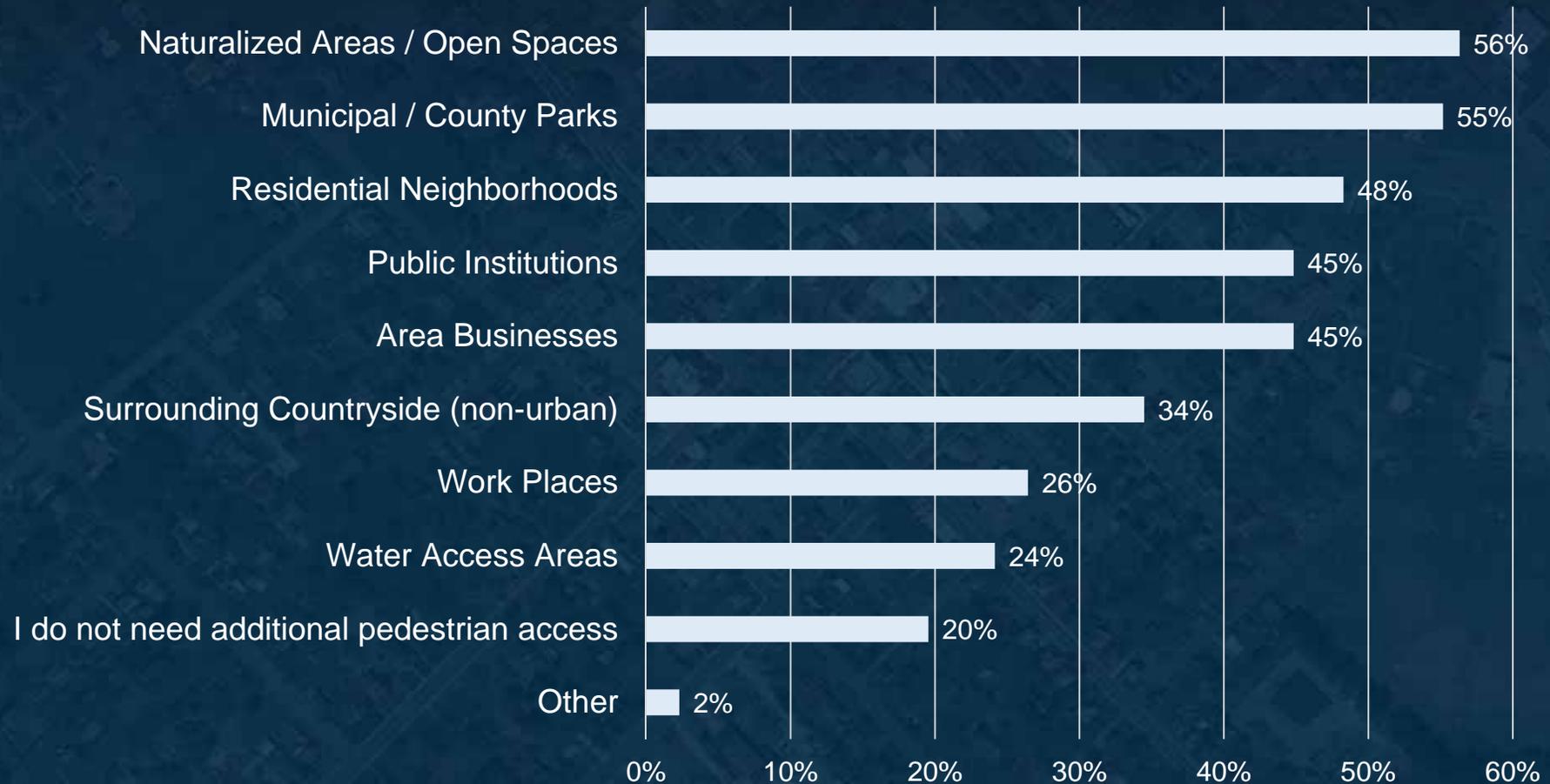
www.surveymonkey.com/r/GeorgetownConnectivity

Online Survey Results

- 150 responses
- 57% live in the Town of Georgetown
- 53% have lived at the current residence for less than 10 years
- 40% of those that work in Georgetown have worked there for over 15 years
- 49% of those that visit Georgetown do so for shopping, dining, and retail services
- 94% use cars as their main form of transportation
- 55% feel there are not adequate sidewalks in Georgetown
- 79% would like additional sidewalks and trails
- 70% believe trails are important or very important to the well-being of the community

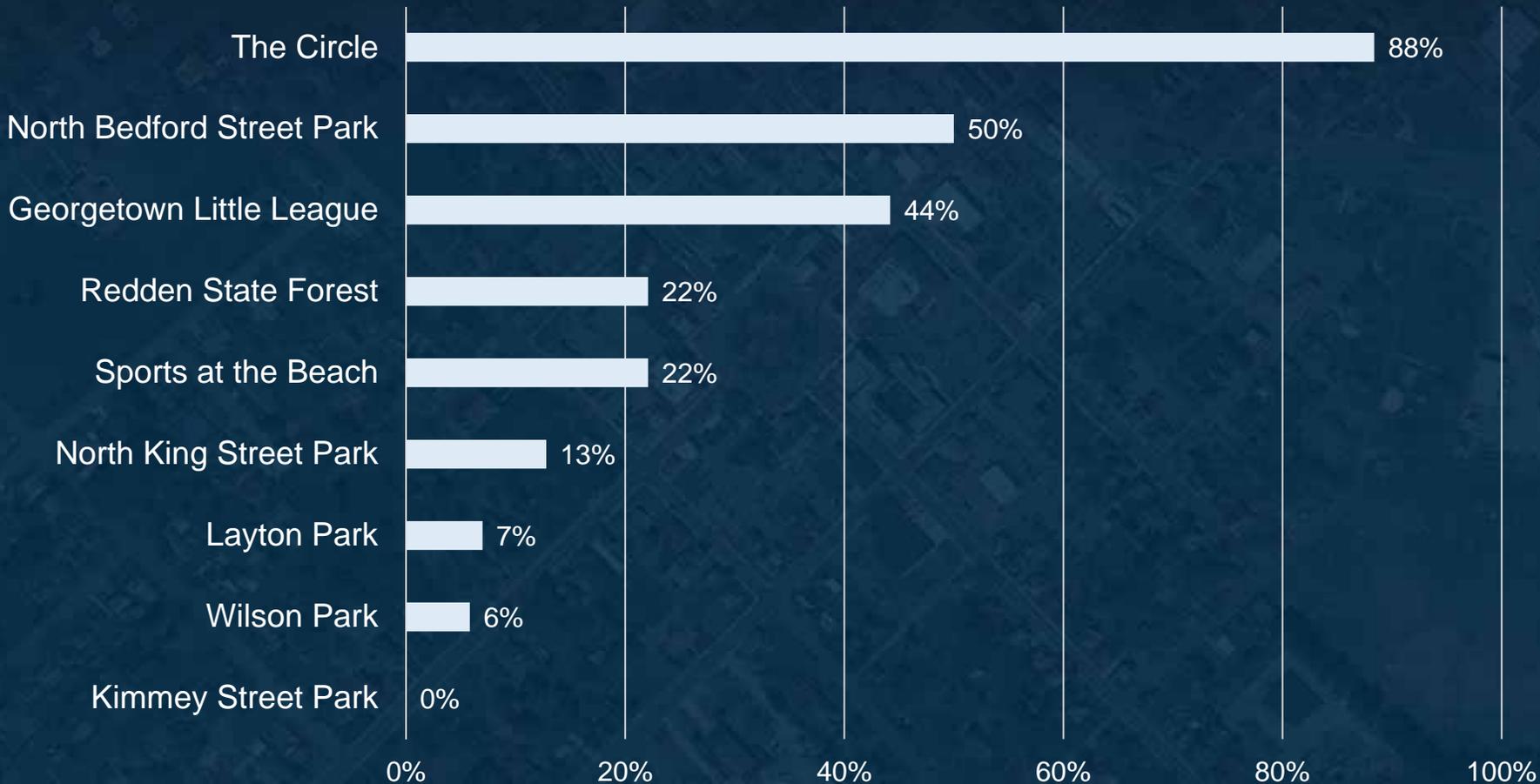
Online Survey Results

What type of area would you like pedestrian access to?



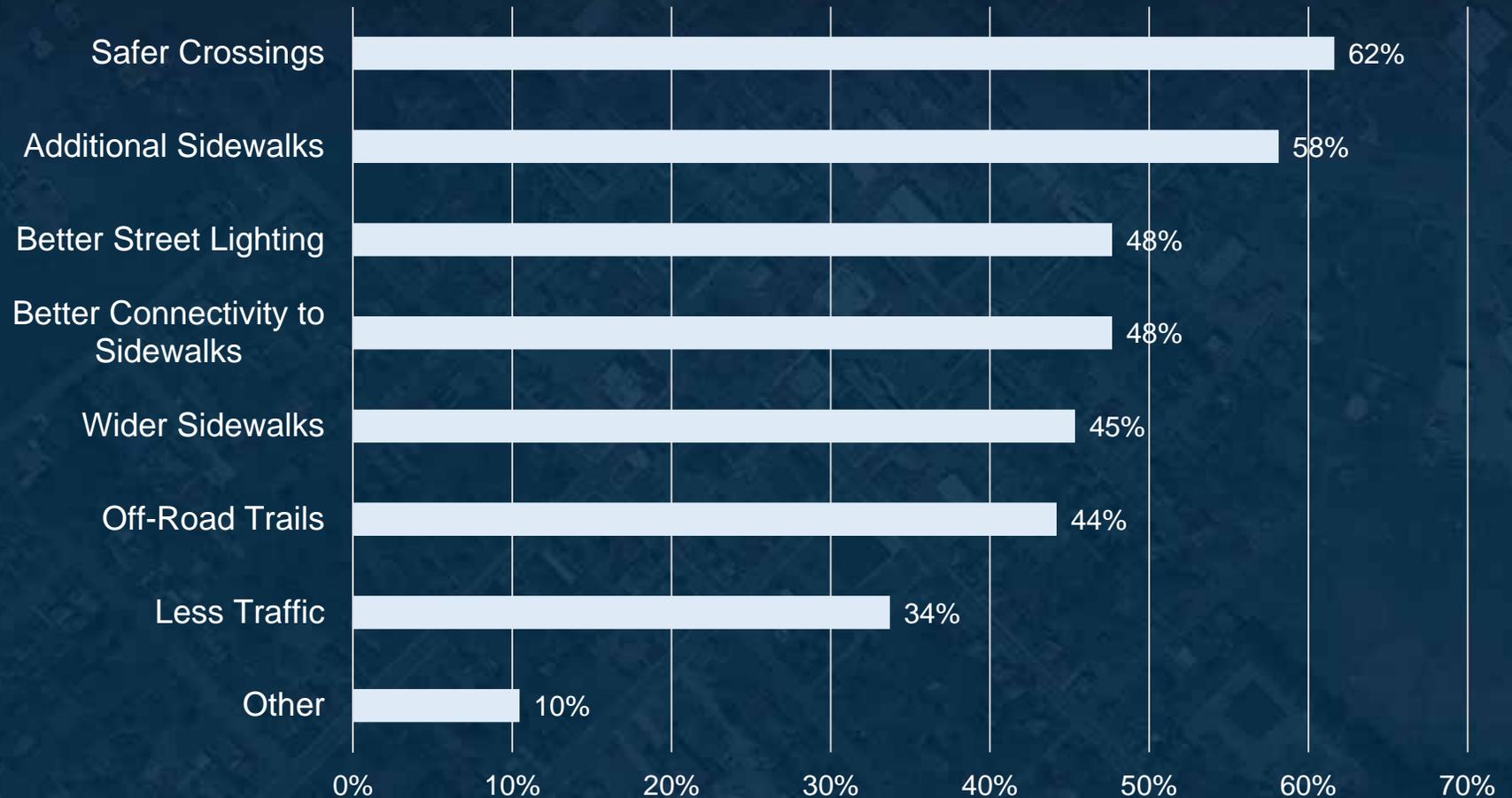
Online Survey Results

Which trails, parks, natural areas, or open space areas do you visit?



