

SHOWFIELD WHITE'S POND

August 22, 2019

I.

Regarding the proposed connection between Showfield 1 and Showfield White's Pond, there was discussion at the meeting Wednesday, 8/21/2019 which suggested that the connection is not currently open. On Thursday at the end of my ride on the Breakwater Trail I rode past Seabreeze bicycle shop up the Monroe Avenue-extension. There are signs stating "construction entrance". I was able to ride all the way to Battlemixer Drive in Showfield 1. This was around 3:45 to 4:00 PM on 8/22/2019. I watched for about 15 minutes and saw four private vehicles come and go between Battlemixer Drive and Freeman Highway using Monroe Avenue. I did not see any commercial or construction traffic. This strongly suggests that the connection is already in play.

I have seen this tactic before in Northern Virginia (NOVA) where I lived for 43 years. The builder is allowing traffic by neglect. Usage will become a fait accompli and Lewes will be unable to reverse it. The traffic must be prevented now if there is to be discussion later about the connection/gate.

II.

At the meeting on 8/21 I heard the builder defer answers to other government or HOA bodies several times. The RBA seemed to feature in several instances. This was mostly regarding the "gate" on Monroe Avenue extended and the need for a traffic light on Freeman Highway. Again, the builder is playing Pontius Pilate and washing their hands, "its not my job". If they want the right to build in Lewes then they need to support the town's desires.

The builder described an intersection at Freeman Highway which had a right turn lane from Monroe Avenue-extended on to the Highway. This will endanger pedestrians and particularly bicyclists. The bicycle trail crosses the intersection. Also, there is a trail head adjacent to the library for people driving in from outside Lewes to park and begin their bike ride. Bicyclists cross Freeman Highway at Monroe Avenue. This will also endanger bicyclists.

I believe it is reasonable to expect children from the Showfield subdivisions to cross the Freeman Highway to access the library. Given the builder's description of the intersection no one should be comfortable with that thought.

III.

A Planning Commission member asked an inciteful question regarding the builder's traffic study; did it include a connection with Showfield 1 in the study (?). That question is unanswered. If the

connection/gate is to be discussed then the builder or *preferably someone impartial*, needs to do a traffic analysis.

IV.

The real problem in my opinion after observing for several months is Sussex County. There does not appear to be a master plan which addresses and manages density. There are vested business interests on the Sussex County council. They are pursuing growth for growth's sake in the belief that all growth is good. Sub-divisions are popping up along Route 9 and route 24 and further back in weeds. The appearance is that builder requests are being addressed one at a time. I hear people complain about traffic increasingly. This is what made NOVA a place *from* which to escape. NOVA is so dense that relief is not possible, i.e. they passed the point from which you can 'manage the problem'. Sussex County is making the same mistakes which Fairfax County Virginia made in the 70s and 80s. I have heard Sussex County described as "lower slower Delaware". It is becoming slower because of traffic. Sussex County is choking the goose that gave the golden egg, the beach. How can the Lewes community influence the county?

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