Tonight's Agenda

Funding for the New Road Corridor Master Plan has been graciously provided by Senator Lopez and Representative Smyk. All the stakeholders along New Road express their appreciation for the assistance in this important project.

4:00 Review Displays

Discuss ideas and suggestions with project planning team members

5:30 Presentation: New Road Planning and Design Principals and Concepts

Regional Context (Land Use and Transportation)
Transportation
Conservation and Land Use

5:50 Open Dialog

Overall Questions and Comments
New Road Gateway
Black Hog Gut to Old Orchard
Old Orchard to Canary Creek
Canary Creek to Pilottown

7:00 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

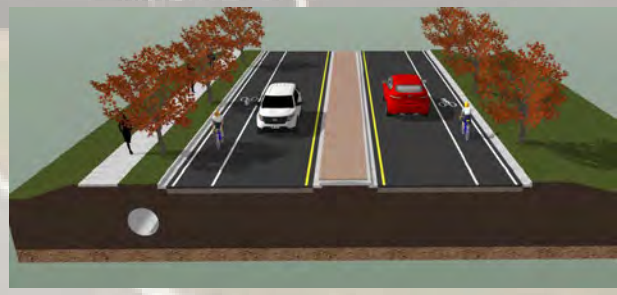
Common Assumptions

OVERALL GOAL: increase safety for all users while maintaining the bucolic and diverse nature of the corridor

FUNCTION OF NEW ROAD: continue to provide local access to existing and planned residential neighborhoods, retail and marine businesses, government field offices and the University of Delaware

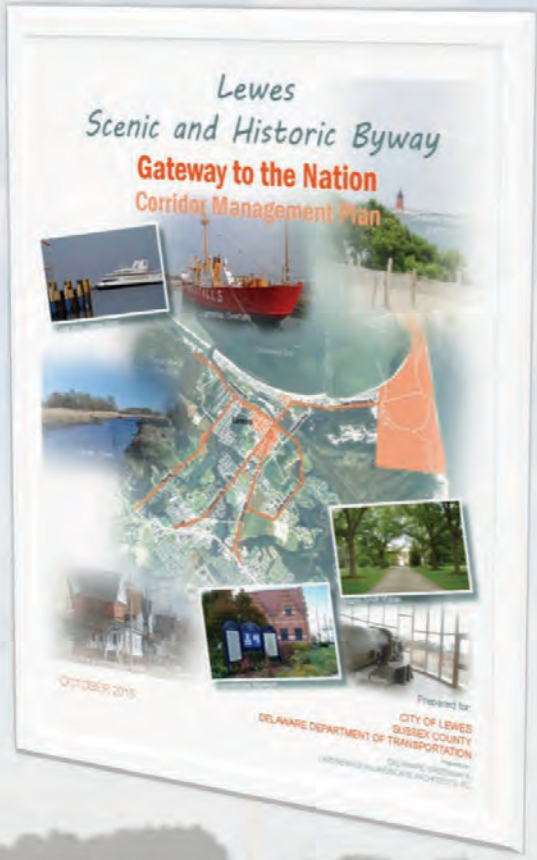
TYPICAL SECTION (for new development projects): a two lane road (one travel lane in each direction) with eleven foot travel lanes and six foot shoulders

LANDSCAPE MAINTENANCE: requires cooperative agreement between DelDOT and sponsoring organization (for more than grass and trees)



Character Defining Features

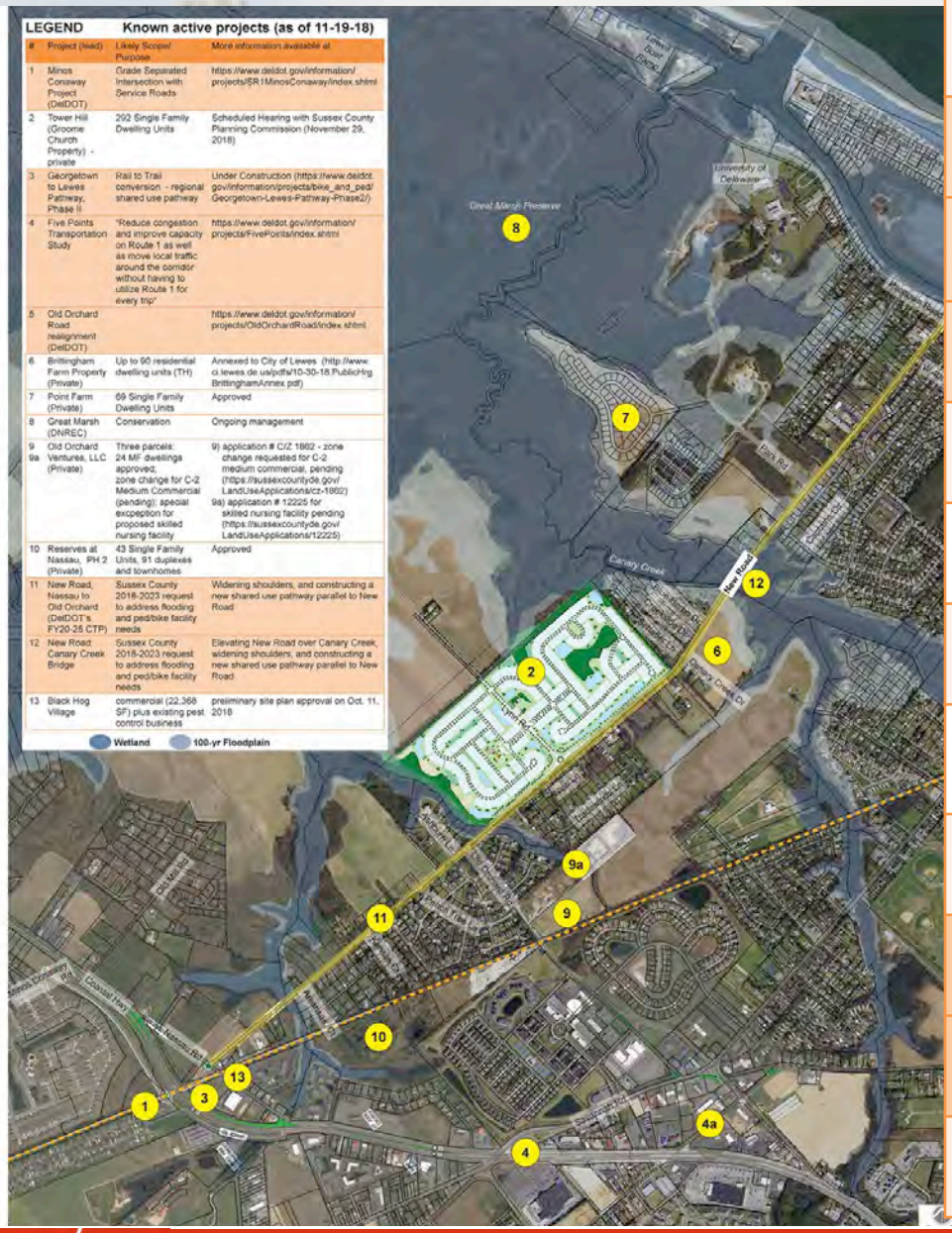
CMP Guidance



New Road: *Conservation.*
Retain the overall rural character
Including its farms, forests, wetlands
and tributary streams.

