

Tonight's Agenda

6:30 Introductions

Review project purpose and planning process

6:45 New Road Planning and Design Principals and Concepts

Character Defining Features

Conservation

Transportation

Land Use

7:15 Application of Principles to the Corridor

New Road Gateway

Black Hog Gut to Old Orchard

Old Orchard to Canary Creek

Canary Creek to Pilottown

8:00 Next Steps

8:15 Public comment

8:30 Adjourn

Schedule

Meeting	Topic	Month
AC #1	Identify issues and opportunities	8/22/18
AC #2	Review and discuss initial master plan concepts/corridor design principles	10/24/18
Public #1	Community Design Work Session (public meeting)	11/27/18
AC #3	Review and refine draft plan concepts and principles	Feb. 2019
Public #2	City of Lewes and Sussex County meetings to review draft	March 2019

Highlights of Meeting #1 (Handout)

Overall goal: increase safety for all users while maintaining bucolic and diverse nature

- **Corridor treatments** can be different for each section/character area
- Address **flooding and drainage problems**
- Serve the **emergency evacuation needs** of nearby neighborhoods
- **Encourage** creative and innovative practices to guide development
- **Alternative travel demand approaches** are needed for roadway and intersections prior to considering increasing their capacities
- **New Road is the slow and scenic route** – consider traffic calming to slow operating speeds
- Make **connections with rail trail or design an independent alignment** coordinated with adjoining development projects, instead of an alignment immediately adjacent to the roadway

Meeting summary posted on project web site:

<http://www.lardnerklein.com/new-road-corridor-master-plan.html>

Character Defining Features





Draft

CORRIDOR DESIGN GOALS

Character Areas

- Define and manage each of the distinct character zones throughout the corridor

Conservation and Development:

- Retain a diverse array of open spaces using setbacks, floodplain management and community open space
- Encourage creative land use practices

Transportation

- Use context sensitive approaches to accommodate changing travel demands throughout the corridor

Define and Manage Distinct Character Zones Throughout Corridor

Canary Creek to Pilottown Rd.



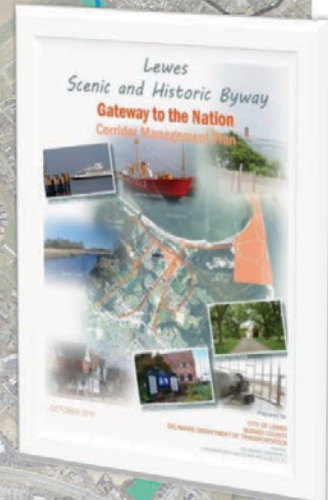
Old Orchard to Canary Creek



Black Hog Gut to Old Orchard



New Road Gateway

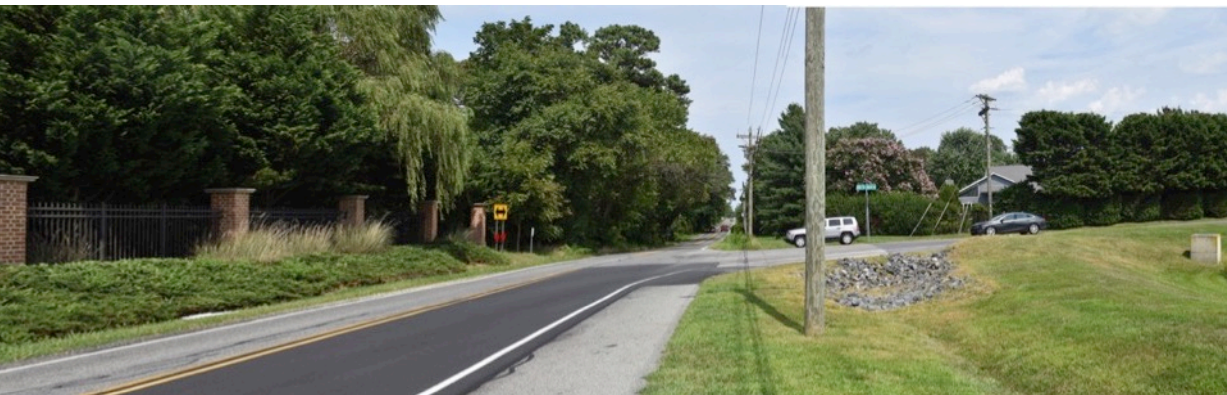


New Road Gateway



- **Assets:** Businesses, Farm, Trees
- **Changes & Proposals:** SR1/ Minos-Conaway Project will reconfigure intersection; Black Hog Village (Duke property)
- **Opportunities:** roundabout option could be a positive contribution to gateway; rail-trail connection

Black Hog Gut to Old Orchard



Assets:

- Farm, Roadside Trees, Black Hog Gut riparian corridor

Changes & Proposals:

- SR1/Minos-Conaway Project
- DelDOT's FY 20-25 CTP (New Road To Old Orchard added)
- Traffic and turning movements added at Old Orchard/New Road intersection from:
 - Realignment of Old Orchard & Wescoats Corner
 - Orchard Plaza and Tranquility at Breakwater intersection

Opportunities:

- ✓ Rail-Trail connection - Arkansas Dr.
- ✓ Complete streets and non-motorized links
- ✓ Potential to enhance appearance of adjacent residential and corridor sections
- ✓ Address drainage or flooding

Old Orchard to Canary Creek



Assets:

- Open Spaces with Farmland, Roadside Trees, Canary Creek riparian corridor, residences with deep setbacks

Changes & Proposals:

- Development changes for Groome Church property and Brittingham Property
- Elevation/Resiliency of Canary Creek Bridge and approaches

Opportunities:

- ✓ Accommodating shared use trail with links to larger network
- ✓ Addressing stormwater management and poor drainage
- ✓ Preserving roadside and riparian trees
- ✓ Respecting future floodplain management needs

Canary Creek to Pilottown Road

Assets:

- Canary Creek and Great Marsh (visual and physical access); Park Road suitable for vehicles with boat trailers; adjoining residential neighborhoods