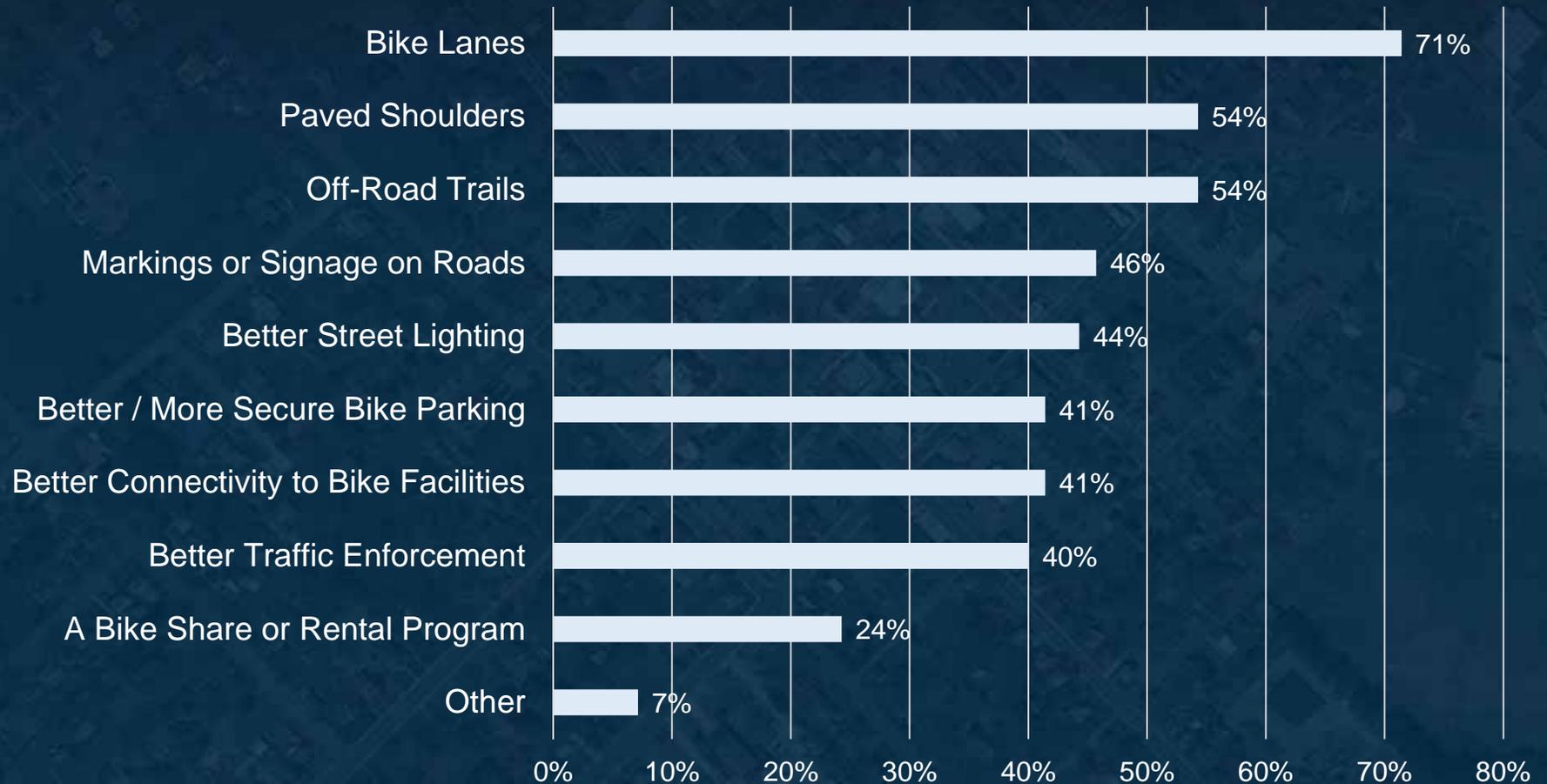
Online Survey Results

What would encourage you to walk more?



Online Survey Results

What would encourage you to bike more?



Meeting Reviews

All Meetings

- Kick-off / Town Officials Meeting #1 – March 29
- Public Workshop #1 – April 19
- Town Officials Meeting #2 – May 31
- DeIDOT Meeting – May 31
- Public Workshop #2 – June 21

Future Meetings

- Town Officials Meeting #3 – August
- Public Workshop #3 – September 20

Kick-Off Meeting – March 29

- Town Officials and Staff Meeting
- Review project scope
- Site reconnaissance

Public Workshop 1 – April 19

- Project introduction
- Public input
- Discussion



Public Workshop 1 – Card Technique

GOALS

- Bike and Walk Master Plan

FACTS

- Sidewalk gaps
- 3rd phase trail
- New sports complex
- 3 mile cross country track
- Sold train service
- 1 mile walking radius for schools
- Perdue chicken plant
- DeIDOT roads
- Lots of traffic
- New 113 overpass
- Safety concerns for the Circle
- Truck traffic in the Circle
- County seat
- Waive sidewalk requirements

CONCEPTS

- Where are the sidewalks needed?
- Connect the schools
- Golf course path
- Continuity
- Traffic calming
- One-way pair roads
- Big Georgetown and Little Georgetown
- Trail as transportation
- Little pedestrian signage
- Exercise trail
- King St. and East Market St.
- North Bedford St. and Bridgeville Rd.
- West Market St. and Front Str.
- Signs to public parking
- Wayfinding
- Improve railroad corridor

Town Officials Meeting – May 31

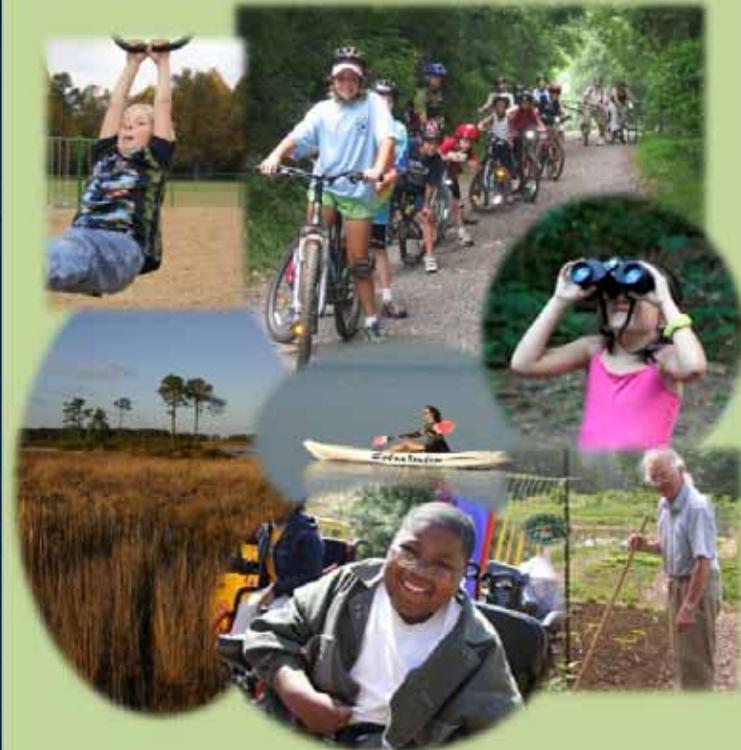
- Preliminary concept designs
- Potential funding sources

DeIDOT Meeting – May 31

- Preliminary concept designs
- State Route recommendations
- Potential funding sources

Relevant Planning Documents

DELAWARE OUTDOORS: BUILDING AN OUTDOOR LEGACY



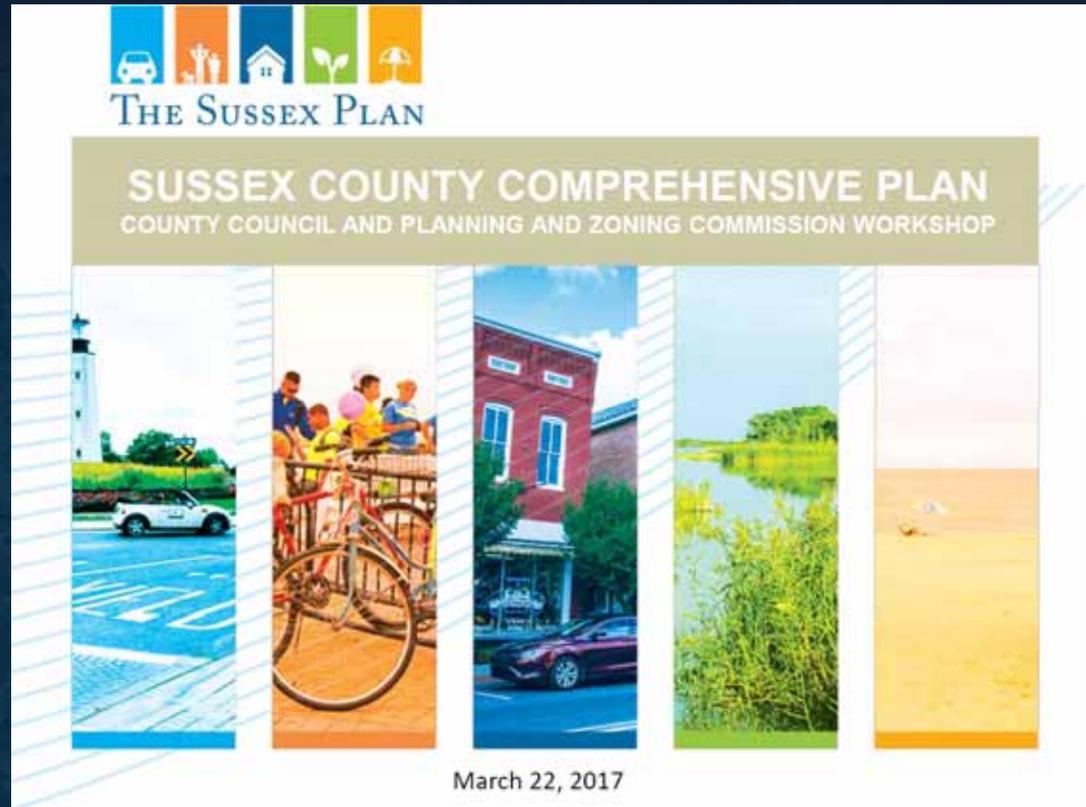
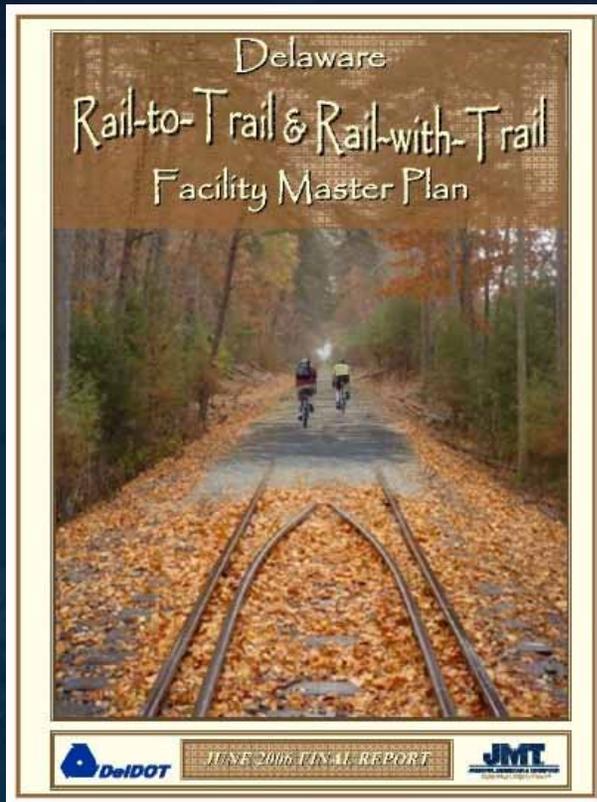
2013-2018

Statewide Comprehensive Outdoor Recreation Plan



A Statewide Policy Plan

April 2018



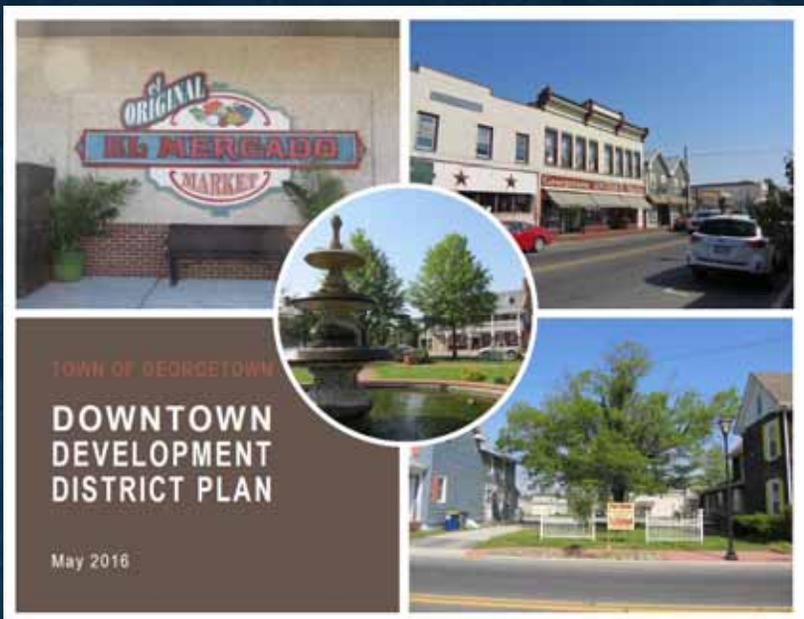


Town of Georgetown
Comprehensive Plan
Sussex County, Delaware

As Adopted by the Georgetown Town Council on January 13, 2010.

Community Planning Consultants
Urban Research and Development Corporation
Bethlehem, Pennsylvania

Assistance in the Background Studies Was Provided by McCross, Inc.

