

N. Walnut St./N. Rehoboth Blvd./10th St. Intersection Study

Public Advisory Committee

June 8, 2023

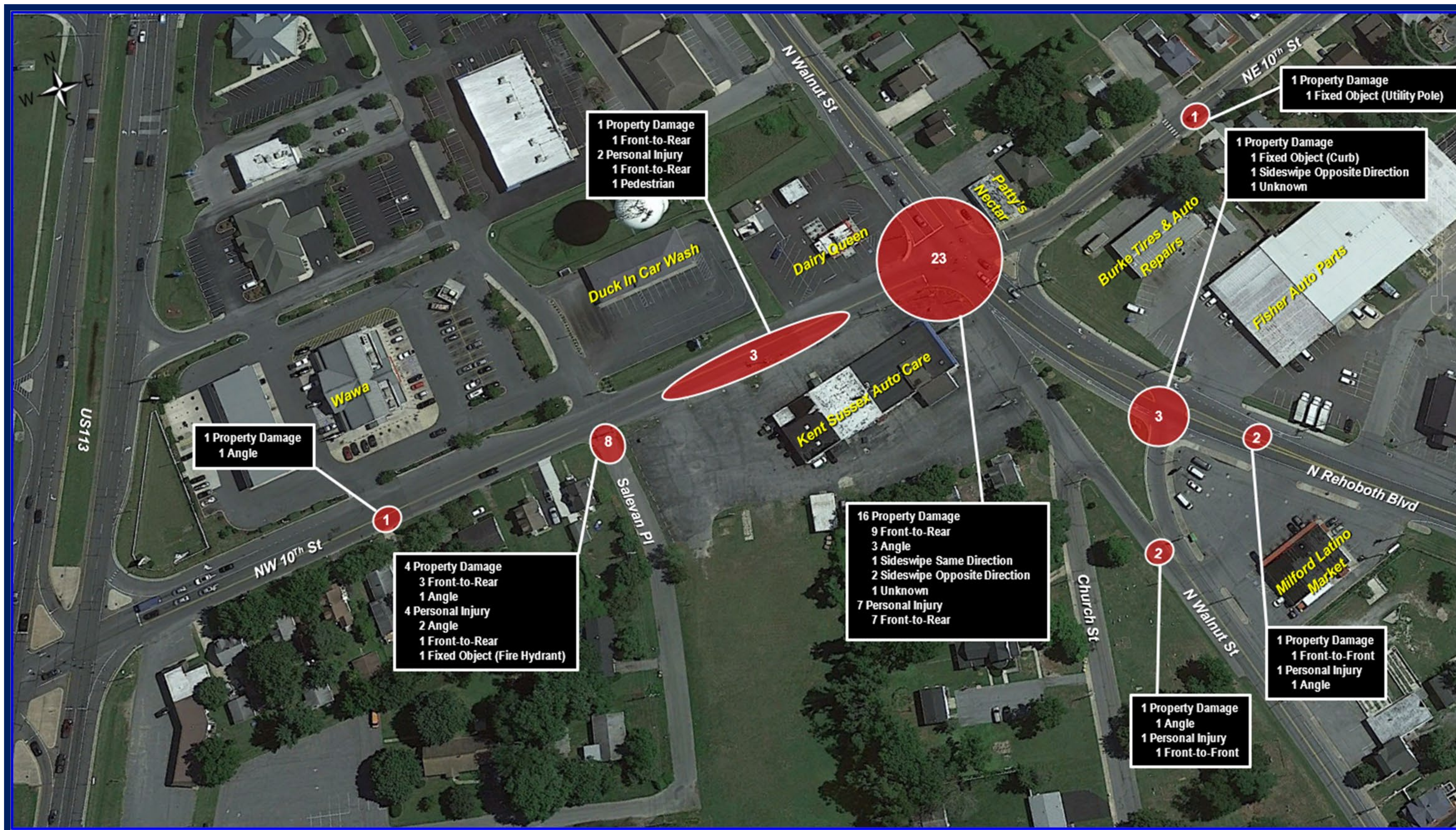
Study Area



Project Goals

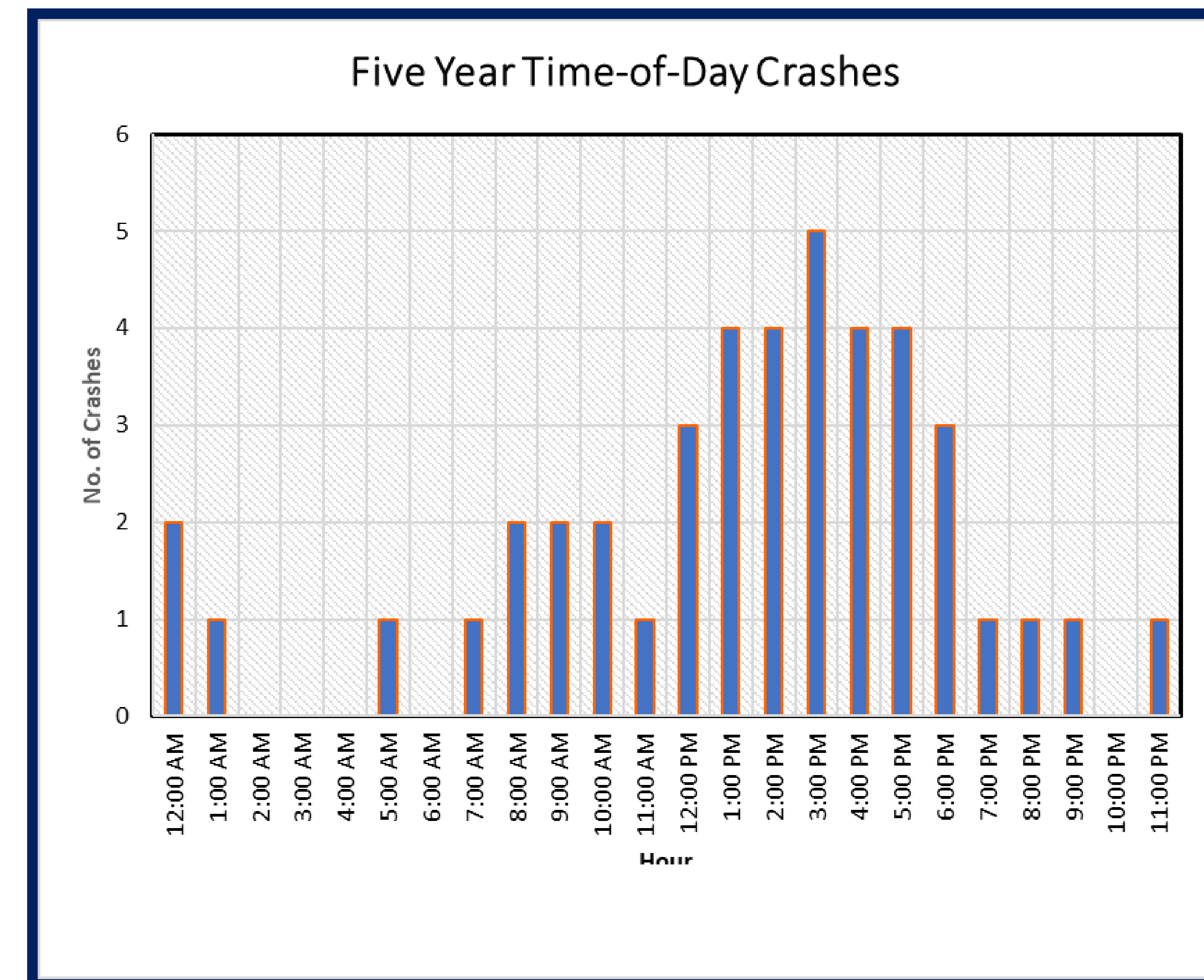