Changes & Proposals:

- Canary Creek Bridge and approaches to be elevated,
- Increased traffic, anticipated sea level rise on flood-prone areas

Opportunities:

- ✓ Reconstruction of New Road Bridge over Canary Creek can also provide recreational access and accommodate share use pathway
- ✓ Redesign intersection with Park Road to better direct vehicles with boat trailers away from Pilottown Road intersection
- ✓ Address poor drainage and emergency needs





Draft

CORRIDOR DESIGN GOALS

Character Areas

- Define and manage each of the distinct character zones throughout the corridor

Conservation and Development:

- Retain a diverse array of open spaces using setbacks, floodplain management and community open space
- Encourage creative land use practices

Transportation

- Use context sensitive approaches to accommodate changing travel demands throughout the corridor

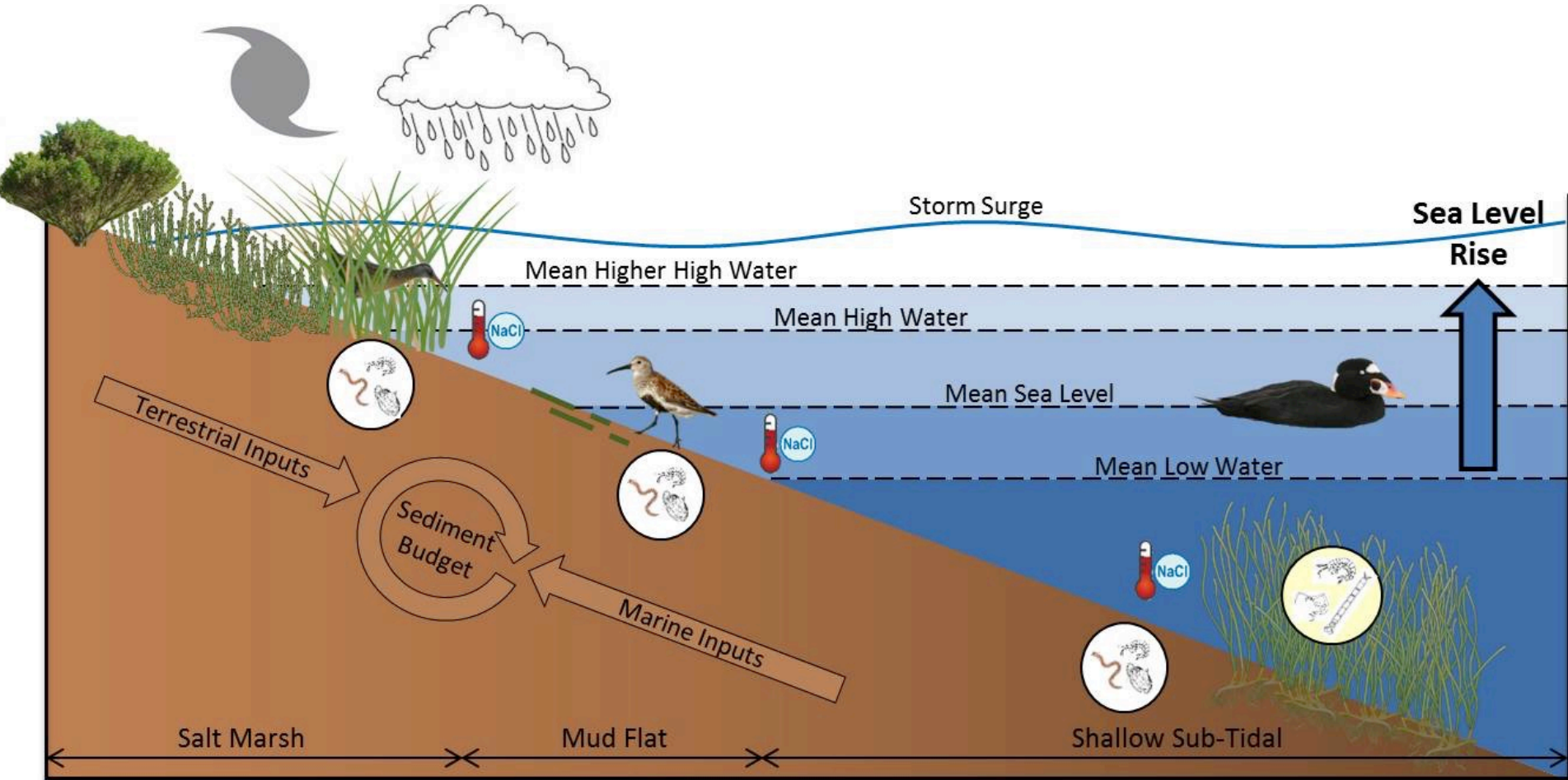
Draft Conservation and Development Principles

- Preserve wetlands and floodplains as open space
- Maintain healthy riparian areas and tree canopy for wildlife corridors
- Restore native trees within floodplain areas and plant new roadside woodlands and landscapes in developing areas
- Remove and manage invasive species over time