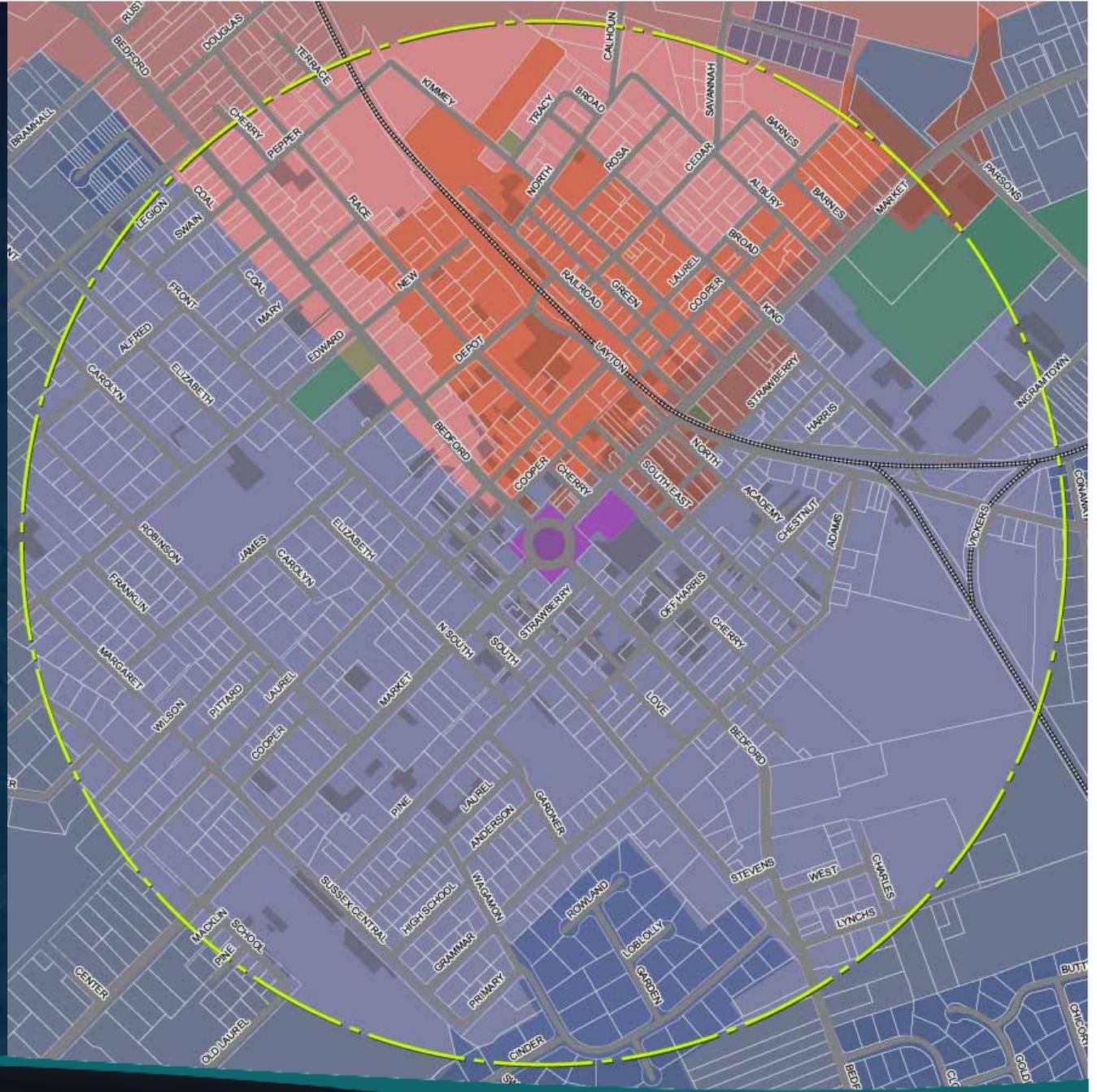


Site Inventory and Analysis

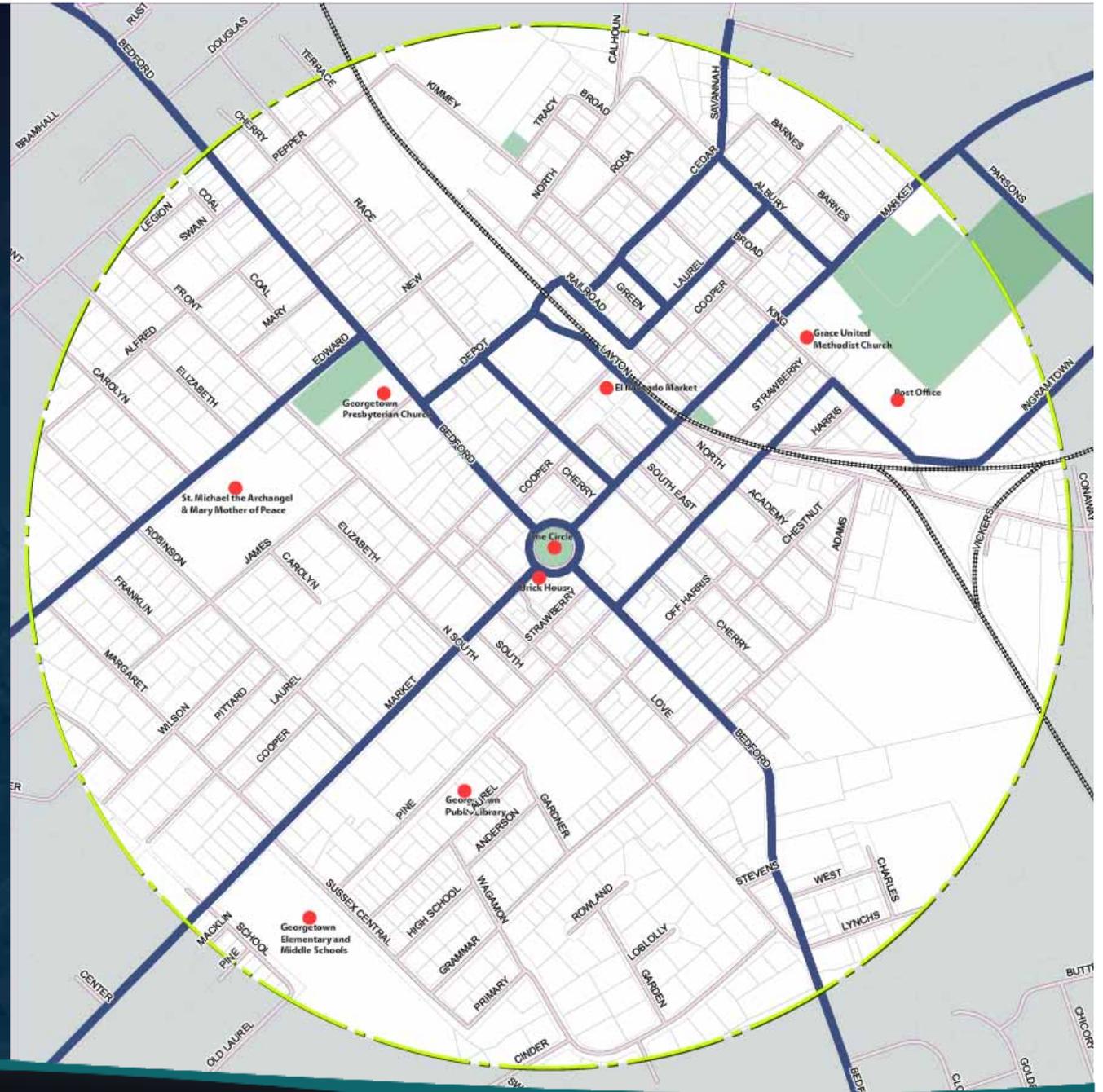
Base Area



School Districts



Public Transportation



Previous Bicycle Routes

--- DE Bike Route



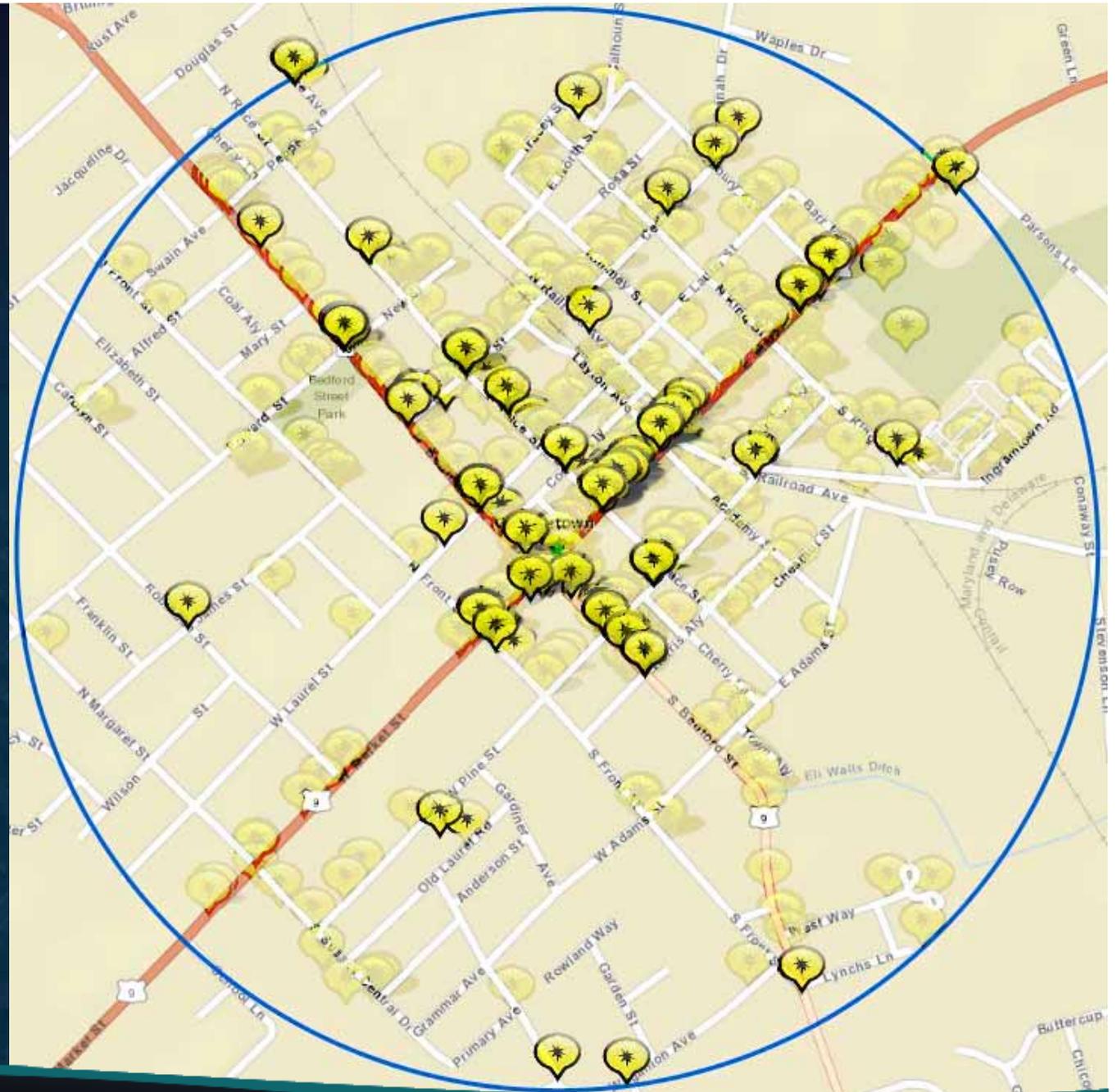
Sidewalk Inventory

-  No Sidewalk
-  Poor Condition Sidewalk
-  Good Condition Sidewalk



Accident Data

Accident report
data from
2014 – 2018

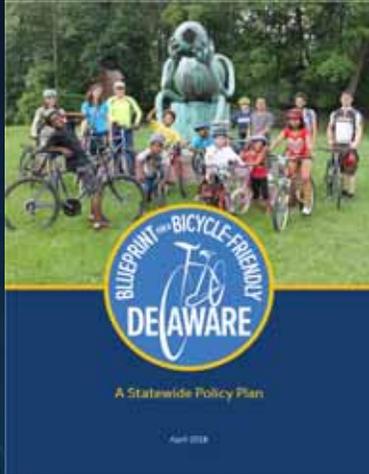


Data Collection



TOWN OF GEORGETOWN WALKABILITY & CONNECTIVITY STUDY

DeDOT - Level of Stress Bike Route



-  Level 1 Stress Traffic
-  Level 2 Stress Traffic
-  Level 3 Stress Traffic
-  Level 4 Stress Traffic



Improvement Recommendations

1. Sidewalk
2. Crosswalk (continental and decorative)
3. Rapid Flashing Beacon
4. Pedestrian Refuge Island
5. Multiuse Trail
6. Sharrow
7. Painted Shoulder
8. Boulevard
9. Speed Table
10. Truck Apron
11. Gateway
12. Bump Out / Curb Extension
13. Special Crossing
14. ADA Curb Cut
15. Streetscape