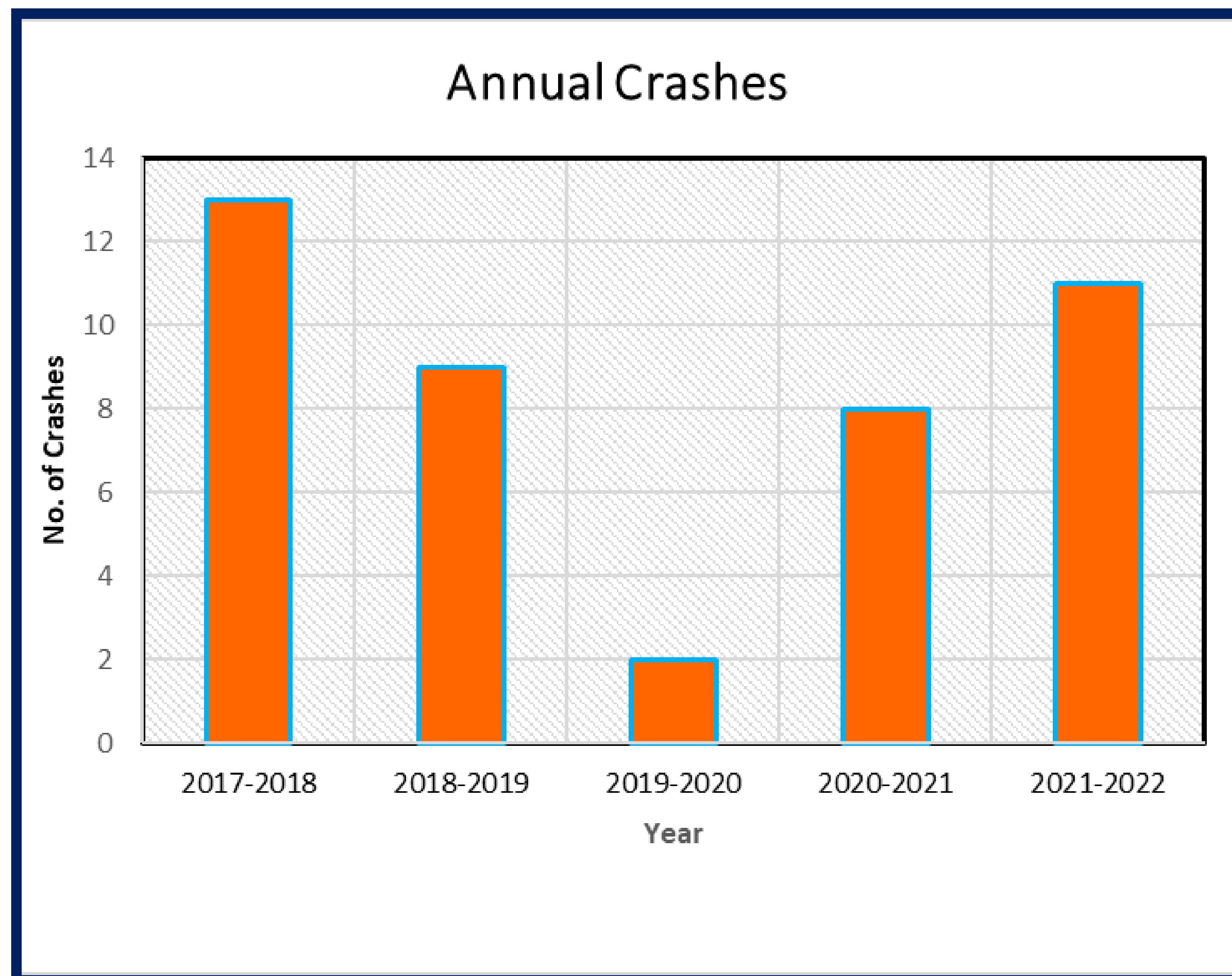
- Analyze connectivity between Milford Senior High School, Milford Central Academy, and residential communities to the south
- Evaluate intersection improvements and/or road reconfigurations to improve mobility for pedestrians, cyclists and motorists
- Implement elements from the Milford Bicycle Master Plan and the Milford Comprehensive Plan