- Preserve and maintain character-defining features
- Improve safety and mobility by utilizing context sensitive approaches
- Work with developers to guide change in a positive manner
- Establish Byway routes as corridors for human powered recreation

Rapid Change



1	**Minos Conaway GSI (DelDOT)**
2	Groome Church Property (Private)
3	Georgetown Lewes Rail To Trail (DelDOT)
4	Five Points Transportation
5	Orchard Road realignment (DelDOT)
6	Brittingham Property (Private)
7	Point Farm (Private Development)
8	Great Marsh Preserve (DNREC)
9,9a	Orchard Plaza / Tranquility at Breakwater (PVT)
10	Reserves at Nassau, PH 2 (Private)
11	New Road: Nassau to Old Orchard (DelDOT)
12	New Road: Canary Creek Bridge (DelDOT)i
13	Black Hog Village (commercial)

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

Draft
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Floodplain Management: 1% flood risk plus 3 feet

sussex_flood

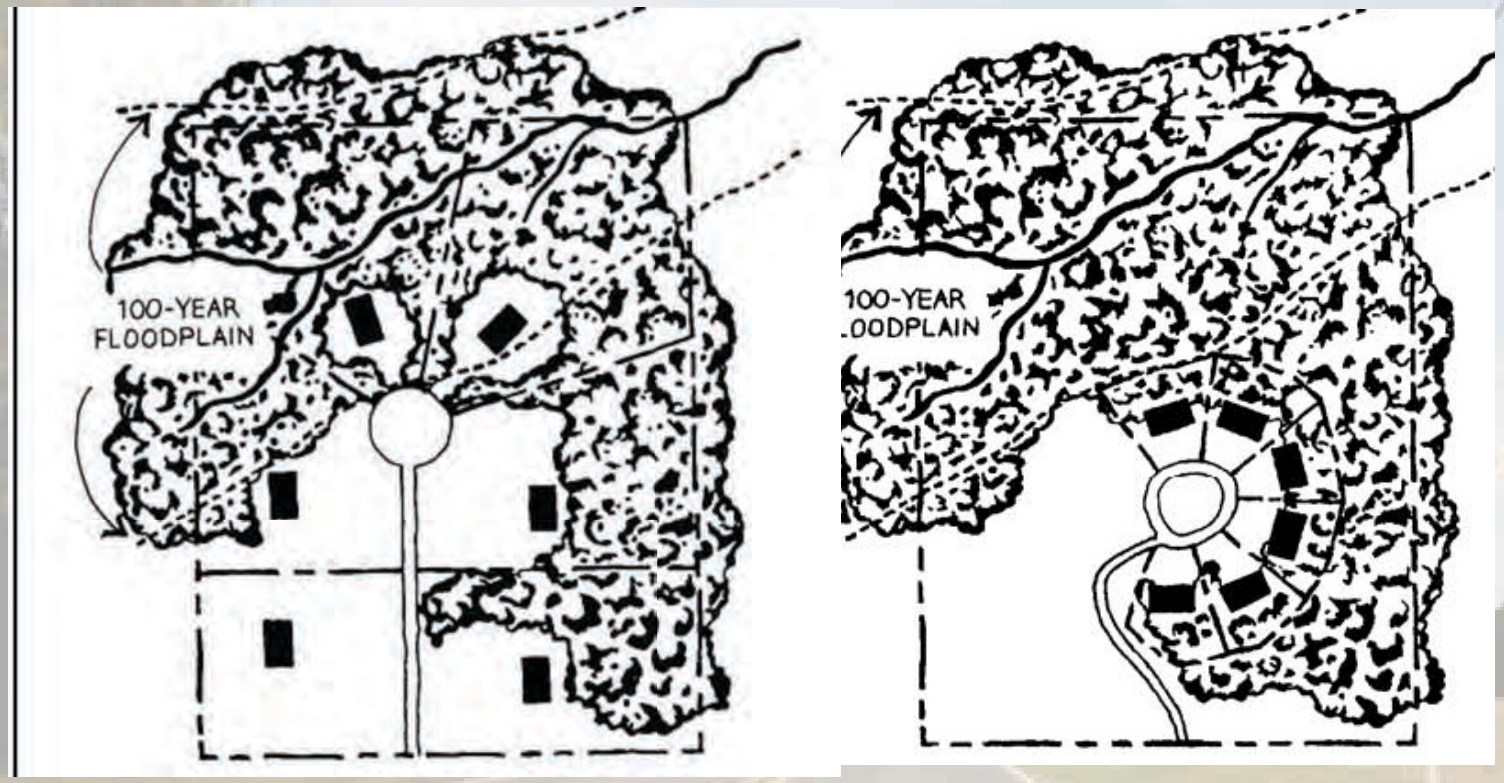
- A
- AE
- AO
- VE

Delaware Flood Risk Adaptation Map (FRAM)