Improvement Recommendation #1

Sidewalks

Sidewalk



Sidewalk

Recommendation Items

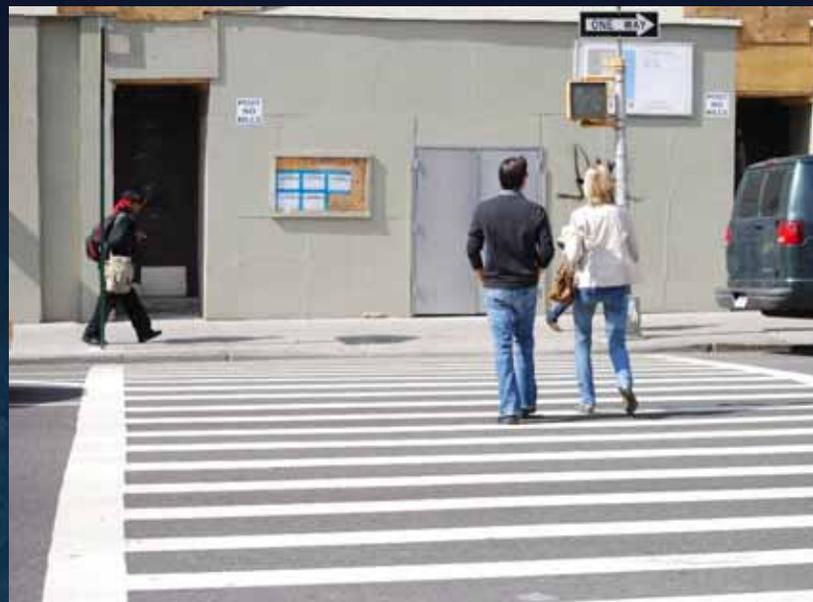
-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #2