Existing Crash Data



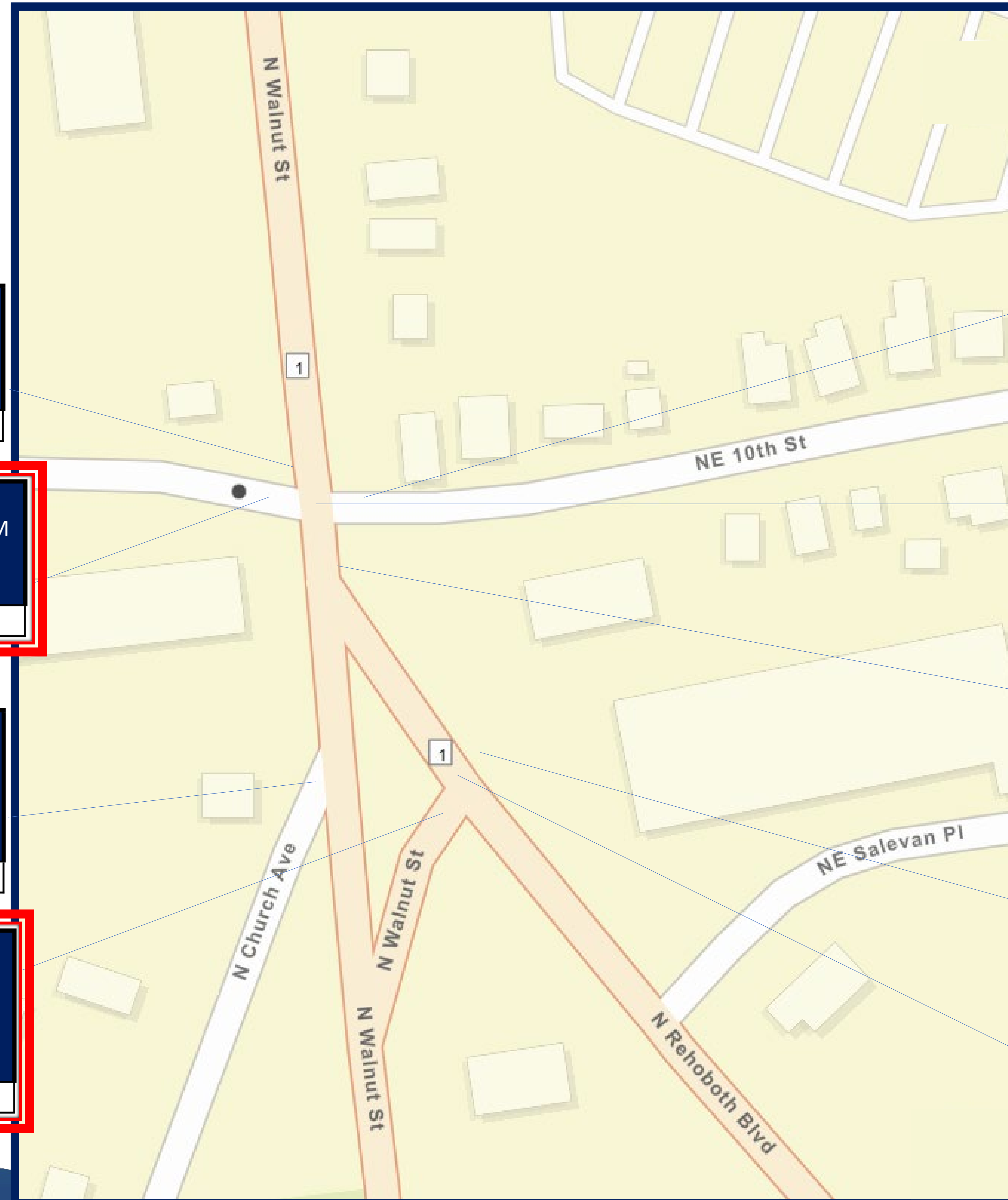
Existing Crash Data

- Crash data analyzed from November 10, 2017 through November 10, 2022
- Crash data study area 0.1-mile radius from intersection
- 43 crashes occurred / 23 crashes occurred at the intersection
- No fatal crashes



Existing Levels of Service (LOS)

Level of Service Criteria		
LOS	Delay (Seconds per Vehicle)	
	Signalized	Unsignalized
A	0 to 10	0 to 10
B	>10 to 20	>10 to 15
C	>20 to 35	>15 to 25
D	>35 to 55	>25 to 35
E	>55 to 80	>35 to 50
F	>80	>50



SB N. Walnut St 2022 Weekday AM Peak Hour Delay LOS	SB N. Walnut St 2022 Weekday Midday Peak Hour Delay LOS	SB N. Walnut St 2022 Weekday PM Peak Hour Delay LOS
21.6 C	23.6 C	25.7 C

EB NW 10th Street 2022 Weekday AM Peak Hour Delay LOS	EB NW 10th Street 2022 Weekday Midday Peak Hour Delay LOS	EB NW 10th Street 2022 Weekday PM Peak Hour Delay LOS
86.3 F	85.1 F	141.7 F

