



Lardner/Klein Landscape Architects, P.C.

New Road Corridor Master Plan

Ad Hoc Stakeholder Committee Meeting Summary
October 24, 2018

The second meeting of the New Road Ad Hoc Stakeholder Committee was held on Wednesday, October 24, 2018 at 6:30 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>

Attendance list is attached.

The purpose of the meeting was to review preliminary planning and design principals and concepts and the application of those concepts to the four distinct character areas along New Road.

Jim Klein and Jeff Greene presented the overall goals and vision for the corridor, a summary of assets and opportunities for the four distinct character areas (New Road gateway area at Nassau, Black Hog Gut to Old Orchard, Old Orchard to Canary Creek, and Canary Creek to Pilottown Road). Jim and Jeff presented draft principles addressing concepts for maintaining the character defining features of New Road, for managing travel demand, and for managing operating speeds along New Road by inserting traffic calming measures at key points throughout the corridor.

The following summarizes the overall discussion that followed:

Overall vision and goals

There was general agreement and support for the overall goal of increasing safety for all users while maintaining the bucolic and diverse nature of the corridor.

Common themes that emerged from this discussion:

- After extensive discussion about the role of New Road as an entry to Lewes or just serving local neighborhoods, businesses, marinas and UD there was general agreement that New Road would be managed to continue serving local uses as it does today
- There was general agreement and support for the need for traffic calming to address the excessive operating speeds throughout the corridor and that lowering operating speeds through traffic calming would discourage cut through traffic trying to avoid congestion on Kings Highway and Savannah
- Concerns were expressed about general flooding and the need for addressing sea level rise (vicinity of 4th street and the Canary Creek Bridge were two examples provided)
- Suggestion for reducing impermeable surfaces and promoting infiltration throughout the corridor (bioswales, using infiltration in medians, etc.)
- Suggestion to ensure that proposed landscape treatments avoid looking contrived and capture the character of Lewes

- Comment regarding the need for more state resources and funding for context sensitive approaches such as provided in the Wilmington area

Specific comments about traffic calming concepts (response noted in parenthesis)

- New Road at Nassau: Mixed comments and concerns about the roundabout and how it changes the look of the character area at Nassau (some concerned about the imposing size while others recognized the value of roundabouts for energy conservation, green space and more efficient traffic patterns; DelDOT will address scale and context issue during design phase)
- Narrow Splitter at Black Hog Gut: concern about impact on existing trees in riparian area (splitter areas are sited to minimize impact on existing trees, and tree preservation will be noted in concept plans)
- Old Orchard roundabout is too big (roundabout will be sized at the minimum to avoid property impact and compared with option for splitter islands)
- 4th Street - mini roundabout is not enough to address high speeds (use a series of narrow splitters throughout the expanded pavement area)

Additional issues that need to be addressed (response noted in parenthesis)

- Accommodation of large vehicles and boat trailers at roundabouts and splitters (will be addressed through the design process by providing for adequate turning movements)
- Bicyclists - need provisions for a shoulder (bicycle lanes and a separated multi-use pathway are incorporated into master plan)
- Deer crossing the road and how to manage wildlife crossings (consider innovative approaches for vegetation management and wildlife crossings)
- Concern about right-of-way width and relationship to private land (recommendations will be coordinated through land development process where development is proposed, and ROW requirements minimized where transportation improvements are proposed where no development activity is taking place)
- Concern about ROW and property impacts of elevated bridge over Canary Creek (DelDOT noted that elevating the road takes space, but will need to negotiate/buy real estate working cooperatively with neighbors in private property areas to accommodate bridge elevation)
- It is very difficult to visualize the flow of traffic and a suggestion was made to provide visual modeling which shows a lay person how traffic will flow before and after transportation and land use projects are implemented (DelDOT may address this suggestion in future discussions and projects in follow up to Five Points project)
- Issue of roadside trees falling or blocking sight lines (DelDOT has adopted design standards and policies to address roadside vegetation which will be followed as these projects are implemented)