Crosswalks

Continental Crosswalk



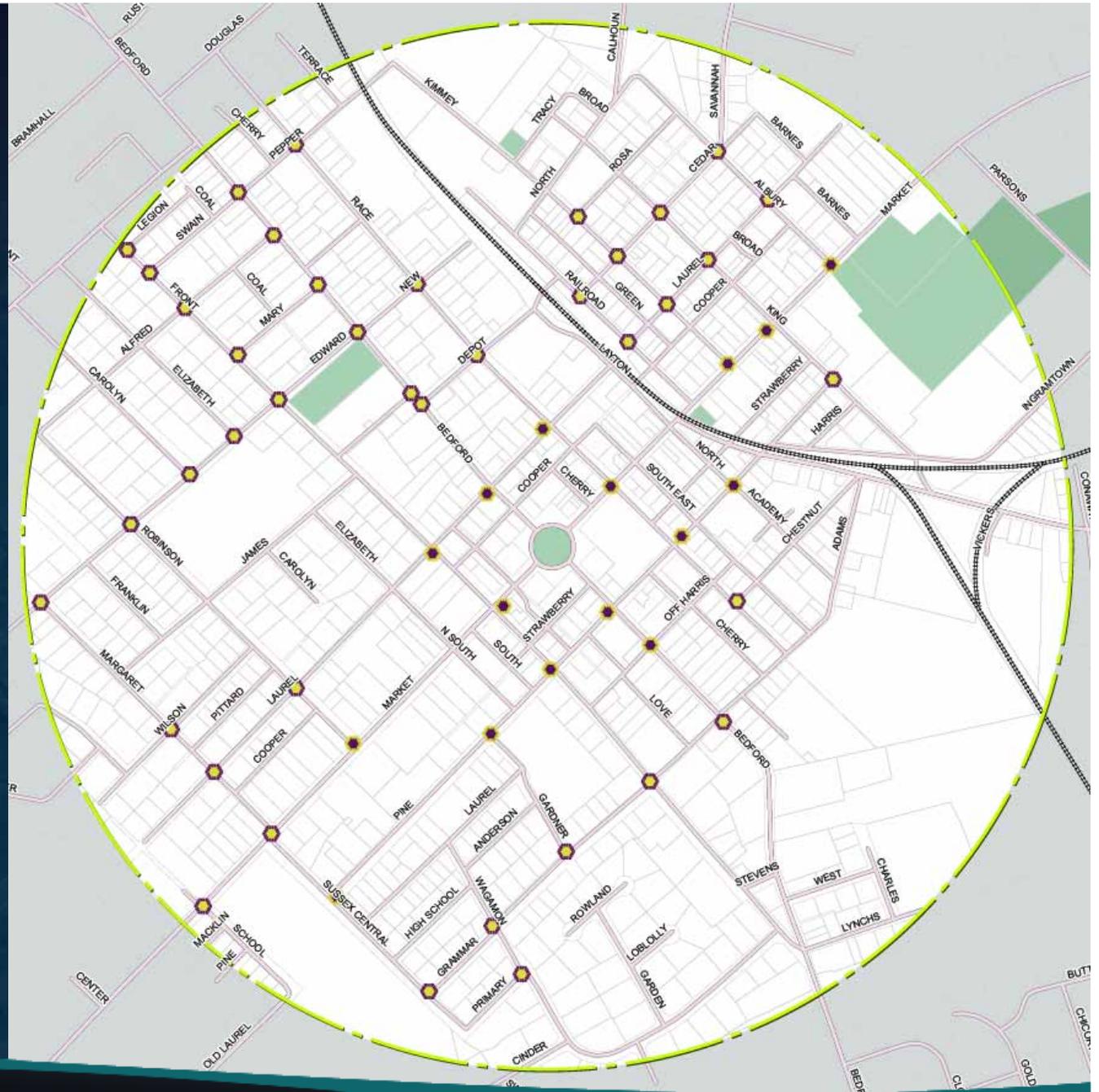
Decorative Crosswalk



Decorative Crosswalk

Recommendation Items

-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #3

Rapid Flashing Beacon

Rapid Flashing Beacon



Improvement Recommendation #4

Pedestrian Refuge Island

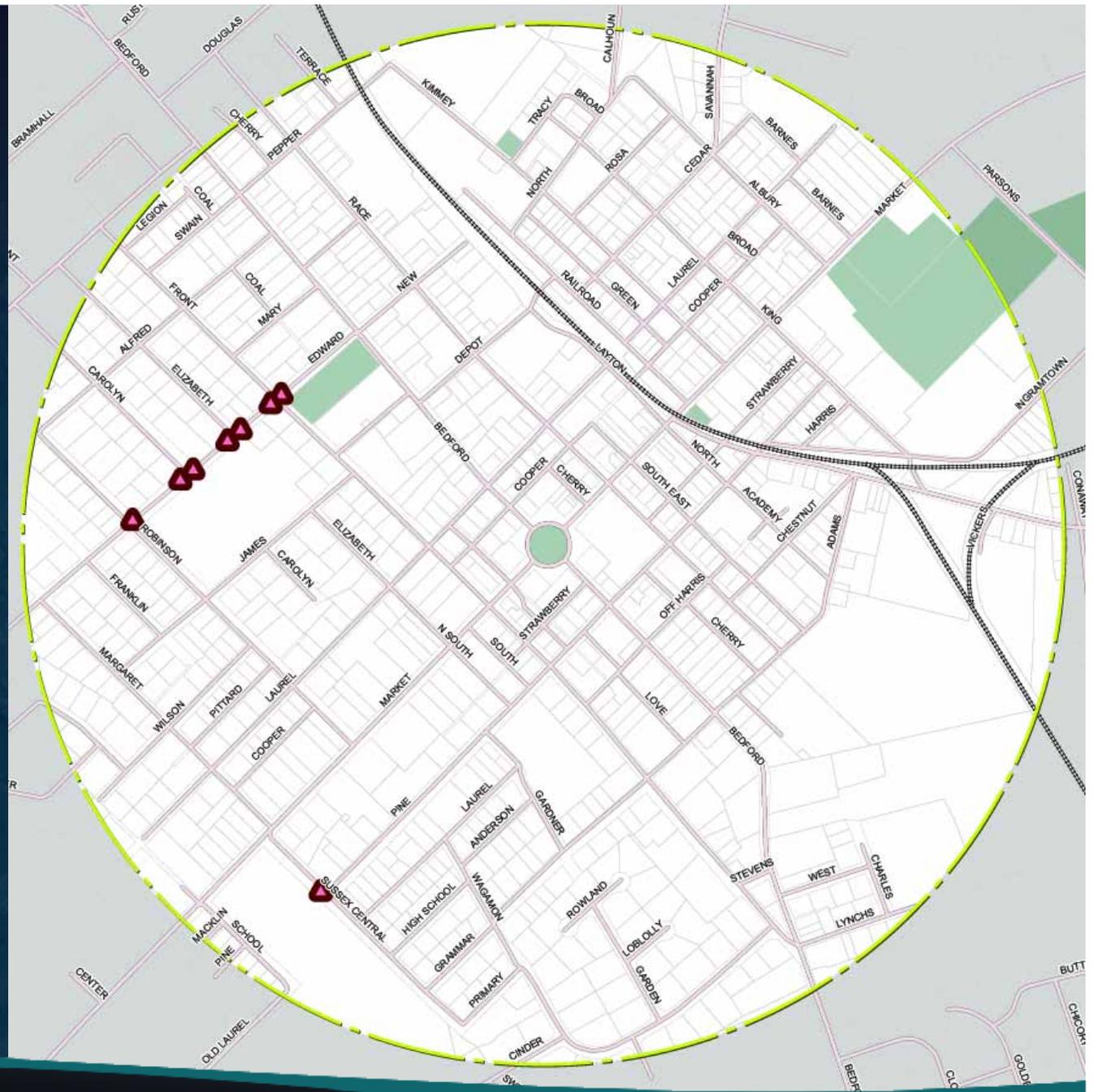
Pedestrian Refuge Island



Pedestrian Refuge Island

Recommendation Items

-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #5

Multiuse Trail

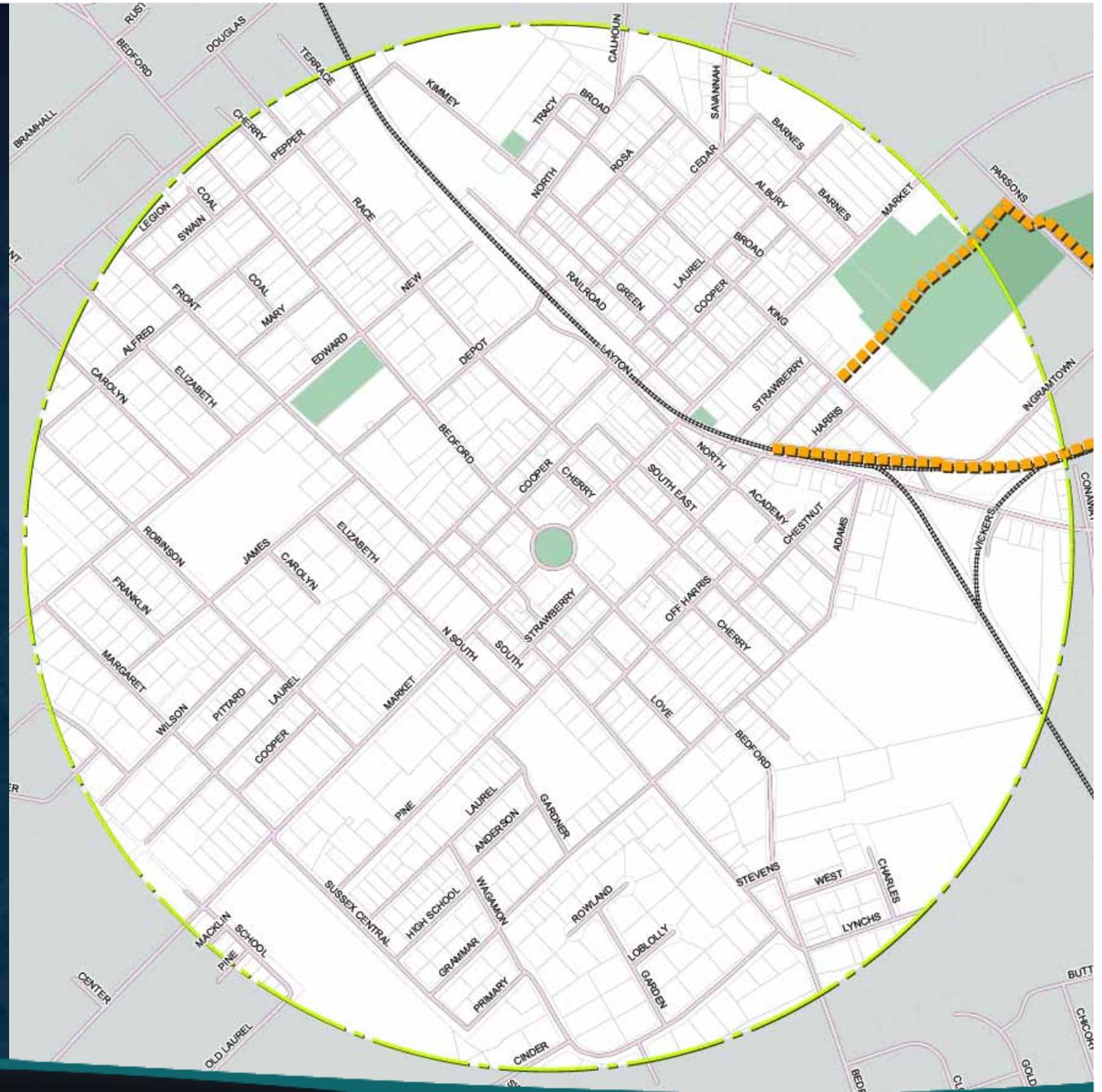
Multituse Trail



Multiuse Trail

Recommendation Items

-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #6

Sharrow / Bike Route

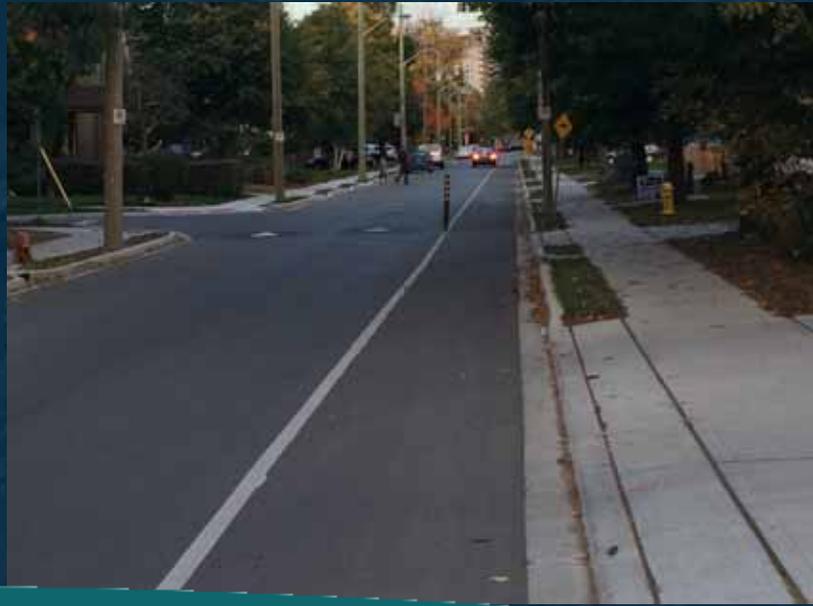
Sharrows / Bike Route



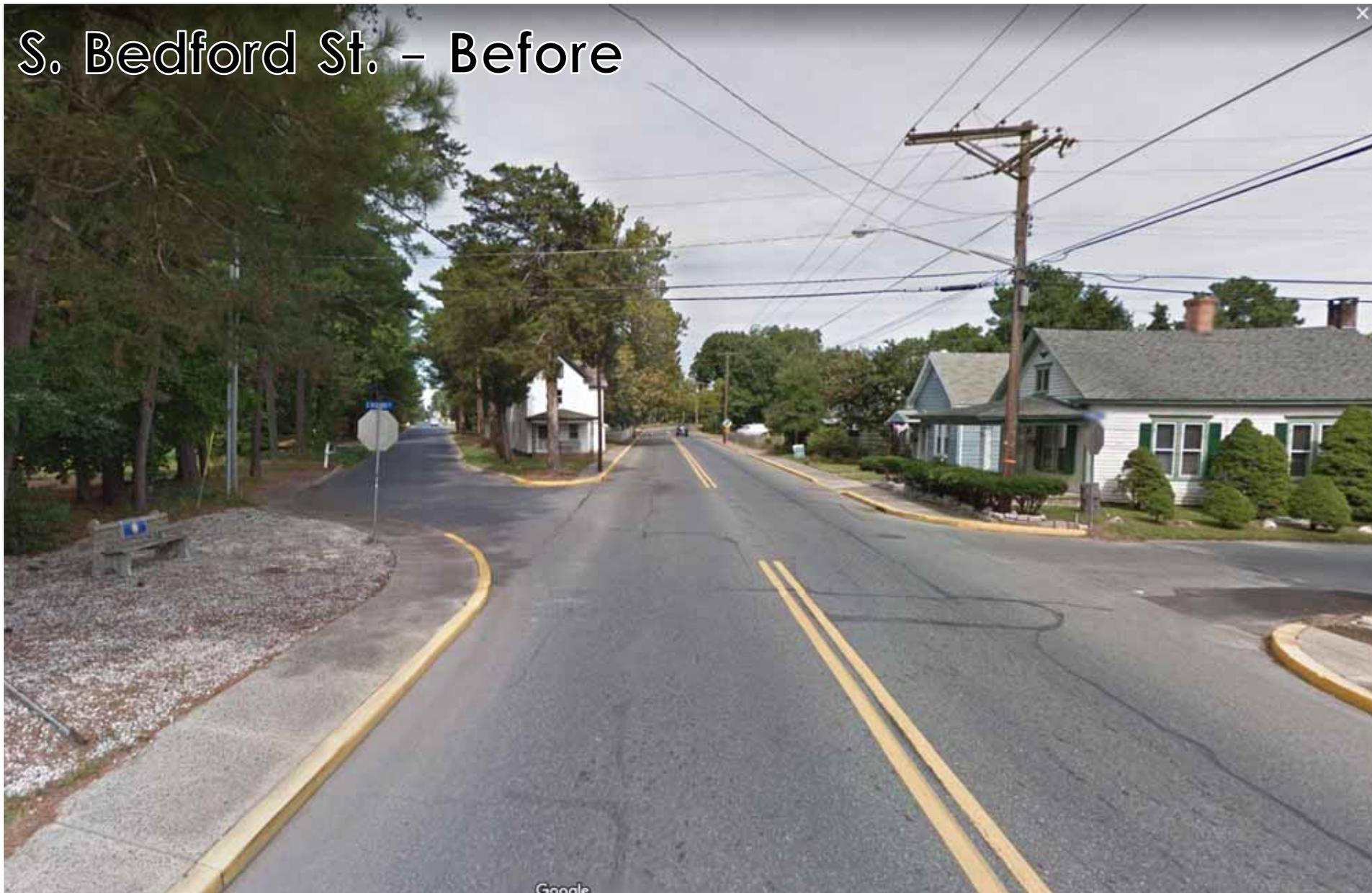
Improvement Recommendation #7

Painted Shoulder

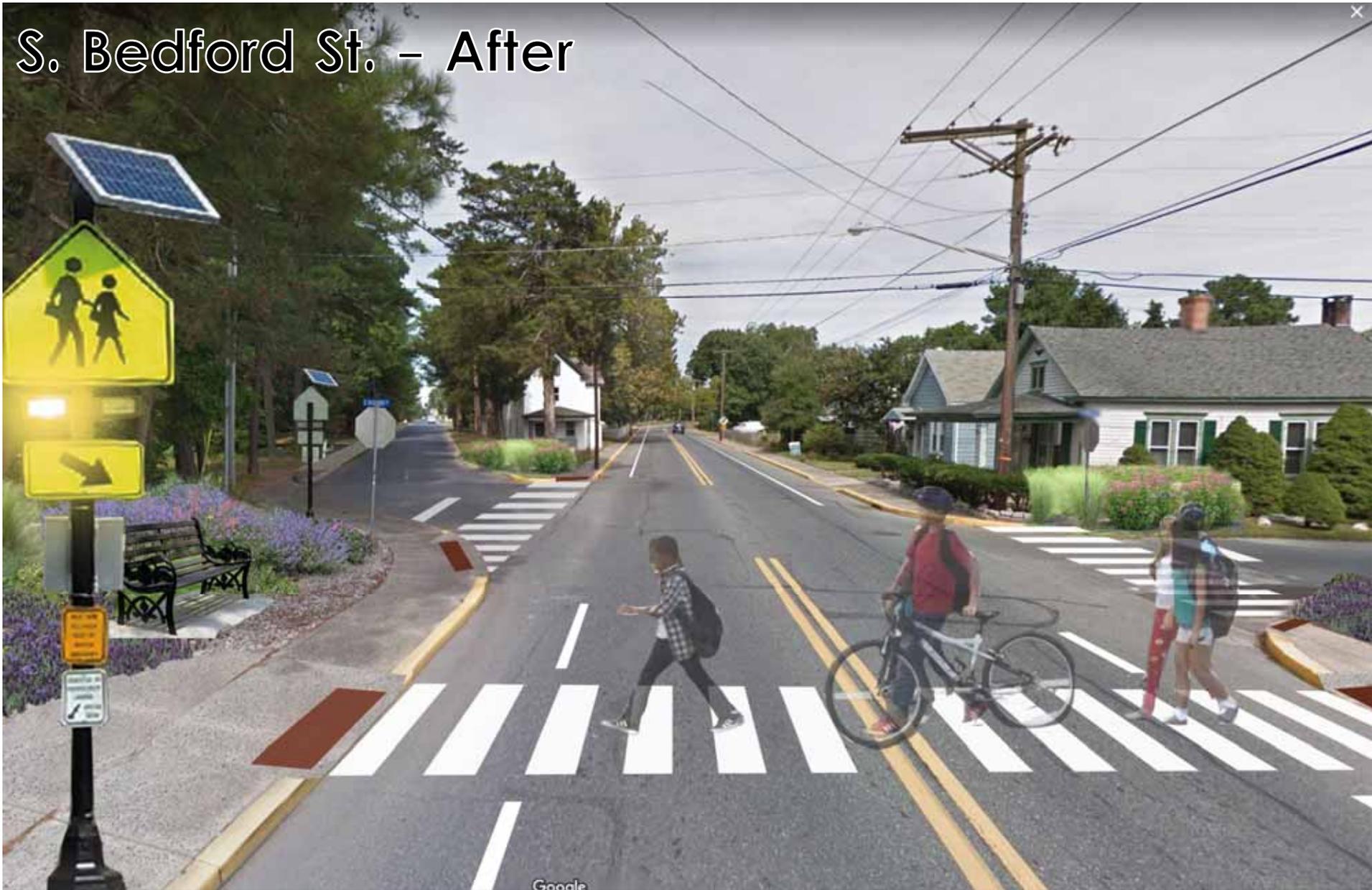
Painted Shoulder



S. Bedford St. – Before



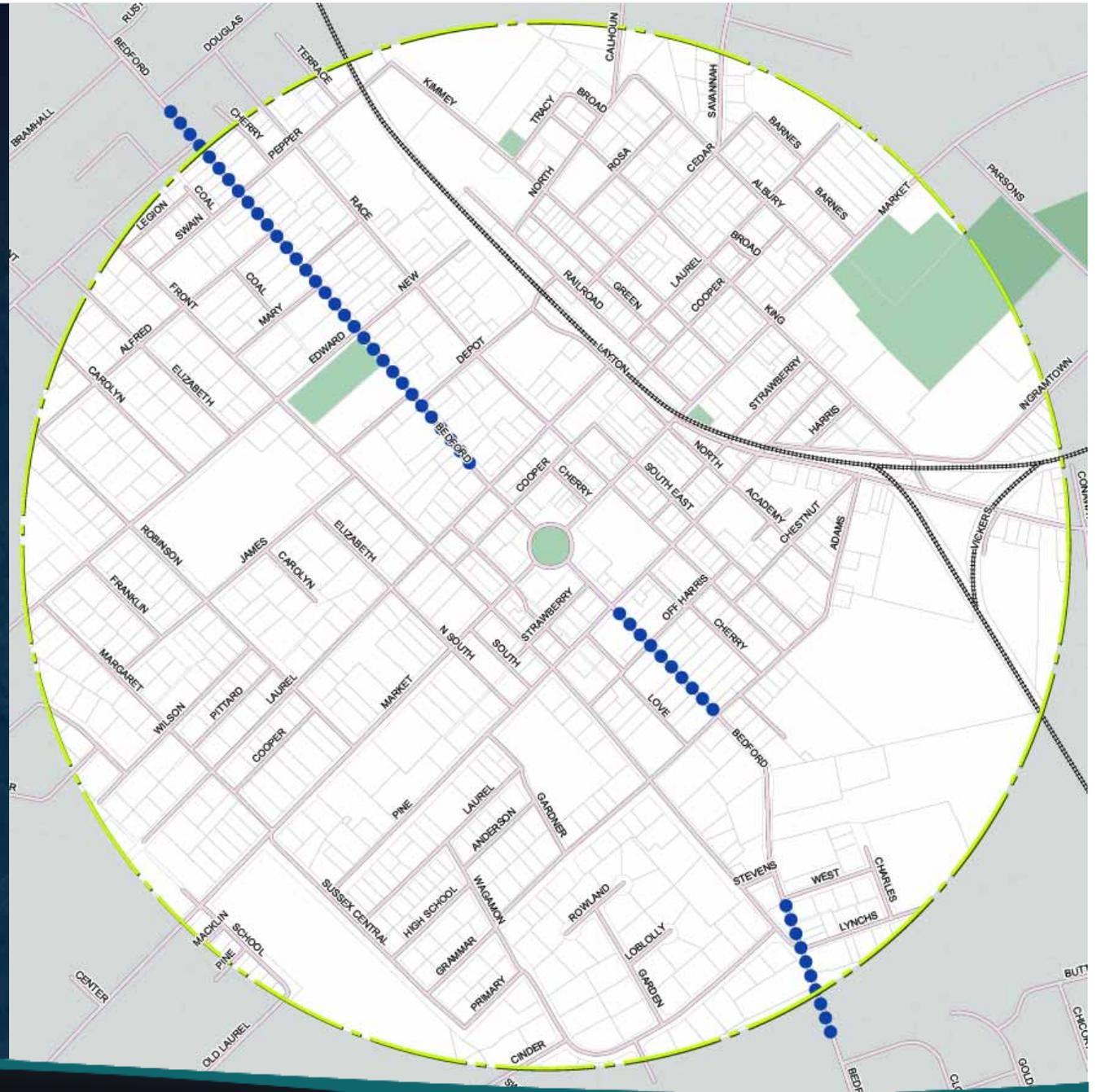
S. Bedford St. – After



Painted Shoulder

Recommendation Items

-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #8

Boulevard

Boulevard



Edward St. – Before