Floodplain Management: 1% flood risk in 2018



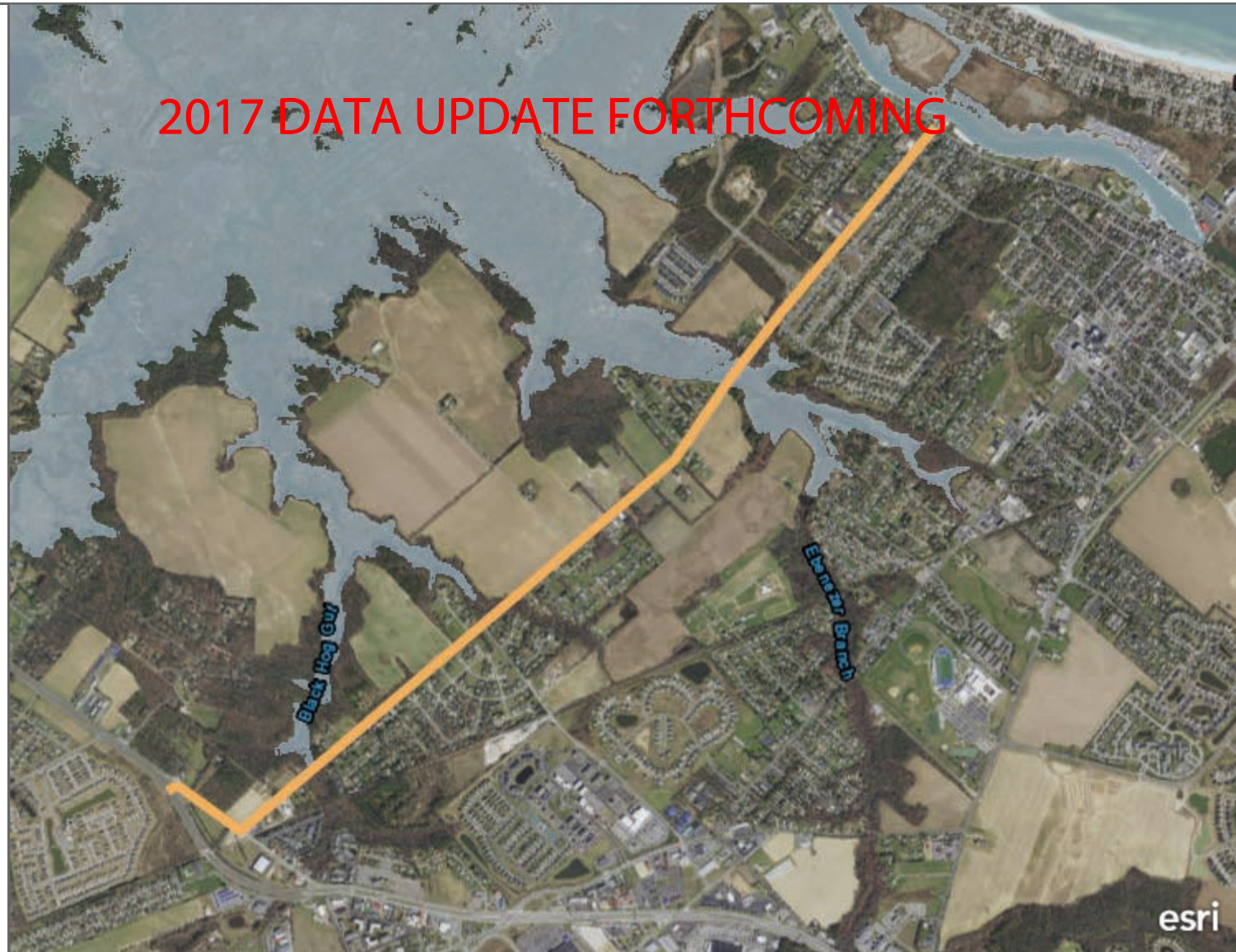
Floodplain Management: 1 meter sea level rise



Floodplain Management: MHHW

Delaware Sea Level Rise

Mean Higher High Water
(MHHW)



Floodplain Management: 1 meter sea level rise

Delaware Sea Level Rise

Mean Higher High Water
(MHHW)

