

DOVER/KENT COUNTY MPO ANNUAL REPORT

*FISCAL YEAR 2022 -
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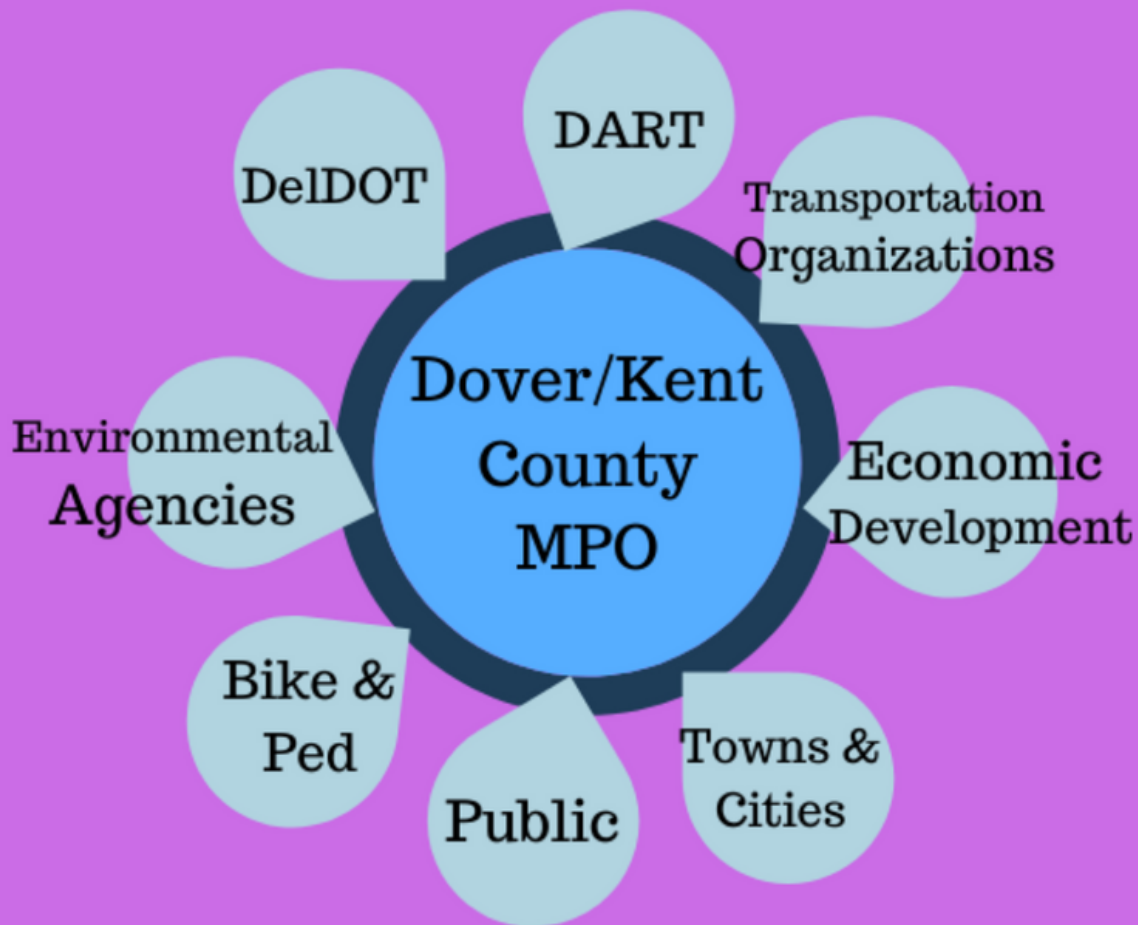
DOVER/KENT COUNTY MPO

METROPOLITAN PLANNING ORGANIZATION



What is the Dover/Kent County MPO?

We are a Federally mandated, partially Federally funded, not-for-profit organization committed to transportation policy. We work with all stakeholders to assist in studying transportation efficiency, prioritizing projects, and ensuring compliance with Federal initiatives. Learn more by visiting www.doverkentmpo.org.



We are available for presentations to your organization! Call 302.387.6026 to book!



DOVER/KENT COUNTY MPO

METROPOLITAN PLANNING ORGANIZATION



A Letter From Our Executive Director...

2021 was an exciting year for Dover Kent County MPO. We like so many others, we anxious to emerge from pandemic lockdowns and resume working on projects, connecting with partners and stakeholder, and reaching out to the public.

