

MILFORD REHOBOTH WALNUT CORRIDOR



May 2024 WORKING DRAFT

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION



THE CITY of
Milford
DELAWARE



The report reflects the views of the authors, who are responsible for the facts and accuracy of the research. The contents do not necessarily reflect the official view of FHWA, FTA, or DeIDOT.

The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration, through the Joint Funding Simplification Program, and the Federal Highway Administration of the United States Department of Transportation.

Dover Kent County MPO is committed to Title VI compliance. Title VI states “No person in the United States shall, on the ground 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.”

The MPO has produced a Title VI Plan to guide the assessment of projects for racial and related discrimination. The study will include a written assessment on whether the area of the project is considered an area covered by the Title VI Plan and whether the project will have a negative impact, a positive impact, or no impact.

Preface

Dover Kent MPO is pleased to provide this publication, *North Rehoboth Boulevard-North Walnut Street Corridor Study*. Funded by FHWA, FTA, DeIDOT, and the City of Milford, this resource is intended to identify the areas along North Rehoboth Boulevard and North Walnut Street in Milford, Delaware that lack adequate pedestrian amenities such as sidewalks, walking paths, and crosswalks. By creating this inventory and recommending changes based on the most important findings, changes to the infrastructure in the Milford area can then be implemented.

Dover Kent MPO is responsible to ensure existing and future transportation projects are continuing, cooperative, and comprehensive and as such, appreciates continued support from FHWA, FTA, DeIDOT, and our local MPO partners in order to ensure transportation policy information is shared. We are pleased to acknowledge the following collaborators on this project:

City of Milford

- Rob Pierce, Planning Director
- James Puddicombe, City Engineer

Dover Kent County MPO

- Malcolm Jacob, Transportation Planner
- Michael Petit de Mange, Principal Planner, AICP
- Marilyn J. Smith, Executive Director
- Michelle Vinson, Executive Assistant
- Mike Ward, GIS Planner
- Helen Wiles, Outreach Manager

Additional Support

- Anthony J. Aglio, II, Supervisor, Active Transportation and Community Connections - DeIDOT Planning
- Shawn Bowman, Director of Facilities Management - Kent-Sussex Industries
- Michelle Cain, Director of Funding Opportunities & Board Relations - Kent-Sussex Industries
- Brandon L. Cohee, Senior Plant Engineer - Perdue Foods, LLC
- Lisa DiVincenzo, Executive Manager - I.G. Burton Auto Group
- Jim Greenwell, VP of Finance & Technology - Kent-Sussex Industries
- Jeff Niezgoda, Assistant Director, Active Transportation & Community Connections - DeIDOT Planning
- Edgardo Torres Ortiz, Director of Operations - Perdue Foods, LLC

Contents

Introduction 4

Existing Conditions 4

 History 4

 Destinations 6

 Pedestrian and Bicycle Infrastructure 6

 Intersection of Rehoboth Boulevard, Walnut Street, Church Street, and 10th Street..... 7

 North Rehoboth Boulevard 7

 North Walnut Street..... 8

 Driveway Hazards..... 9

 Traffic Volume and Crash Data 10

 DART Bus Stops 11

 Environmental Factors 11

 Equity Analysis 12

 Upcoming Changes 13

 Northwest & Northeast 10th Street / North Church Street / North Rehoboth Boulevard / North Walnut Street Intersection..... 13

 Industrial Bypass (Milford Bicycle Master Plan)..... 14

 South Walnut Street Traffic Calming 14

Research Process..... 15

 Mapping and Fieldwork 15

Literature Review	15
Outreach	15
Public Workshops.....	15
Meetings with Stakeholders.....	16
Recommendations	18
Intersection of Rehoboth Boulevard, Walnut Street, Church Street, and 10th Street	18
North Rehoboth Boulevard.....	18
North Walnut Street.....	20
Additional Recommendations.....	21
DART Bus Stops	21
Lighting.....	21
Next Steps	22
Conclusion.....	23
Appendix A – Study Area Maps.....	A-1
Appendix B – List of Recommendations	B-1
Appendix C – Relevant Resources	C-1
Appendix D – Data from Public Workshops	D-1

Introduction

The City of Milford, Delaware is interested in studying the need for pedestrian and bicycle amenities along North Rehoboth Boulevard and North Walnut Street. To address this topic, Dover Kent MPO has completed a study that explores some of the potential options for improving pedestrian and bicycle access within the corridor.