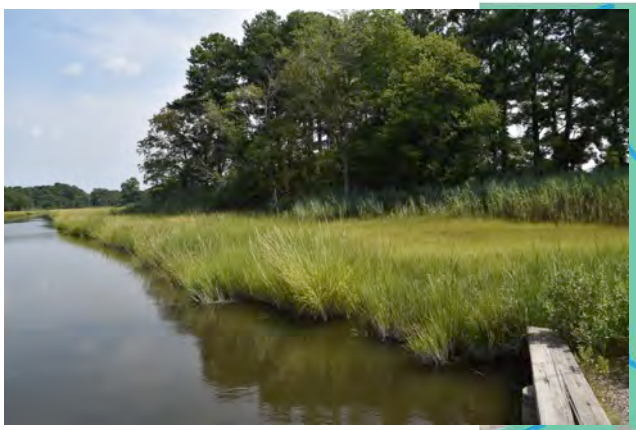
Flood Risk Adaptation Map

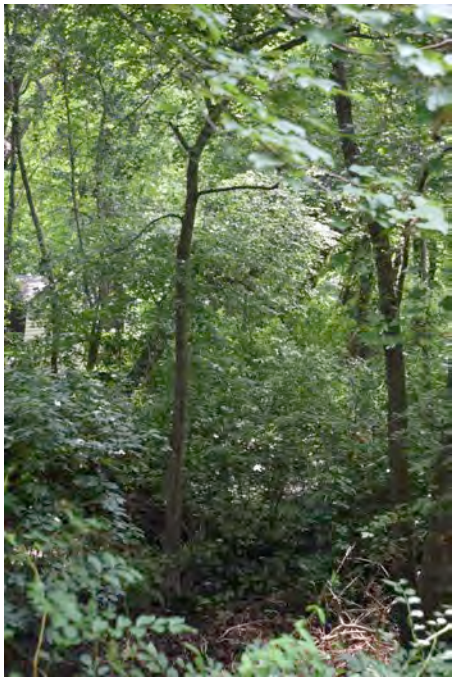
- Areas impacted by combined sea level rise flood risk area, total water level in depth above ground
- Areas impacted by combined sea level rise flood risk area, total water level in NAVD 88
- Areas outside of combined sea level rise flood risk area
- Water

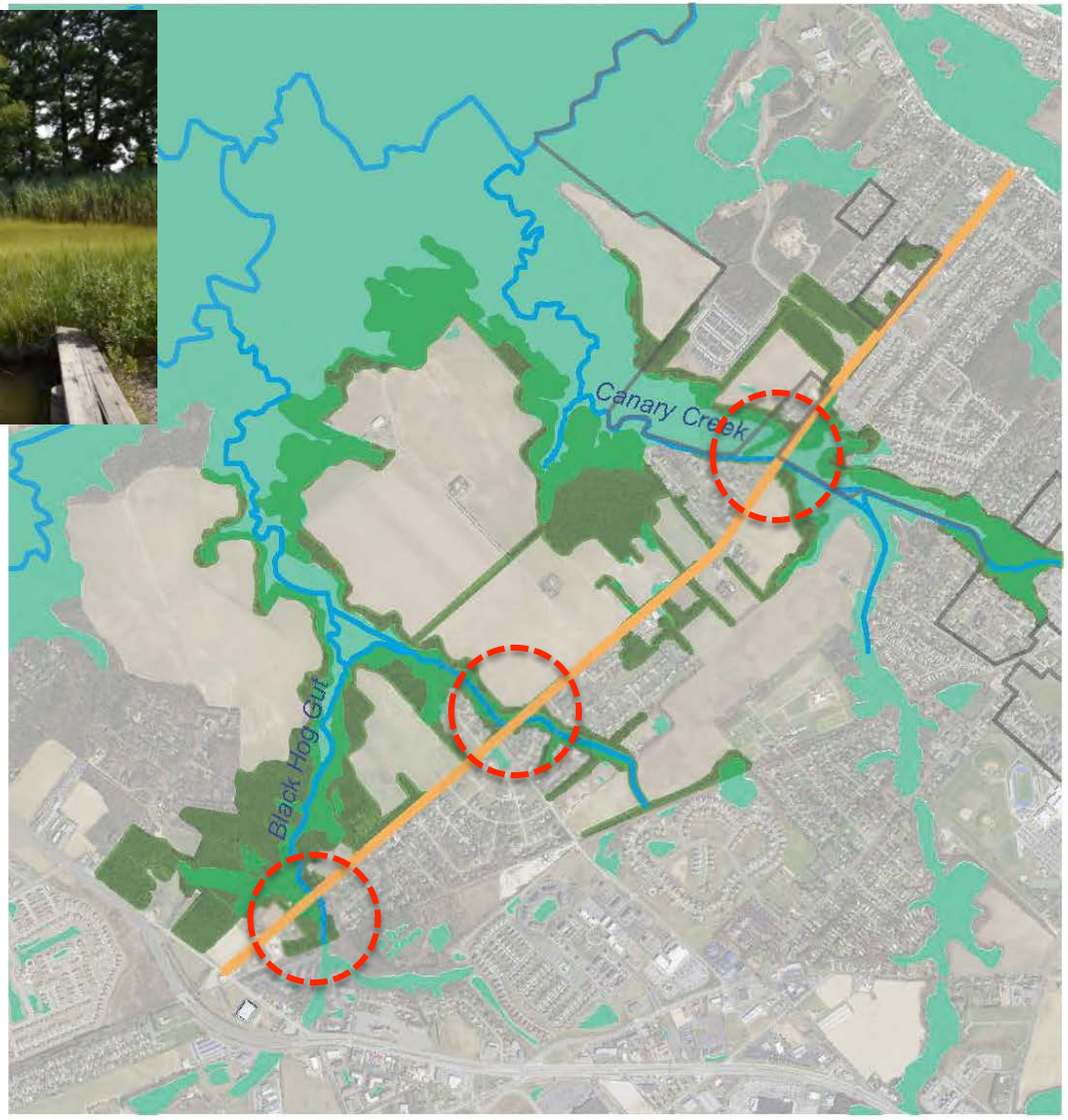
Encourage use of cluster development provisions and other practical techniques to reduce flood risk