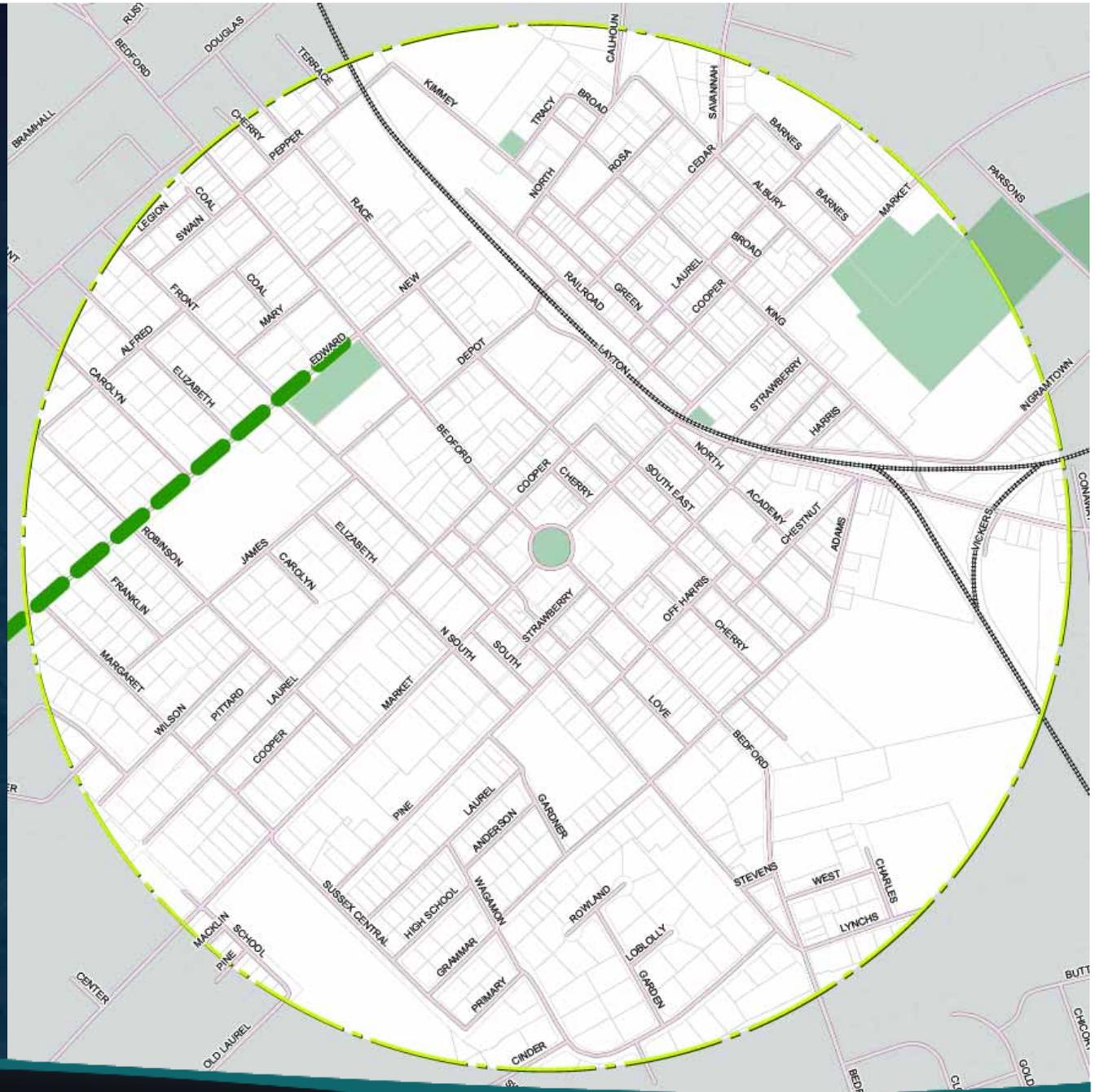
Edward St. – After



Boulevard

Recommendation Items

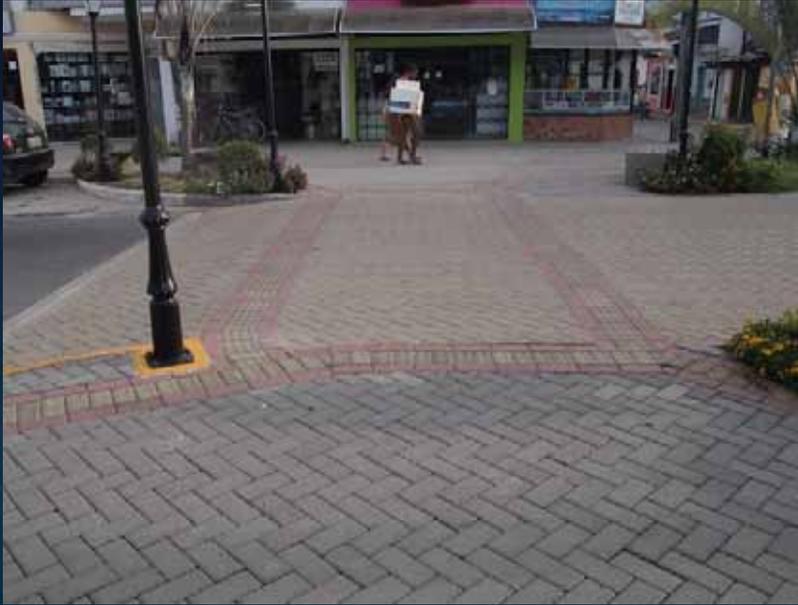
-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #9

Speed Table

Speed Table



Speed Table

Recommendation Items

-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #10

Truck Apron

Truck Apron



Truck Apron

Recommendation Items

-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #11

Gateway

Gateway



Gateway - Before



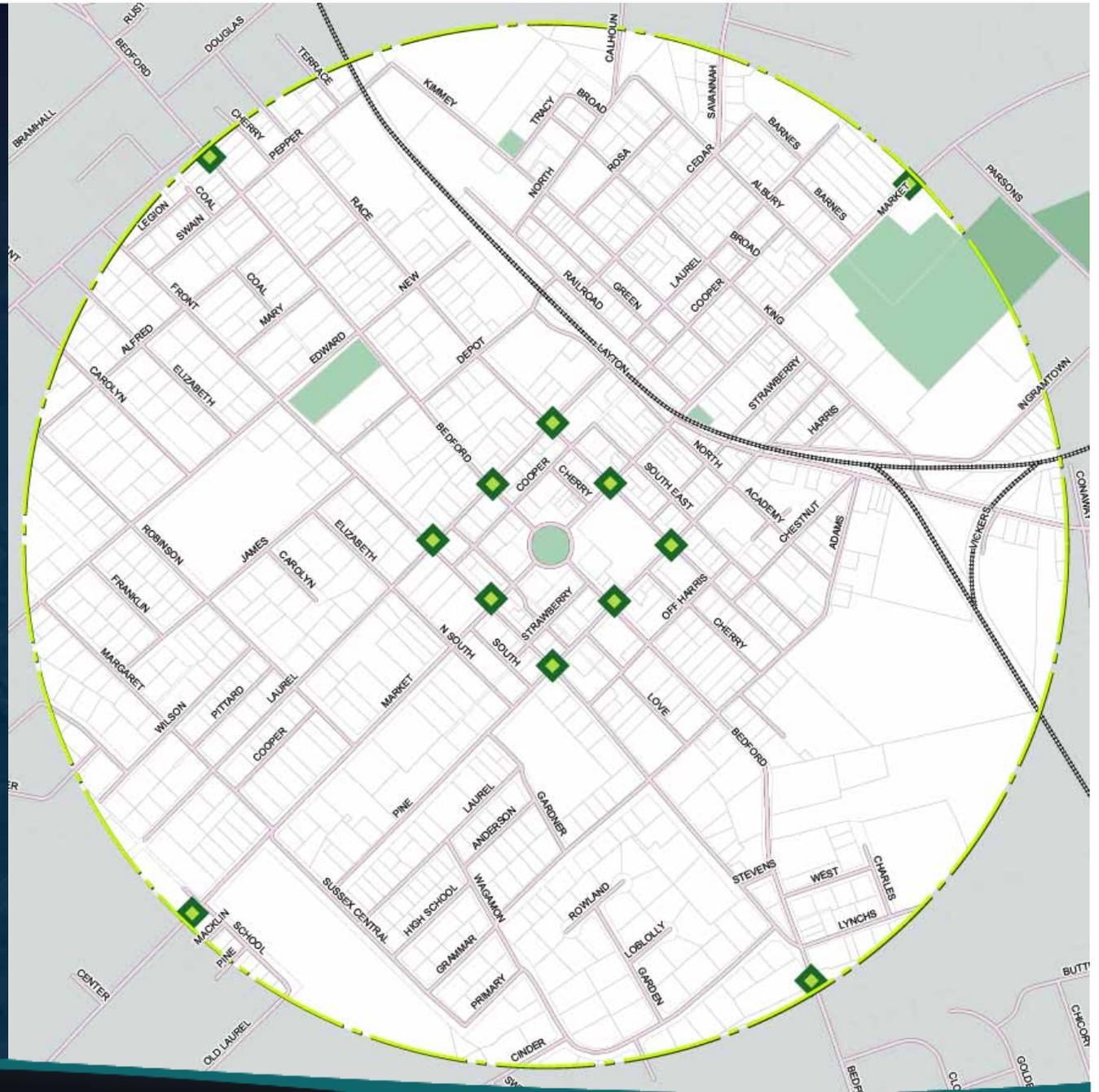
Gateway - After



Gateway

Recommendation Items

-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #12

Bump Out / Curb Extension

Bump Out / Curb Extension



Sussex Central Dr. - Before



Sussex Central Dr. - After



Bump Out / Curb Extension

- Recommendation Items**
-  Bump Out / Curb Extension
 -  Decorative Crosswalk
 -  Continental Crosswalk
 -  Gateway
 -  Pedestrian Refuge Island
 -  Rapid Flashing Beacon
 -  Sharrow and Bike Signage
 -  Boulevard
 -  New Sidewalk
 -  Painted Shoulders
 -  Speed Table
 -  Truck Apron
 -  Multi-Use Trail
 -  Special Crossings
 -  Curb Cuts