The study includes an inventory of existing conditions such as current sidewalks, crosswalks, and bicycle paths; popular destinations in the area; the flow of pedestrian traffic, including the needs of Milford Senior High School and Milford Central Academy; and the distribution of vehicle and pedestrian crashes. Following the existing conditions is a summary of the research process and takeaways from meetings with stakeholders. Finally, the study includes a list of recommendations to enhance pedestrian and bicycle safety in the immediate area, improve the functionality of non-conforming intersections and entrances, and potentially make wider connections with other pedestrian networks. Findings from previous studies and plans are also considered during the research process.

The primary study area is the North Rehoboth Boulevard/North Walnut Street corridor in the City of Milford. This area extends as far north as the intersection with US113 and as far south as the Mispillion Bridge. Connections with adjacent locations are examined as needed; however, any recommendations outside of the corridor are treated as secondary.

Existing Conditions

History

The City of Milford was first incorporated in 1807, though settlers arrived as early as the late 17th century, and even before this the Mispillion River was used by indigenous peoples such as the Lenape and Nanticoke.¹ With the arrival of settlers the area became a hub for agriculture, lumber, shipbuilding, and other industries. The city was served by a station of the Junction & Breakwater Railroad, which was used to carry freight between Lewes and Harrington; from here, produce and other goods could then be transferred to the Delaware Railroad.² For most of the community's history, Walnut Street acted as the business center of Milford.

Shipbuilding was the most important industry for much of the city's history. This was due in part to the large supply of white oak in the surrounding area. At its peak there were seven shipyards along the Mispillion River, and about three quarters of the city's population was employed through the shipbuilding industry. During the First and Second World Wars, Vinyard Shipyard

¹ "History." City of Milford. <https://www.cityofmilford.com/166/History>.

² "A Guide to Milford's Historic and Notable Properties." Milford Museum, 2022. <https://www.milforddemuseum.org/wp-content/uploads/2022/06/walking-tour-guide.pdf>.

was contracted to build submarine-chasing vessels. The industry has declined considerably, though the Milford Shipyard Area Historic District is now included in the National Register of Historic Places.³

The Mispillion Bridge (or State Bridge 21A), a drawbridge that connects both sides of the Mispillion River, was first built in 1929. This allowed for the passage of motor vehicles from north to south as well as boats from east to west. According to the Delaware Historic Highway Bridge Survey, “State Bridge 21A was an important component of a project designed to relieve the congested streets of Milford’s central business district by providing a bypass around the town. The new route also helped to serve the increasing traffic to beach resorts at Rehoboth.”⁴ These “cutoff” projects were common in the 1920s and 1930s.

The drawbridge was inoperable for some time starting in 2021, having been damaged by passing trucks on multiple occasions. This meant the bridge could not be lifted to allow the passage of boats. DelDOT efforts to repair the historic bridge were completed in August of 2023.

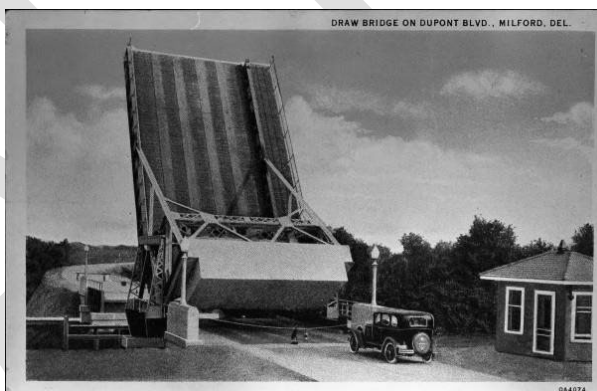


Figure 1 (l): Walnut Street in Milford, facing northward, 1906. Source: Delaware Public Archives ([link](#)).

Figure 2 (r): The drawbridge over the Mispillion River, 1935. This bridge is still in use today, making it nearly 90 years old. Source: Delaware Public Archives ([link](#)).

