

Chapter 9: Implementation of the Plan

The Dover/Kent County Long Range Transportation Plan is built on a foundation of cooperation between local, county and state agencies working through the Dover/Kent County MPO. In order for the Vision and the Plan to become reality, this cooperation and coordination must continue as the plan is implemented by the MPO member agencies.

This plan will be implemented through the Transportation Improvement Program (TIP) and the day-to-day activities of MPO member agencies and the MPO staff. The various federal agencies that approve the expenditure of federal transportation funds will use this plan as part of the basis for their decisions.

The Planning Process for Specific Projects

This Long Range Transportation Plan represents a feasible set of transportation improvements for the region; however, inclusion of a project in the Plan does not guarantee that it will happen. Major construction and management projects go through a rigorous MPO prioritization process that includes consideration of project merits as they relate to the requirements of Transportation Equity Act for the 21st Century (TEA-21), public review, programming decisions by DeIDOT and prioritization by the Council on Transportation. Finally, review by the Legislature is required before state or federal funding is allocated. Once a project is initiated, it must be scoped in order to determine specific actions that will be taken and the environmental permits required, then designed, and right-of-way acquired. If a project is federally funded or regionally significant, it must appear in the MPO's TIP.

Project planning and environmental studies will be performed to choose the best problem-solving alternatives. Depending on public input, the best alternative may be to do nothing. If a project is warranted, it will be refined through preliminary and final design phases, and then constructed. Public involvement will be a part of each step of the process. Community input will be vital to ensure that the county's transportation system meets the needs of its residents.

Smaller scale projects that are undertaken as part of statewide programs are not subject to the same process. For some of these programs, such as bridge repair or pavement management, state and/or federal criteria exist for setting project priorities. For other categories, such as non-motorized transportation, the State has criteria for project selection. Regardless of the priority process used, all projects must show a direct relationship to the Long Range Transportation Plan.

Staging the Improvements

Obviously, not all projects are needed at the same time, nor could they be carried out simultaneously. Funding limitations and practical realities require that transportation improvements be prioritized and staged in accordance with budgetary constraints, DelDOT’s human resources for completing the planning, design, acquisition, and construction phases, other construction scheduling considerations, and residents’ needs.

A list of priority actions, and the time frames during which they may be initiated is shown in Table 9.1. The timing takes into account resource constraints, air quality conformity, and the anticipated need for improvements, is shown in Table 9.1.

**Table 9.1
Proposed Actions to Implement the
Dover/Kent County MPO 2030 Long-Range Transportation Plan**

Highway	Multi-Modal	Study/Policy
2005 – 2010		
Construct a traffic circle at the intersection of Lookerman, Forest and West Sts. and complete Lookerman St. gateway improvements.	Complete the Webb’s Lane Bike/Ped improvements from New Burton Rd. to S. State St.	Complete the West Dover Connector Study.
Complete Governors Avenue corridor and intersection improvements from Water St. to Webbs Ln.	Complete pedestrian access between General’s Green and the Gateway South Shopping Center, using portions of the St. Jones Greenway and new sidewalks where needed.	Expand the corridor preservation program to include an east-west route.
Complete the Harrington Truck Route.	Complete the Schutte Park to Brecknock Park connection of the Capital Bike Belt.	Conduct siting studies to determine the best locations for intermodal freight transfer facilities.
Complete the SR 1/Thompsonville Rd. intersection improvement.	Complete sidewalks on US 13 between Court St. and Delaware State University.	Develop commercial corridor concepts for DE 8 in Dover, US 113 in Milford, and DE 10 south of Dover.
Complete the SR 1 Frederica intersection improvement.	Continue to implement US 13 Commercial Corridor Concept Plan recommendations in Dover and Smyrna.	Study access to employment and commercial areas of Milford.
Complete the SR 1 Little Heaven intersection improvement.	Improve way-finding signage on US 13 and 113 to reduce driver confusion.	Study creating a truck route to keep trucks out of the Milford historic district.
Complete the SR 1/DE 9 intersection improvement.	Create a community bicycle program in Dover, Milford and/or Smyrna.	Complete the feasibility study of implementing passenger rail service between Dover and Wilmington.