A significant accomplishment for the MPO in 2021 was taking the lead on in-house studies. In the past, the MPO almost exclusively contracted with consultant partners for the bulk of the work on projects and studies. 2021 saw a departure from this practice. While some projects continue to require a consultant partner, specifically those projects with engineering requirements and/or significant data gathering, the MPO is now assuming full responsibility for a variety of projects.

Completion of the Rail Corridor Industrial Land Use study was a significant accomplishment for the MPO staff and serves as a model for in-house projects going forward.

In addition, the MPO also embarked on a hybrid model for completing some projects. This model allows the MPO to complete a portion of the work while engaging with the consultant partner for a specific portion of the work. This model proved very success for the Town of Bowers Bicycle and Pedestrian Improvements Study.

2021 saw the return to in-person meetings, sort of. It is evident the hybrid meeting is her to stay, which has required the MPO staff to source new technology that enhances our capability to provide high-quality hybrid meetings. It has been a pleasure to welcome back our Public Advisory Committee (PAC), Technical Advisory Committee (TAC), and MPO Council, for in-person meetings. We appreciate these partners adapting to the changing circumstances and continuing in their service. Without the support of these three reviewing and approval bodies, our MPO would be less effective.

2021 saw the retirement of long-time MPO executive assistant Cathy Samardza, who had been with the MPO for 21 (check this) years. The MPO was saddened in August 2022 when Cathy was tragically killed in an automobile accident.

I am honored to be the MPO Executive Director.

The MPO staff is exceptional in their skill and dedication to the work we share. Our region continues to face challenges of the post-pandemic, economic uncertainty, population growth, housing inventory shortage and affordability challenges, workforce availability and readiness, changing demands for goods and services, just to name a few. From our perspective, all of these have one critical thing in common — transportation. The MPO is committed to working with our community, state and federal partners, and the public to ensure we have a robust, equitable and sustainable transportation system that supports the extraordinary future of Kent County.

Marilyn J. Smith



TRANSPORTATION PLANS AND PROGRAMS

Transportation plans and programs that the Dover/Kent County MPO develops are completed through a public process. During completion of each plan and program, the public can review the MPO's work and provide feedback to the planning process. Final products/reports are adopted after careful consideration of community comment. Public participation requirements prescribed by the federal government vary by document.

The Metropolitan Transportation Plan (MTP)

Every four years, the MPO must update and adopt a long-range Metropolitan Transportation Plan (MTP). The MTP is a strategic planning tool that provides MPO members, transportation providers, the public, and other affected groups and individuals with a blueprint to blend transportation, county and municipal land use plans, and Delaware's State Strategies for Policies and Spending plan. It provides a common vision for the future supported by goals, objectives, and a system assessment. The MTP vision also is supported by identification of future transportation needs, clearly defined fundamental strategies, actions, a budget and an implementation plan. The MTP includes short-range and long-range strategies and actions, and must span at least 20 years.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a short-range plan that contains all federally-funded transportation projects addressing identified State, municipal and county goals. The TIP is a prioritized list of projects, including road, bike/pedestrian, bus and rail transportation that the Delaware Department of Transportation expects to undertake during a four-year period. TIP projects are identified in the MTP. The TIP is required to be done every three or four years, but can be done every year. Dover/Kent MPO does a TIP every other year to coincide with DelDOT CTP updates.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP), or spending plan, identifies the planning activities that the MPO plans to accomplish during the fiscal year using Federal, State and local resources. It outlines responsibilities and procedures for carrying out the cooperative transportation planning process. The UPWP is the management tool for directing MPO staff activities annually.