According to the American Community Survey from the US Census Bureau, Milford’s total population in 2021 was 11,249; from the same dataset, the city’s 2011 population was 9,372. This population increase, measured at approximately 16.7%, is substantially higher than the statewide average of 9.3% within the same timeframe. Much of the residential growth is taking place south of the Mispillion River, whereas the commercial growth appears to be happening primarily north of the river. Today the largest employers in Milford include Bayhealth, Perdue

³ “Milford Shipyards.” Milford Museum. <https://www.milforddemuseum.org/exhibits/milford-shipyards/>.

⁴ “21A - Rehoboth Road over Mispillion River, Milford.” *Delaware Historic Highway Bridge Survey*. Delaware Department of Transportation (DelDOT), 1988. https://deldot.gov/environmental/archaeology/historic_pres/bridges/pdf/br_21a.pdf.

Farms, Seawatch International, Kent-Sussex Industries (KSI), Milford School District, and the City's municipal departments, as well as others.⁵

Destinations

Some of the primary destinations in the study area are the Milford School District properties. These include Milford Senior High School and Milford Central Academy, which are located to the north of Northeast 10th Street and to the east of North Walnut Street. Students walk between the schools and their homes, and also between the schools and nearby businesses such as the Dairy Queen and the Wawa convenience store. Their safety is an important consideration, especially the middle school students, who are smaller than the average adult and are less likely to be seen by motorists.

Most of the destinations on North Rehoboth Boulevard are either commercial or industrial properties such as Perdue Farms, Kent-Sussex Industries (KSI), and I.G. Burton Collision Center. There are several residential properties directly along Rehoboth Boulevard, most of them being located near the intersection with Northeast Front Street, though a few are located further to the northwest. Residential areas are located on adjacent streets, such as the Sawmill Village neighborhood on General Torbert Drive.

From North Rehoboth Boulevard, the downtown part of Milford can be reached either by heading southwest on Northeast Front Street, or south on North Walnut Street. These are two of the most heavily utilized routes. The downtown is home to a large number of shops and restaurants, a riverwalk along the Mispillion River, and other destinations. Adding pedestrian and bicycle access along North Rehoboth Boulevard and connecting roads would greatly improve safety in the surrounding area, as it would give pedestrians and bicyclists a buffer against the high volume of vehicle traffic heading to and from the downtown.

Pedestrian and Bicycle Infrastructure

One of the transportation goals listed in Milford's Comprehensive Plan is to improve the city's bicycle and pedestrian network through utilization of available funding and coordination with DelDOT and other entities. Given that North Rehoboth Boulevard is a key corridor in the city for both motorized and non-motorized travel, it would naturally be an important part of achieving this goal.

The following section will explore the existing pedestrian and bicycle infrastructure on Rehoboth Boulevard and adjacent roads. Doing so will provide background that justifies the improvements recommended in the study.

⁵ "Milford." Choose Central Delaware. <https://www.choosecentraldelaware.com/municipalities/milford-choose-central-delaware/>.

Intersection of Rehoboth Boulevard, Walnut Street, Church Street, and 10th Street

One of the most critical areas in the study area is the intersection of North Rehoboth Boulevard, North Walnut Street, Church Street, Northeast 10th Street, and Northwest 10th Street. This intersection has been cited over the years for its lack of pedestrian and bicycle infrastructure, in addition to generally hazardous conditions for motorists. Although improvements have been proposed through recently completed studies, many of the changes are scheduled for long-term implementation.

It was found during interaction with the public that this intersection is used regularly by students attending Milford Senior High School and Milford Central Academy. These students walk between the schools and nearby businesses, and it was also pointed out that the cross-country team uses the intersection during their training. This emphasizes the need for a safe crossing.

North Rehoboth Boulevard

Moving southward from this intersection on Rehoboth Boulevard, it is apparent that further amenities for pedestrians and bicyclists are needed. For example, there are very few sidewalks on the road, other than a small length of sidewalk in front of Burke Tires & Auto Repair and in a few other places. This means pedestrians are forced to walk in the road's shoulder, which puts them at risk of being struck by passing vehicles. Bicycle lanes have been designated on either side of the road's shoulder, though they do not offer separation from vehicle traffic.