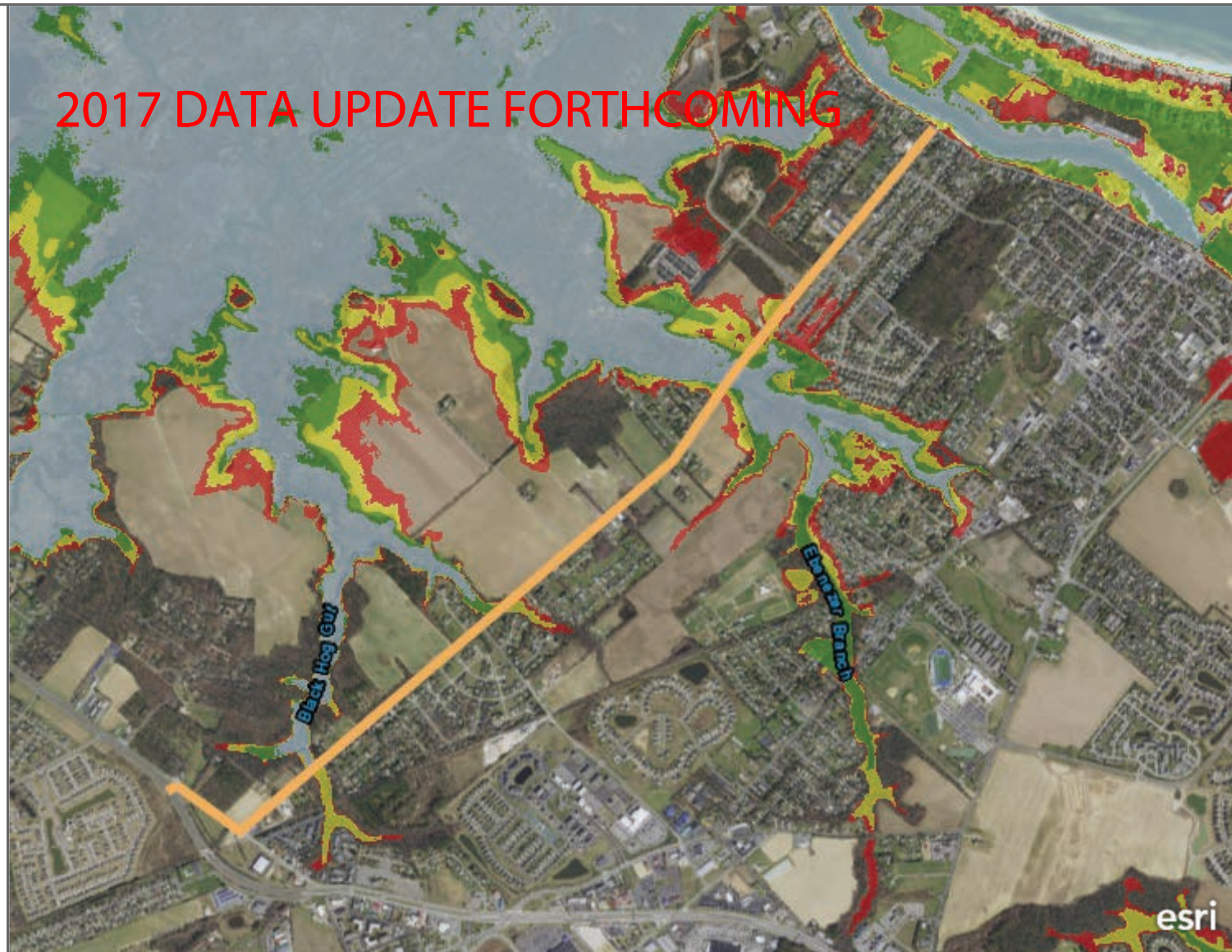
0.5 Meters

1.0 Meter

1.5 Meters

Sea Level Rise
curve
developed by
DNREC in
“Recommended
Sea Level Rise
Scenarios for
Delaware
(2009).”

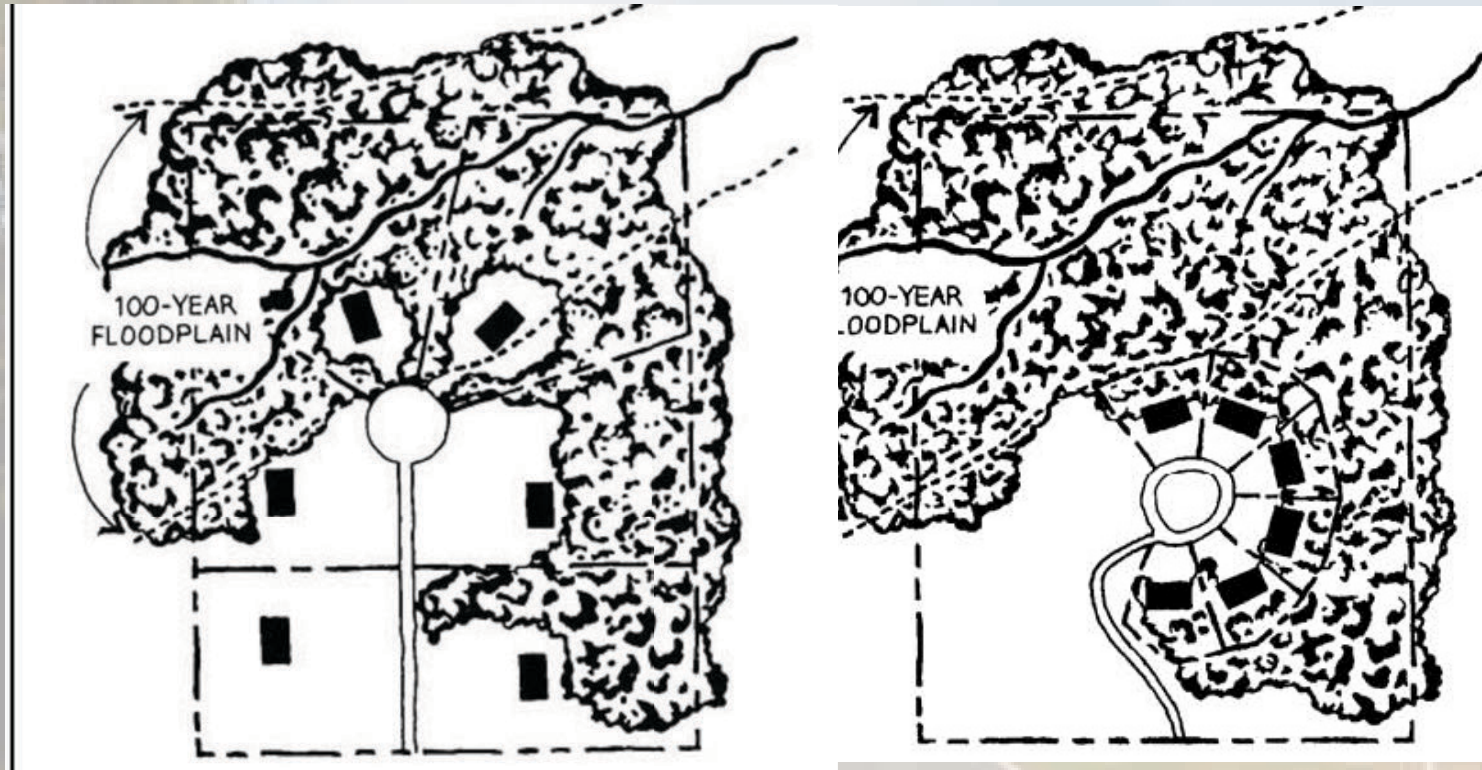
2017 DATA UPDATE FORTHCOMING



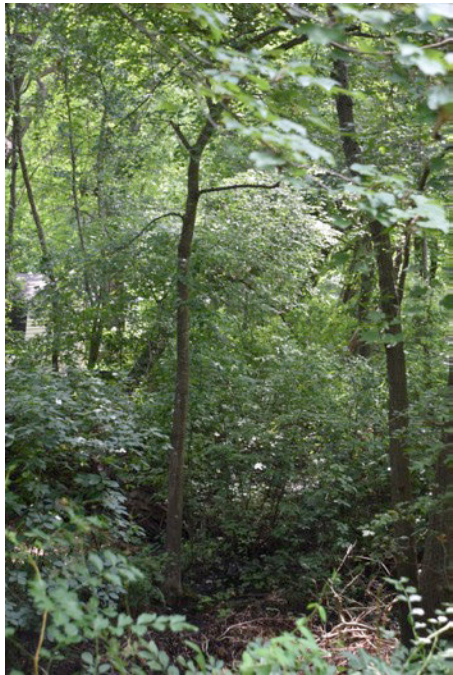
Floodplain Management: 1% flood risk plus 1 meter



Encourage use of cluster development provisions and other innovative techniques to reduce flood risk