Maintain healthy riparian areas and tree canopy for wildlife corridors



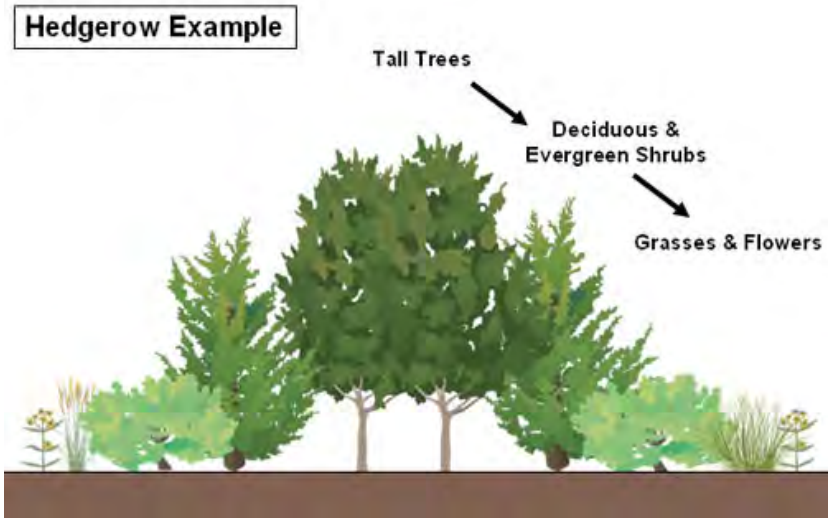




Lewes Boundary
New Road
Tree canopy
Forested wetland
Wetlands

Encourage attractive and sustainable roadside landscape treatments

Enhancing Delaware Highways



Maryland DNR

Draft
CORRIDOR DESIGN GOALS

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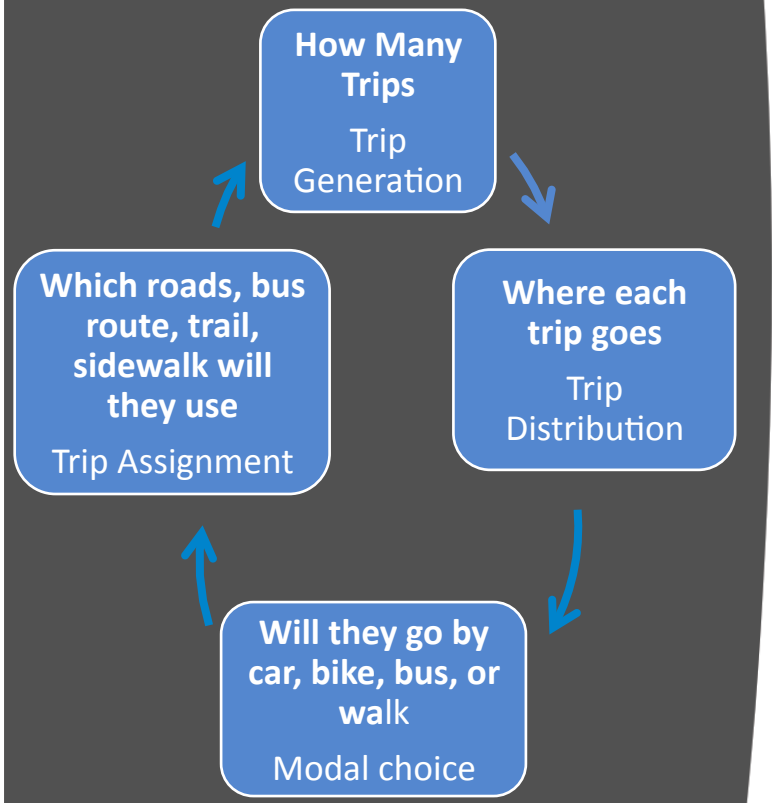
Transportation

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

The Travel Demand Model Process



What a Travel Demand Model Tells Us

From today's population, employment data and transportation network, it replicates today's traffic volumes and delays.

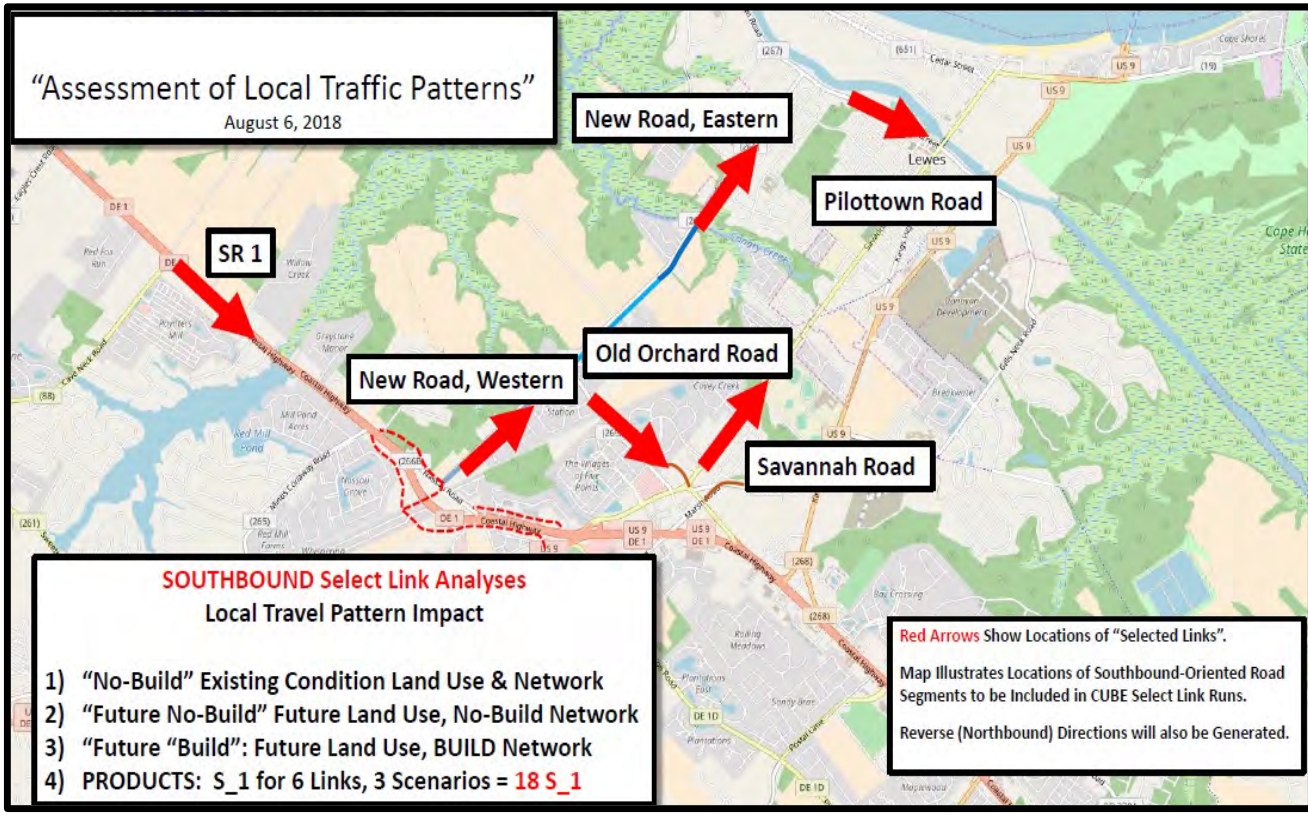
From tomorrow's population, employment and the current transportation network, it tells us how traffic will change. This also enables comparisons with the future network under the various anticipated alternative transportation improvements.