Highway	Multi-Modal	Study/Policy
Complete Milford Neck Rd. (K120)/SR 1 Intersection Improvement		
Upgrade College Rd. to an urban standard, including sidewalks and bike lanes from Kenton Rd. to Saulsbury Rd.	Continue to implement ITS technologies on key highways in the region, and the transit system, particularly smarter signal systems on US 13 and 113 and in downtown Dover.	Study US 13 Alt. south of Rodney Village to determine how to improve safety and traffic flow.
Complete Carter Road (RD 137) improvements in Smyrna from DE 300 to Sunnyside Rd.	Increase ridesharing through promotional activities and better coordination with TMA of DE.	Study how DE 15 west of Smyrna and Clayton can be upgraded to constitute a westerly bypass of those towns.
Complete the downtown Dover signal upgrade.	Support local government initiatives to provide incentives that encourage redevelopment, in-fill development and new development in the region's growth zones.	Study the transportation system south of Smyrna to determine required future transportation improvements.
Complete the South State Street (US 113 Alt.) intersection improvements.	Implement the recommendations for the Civil Air Terminal and Delaware AirPark contained in the State Aviation Plan.	Study DE 8 as a major access route and how to improve operational efficiency.
Construct Bassett Street intersection and bicycle/pedestrian improvements in Clayton.	Support efforts to educate the public on the use of alternate fueled vehicles.	Develop a Main Street concept plan for DE 42 in Cheswold.
Complete corridor and intersection improvements on DE 300 in Smyrna, including the intersection of DE6 and DE 300, and access management at the Glenwood Shopping Center, from the RR tracks to US 13.	Support efforts to construct infrastructure for alternate fuels.	Develop a commercial corridor/modified corridor preservation concept for US 13 in Camden.
Realign Wyoming Mill Rd. with the entrance to the Village of Westover and signalize.	Support location-efficient mortgage programs.	Conduct walkable community workshops in the region's municipalities as a means of creating support for local bicycle and pedestrian plans.
Construct a connector road between the Garrison Tract and DE 8 to provide access to SR 1.	Support initiatives that encourage area residents to own lower emission vehicles and drive fewer miles.	Develop concept plans for important corridors in the growth area, such as DE 15, DE 12, DE 10, Carpenter Br. Rd., DE 14, and Irish Hill Rd.
Improve the intersection of US 13 and DE 8.	Repair/replace sidewalks on the Washington St. bridge in Milford.	
Upgrade DE 15 between DE 10 and DE 14 with curbing, shoulders, turn lanes and sidewalks; identify bus stops for transit service.		
Improve the Lynnbury Woods/Morton Rd. intersection to handle commercial and residential traffic.		

Highway	Multi-Modal	Study/Policy
2010 – 2015		
Upgrade Duck Creek Parkway (RD 486) and install curb and bicycle/pedestrian facilities from US 13 to DE 300 in Smyrna.	Improve shoulders, construct sidewalks and institute traffic calming on N. Main St. in Smyrna.	Monitor conditions on DE 8 between Forest St. and US 13 to determine the need for additional corridor and intersection improvements.
Complete Kenton Road corridor and intersection improvements from DE 8 to Chestnut Grove Rd.	Construct sidewalks on US 13 between Smyrna-Leipsic Rd. and Duck Creek in Smyrna.	Study the need to bring Denneys Rd. in Dover to urban standards.
Upgrade SR 36 West of US 113 in Milford: construct shoulders, turn lanes, signage, lighting and intersections.	Complete sidewalks on US 13 and 113 between Court St. and Lafferty Ln. and S. State St. in Dover.	Upgrade DE 6 between the Maryland state line and DE 300.
Upgrade DE 14 from DE 15 to Church St. and from Washington St. to SR 1.	Complete gaps in the sidewalk system on Hazletville Rd. in Dover.	Study the need to upgrade DE 15 west of Wyoming in future annexation areas.
Upgrade DE 42 between Kenton and US 13 in Cheswold	Implement commercial corridor concept plan recommendations for DE 8 and DE 10 in Dover and US 113 in Milford.	Study the need for a west Dover bypass west of the city limits.
Upgrade New Burton Rd. between Wyoming and Dover.	Fill in sidewalk gaps on DE 10 between Bay Rd. and the Wyoming town limit	
Implement the West Dover Connector Study recommendations.	Create community transportation services in the region's municipalities and better links to trunk services.	
Upgrade McKee Rd./Saulsbury Rd./Morton Rd. from Denneys Rd. to Lynnbury Woods Rd.	Construct bicycle and pedestrian facilities on Airport Rd. in Milford (RD 407) from DE 15 to the WalMart entrance.	
Upgrade Messina Hill Rd. with curbing, shoulders, turn lanes and sidewalks; identify bus stops for transit service.	Construct Hazletville Rd. bike lanes to the Dover city limits	
Upgrade Lynnbury Woods Rd. with curbing, shoulders, turn lanes and sidewalks; identify bus stops for transit service.	Construct a park and ride lot at S. Carter Rd. and US in Smyrna.	
Extend Crawford Carroll Ave. south to Delaware State University and US 13 across from the north entrance to the Dover Mall.	Operate transit service in the Dover area using electric buses.	
Improve the intersection of Airport and Bowman Rds. in Milford.	Expand transit service in the greater Dover area to south of Camden and Wyoming .	
Complete the extension of Clarence St. from North St. to Loockerman St. in Dover.		
Construct a connection between Carter Rd. and SR 1 in Smyrna.		