Improvement Recommendation #13

Special Crossing

Railroad Crossing



School Entrance



Railroad Crossing - Before



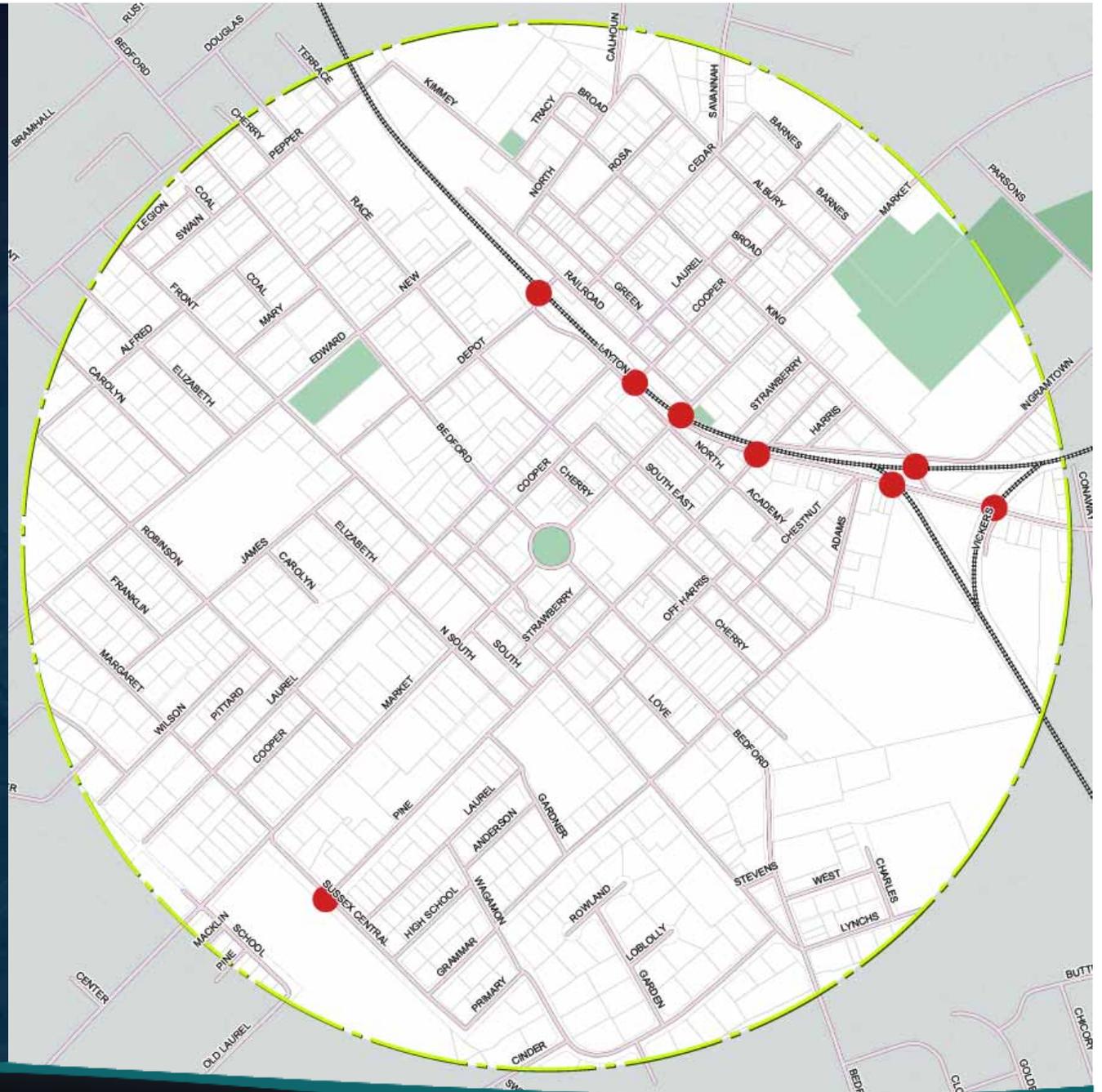
Railroad Crossing - After



Special Crossing

Recommendation Items

-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #14

ADA Curb Cut

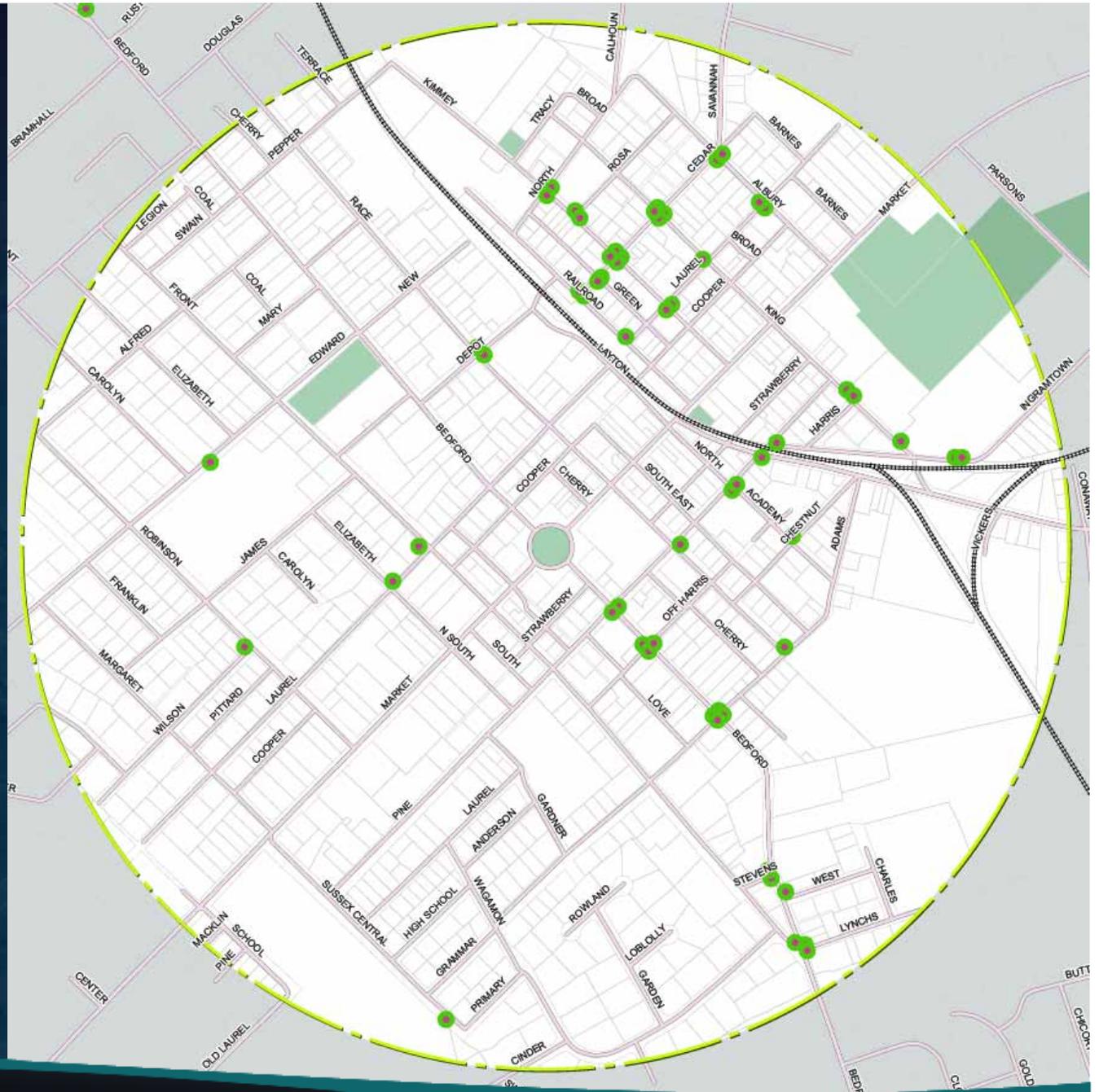
ADA Curb Cut



ADA Curb Cut

Recommendation Items

-  Bump Out / Curb Extension
-  Decorative Crosswalk
-  Continental Crosswalk
-  Gateway
-  Pedestrian Refuge Island
-  Rapid Flashing Beacon
-  Sharrow and Bike Signage
-  Boulevard
-  New Sidewalk
-  Painted Shoulders
-  Speed Table
-  Truck Apron
-  Multi-Use Trail
-  Special Crossings
-  Curb Cuts



Improvement Recommendation #15

Streetscape

Typical streetscape improvements throughout the project area can enhance safety and create a more pleasant motorist, pedestrian and cyclist experience

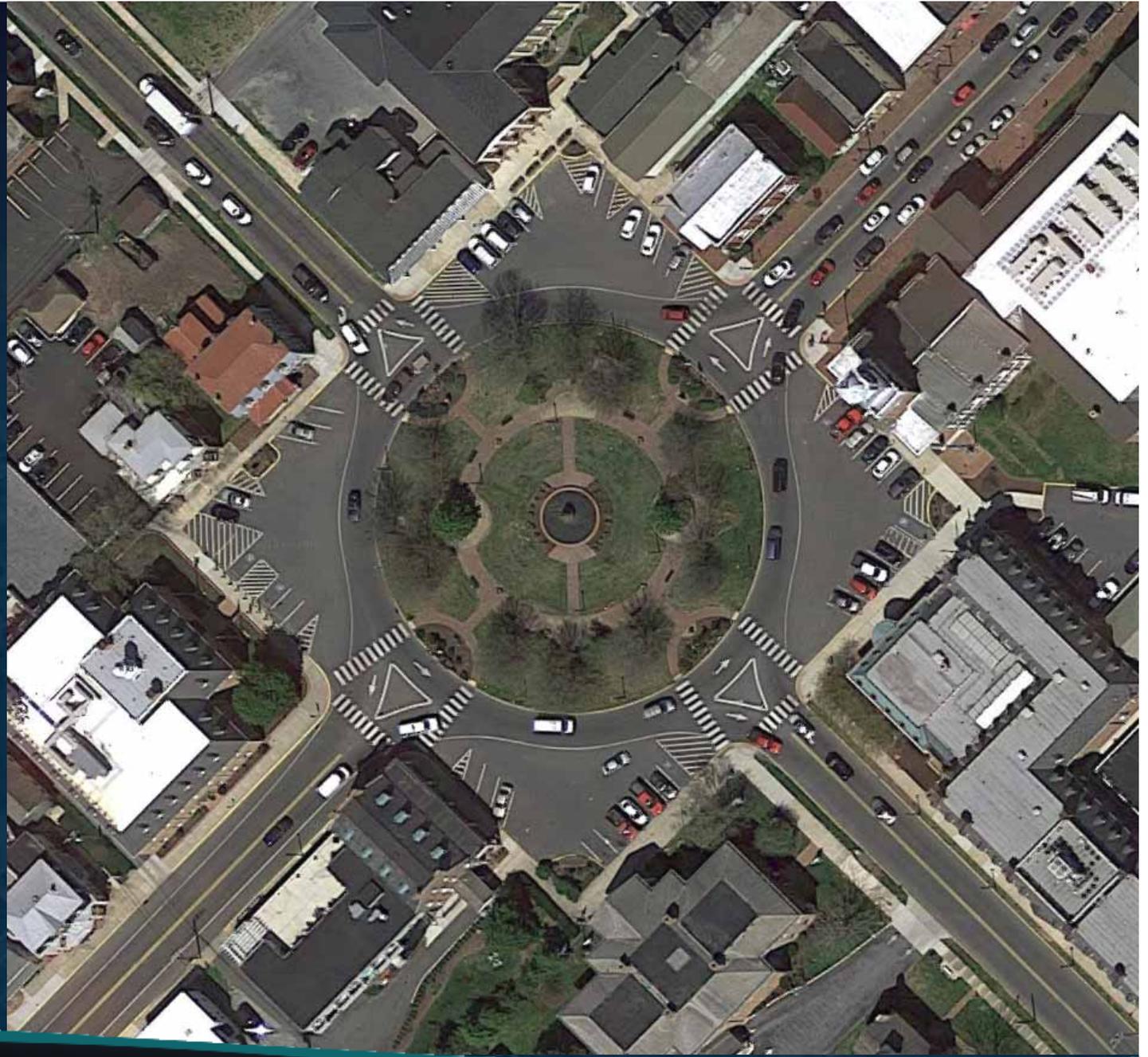
Streetscape



The Circle

Existing

- 40 Parking Spaces



Option 1

- Single Lane
- No Parking



Option 2

- Double Lane
- No Parking



Option 3

- Single Lane
- 16 Parking Spaces



Option 4

- Double Lane
- 20 Parking Spaces



Option 1



Option 2



Option 3



Option 4



Draft Report

TOWN OF GEORGETOWN WALKABILITY & CONNECTIVITY STUDY



CHAPTER 1

INTRODUCTION

Study Purpose

The Town of Georgetown completed this Walkability and Connectivity Study to establish continuity for pedestrians and bicyclists in and around the Town of Georgetown, Delaware by improving overall connectivity, promoting walkability and bikeability for residents and visitors, and establishing safe pedestrian and bicycle standards for complete streets, sidewalks, and bike routes. This plan identifies areas of improvement and develops appropriate design templates and signage standards to address connectivity issues in the Town of Georgetown that will enhance recreational opportunities for area residents and visitors, create a uniform appearance for future projects that blend with existing infrastructure, and help lay the groundwork for Town-wide connectivity. This report's recommendations, prioritization, and funding strategy will serve as the framework for future development standards regarding pedestrian and bicycle access, and overall connectivity.

How to use this study

This study outlines proposed pedestrian access and bike routes, with locations for improvement, within the Town. An inventory and analysis serves as the founding for the study by assessing site conditions, technical data and public input. The Recommendations section of the report provides design templates for complete streets, sidewalks and bike routes in various locations throughout Town and signage standards. The proposed network of sidewalks and bike routes should follow these guidelines. The Implementation section of this report provides cost estimates, phasing recommendations, and potential funding sources.

Any sidewalks and bike routes that are proposed on private lands can only be implemented with the approval of the owner. It is not a recommendation of this report to exercise eminent domain to acquire land for trails.

Demographics

Based on the 2016 ACS population estimate, the Town of Georgetown has a population of 6,917, an increase of 763 (+12.4%) from the 2010 Census of 6,154 residents. The Town has an overall population density of 1,371.6 inhabitants per square mile.

Population

The population is split evenly with a 1:1 ratio of male to female residents. The overall median age for the Town was 30.8 years in 2016, with the average male age 27.9 years and the average female age higher at 35 years. Children under the age of 18 accounted for 29.2% of the population in 2016, slightly higher than the 26.9% in 2010. The percent of the population age 65 and over has also increased from 10.8% in 2010 to 15.6% in 2016.

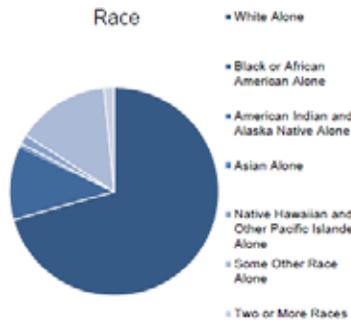
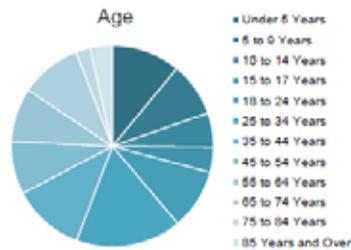
Race

Over 70% of the population in 2016 identified as solely white / caucasian. Those that identify as Black or African American alone account for 11.4% of the total population. Only 1.6% of the population identify as two or more races.

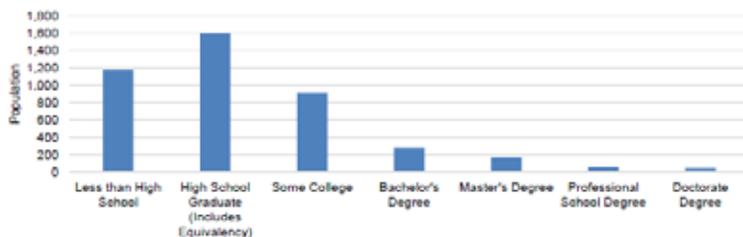
While not included as race, 2,924 inhabitants (42.3% of the total population) are of hispanic or latino origin based on the 2016 ACS, a slight decrease from the 42.9% in 2010.

Education

Education attainment data below includes residents ages 25 years and over. Of the population age 16-19, 100% are high school graduates or currently enrolled in high school.