It tells us which trips are on each road today and how will that change tomorrow.

It helps planers, engineers, and the public understand implications of potential land use and transportation improvement.

What Cases will the Travel Demand Model Analyze?

1. Schedule: First Results early next year
2. Model Will Tell Us About:
   a. Traffic and Level of Service for
      - ✓ Today and 2045
      - ✓ With Developments and Without Developments
      - ✓ Daily Peak Summer Traffic and Daily Normal Traffic
      - ✓ PM Peak Period Summer Peak and Normal Peak
      - ✓ Origin-Destination Pairs for Select Roadway Links
   b. Effect of travel speed on New Road



Account for Travel Pattern Shifts Due to the DelDOT Projects and Local Land Use Approvals

Five Points Study: Of the 78 recommendations, 24 have been prioritized by the working group and are moving into Phase II implementation by early 2019. Various efforts look at ways to reduce local congestion and improve capacity on Route 1.

Old Orchard/Wescoats should result in a safer and improved local road between New Road, Savannah Road, and Kings Highway.

Minos Conaway project adds a new way to connect neighborhoods and other destinations east and west of Route 1 and improves local traffic access.

Manage Travel Not Cars

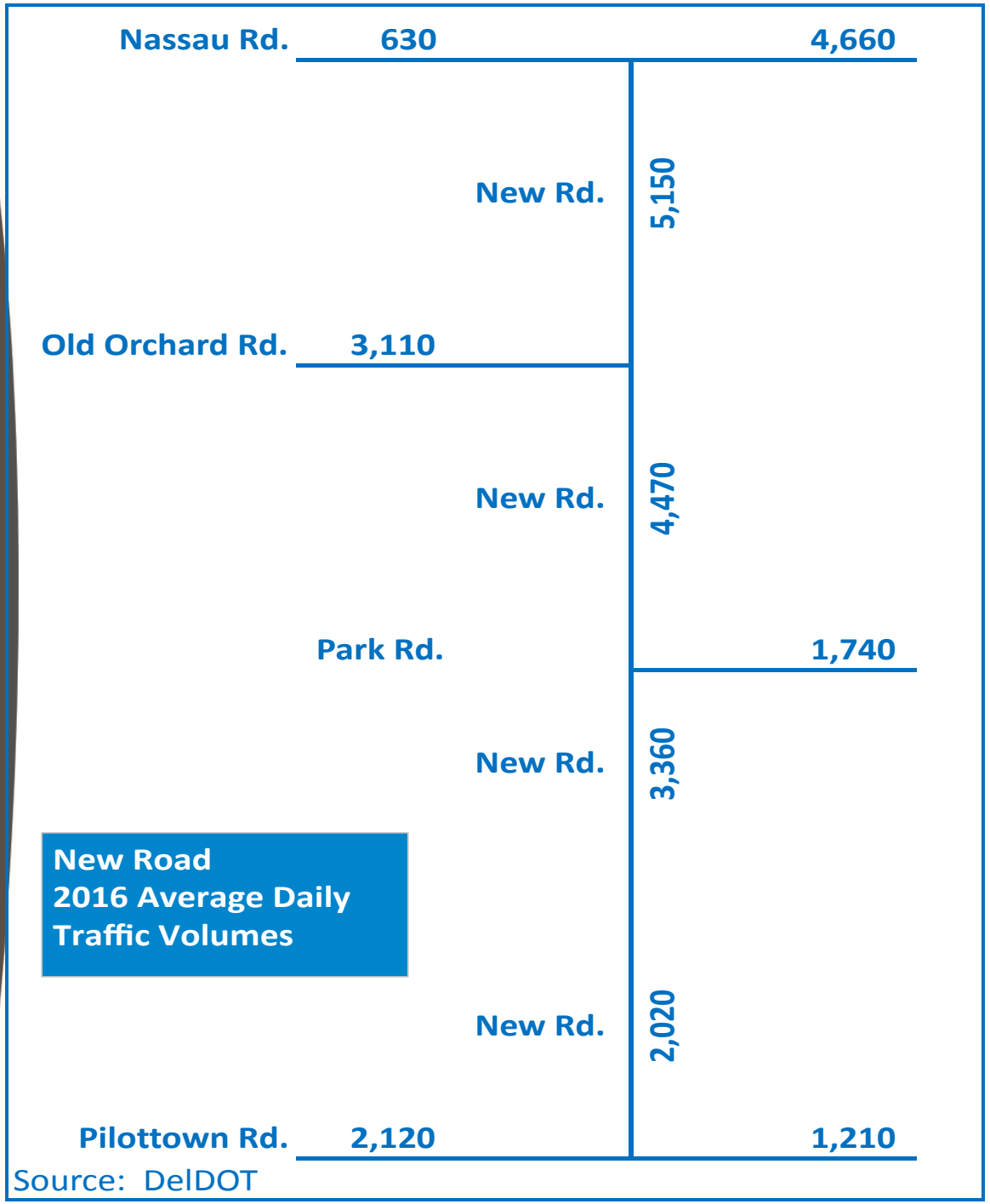
Determine and then manage travel pattern changes based on the projects within the area.

Use traffic calming concepts such roundabouts, pinch points, splitter islands, and roadside landscape for optical narrowing. Mange operating and posted speed limits such as a reduction in speed limits from 40 mph to 35 mph and/or 25 mph in city limits.

Provide better accommodations for bicycles and pedestrians with sidepaths and shoulders. Include direct access to the Georgetown-Lewes Rail Trail where possible.

Public transportation improvements such as a jitney service is a recommendation by the 5pts group and an effort will be made to move it forward in Phase II.

