



Lardner/Klein Landscape Architects, P.C.

New Road Corridor Master Plan

Ad Hoc Stakeholder Committee Meeting Summary
May 7, 2019

A meeting of the New Road Ad Hoc Stakeholder Committee was held on Tuesday, May 7, 2019 from 5:00-6:30 pm at the City of Lewes Community Meeting Room, Margaret H. Rollins Community Center.

Presentation and handout materials are available on the project website at:
<http://www.lardnerklein.com/new-road-corridor-master-plan.html>

The focus of this Ad Hoc Committee meeting was to review the key elements of the Ad Hoc Committee (4/30/19) draft plan and the changes that were made in response to the March 27th stakeholder meeting sponsored by the Historic Lewes Byway Committee (a meeting summary is posted on the website).

Jim Klein noted a few substantive changes that will be made to the 4/30/19 Ad Hoc Committee Draft based upon comments received to date:

1. Add a paragraph summarizing the significance of the intrinsic qualities of New Road leading to its designation as a state scenic byway (from CMP)
2. Jim Klein pointed out that the City of Lewes request for a traffic evaluation by DelDOT has not been released to the public, and that for all practical purposes the results of that evaluation will only affect the section of New Road from Old Orchard to Nassau. The options shown for the intersection of Old Orchard with New Road provide for flexibility depending upon whether the intersection would warrant a signal in the future (then DelDOT would prefer a roundabout) or how long the turn lanes would need to be.
3. Chapter 3 comments
 - a. Request to add lighting and signage guidance (e.g. gateway/byway signage; link to wayfinding concept; dark sky friendly lighting as per follow-up conversation with commenter)
 - b. Question about where would the trail crossings be located and how many? *At Arkansas and Shaffer Lane (two)*
 - c. Jim Klein showed an example of a transition crosswalk needed to change from a shared use path to a bike lane/sidewalk combination for application just east of Park Road and a similar transition may be needed where trails built as part of land development projects terminate prior to other sections being completed
 - d. Question about any design treatment for commercial uses? *Not specifically - could add language to work with property owners as part of screening and buffering ideas, similar to working with existing HOAs*
 - e. Question about 2015 CMP language regarding guiding land use - why not addressed in this plan? *Focus of NRMP is road and right of way (traffic calming, pedestrian and bicycle facilities/safety, working cooperatively with adjoining owners on frontage - appearance, drainage, landscaping, etc.*

- f. Existing Speed limits are 40 not 45- would speed be dropped to 30?
DeLDOT proposes 35 in County 25 in City; Draft master plan recommends 25 east of Old Orchard
4. Specific area comments
 - Nassau gateway
 - Concern noted about access to existing commercial driveways. *Jim Klein showed suggestions for changing landscape (originally a row of trees along roadway) to clusters of trees to accommodate access and frame views into commercial property.*
 - Concern noted about entering speed and transition into roundabout referencing earlier Ad Hoc Committee meeting showing a different design for the roundabout that had curve on approach.
 - Brittingham Farm
 - Question about how to address turning traffic generated by 90 residences. *Mike Hahn indicated that a left turn lane would likely be required (under review); Jim Klein noted that splitters work with left turn lanes*
 - Park Road- Jim pointed out the location of the transition from off-road multi-use trail to combination of bike lanes and sidewalks
 - Park Road to 4th Street
 - i. Jim noted that ditches fill with more sediment because nothing filters the floodwaters prior to reaching the ditches
 - ii. Need bio-swales adjacent to the roadside to filter runoff coming from adjoining properties prior to entering ditches
 - iii. Need a separate roadway treatment to filter non-point source pollutants and sediment coming from the road surface
 - iv. Both contribute to ditch sedimentation
 - v. Question about R/W width and cross section - Jim indicated that transition to bike lanes and sidewalk in response to narrowing width would start east of Park Road. When R/W narrows to the width where sidewalks on both sides no longer fit, then sidewalk would be used only on one side; if medians don't fit then they would not be used
 - vi. Suggestion to use stop signs rather than splitter islands to slow traffic
 - vii. Concern noted about trailers and turning movements, road edge treatment lane widths - *detailed engineering will address - directing boat trailers to Park*
5. Implementation comments
 - a. Questions about implementation of capital projects and public involvement
 - i. Bridge - DeLDOT suggested design charette or similar for bridge after initial survey and data gathering phase - early in the design process
 - ii. DeLDOT said that Minos Conaway will have late summer early fall / public meeting to review design