Highway	Multi-Modal	Study/Policy
Upgrade Sunnyside Rd. in Smyrna to an urban standard with shoulder and bicycle and pedestrian facilities.		
Upgrade Carpenter Br. Rd. (Rd 35) from Frederica to DE 15 with curbing, shoulders, turn lanes and sidewalks; identify bus stops for transit service.		
Upgrade DE 12 from SR 1 to US 13 with curbing, shoulders, turn lanes and sidewalks; identify bus stops for transit service.		
Upgrade Irish Hill Rd. from US Alt. 113 and US 13 with curbing, shoulders, turn lanes and sidewalks; identify bus stops for transit service.		
2015-2020		
Construct recommendations of the US 113 study.	Complete sidewalks on remaining sections of US 13 in Smyrna.	Study the need to upgrade Church Hill Rd. north of Milford between DE 14 and RD 119.
Upgrade Joe Goldsboro Rd. from Duck Creek Rd. to US 13 with sidewalks, curbing, shoulders and turn lanes.	Fill in sidewalk and bikeway gaps on DE 8 within the City of Dover.	Study the need to upgrade Long Point Rd. in Dover.
Upgrade Paddock Rd. from US 13 to SR 1 with sidewalks, curbing, shoulders and turn lanes.	Construct sidewalks on US 113 and US 13 from DE 10 to Lafferty Ln. and S. State St.	Study the extension of passenger rail service south of Dover.
Upgrade Brick Store Landing Rd. from Paddock Rd. to SR 1 with sidewalks, curbing, shoulders and turn lanes.		Study the need to widen SR 1 north of Dover.
2020-2025		
Widen US 13 to 6 lanes between the Scarborough Rd. and South Smyrna SR Interchanges.	Establish transit hubs and transfer points along the rail line.	Study the need to upgrade Tub Mill Pond Rd. from Fork Landing Rd. to SR 1 near Tub Mill Pond.
Upgrade DE 15 west of Smyrna and Clayton as a western bypass.	Fill in sidewalk gaps along DE 15 in developed areas.	
Implement recommendations from the DE 8 study.		
Complete conversion of SR 1 south of DAFB to a limited access highway.		
2025-2030		
	Operate passenger rail service between Dover and Wilmington.	Study the need to upgrade DE 14 west of DE 15.

In addition to these specific improvements, some of the recommendations of the plan should be conducted continuously, being funded through statewide programs when feasible. These include:

- Monitoring transit service and effecting changes to increase ridership,
- Expanding the primary bicycle network,
- Expanding pedestrian facilities and
- Providing commuter rail services.

Updating the Plan

The Dover/Kent County Long-Range Transportation Plan is a dynamic document. As soon as it is adopted, it will guide actions taken to manage, develop, and evaluate the transportation system. However, recognizing that the transportation needs and desires of Kent Countians may change, it is a document that will be reviewed periodically, amended as needed, and updated a minimum of every three years. Plan updates could include any or all of the following:

- Changing prioritization of improvements,
- Suspending improvements from consideration, and
- Adding improvements for consideration.

Each future Plan update will undergo the same extensive public involvement process as the previous plans.