New Road Average Daily Traffic Volumes



Source: DelDOT

Use Traffic Calming Concepts to Manage Operating Speeds

A

ROUNDABOUT

C

WIDE SPLITTER ISLAND

D

C

SMALL ROUNDABOUT

F

REALIGNED INTERSECTION

B

G

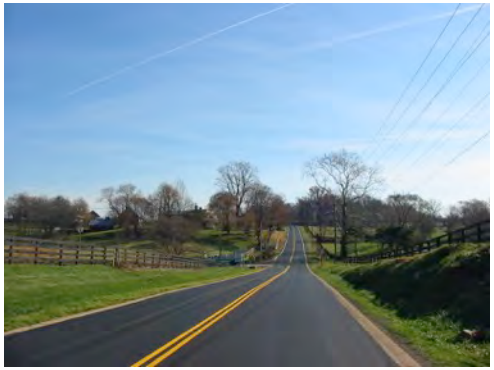
E

A

NARROW SPLITTER ISLAND

“Visual Friction” In Between Traffic Calming Measures

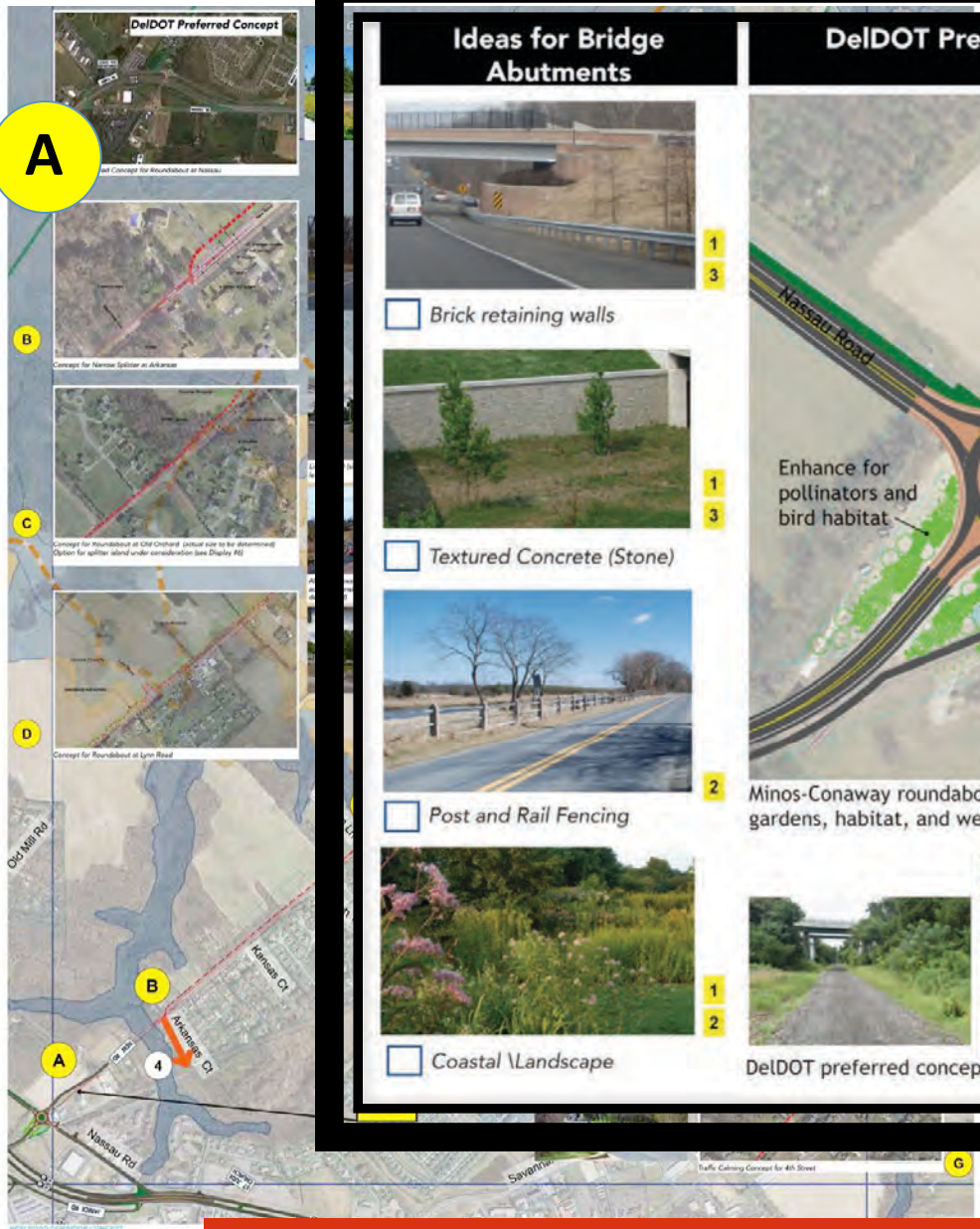
Advance Warning



Transverse markings

Enclosure from roadside trees on New Road

Draft Concepts: Nassau to Black Hog Gut



Ideas for Bridge Abutments

1 3

☐ Brick retaining walls

1 3

☐ Textured Concrete (Stone)

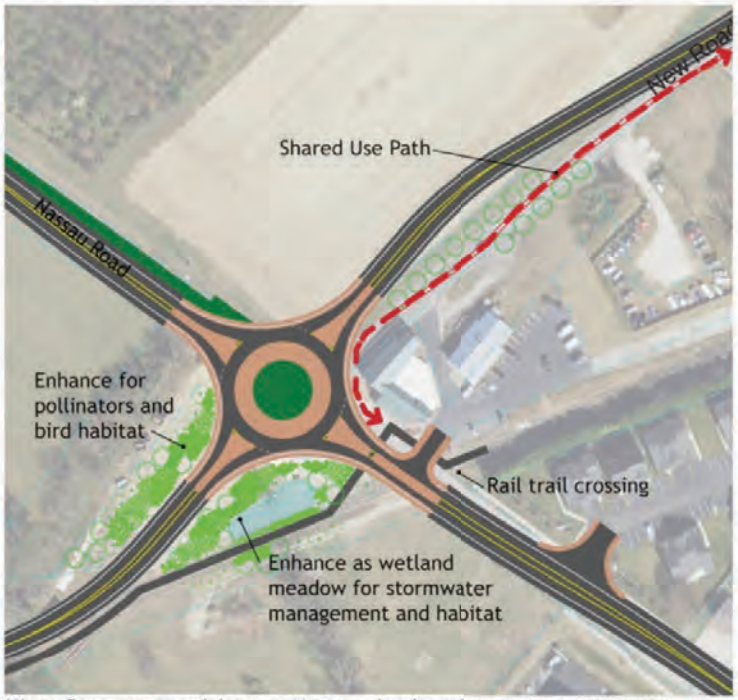
2

☐ Post and Rail Fencing

1 2

☐ Coastal \Landscape

DelDOT Preferred Concept for Roundabout



Minos-Conaway roundabout at Nassau - landscaping concept with pollinator gardens, habitat, and wetland meadow/stormwater management