There is only one crosswalk along this entire section of the road: a midblock crossing in front of Perdue Farms that connects the eastern and western sides of Rehoboth Boulevard. Discussions with Perdue Farms revealed that pedestrians frequently cross the road near Brady Drive, where there is no designated crossing.



Figure 3: (l): A pedestrian using the crosswalk in front of the Perdue facility on Rehoboth Boulevard.

Figure 4 (r): The front of the Kent-Sussex Industries property (facing northward), which lacks pedestrian amenities.

The intersection with North Washington Street lacks a crosswalk, though there are currently ADA ramps on the curbs and in the intersection’s median islands. This means painting a crosswalk is the primary need for north-south connectivity in this particular location.

Another recurring problem on this road is the prevalence of driveway hazards, or wide driveway entrances with no clear path for motor vehicles to enter or exit. Based on interactions with the public, these entrances are a safety concern for pedestrians. Solutions discussed at the public workshops included either narrowing and marking the entrances, or closing off certain entrances to better manage the movement of vehicles.

At the southern extent of the study area is the intersection of North Rehoboth Boulevard and Northeast Front Street. A shared use path has recently been added to Front Street between Northeast 4th Street and North Washington Street. Unfortunately, there is still no pedestrian crossing at the intersection, and there is a remaining gap of roughly 650 feet between Rehoboth Boulevard and 4th Street.



Figure 5 (l): The intersection of Rehoboth Boulevard and Washington Street (facing southward), which does not contain crosswalks.



Figure 6 (r): The intersection of Rehoboth Boulevard and Front Street (facing westward), which does not contain crosswalks.

North Walnut Street

North Walnut Street extends northward towards US113 and southward into the downtown. Some of Walnut Street has existing pedestrian access, and there are sidewalks on both sides of the road in some places (such as in front of Senior High School). However, there are critical gaps that still exist along this road, especially between Buccaneer Street and US113. The Milford Bicycle Master Plan recommends adding a shared use path to Walnut Street to allow for safe north-south movement for pedestrians and bicyclists.

There are also many locations where the wide driveway entrances lead to hazardous conditions for pedestrians. An example of this can be found at the Milford Diner, which can be entered from both Walnut Street and US113. (The Walnut Street side in particular has no defined entrances or exits.) It may be necessary to close or reduce the size of some of the entrances, particularly where crashes have taken place.

There is one existing crossing with pedestrian signals within this section of the study area, located at the intersection of Walnut Street and Buccaneer Street. This crossing, combined with the existing sidewalks on Buccaneer Street, provides students with a safe route towards US113. Note that students may not use the designated crossing if it is faster to take another route across Walnut Street.

The posted speed limit on Walnut Street is 35 mph, and the speed limit on Northeast 10th Street is 25 mph. During school arrival and dismissal, traffic on Walnut Street and 10th Street is slowed to 20 mph; this is indicated to motorists using signs near the school entrances.



Figure 7 (l): The right-of-way in front of Dover Pools, which currently lacks sidewalks.

Figure 8 (r): The intersection of Rehoboth Boulevard, 10th Street, and Walnut Street. At this time there are no designated crosswalks or pedestrian signals.

Driveway Hazards

The following is a tally of driveway hazards that appear in each section of North Walnut Street and North Rehoboth Boulevard within the study area. These primarily include paved entrances to commercial properties, but also residential driveways (both paved and unpaved) and intersections with other roads. Note that some entrances are not marked; these can be very dangerous to pedestrians, as vehicles have no set path, and it is difficult to predict their movement to and from the property.

Driveway Hazards	Western Side of Road (Southbound)	Eastern Side of Road (Northbound)
North Walnut Street between US113 and 10th Street	11	15
North Rehoboth Boulevard between 10th Street and Perdue Entrance	16	14
North Rehoboth Boulevard between Perdue entrance and NE Front Street	11	7

Table 1: The number of driveway hazards within the study area.

Traffic Volume and Crash Data

According to traffic data collected by DelDOT in 2022, the portion of Rehoboth Boulevard located north of the Mispillion River has an average annual daily traffic (AADT) of 8,098. For comparison, Northeast Front Street has an AADT of 7,088, and North Walnut Street has an AADT of 5,398.⁶ Although Rehoboth Boulevard is not as busy of a road as SR1 or US113, it is still a major thruway in the Milford area, as is shown through these traffic counts. Daily traffic is likely to increase as the area continues to grow in population.