FY23 Funding										
A	B	C	D	E	F	G	H	I	J	K
		80% Federal Funds			20% Match					
FY23 UPWP Budget										
	% of Staff Effort	FHWA	FTA	Total Federal	DeDOT / FHWA	DeDOT / FTA	Local Cash Contribution	Local In-Kind Match-hours	Total Match	UPWP Project Task Budget
FY23 Project Tasks		65%	15%	80%	0.1625	0.0375			20%	
23-01 Program Support & Administration	0.09	\$61,671.24	\$20,557.08	\$82,228.32	\$15,417.81	\$5,139.27			\$20,557.08	\$102,785.40
23-02 Unified Planning Work Program (UPWP)	0.04	\$27,409.44	\$9,136.48	\$36,545.92	\$6,852.36	\$2,284.12			\$9,136.48	\$45,682.40
23-03 Public Outreach & Education	0.14	\$95,933.04	\$31,977.68	\$127,910.72	\$23,983.26	\$7,994.42			\$31,977.68	\$159,888.40
23-04 Transportation Improvement Program (TIP)	0.03	\$20,557.08	\$6,852.36	\$27,409.44	\$5,139.27	\$1,713.09			\$6,852.36	\$34,261.80
23-05 Data Collection, Management & Distribution	0.10	\$68,523.60	\$22,841.20	\$91,364.80	\$17,130.90	\$5,710.30			\$22,841.20	\$114,206.00
23-06 Planning Compliance & Technical Assistance	0.03	\$20,557.08	\$6,852.36	\$27,409.44	\$5,139.27	\$1,713.09			\$6,852.36	\$34,261.80
23-07 Air Quality Analysis, Coordination & Outreach	0.03	\$20,557.08	\$6,852.36	\$27,409.44	\$5,139.27	\$1,713.09			\$6,852.36	\$34,261.80
23-08 Metropolitan Transportation Plan (MTP)	0.03	\$20,557.08	\$6,852.36	\$27,409.44	\$5,139.27	\$1,713.09			\$6,852.36	\$34,261.80
23-09 Support 3C Planning Process, Regional Project Implementation	0.07	\$47,966.52	\$15,988.84	\$63,955.36	\$11,991.63	\$3,997.21			\$15,988.84	\$79,944.20
23-10 Transportation Planning Studies & Projects	0.37	\$253,537.32	\$84,512.44	\$338,049.76	\$33,927.53	\$13,763.91	\$36,821.00		\$84,512.44	\$422,562.20
23-11 Continuing Projects	0.07	\$47,966.52	\$15,988.84	\$63,955.36	\$11,991.63	\$3,997.21			\$15,988.84	\$79,944.20
Total FY23 Apportionment	100.0%	\$685,236.00	\$228,412.00	\$913,648.00	\$141,852.20	\$49,738.80	\$36,821.00		\$228,412.00	\$1,142,060.00

TIP HIGHLIGHTS

US 13 Widening:

This project involves the addition of a third lane in each direction on US13 from the Puncheon Run Connector south to Walnut Shade Road. This will require roadway widening, storm water management facilities, multiple intersection redesigns, traffic signal reconfigurations and multi-modal improvements. The first phase will be made between Lochmeath Way and the Puncheon Run Connector. The second phase will be made between Lochmeath Way and Walnut Shade Road.

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201500202>

DE8 & DE15 Intersection Improvements:

The existing intersection of Forest Avenue and Saulsbury Road requires safety improvements. The primary change will include the construction of an additional through lane on the north and south legs of Saulsbury Road.

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201500201>

HEP KC, US 113 & SR14 Intersection Improvements:

This project will take place at the intersection of US 113 and SR14 (Front Street) in Milford. The changes will include turn lane improvements on westbound SR14, bicycle and pedestrian improvements, and traffic signal equipment upgrades. This will make the intersection safer for motorists, bicyclists and pedestrians.

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201904201>

<https://deldot.gov/public.ejs>

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HEP KC, SR12 & SR15 Intersection Improvements:

This project will improve the intersection of SR 12 and SR 15, and the roads around it.

SR15 & Andrews Lake Road Intersection Improvements:

This project will add a roundabout to the intersection of SR15 and Andrews Lake Road, and it will provide curb ramps and pedestrian crossings to provide multi-modal access through the intersection. The location was highlighted in the 2009 Hazard Elimination Program Task II report as an area with safety deficiencies and a high crash rate. The changes are expected to improve safety for motorists and pedestrians that use the intersection.

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202104205>



SR15 & Irish Hill Road Intersection Improvements:

This project will improve the intersection of SR 15 and Irish Hill Road, and the roads around it

US13 & Brenford Road/Big Oak Road Intersection Improvements:

This project will focus on the intersection of US13 and Brenford Road/Big Oak Road. It will include turn lanes and other intersection improvements, as well as pedestrian improvements. These changes will improve safety for motorists, bicyclists, and pedestrians.

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202104203>

SR 15 and SR 42 Intersection Improvements:

This project will improve the intersection of SR 15 and SR 42, and the roads around it.

TIP HIGHLIGHTS

Scarborough Road C–D Roads (Dover):

This project will add an alternative road that connects Scarborough Road at exit 104 with the Dover Mall and Dover Downs sites. This new road will relieve congestion on US 13, improve safety for multi-modal movements throughout the area, and encourage economic development.