DelDOT preferred concept for Minos Conaway project

Roundabout Aesthetic Treatment Ideas

☐ Bend, OR

☐ Snohomish, WA

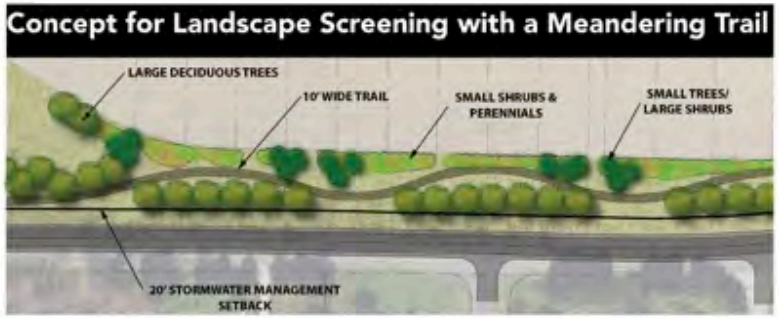
☐ Planiavagen, Stockholm, SE

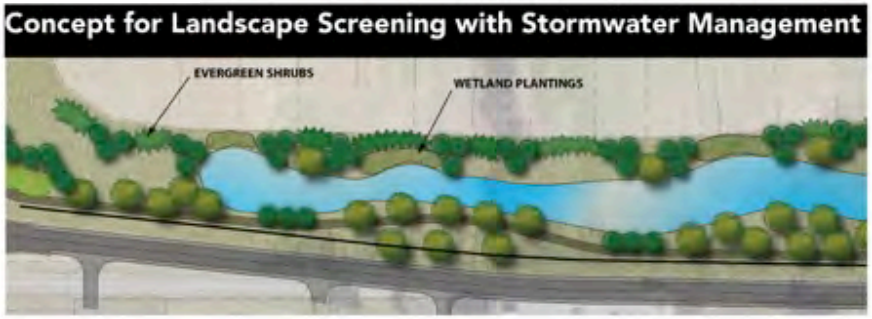
☐ Rehoboth, DE

Black Hog Gut to Old Orchard

C

Old Orchard to Canary Creek





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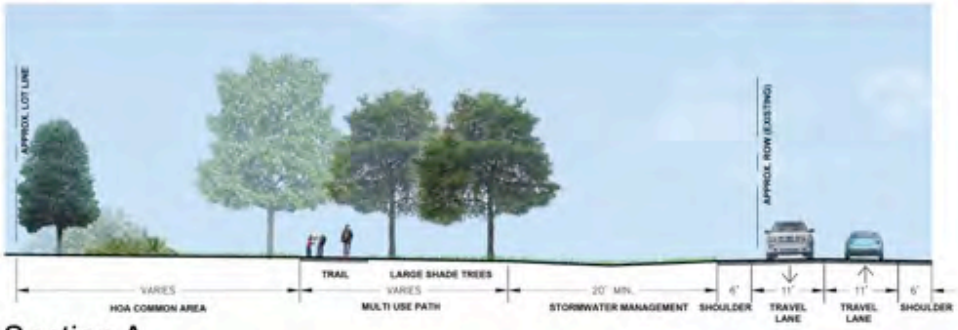
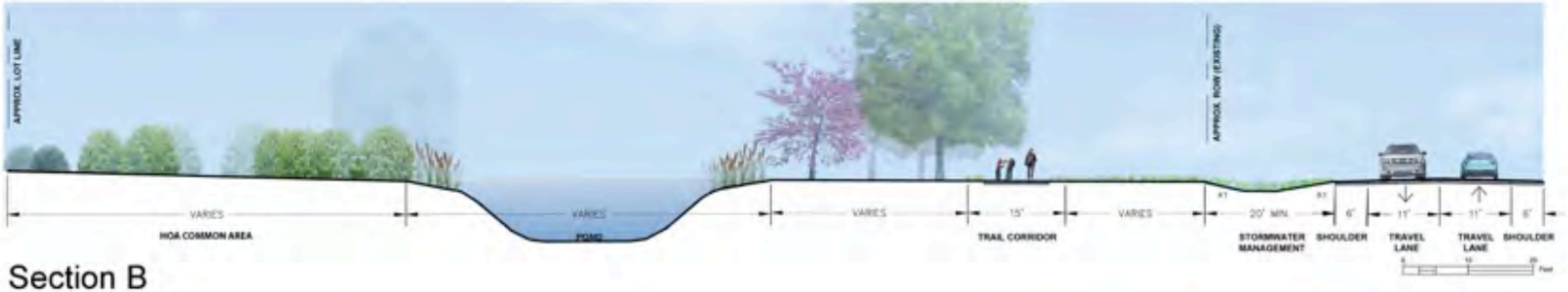