Figure 9: A map depicting the existing conditions within the study area, including recent crashes. The intersection of North Rehoboth Boulevard and Northeast Front Street experienced the most crashes of any area. The full map is available in Appendix A.

According to crash data from DelDOT, between January of 2017 and December of 2022, there are two locations in the study area with the greatest concern. First, the intersection of North Rehoboth Boulevard, North Walnut Street, Church Street, Northeast 10th Street, and Northwest 10th Street saw 44 crashes within a six-year timeframe. The intersection of North Rehoboth Boulevard and Northeast Front Street is the second location worth mentioning; it saw 50 crashes within the same timeframe. These two intersections are shown to be the most dangerous locations in the study area, given that the number of crashes is much higher than anywhere else.

In total there were 242 crashes during this six-year timeframe. Two of the crashes involved pedestrian injuries. Fortunately, there were no fatal crashes during these years; however, the

⁶ "Traffic Counts." Delaware Department of Transportation (DelDOT).

<https://deldot.maps.arcgis.com/apps/webappviewer/index.html?id=4f76a1fa5b5c493cb3e1fad44a50dad1>.

City of Milford believes it is important to address these safety concerns, so that pedestrians, bicyclists, and motorists can safely navigate this high-traffic corridor. The full map with complete crash data is available in Appendix A.

The City of Milford's Vision Zero plan lists the goal of eliminating serious injury and death in city roadways by the year 2030.⁷ The recommendations listed in this study aim to work towards this goal.

DART Bus Stops

A DART bus stop is located on both the northbound and southbound side of Rehoboth Boulevard, near the Perdue pedestrian crossing. These bus stops do not have a shelter to provide cover for riders, and the stop on the southbound side requires walking through a wide driveway entrance, which is a potential safety hazard. It was noted during meetings with Perdue that although there is room in the road's shoulder for buses to pull to the side, backups of vehicles still take place when buses come to a stop. Furthermore, motorists attempting to pass a bus or a left-turning vehicle are putting others at risk. Both the northbound and southbound bus pickup areas should be easier to access and should be clearly marked. Having a shelter would also be beneficial as it would be safer and more desirable for transit riders.

Environmental Factors

For the purposes of this study, the most important body of water is the Mispillion River, which is located at the southern extent of the study area. It flows eastward through the area and serves as the boundary between Kent County and Sussex County; thus, it also acts as the study's southern boundary. There is also one patch of wetlands within and adjacent to the study area. This is located to the west of North Rehoboth Boulevard and to the north of Northeast Front Street.

The Mispillion River and nearby wetlands are unlikely to have a significant impact on the addition of new pedestrian amenities, even if flooding were to take place. However, during public workshops it was revealed that businesses along the southern end of the study area frequently experience flooding during heavy precipitation; this is mostly due to poor drainage. Future changes to the area should consider this need.

When making changes to the area, potential harm to the watershed should be considered, and any negative impacts should be mitigated where possible. This may include pollution of the watershed or an increase in runoff from paved surfaces.

⁷ *City of Milford Vision Zero Plan 2023-2030*. City of Milford, 2023.
<https://www.cityofmilford.com/DocumentCenter/View/4877/VisionZeroPlan>.

Equity Analysis

In order to understand the locations of vulnerable populations in Kent County, the MPO used two different tools. The first was census data from the US Census Bureau, which was included in the MPO's 2023 Title VI / Environmental Justice Report. The data features topics such as racial demographics, aging populations, poverty status, disability status, Limited English Proficiency (LEP), and personal vehicle access. It was collected at the census block group level.⁸ The second tool was DelDOT's Equity Analysis Tool, which was released in 2023. With a unique methodology, this tool determines Equity Focus Areas in Delaware based on how the demographics of a particular area compare to the state average.⁹ Using these tools in tandem with one another provides the MPO with a more complete picture of vulnerable populations in Kent County.