Walnut Shade Road, US 13 to Peachtree Run Road (Magnolia):

This project was nominated by Kent County as an important problem area in the developing areas south of Dover. It will include several new features on Walnut Shade Road, including adequate travel lanes, shoulders, bike lanes, and sidewalks. The project will allow for higher traffic capacity and improve safety based on Arterial Design standards.

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201800801>

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NE Front Street, Rehoboth Blvd to SR 1 (Milford):

This project will improve Northeast Front Street between Rehoboth Boulevard and Route 1 in Milford. These improvements will include a wider road shoulder and a multi-use path; they will be done in conjunction with the new grade-separated intersection at Route 1. The project will improve condition for drivers, bicyclists and pedestrians, and it will encourage economic development.



<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202101201>

College Road, Kenton Road to McKee Road (Dover):

The changes to College Road will be similar to the improvements along Walker Road several years ago. Changes will improve vehicle, pedestrian, and bicycle travel along the road. This will be done by adding two 11-foot lanes with two five-foot shoulders, installing curbs, sidewalks and bike lanes on at least one side, and addressing closed drainage, traffic calming, and safety improvements.

West Street, New Burton Road to North Street (Dover):

West Street has become a critical connection for the DART Transit service in the City of Dover. The Dover Transit Center is adjacent on Water Street and buses use West Street to enter and exit the Transit Center. It is also a popular route between North Street and New Burton Road but has not been built to the standards for this use. The project will include improvements to the road surface and installation of pedestrian and bicycle access for users of the road and the Transit Center. Ultimately this project will improve safety for motorists, bicyclists, and pedestrians along West Street.

[Note: Kept mostly the same for now. Not much information otherwise.]

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202301601>

South State Street/Plaindealing Road/Woodlytown Road Intersection Improvements:

This project will improve the intersection of South State Street, Plaindealing Road, and Woodlytown Road in Magnolia, and the roads around it.

TIP HIGHLIGHTS

Irish Hill Road, Fox Chase Road to McGinnis Pond Road (Frederica):

Similar to Walnut Shade Road, this road was determined to be an important problem area. To address the issues on Irish Hill Road, several improvements will be carried out, including the realignment of Woodleytown Road with Irish Hill Road. The project will enhance traffic capacity and improve safety in accordance with the Arterial Design standards.

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202004201>



Camden Bypass Project:

The Camden Bypass project will create a new bypass road between Lebanon Road and Willow Grove Road. This will improve safety and cut back on traffic volume along Main Street and Camden Wyoming Avenue, especially when it comes to large vehicles. The project will have two segments, one on the eastern side of Route 13 and the other on the western side. Most of it will be built on undeveloped land.

The East Camden Bypass will improve traffic on the eastern side of Route 13. The plan includes a roundabout at the intersection of Rising Sun and Lebanon Roads, and new roadways and stoplights connecting Route 13 to the roundabout. It will help by diverting traffic away from the central intersection in Town and the nearby properties. Shared-use paths will also be built along the roadways to improve multi-modal access to the area.

On the opposite side of Route 13 will be the West Camden Bypass. Major changes for this portion will include a new road that connects Route 13 with Willow Grove Road, as well as several new roundabouts and intersection realignments. Pedestrian and bicycle access will be included, and road closures in strategic places will improve the flow of traffic. These changes will allow trucks and other large vehicles to pass through Camden without driving on Main Street.

Construction on these two portions of the Camden Bypass is expected to take place between 2023 and 2025.

For more information on the Camen Bypass Project, please visit:

Camden Bypass StoryMap:

<https://storymaps.arcgis.com/stories/7c443e65d4204049aa8066626a465428>

DelDOT East Camden Bypass (project information):

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201709502>

DelDOT West Camden Bypass (project information):

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201709503>

TIP HIGHLIGHTS

Duck Creek Parkway, Bassett Street to Main Street (Smyrna):

Duck Creek Parkway is the location of Smyrna High School and the adjacent Middle School on the south side, along with several baseball fields on the north side, and a major employer just west of the schools. There are wide shoulders on the north side of the Parkway, primarily for parking for baseball players, but no sidewalks on the south side of the street between the High School and Main Street, and no sidewalks on the north side. There is no bicycle-specific right-of-way identified, though there is a high volume of traffic in the area. Proposed solutions include creating a shoulder on the south side of Duck Creek Parkway near the schools, adding the missing sidewalks, and identifying the appropriate bicycle facilities. Doing this would make the road safer for people going to and from the schools and baseball fields.