Section A



Section B

Bridge Over Canary Creek

Bridge Ideas

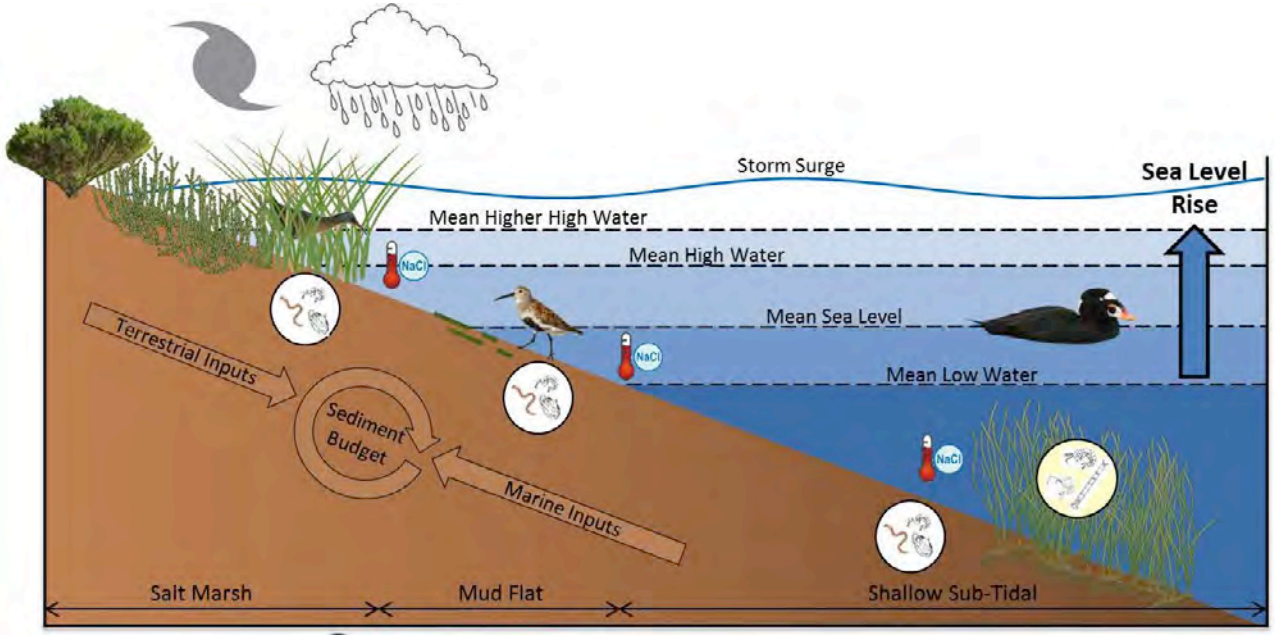
Paris Pike, KY

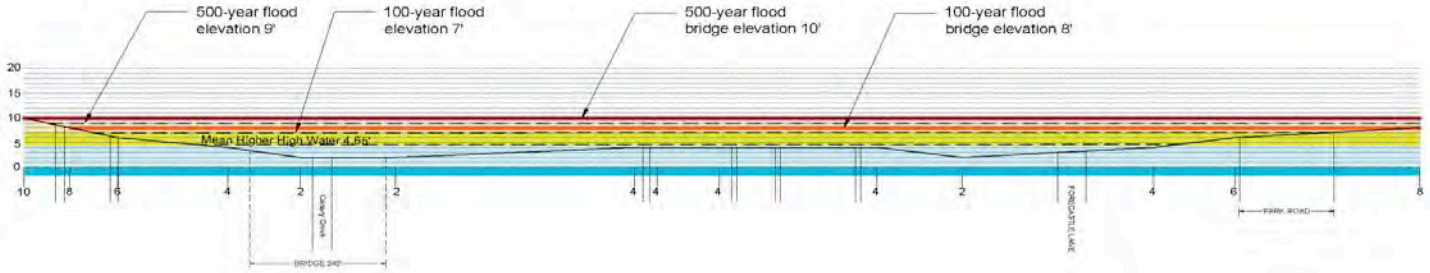
Wisconsin DOT

Arcolo Bridge,PA

Monmouth County, NJ

E



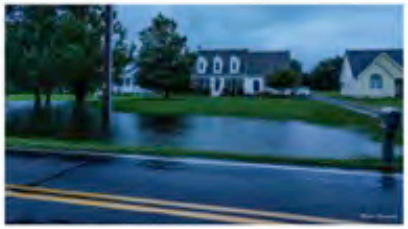


Canary Creek to Pilottown

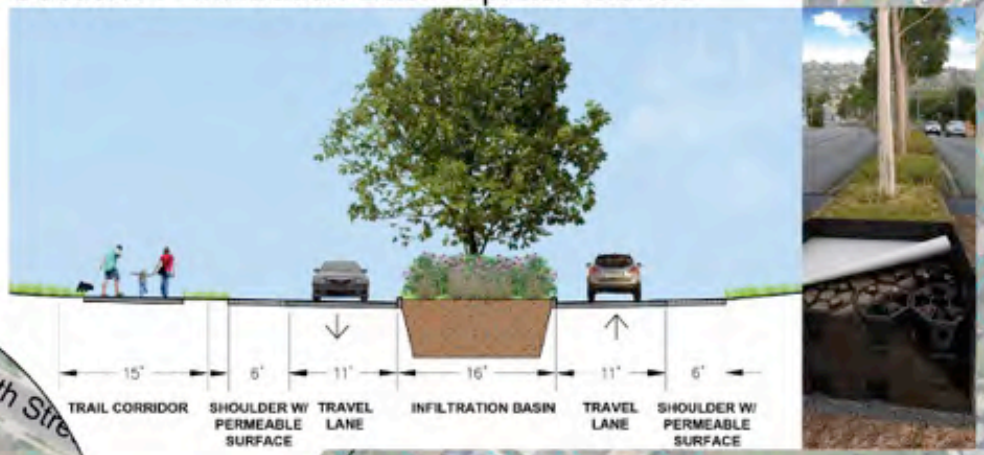
F

G Canary Creek to Pilottown

Traffic Calming Concept Approaching 4th Street (w/infiltration)



Section A - Infiltration Basin Splitter Islands



Neighborhood Stormwater Ideas

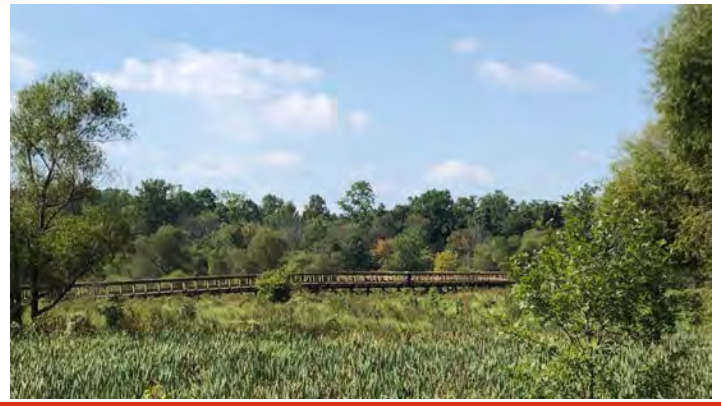
roadside bio-swale

median bio-swale

Infiltration in Parking Strip

neighborhood bio-swale

New Road Trails and Linkages



Summary of Discussion

- Conservation and Development – emphasis on maintaining a diverse array of open spaces along riparian areas, as part of future roadside landscape treatment and through voluntary conservation efforts
- Transportation – emphasis on managing travel demand through regional efforts and reinforcing New Road as the slow and scenic route through traffic calming

Next Steps

- Draft Plan Committee Review (February 2019)
- Public Meeting/Presentations (March 2019)
- Meeting summary posted on project web site: http://www.lardnerklein.com/new-road-corridor-master-plan.html