Maintain healthy riparian areas and tree canopy for wildlife corridors



- Lewes Boundary
- New Road
- Tree canopy
- Forested wetland
- Wetlands



0 1000 2000 Feet

Black Hog Gut to Old Orchard

Distances to Existing Structures from Property Line



Old Orchard to Canary Creek

Distances to Existing Structures from Property Line

NW Side

Max = +/- 140'

Min = +/- 20'

SE Side

Max = +/- 430'

Min = +/- 40'

Canary Creek to Pilottown

Distances to Existing Structures from Property Line

NW Side

Max=+/-160'

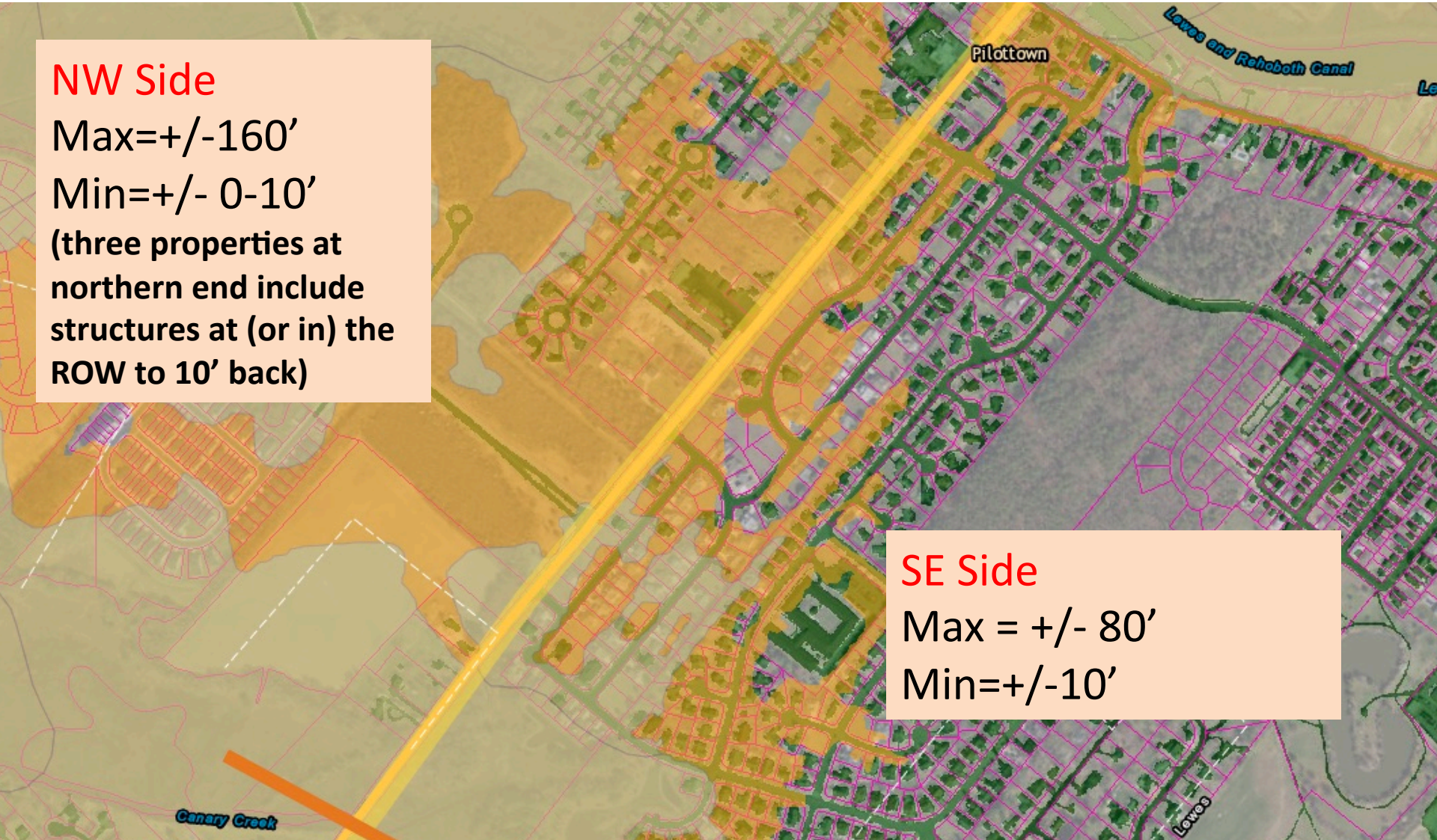
Min=+/- 0-10'

(three properties at northern end include structures at (or in) the ROW to 10' back)

SE Side

Max = +/- 80'

Min=+/-10'

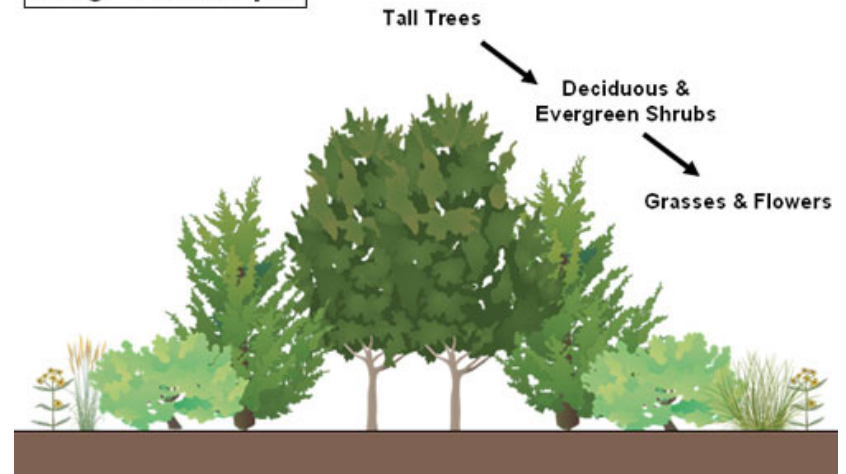


Encourage attractive and sustainable roadside landscape treatments



Enhancing Delaware Highways

Hedgerow Example



Maryland DNR



Draft

CORRIDOR DESIGN GOALS

Character Areas

- Define and manage each of the distinct character zones throughout the corridor

Conservation and Development:

- Retain a diverse array of open spaces using setbacks, floodplain management and community open space
- Encourage creative land use practices

Transportation

- Use context sensitive approaches to accommodate changing travel demands throughout the corridor

Use context sensitive approaches to accommodate changing travel demands throughout the corridor

- A. Use signing to guide Beach and CHSP bound motorists to Kings Highway, Downtown Lewes traffic to Savannah
- B. Account for travel pattern shifts due to the transportation and land use projects
- C. Encourage Alternative Modes of Travel
- D. Use Traffic Calming to Manage Travel Speed
- E. Consider opportunities for Lewes to Georgetown Rail-Trail linkages and connecting corridors

A. Signing

1. Incorporate Wayfinding Signing into Minos Conaway and Five Points Projects
2. Coordinate with current Wayfinding Project on Route 1



B. Integrate Byway Route Signing

1. Byway Logo Sign
2. CMP Examples

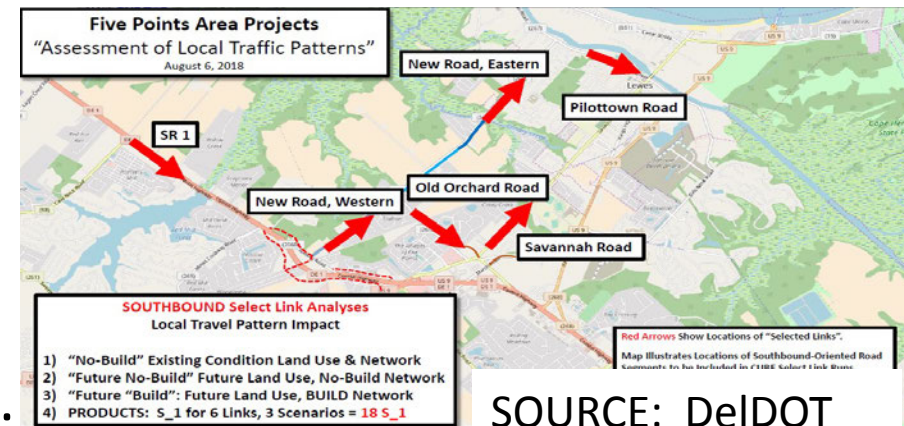


From CMP:
Wayfinding Examples
that are MUTCD
compliant



C. Account for Travel Pattern Shifts Using Travel Demand Model

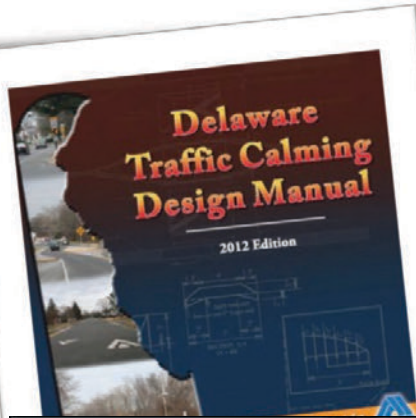
1. First Results later this year
2. Model Will Address:
 - a. Traffic and Level of Service for:
 - I. Today and 2045
 - II. With and Without DeIDOT Projects
 - III. With Developments and Without Developments
 - IV. Daily Peak Summer Traffic and Daily Normal Traffic
 - V. PM Peak Period; Summer Peak and Normal Peak
 - VI. Origin-Destination Pairs for Select Roadway Links
 - b. For New Road: Impact of Speed on Volume and Origin-Destination Pairs



D. Encourage Alternative Modes of Travel

1. Coordinate with DelDOT and the County for implementation of recommendations from the Five Points Study
2. Coordinate with DelDOT's Traffic Management Center (TMC) to manage new development traffic and develop a Traffic Management Plan on New Road
 - a. DelDOT's TMC capabilities
 - b. City Management of Special Events/Parking
3. Participate with DTC regarding the Feasibility of Expanding Transit and Jitney Service per the Five Points Prioritized recommendations.
4. Work with DelDOT Planning's Local Systems Improvement section to continue to Expand the Trail Network