There are several demographics that stand out within the study area. In the census block group surrounding Rehoboth Boulevard, about 18.1% of the population identifies as Hispanic or Latino. This is substantially higher than many of the surrounding census block groups. Given the history of racial disparities that often resulted from transportation planning in the United States, it is important to be aware of racial demographics of the study area, so that historically underserved communities can benefit from the changes taking place rather than being harmed by them.

Access to information based on understanding of the English language is also important. The census block group to the west of Walnut Street has a high Limited English Proficiency (LEP) population. LEP status was calculated using data from the US Census Bureau, specifically the number of individuals that speak English "not well" or "not at all". LEP individuals make up about 12.1% of the total population, which is higher than the surrounding census block groups. This could make it harder to convey information about upcoming changes to residents, and also harder for residents to voice their opinions on a particular topic. With this in mind, the needs of LEP individuals should be considered while addressing the transportation safety of the corridor, so that their voices are included in the process.

Finally, the census block group to the west of Walnut Street has a high proportion of residents with income below the federal poverty level. This value was surveyed to be approximately 48.2% of the census block group, which is one of the highest values in all of Kent County. Low-income communities often have unique needs, such as a higher dependence on public transportation and walking infrastructure. These needs should be part of the broader considerations when improving transportation networks along this corridor and in downtown Milford.

⁸ *Title VI / Environmental Justice Report*. Dover/Kent County MPO, 2023.
<https://doverkentmpo.delaware.gov/files/2023/11/EJ-Report-2023-final-version.pdf>.

⁹ "Equity Focus Areas." Delaware Department of Transportation (DelDOT).
<https://deldot.maps.arcgis.com/apps/webappviewer/index.html?id=e051d6e4313142dfb8b03205e511f661>.

Although Rehoboth Boulevard itself is not listed as an Equity Focus Area, the DelDOT Equity Analysis Tool highlights several adjacent areas that are disadvantaged compared to the state average. These primarily include the neighborhoods to the west of Walnut Street. It was found during engagement with businesses that Milford is where most of the Perdue employees are located, and not all of them have access to a personal vehicle. This shows that the addition of reliable pedestrian routes on Rehoboth Boulevard will benefit not just those who live on the road itself, but also those in adjacent neighborhoods who need to walk to their place of employment.

Upcoming Changes

Northwest & Northeast 10th Street / North Church Street / North Rehoboth Boulevard / North Walnut Street Intersection

In the summer of 2023, Dover Kent MPO and Century Engineering completed a study analyzing the existing conditions of the intersection of 10th Street, North Rehoboth Boulevard, North Walnut Street, and North Church Street. Research of the study area and interactions with the public helped determine the recommendations for improving the safety of the intersection and enhancing connectivity.

The solutions proposed through this study would be implemented in phases, the first of these being improved pedestrian access across North Rehoboth Boulevard and reconfiguring Church Street to connect with North Walnut Street rather than North Rehoboth Boulevard. Following these interim improvements would be additional changes (around the year 2037), which would include a protected intersection and bicycle lanes on both the northbound and southbound sides of North Rehoboth Boulevard. Crosswalks would also be added to the intersection.

Ultimately, Northwest 10th Street and Buccaneer Street would become one-way pairs (the former heading eastbound and the latter heading westbound), and left turns from Rehoboth Boulevard onto 10th Street would be prohibited. These changes would not take place until 2050, and only after determining further improvements are necessary. The expected outcome of the changes would be significantly safer and more efficient conditions for motorists, bicyclists, and pedestrians.

For more information on the proposed changes at this intersection, please refer to the *NW & NE 10th St/N. Church St/ N. Rehoboth Boulevard/ N. Walnut Street Intersection Study*.¹⁰

¹⁰ *Milford: NW & NE 10th St/N. Church St/ N. Rehoboth Boulevard/ N. Walnut Street Intersection Study - Recommendations Report*. Dover/Kent County MPO, 2023.
<https://doverkentmpo.delaware.gov/files/2023/05/Milford-10th-Church-Rehoboth-Draft-Report-compressedHigh.pdf>.

Industrial Bypass (Milford Bicycle Master Plan)

The 2021 Milford Bicycle Master Plan lists various projects throughout the city that, if completed, would expand the bicycle network and make conditions safer for bicyclists. The most relevant project listed in this plan is the “Industrial Bypass,” which would add 4,200 feet of shared use path on the eastern side of North Rehoboth Boulevard between DE14 (Northeast Front Street) and 10th Street. According to the bicycle master plan, the addition of this path would help with transportation to work, recreation, and connection to school property. It was ranked among the most important projects in the northern section of Milford (north of the Mispillion River).