N. Walnut St @ Church St 2022 Weekday AM Peak Hour Delay LOS	N. Walnut St @ Church St 2022 Weekday Midday Peak Hour Delay LOS	N. Walnut St @ Church St 2022 Weekday PM Peak Hour Delay LOS
9.2 A	9.1 A	9.3 A

N. Walnut St @ N. Rehoboth Blvd 2022 Weekday AM Peak Hour Delay LOS	N. Walnut St @ N. Rehoboth Blvd 2022 Weekday Midday Peak Hour Delay LOS	N. Walnut St @ N. Rehoboth Blvd 2022 Weekday PM Peak Hour Delay LOS
70.7 F	42.1 E	96.5 F

WB NE 10th St 2022 Weekday AM Peak Hour Delay LOS	WB NE 10th St 2022 Weekday Midday Peak Hour Delay LOS	WB NE 10th St 2022 Weekday PM Peak Hour Delay LOS
24 C	23.6 C	48.3 D

Intersection 2022 Weekday AM Peak Hour Delay LOS	Intersection 2022 Weekday Midday Peak Hour Delay LOS	Intersection 2022 Weekday PM Peak Hour Delay LOS
36.5 D	36.7 D	61.6 E

NB N. Rehoboth Blvd 2022 Weekday AM Peak Hour Delay LOS	NB N. Rehoboth Blvd 2022 Weekday Midday Peak Hour Delay LOS	NB N. Rehoboth Blvd 2022 Weekday PM Peak Hour Delay LOS
12.6 B	13.6 B	40.7 D

N. Walnut St @ N. Rehoboth Blvd 2022 Weekday AM Peak Hour Delay LOS	N. Walnut St @ N. Rehoboth Blvd 2022 Weekday Midday Peak Hour Delay LOS	N. Walnut St @ N. Rehoboth Blvd 2022 Weekday PM Peak Hour Delay LOS
12.2 B	15.3 C	14.1 B

N. Walnut St @ N. Rehoboth Blvd 2022 Weekday AM Peak Hour Delay LOS	N. Walnut St @ N. Rehoboth Blvd 2022 Weekday Midday Peak Hour Delay LOS	N. Walnut St @ N. Rehoboth Blvd 2022 Weekday PM Peak Hour Delay LOS
9.1 A	8.3 A	8.7 A

First Community Workshop

✓ December 13, 2022

- Milford Public Works Facility 6-8:00
 - Advertised through City of Milford and Dover/Kent MPO
 - Milford Senior High School and Milford Central Academy notified of workshop
 - 17 attendees
 - Comments/feedback was positive for improving this intersection
 - Multiple attendees mentioned the intersection is at its worst at 2:30 when school lets out
 - Key stakeholders (Meineke, Dairy Queen, and Patty's Nectars attended)
- ✓ Flyers were posted on websites and mailed to associated community
- ✓ Boards and workshop summaries were posted on City's website
- ✓ Additional comments were gathered by Rob Pierce after the workshop

Gather existing information



Develop Alternatives

Second Community Workshop

✓ January 23, 2023

- Milford Public Works Facility 6-8:00
 - Advertised through City of Milford and Dover/Kent MPO
 - Milford Senior High School and Milford Central Academy notified of workshop
 - 17 attendees
 - Overall attendees were positive toward short and long-term improvements
 - Mixed reviews on the one-way pair
- ✓ Flyers were posted on websites and mailed to associated community
- ✓ Boards and workshop summaries were posted on City's website
- ✓ Additional comments were gathered by Rob Pierce after the workshop

Gather feedback



Revise Alternatives



- ✓ **Project Cost: \$1.14 Million**
- ✓ **Does not inc. ROW or Design Fees**



- ✓ **Project Cost: \$3.8 Million**
- ✓ **Does not inc. ROW or Design Fees**



- ✓ Project Cost: \$4.3 Million
- ✓ Does not inc. ROW or Design Fees

Alternatives Considered But Not Progressed

✓ Traditional Intersection

- Does not meet project goals

✓ Roundabout

- Single lane roundabout fails in Design Year 2050
- Requires a two-lane roundabout
- Does not meet project goals

✓ Remove Rehoboth Blvd. NB left turns using Salevan Place jug handle

- Upgrade Salevan Plan to local road standards
- Restrict left turns from N. Rehoboth Blvd onto NE 10th Street
- Conflicts with truck restrictions
- Does not meet project goals

Schedule & Next Steps



THANK YOU!

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