

Gills Neck: Junction & Breakwater Trailhead

While a short term solution is in the works for the Junction and Breakwater Trailhead at Gills Neck, a longer term solution for a permanent barrier between trail and roadway under the bridge pier should continue to be pursued. A minimum of five feet of space is desirable between a trail and the travel lane of any road. If less than five feet of space is available, then some kind of barrier is desirable to further separate trail users and automobiles. A timber barrier (left) is an attractive option, while vegetation can provide at least a visual barrier between cyclist and vehicle (right).



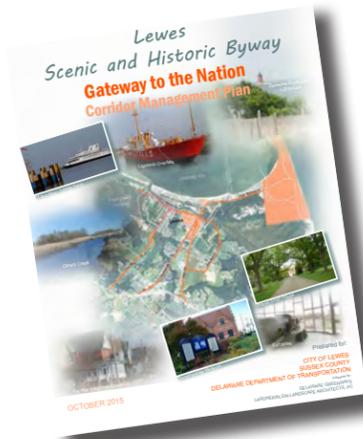
Kings Highway Stormwater Management



Within the City of Lewes east of Freeman, Kings Highway is within an urban and built up neighborhood along a traditional system of lots and blocks.

When rain falls on Kings Highway it runs off toward the storm sewers, carrying with it all of the non-point source pollution from the roadway surface. As rainfall intensity increases with the changing climate, efforts may be needed to provide more storage (and treatment for water quality) for runoff prior to its release in the Delaware Bay.

Streets like Kings Highway (top left) can be retrofitted by converting the parking lane to permeable pavers (Cambridge Maryland, middle left) and constructing infiltration areas as curb extensions on the corners where parking is prohibited (the yellow painted areas above). The example from Portland, Oregon (bottom left) illustrates an attractive approach for treating stormwater runoff.



The landscape master plan is an early action project of the recently completed corridor management plan for the Lewes Scenic and Historic Byway. The plan is available from the DelDOT byway page at http://www.deldot.gov/information/community_programs_and_services/byways/lewes.shtml#byways_page

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The Kings Highway - Gills Neck Road Master Plan is an early action project of the Lewes Scenic and Historic Byway Corridor Management Plan. The work is funded with the support of Delaware State Senator Ernesto Lopez and Delaware State Representatives Peter Schwartzkopf and Steve Smyk. Additional support is provided by the DelDOT Byways Program.



Lewes Scenic and Historic Byway KINGS HIGHWAY & GILLS NECK ROAD MASTER PLAN

Agenda 5.12.16

Purpose of the Meeting:

To review and discuss concept plans for Kings Highway and Gills Neck Road

1. Master Plan Purpose

2. Corridor Design Principles

- Direction from CMP and Public Meeting
- Design Guidance and Assumptions

3. Design Concepts

- Roadway Configuration
- Landscaped Medians
- Traffic Calming Measures
- Bicycle and Pedestrian Facilities
- Landscape Design Typology

4. Application of Design Concepts

- Coastal Highway Gateway (Route 1 -Dartmouth Triangle)
- Transition Area (Dartmouth to Clay Road)
- Developing area between Clay Road and Gills Neck
- Kings Highway between Gills Neck and Downtown
- Gills Neck (between and including both sets of sharp curves to City line)
- Gills Neck (City of Lewes)

Master Plan Purpose

- Develop and agree upon design concepts for the corridor that reinforce the community's desired vision and character
- Identify coordinated public and private actions necessary to achieve the desired vision and character

Key Design Principles from October 2015 Meeting

- Design the corridor to reinforce the desired vision of the community
- Extend the fabric of the City of Lewes rather than the chaos of Coastal Highway
- Think "Green" – more landscape, more stormwater infiltration, more shade
- Design Kings Highway and Gills Neck for people of all ages and physical abilities using all modes of travel

DESIGN ELEMENTS: Preferences from October Meeting

The following images represent the visual preferences that guide design choices for the corridor as recorded from comments at the October 2015 public meeting:



COASTAL GATEWAY:
Fenwick Island



MAJOR INTERSECTIONS:
Takoma Park, MD



COMMERCIAL SIGN:
Chili's business sign



4-LANES W/ MEDIAN:
Savannah, GA



MINOR INTERSECTIONS:
Greenville, DE (Byway)



FRANCHISE DESIGN:
Urbana, MD



2-LANES W/ MEDIAN:
Bethany Beach, DE



SIDEWALKS & CROSSWALKS:
Delaware CSS for Byways



Port Penn, DE (Route 9)



2-LANES W/ SPLITTER:
Centreville, DE (Byway)