E. Use Traffic Calming Concepts to Manage Operating Speeds



ROUNDBOUT



MINI ROUNDBOUT



REALIGNED
INTERSECTION

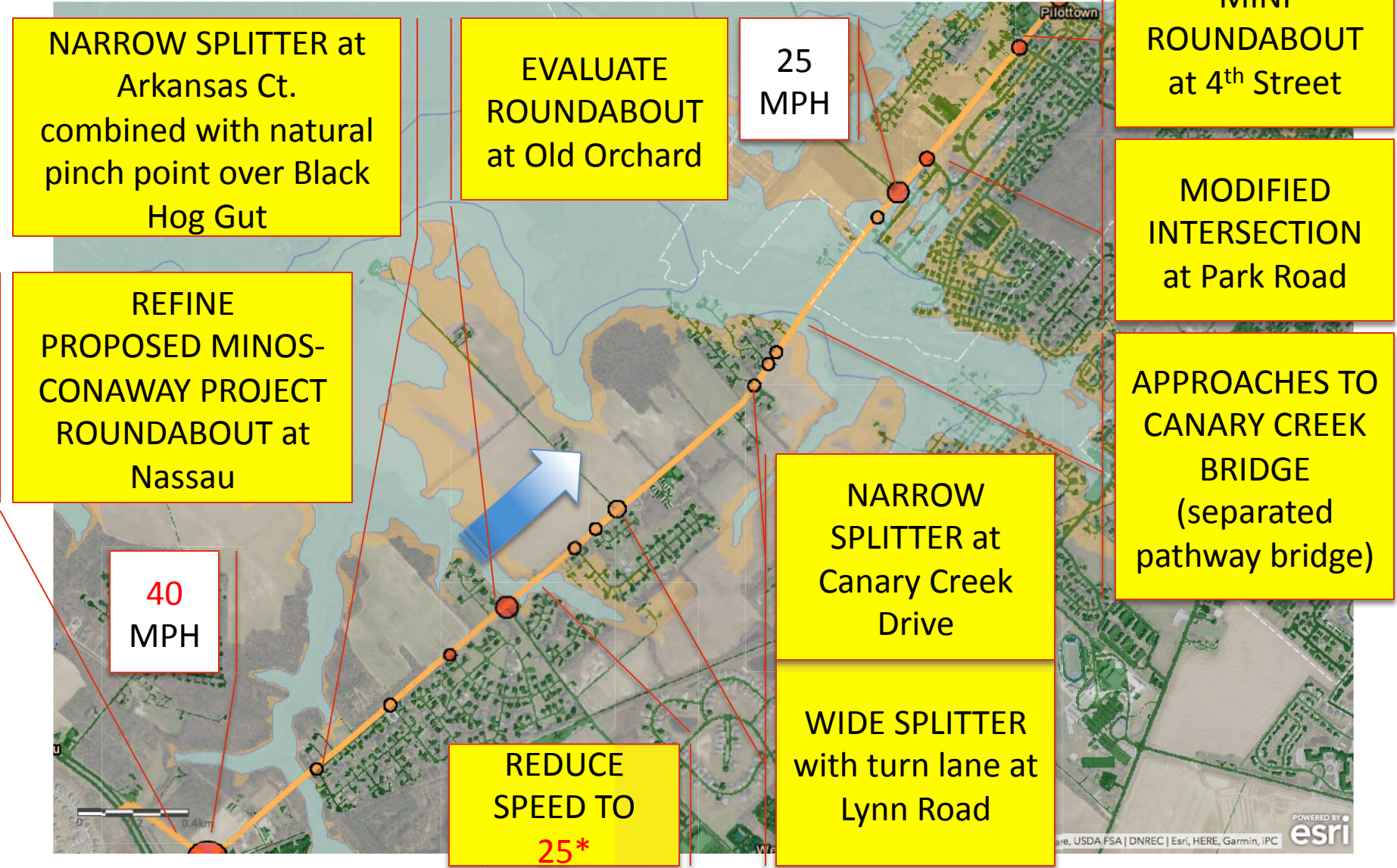


NARROW SPLITTER ISLAND

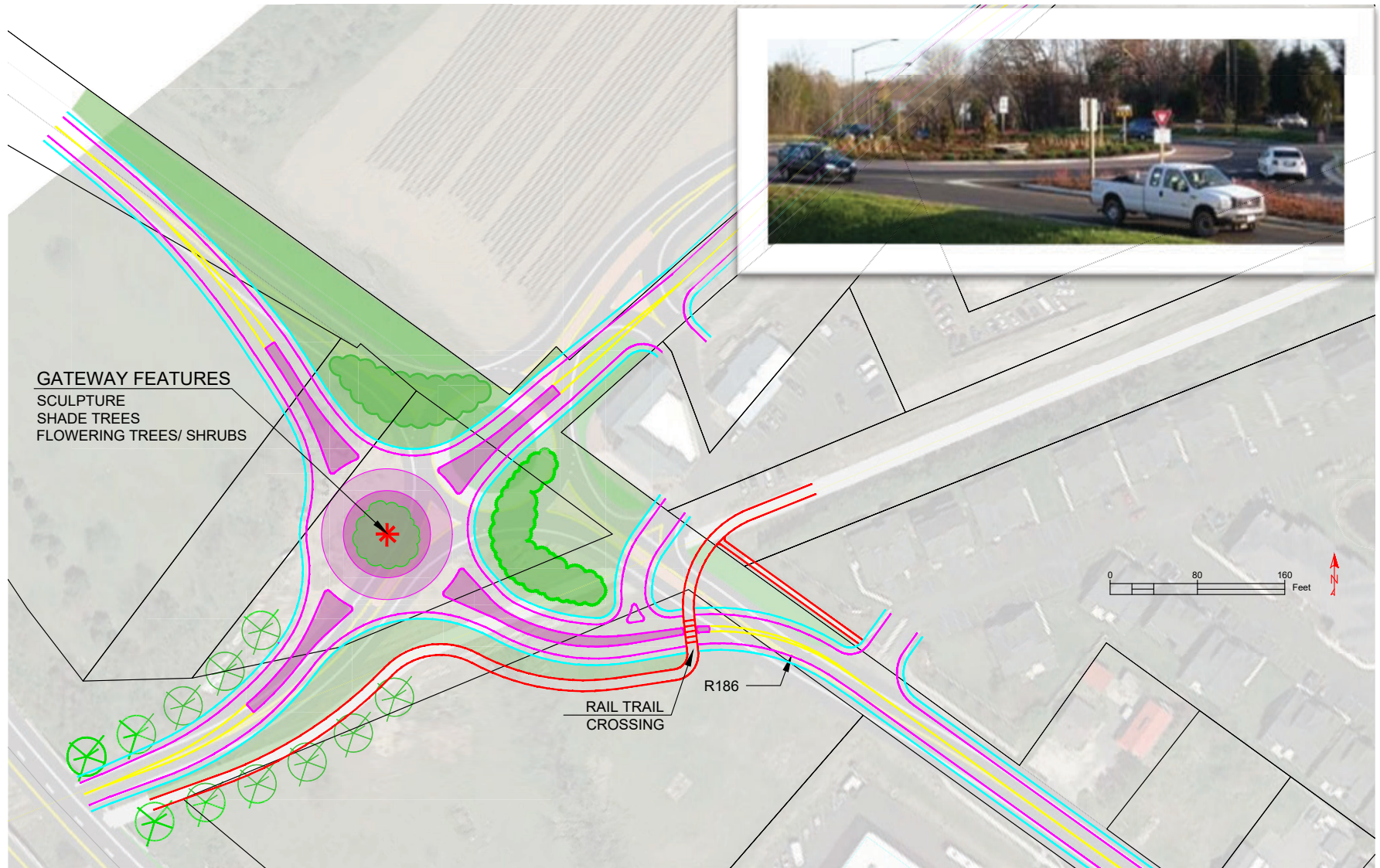


WIDE SPLITTER ISLAND

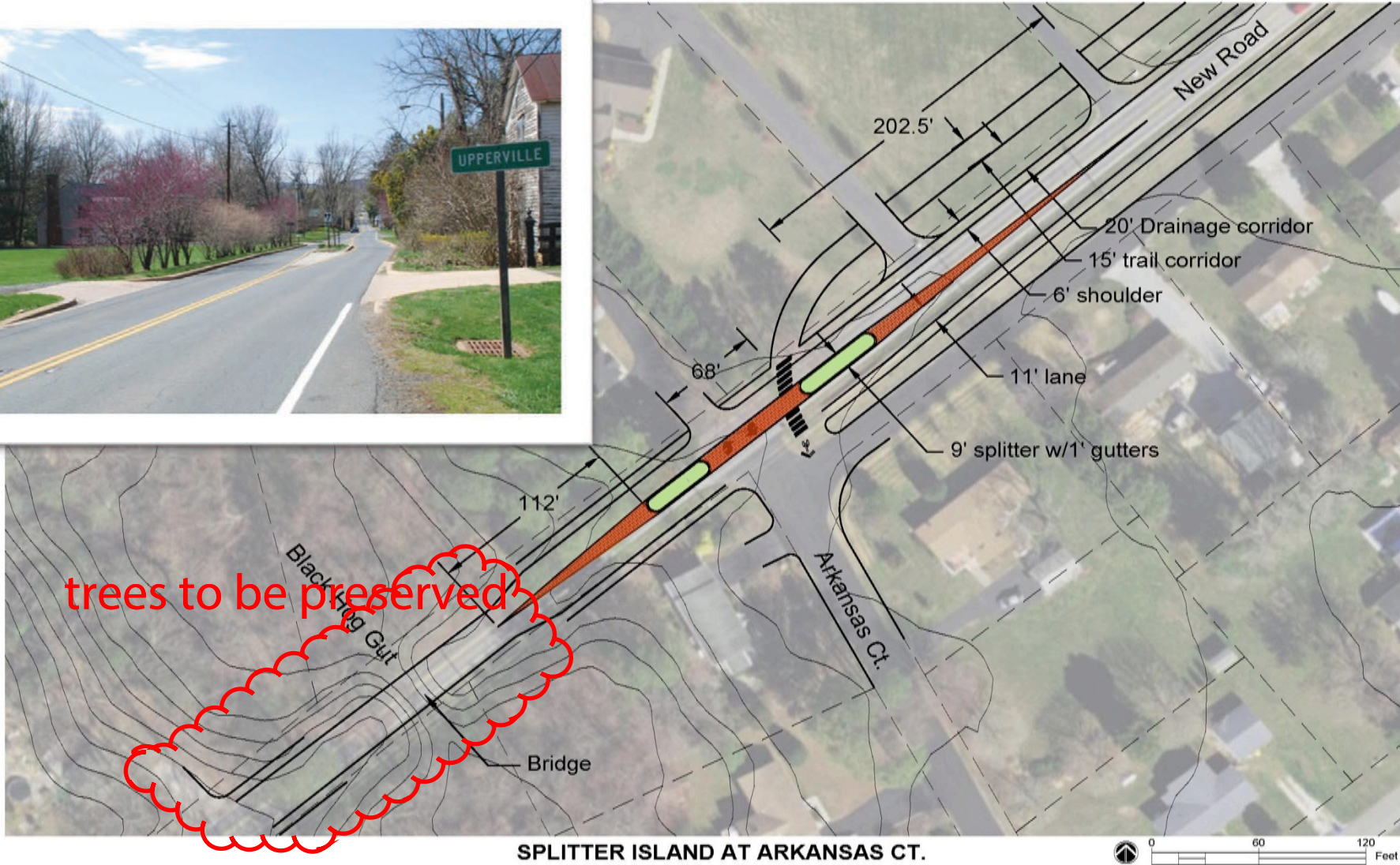
Consider Traffic Calming to Manage Operating Speeds



Concept of Gateway at Nassau (Refine Roundabout Option for Minos Conaway GSI)



Concept of Narrow Splitter and Trail Crossing at Arkansas Court



SPLITTER ISLAND AT ARKANSAS CT.

Concept of Roundabout at Old Orchard



Concept of Wide Splitter at Lynn Rd.



Concept of Narrow Splitter at Canary Creek Rd.



Concept of Realigned Intersection at Park Road



Extend Trail to Canary Creek Bridge and Groome Tract

0 100

Mini-roundabout at Fourth Street



“Visual Friction” In Between Traffic Calming Measures

Advance Warning



Transverse markings



Enclosure from roadside trees on New Road

Existing Trails and Pathways

Delaware Bike Facilities

- connector
- regional
- statewide
- Other

Delaware Play Outside

Trails and Pathways

- Beach Vehicle Crossing
- Pedestrian/Biking
- Pedestrian/Biking/Horseback Riding
- Pedestrian/Horseback Riding
- Pedestrian

Outdoor Recreation Areas



Opportunities for Rail Trail Linkages

Delaware Bike Facilities

- connector
- regional
- statewide
- Other

Delaware Play Outside

Trails and Pathways

- Beach Vehicle Crossing
- Pedestrian/Biking
- Pedestrian/Biking /Horseback Riding
- Pedestrian/Horseback Riding
- Pedestrian

Outdoor Recreation Areas



Next Steps

- Public Meeting/Open House on November 27, 2018 from 4:00 to 7:00 pm
 - Five to six tables for commenting on Draft Principles and Concepts
 - Visual preference survey
 - Roadside Landscape Treatment
 - Traffic Calming Options
 - Gateway examples (Nassau/New Road)
 - Bridge examples (Canary Creek)
 - 6pm Presentation
- Draft Plan Committee Review (February 2019)
- Public Meeting/Presentations (March 2019)