North Main Street, Shoulders from Duck Creek Parkway to Glenwood Ave (Smyrna):

North Main Street is the primary connector from the center of town to Duck Creek Parkway and the community's schools and ball fields. There are shoulders on the east side of the Street and sidewalks only up to the Smyrna Clayton Memorial Park, and there is no right-of-way for bicycles. The preferred solution would be to incorporate Complete Streets into the entire length from Glenwood to Duck Creek Parkway, with adequate shoulders, sidewalks on both sides of the street and bicycle facilities that help students ride to school. These changes would improve access to the high school and other nearby facilities.

Kenton Road, SR 8 to Chestnut Grove Road (Dover):

This stretch of Kenton Road in the City of Dover has remained unimproved for pedestrian and bicycle access and still has open drainage for storm water. The proposed changes to the area will include widening Kenton Road to two 11-foot lanes with two five-foot shoulders, installing curbs and sidewalks on either one or both sides of the road, and addressing closed drainage, traffic calming, and safety improvements. This will make the area safer for motorists, bicyclists, and pedestrians.



<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201604501>

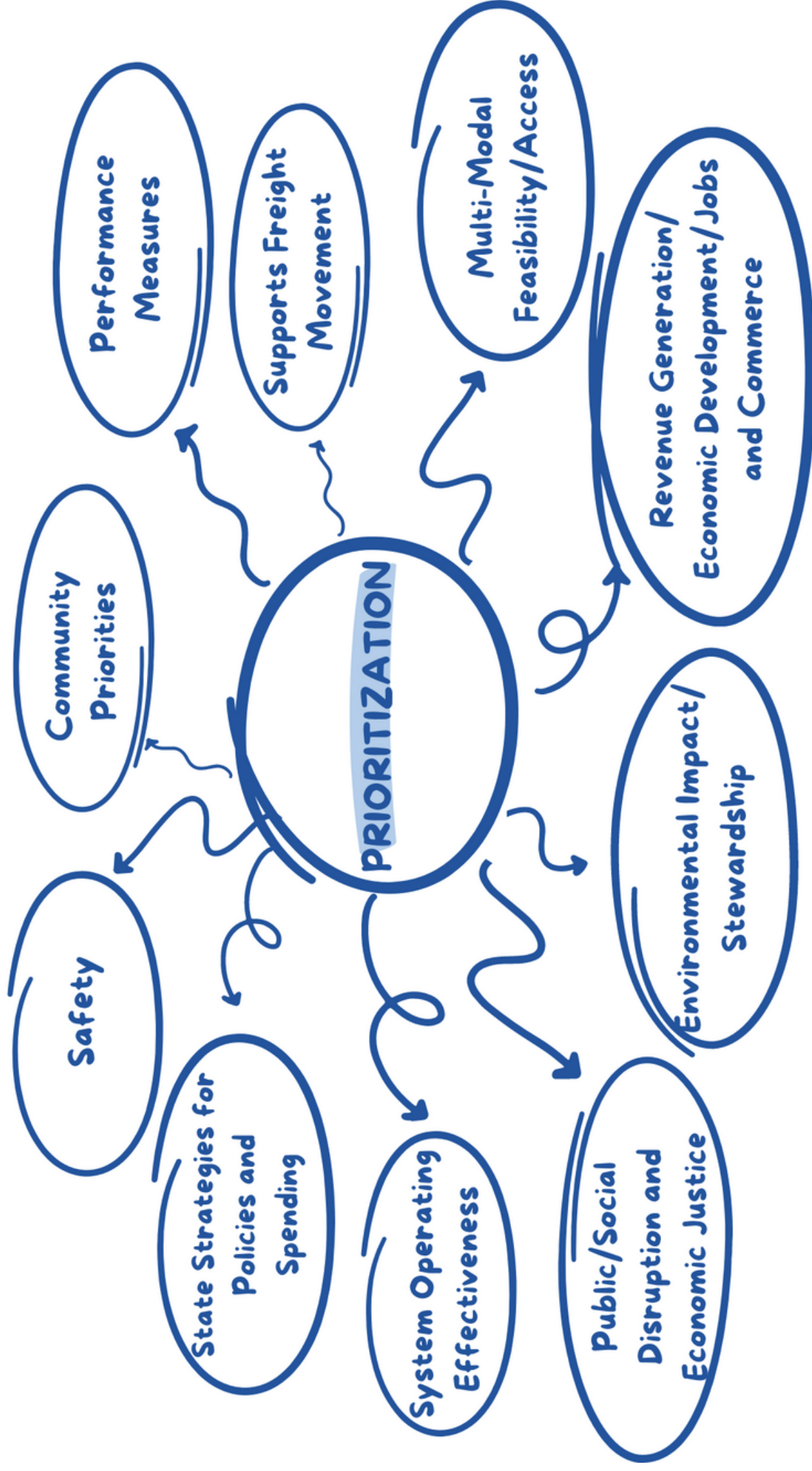
Peachtree Run Road, Voshells Mill Road to Irish Hill Road (Felton):