STORMWATER MGMT:
South Bethany, DE



STORMWATER MGMT:
Celebration, FLA

Photo courtesy of Disney

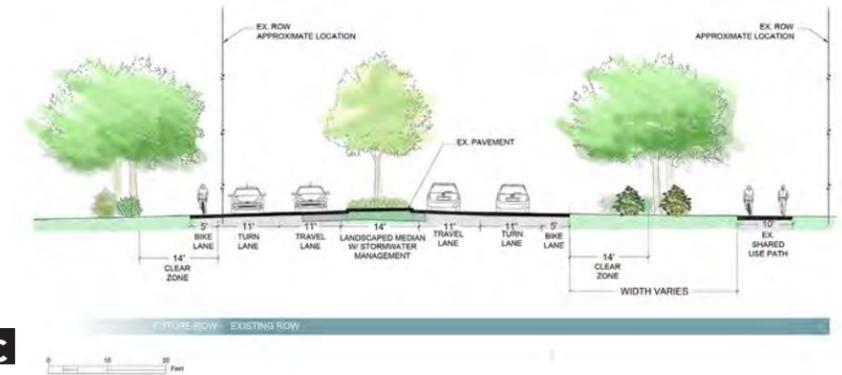
Kings Hwy Boulevard Concept

Anticipated growth along Kings Highway will likely require additional lanes to accommodate future traffic volumes. An attractive gateway can be achieved by planning for a landscaped median to be built in the future. Stormwater runoff from the extra pavement requires additional space along the road to manage both the quantity and quality of the runoff. Between Clay and Gills Neck, that runoff could be managed within the median area to reduce the footprint on the roadway and create an attractive landscape feature (A). Between Dartmouth and Clay, a median can accommodate larger trees to achieve the desired gateway character (B).

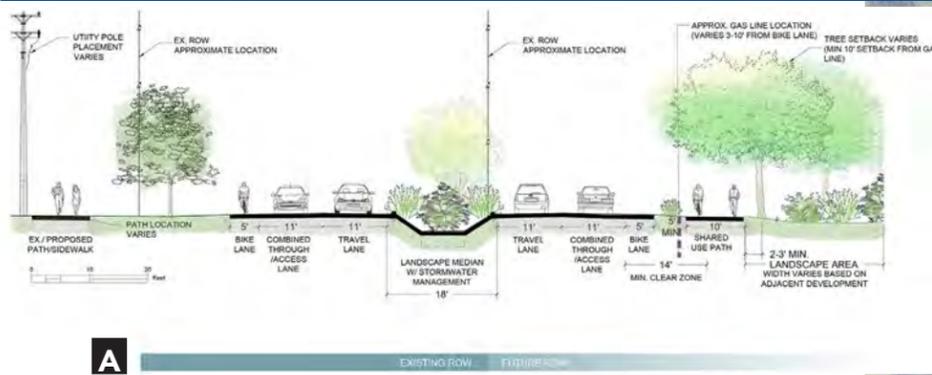


Gills Neck Traffic Calming Concept

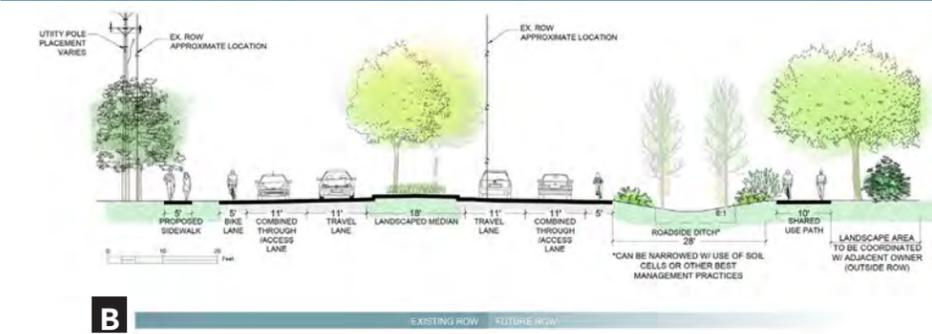
Use a landscaped median (C) between Kings Highway and the curve at Senators to break apart the long view in advance of the curve and use optical narrowing (D) to narrow the look and feel of the road combined with pavement warning strips in advance of the curve at increasingly close spacing (E) to induce drivers to slow down. The combined affect of these techniques worked to slow drivers down 6-8 mph on average when constructed in Aldie and Upperville, VA.



Kings Highway from Clay to Gills Neck



Kings Highway from Dartmouth to Clay



Kings Hwy: Coastal Highway Gateway