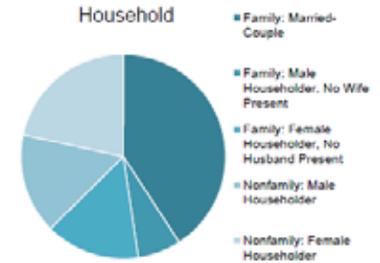
Educational Attainment



TOWN OF GEORGETOWN WALKABILITY & CONNECTIVITY STUDY

Household

As of 2016, there are 2,361 housing units in Georgetown, of which 93.3% are occupied. Of the housing units occupied, 56% are renter occupied. Family households make up 62.6% of all housing units, with 40.6% of householders being married couples. The majority of the remaining occupied housing units have female householders. Female householders account for 38.5% of all occupied housing units, while male householders account for 22.7%. The average household size is 3.1.

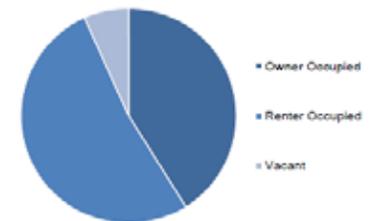


Income

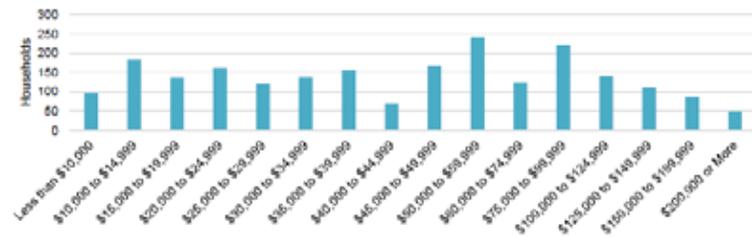
The average household income in Georgetown is \$46,708 and the per capita income is \$23,090. Roughly 9.1% of the civilian population in the labor force age 16 and over are unemployed. This is most likely due to the low employment rate of those aged 16 to 19. Within this age range, only 33.4% are employed.

Housing Tenure

Children younger than 18 years account for 56.3% of the population living below the poverty level, with 32.5% of the children population in Georgetown living below the poverty level. This is compared to the 22% of adults living below the poverty level.



Household Income



TOWN OF GEORGETOWN WALKABILITY & CONNECTIVITY STUDY

Relevant Planning Documents

Delaware Outdoors: Building an Outdoor Legacy, 2013

Delaware Outdoors: Building an Outdoor Legacy is the 2013 Delaware Statewide Comprehensive Outdoor Recreation Plan (SCORP) completed by the Department of Natural Resources & Environmental Control to serve as a guide for outdoor recreation development through the state of Delaware.

The final plan includes various surveys and studies that identify findings and priorities throughout the state of Delaware, with a focus on outdoor recreation use and experience over time. These findings aided in formulating recommendations to encourage and improve outdoor recreation. Accessibility and trails / pathways were each considered primary initiatives to be addressed.

<http://www.dnrec.delaware.gov/parks/Information/Documents/2013%20Scorp/2013SCORP.pdf>

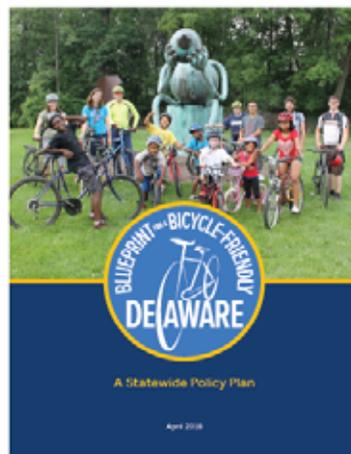
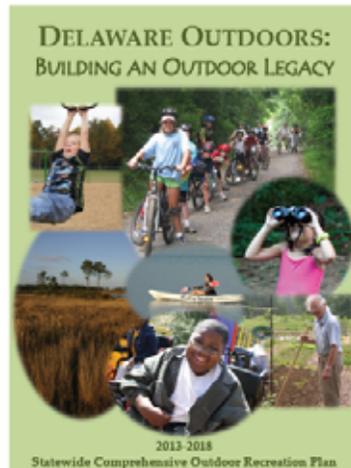
Delaware Rail-to-Trail & Rail-with-Trail Facility Master Plan, 2006

DelDOT completed the Delaware Rail-to-Trail & Rail-with-Trail Facility Master Plan as a review of and update to a cursory study of all railroad corridors for potential bicycle and pedestrian use, and evaluate potential interconnectivity of these corridors. The plan aimed to accomplish three goals: review and further evaluate potential railroad corridors; work with various partners at a local, regional, state, and federal level to complete the plan; and provide a practical and prioritized strategy to successfully implement all rail-to-trail and rail-with-trail corridors recommended. The Georgetown-Lewes Running Track is the largest recommended corridor location, totaling 16.7 miles once completed.

https://delDOT.gov/information/projects/trails_to_trails/pages/MASTER_PLAN_FINAL/MAIN_BODY/REPORT_MAIN_BODY_FINAL.pdf

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

The Blueprint for a Bicycle-Friendly Delaware was published in April 2018 as a means of building upon existing accomplishments, filling in gaps, and taking advantage of



Town of Georgetown
Comprehensive Plan
Sussex County, Delaware

As Adopted by the Georgetown Town Council on January 13, 2010.

opportunities for improvements. The Statewide Policy Plan serves to identify Delaware specific goals, adopt new and best practices for cycling, integrate efforts of stakeholders into a focused implementation strategy, increase coordination and leveraging of resources, and community the value of bicycling toward achieving broad societal goals. Recommendations for planning, design, and implementation have all been included in the completed plan.

https://delDOT.gov/information/projects/blueprint_bicycle_friendly_delaware/pdfs/DelDOTBikePlan043018FINAL.pdf

The Sussex Plan

The Sussex County Comprehensive Plan aims to plan for the needs of the County through the year 2045, focusing on the unincorporated portions of the County. The plan serves as a guide for future development-related decisions, including development, redevelopment, and preservation. It aims to enhance the quality of life for residents by determining and overall vision of the County and creating a realistic action plan. Existing conditions were evaluated and recommendations were made based on the findings.

The Sussex Plan is still in the draft phase as of May 2018.

<https://sussexplan.com/>

Georgetown – Lewes Rail / Trail Study, 2011

Following the completion of the Delaware Rail-to-Trail & Rail-with-Trail Facility Master Plan, the Georgetown – Lewes Rail Trail Study further evaluates the impact and proposed design of the 17.8 mile trail corridor from the Georgetown Trail Station to the Cape Henlopen State Park. The study considered existing regional railroad corridor usage, and future land use and density based on estimated 2030 Census data. Design guidelines, influenced by these findings, serves as standards to be used throughout the corridor. The guidelines include rail-to-trail, rail-with-trail, railroad crossing, and trailheads with parking.

(Need completed plan website)

Town of Georgetown Comprehensive Plan, 2010

The Town of Georgetown Comprehensive Plan was adopted by the Town in 2010 and sets the foundation for development regulations and revision in the Town. The completed plan recommends policies pertaining to development and conservation in Georgetown and

CHAPTER 3 RECOMMENDATIONS



Bicycle Lanes

Bicycle Lanes - Bicyclists operate within a designated portion of the roadway that is separate from motor vehicle traffic.

- Bicycle Lanes should be provided on both sides of two-way streets
- Bike Lane Widths without Parking: 4' minimum (not adjacent to curb) and 5' minimum (adjacent to curb or other obstacle)
- Bike Lane Widths with Parallel Parking: 5' minimum to 7' (wider bike lanes are recommended adjacent to parking areas to reduce conflict with opening vehicle doors)
- Bike lanes should be placed between the parking lane and travel lane (this applies to diagonal and parallel parking)
- Storm Drains and Utility Covers: Bike lanes should be wide enough to accommodate bicyclists swerving to avoid obstructions.
- Bike Lane Striping: 4" to 6" solid white line (dotted lines are optional at major driveways and intersections, solid lines should be continued at all minor driveways)
- Pavement Marking: Bike Lane Symbols (MUTCD 9C-3)
- Bike Lane Signage: Bike Lane (R3-17) placed at periodic intervals with either Ahead (R3-17aP) or Encls (R3-17bP) where appropriate.



Shared Use Paths

Shared Use Paths

Shared use paths are bikeways that are physically separated from the vehicular cartway by a physical barrier or open space. Design of these facilities should comply with current ADA requirements. Path users include, but are not limited to:

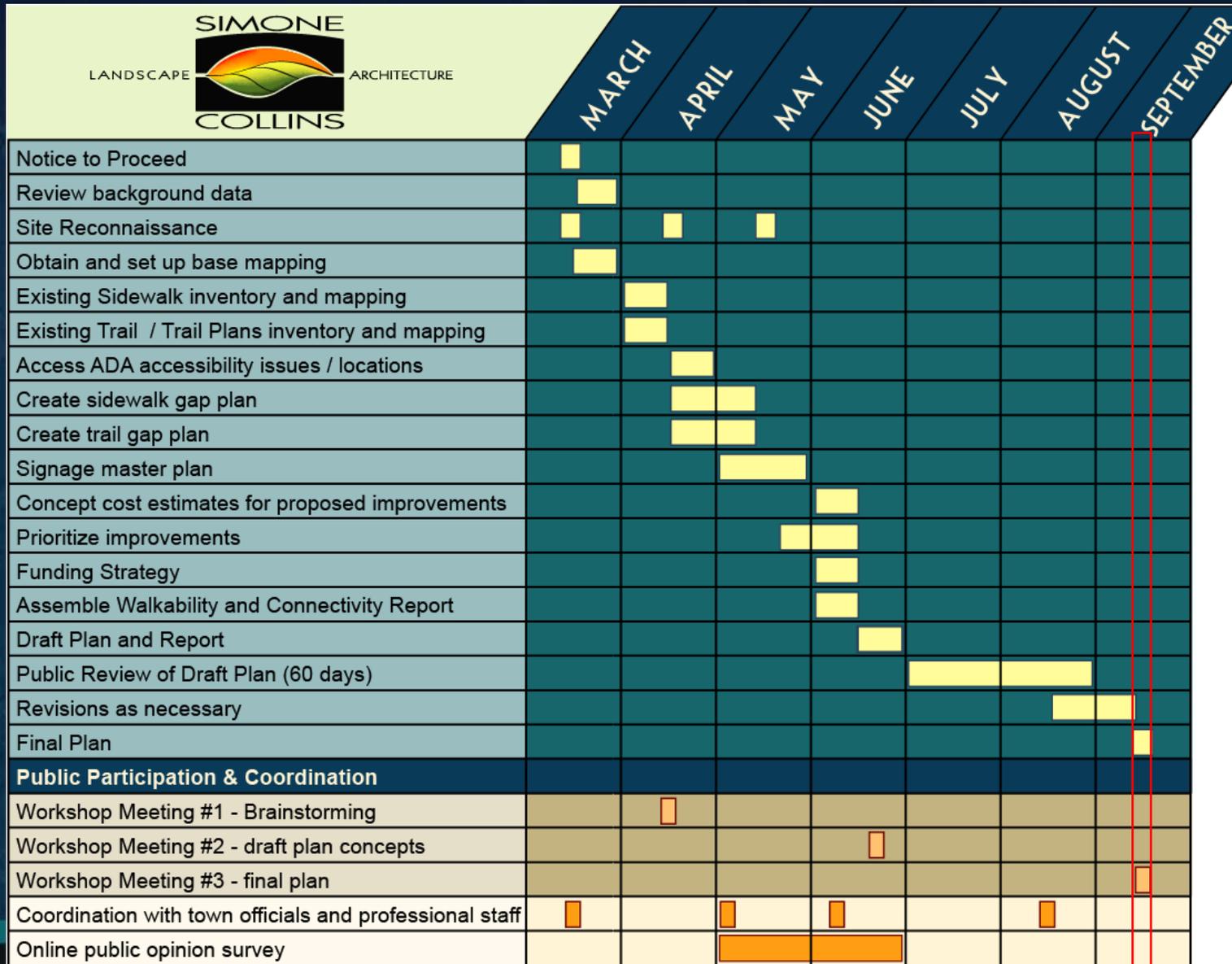
- Bicyclists of all types
- Inline & roller skaters, and skateboarders
- Kick scooter users
- Pedestrians

Design Requirements

- Trail width: 10' minimum to 14' (8' is permitted under rare circumstances) Trail Shoulder width: 2' minimum shoulder free of vertical obstructions (fence, sign, wall, etc.), 3' to 5' is preferred

- Trail Shoulder slope: 1 vertical to 6 horizontal (1:6) maximum
- Adjacent to a body of water or slope 1 vertical to 3 horizontal (1:3) or greater; vertical distance between the trail and nuisance should be minimum 5' (physical barrier or rail is recommended and may be placed at a minimum 1' from the edge of trail)
- Vertical Clearance: 8' minimum, 10' preferred
- Separation between Trail and roadway: 5' minimum from edge of pavement (if less than 5' a physical barrier is needed)
- Trail cross slope: Not to exceed 2%, 1% is recommended (or as per ADA requirements)
- Trail grade slope: Maximum grade should be 5% or match that of the adjacent roadway

Next Steps



Discussion

Project Consultants

Simone Collins Landscape Architecture

610-239-7601

Peter Simone

psimone@simonecollins.com

Geoff Creary

gcreary@simonecollins.com

Marie Passuello

mpassuello@simonecollins.com