Peachtree Run has become a significant alternate route for people traveling to south-central Kent County. For much of the road, there are very small shoulders, no sidewalks, and no room for bicycles to safely traverse the route. The road wasn't constructed for the volume or weight of the traffic it is currently experiencing. Proposed solutions include creating a shoulder on both sides, adding the missing sidewalks in the more urbanized areas of the road, and identifying the appropriate bicycle facilities. These changes would make it easier for Peachtree Run to support the population in the surrounding areas.

Canterbury Road, SR 12 to US 13:

This project will add improvements along Canterbury Road between Route 12 and Route 13. The changes will include road improvements, bicycle lanes, and sidewalks and shoulders where it's possible to do so. The project will preserve traffic capacity and improve safety for other right-of-way users. The use of complete streets is required when improvements are made in residential areas, which is why bicyclists and pedestrians will benefit from this project, as well as motorists.

How We Prioritize Projects



Studies for FY23

US13 Sidewalk Gap Identification Study (City of Dover):

Examining existing sidewalks along Route 13 in Dover, finding areas where sidewalks would be most beneficial

Dover High School Walk Zone Sidewalk Study (City of Dover):

Taking inventory of existing sidewalks around high school, determining how to improve pedestrian safety in area

Kent County Airports Inventory (KEP):

Creating list of existing airports and air facilities in Kent County, exploring opportunities for growth and expansion

US13 North Corridor Plan (KEP):

Identifying growth opportunity and transportation needs along Route 13 between North Dover and Smyrna

Truck Parking Amenities Study (KEP):

Analyze truck stop amenities that meet minimum, mid-range and maximum expectations of federal law as well as the trucking industry

Walnut Street Intersection (City of Milford):

w/ Century Engineering

Studying intersection of N. Walnut Street/Tenth Street/N. Walnut Street/N. Washington Street in Milford, listing possible improvements

Smyrna-Clayton Boulevard Study (Town of Smyrna):

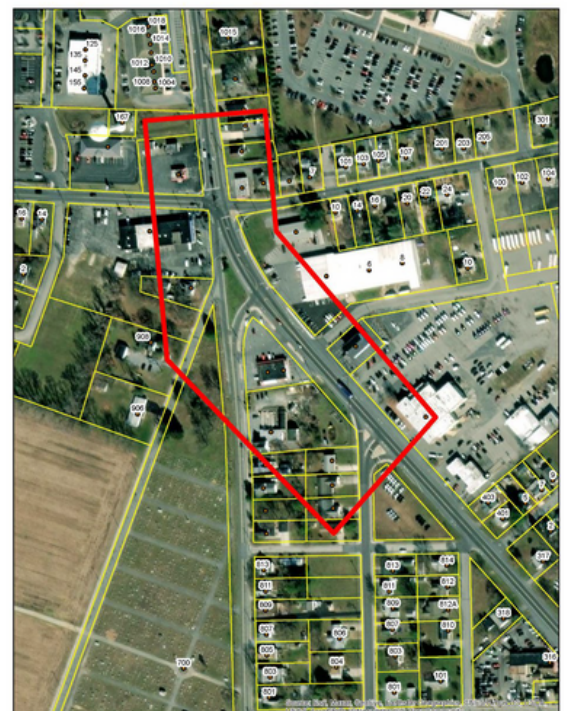
w/ Century Engineering

Studying intersection of Rt 300 and Rt 6 in Smyrna, determining ways to improve safety for motorists

Trap Shooters Interchange Study (DelDOT):

w/ Century Engineering

Studying existing conditions of Trap Shooters Rd/SR1 intersection, examining possible improvements to ramp



Outreach

We have many ways to ensure that you can get your voice heard! Look for us using these ways, and more!

Meetings

Webinars

Committees

Website

Social Media

Videos

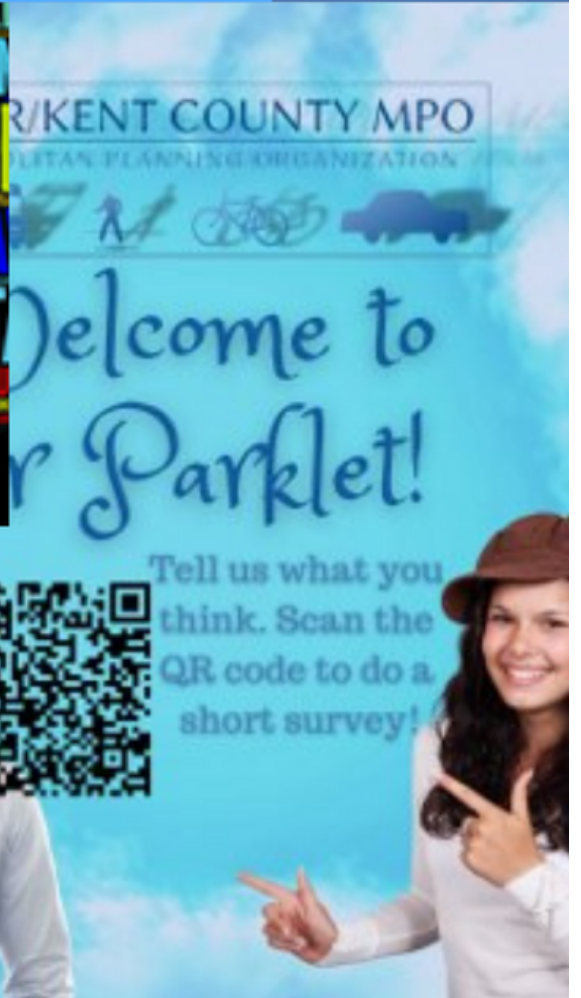
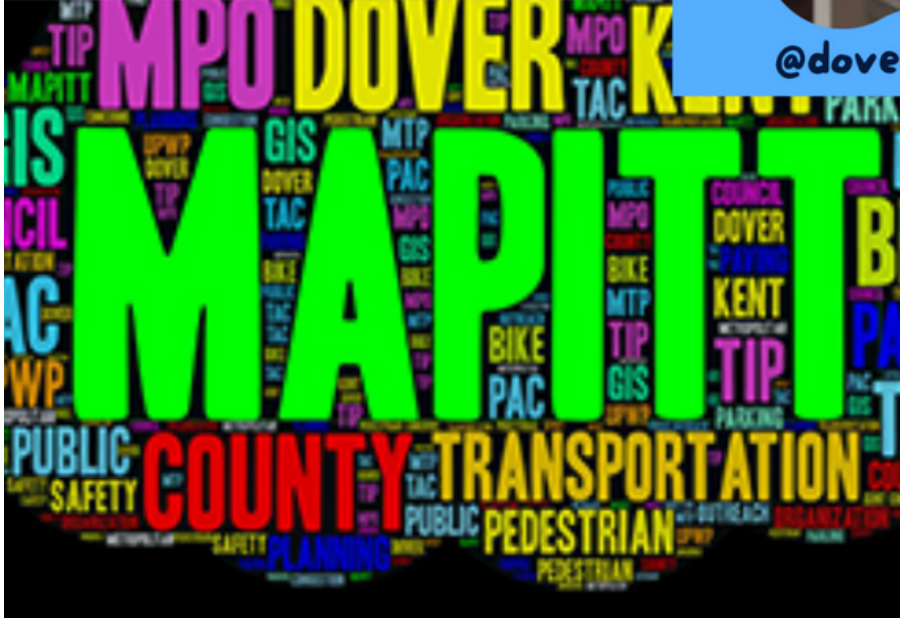
Maps

Newsletter

Pop-Up Outreach

Surveys

Person-to-Person



Join Us & Get Your Voice Heard!

Other MPO Initiatives

Toward Zero Deaths
Justice 40 - Equity
Performance Measures
Air Quality



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Federal Transit Administration Region

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The Dover/Kent County MPO is committed to Title VI compliance. Title VI states "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."