The Industrial Bypass was amended into Dover Kent MPO’s Metropolitan Transportation Plan (MTP) in October of 2022, under the name “N Rehoboth Blvd, NE 10th Street to NE Front Street.” It has also been submitted to DelDOT for potential inclusion in the Capital Transportation Program (CTP). The project has been given a “long-term” timeline, which means it will likely be completed after FY2035. However, this is subject to change depending on current needs and the attention given to the issue.

For more information, please refer to the Milford Bicycle Master Plan.¹¹

South Walnut Street Traffic Calming

In 2023, Century Engineering completed a study that addresses traffic-calming and bicycle and pedestrian connections on South Walnut Street between McCoy Street and South Maple Avenue. The study was brought about from both crash data and reports from residents that indicate the area is known for speeding vehicles and frequent crashes. Several public workshops were held throughout the study period.

The outcomes of the study, based on research and public input, include a recommended multi-use path on Walnut Street, some intersection realignment, and traffic-calming measures. If these recommendations were implemented, this would lead to safer conditions for pedestrians and bicyclists south of the Mispillion River, which would further encourage non-motorized transportation.

For more information, please refer to the *South Walnut Street Traffic Calming and Bike/Pedestrian Improvement Project*.¹²

¹¹ *Milford Bicycle Master Plan*. City of Milford, 2021.

<https://www.cityofmilford.com/DocumentCenter/View/4299/2021-Bicycle-Master-Plan---Final-Report?bidId=>.

¹² *Milford: South Walnut Street Traffic Calming and Bicycle/Pedestrian Improvement Project*. City of Milford, 2023.

<https://www.cityofmilford.com/DocumentCenter/View/4962/S-Walnut-Street-Traffic-Calming--BikePed-Study---Final-Report?bidId=>.

Research Process

Mapping and Fieldwork

In order to analyze the study area from a spatial standpoint, Dover Kent MPO used mapping tools and created maps that were informed by the research process. Mapping was completed using ArcGIS Pro, and maps included in the study display the existing conditions around Milford and the recommended changes. To view these maps, please refer to Appendix A.

Fieldwork was conducted at different times between the fall of 2023 and the spring of 2024. General activities included making observations of pedestrian activity and taking photographs of existing infrastructure. Some of these photographs are included throughout the study.

Literature Review

The MPO reviewed existing literature that relates to the study area and to pedestrian safety in Delaware. Some of the most important documents came from the City of Milford, including the City’s Comprehensive Plan, Bicycle Master Plan, and Rivertown Rebirth Plan. Other examples include previous studies relevant to the corridor and DelDOT’s Pedestrian Accessibility Standards Manual. The key sources are listed in Appendix C, and others are included in footnotes throughout the study.

Outreach

Public Workshops

The initial public workshop for this study was held on October 25, 2023, at 180 Vickers Drive in Milford. The event was intended as an opportunity to share initial findings and discuss potential solutions with the public. Concerns within the study area and various other locations in Milford were discussed. The workshop was organized in an “open house” format and the public could drop in at any time.

Dover Kent MPO gathered feedback on recommended improvements at a second public workshop on February 6, 2024. As with the previous event, this workshop was held at 180 Vickers Drive.



Figure 10: A group discussion at the public workshop on February 6, 2024.

Recommendations were displayed on posterboards, and feedback was collected via both verbal and written comments. This workshop was also in an “open house” format.

The sign-in sheet and comments collected at the first workshop, and the “sticky note” comments from both the first and second workshops, are available in Appendix D.

Meetings with Stakeholders

Dover Kent MPO and the City of Milford held focused meetings with several businesses within the study area to discuss their current needs and upcoming improvements. Perdue, Kent-Sussex Industries (KSI), and I.G. Burton were the three businesses included in these discussions. The notes from these meetings were used to inform the study recommendations and also to gain a deeper understanding of changes that will be taking place on the business properties.

The MPO first met with KSI in November of 2023. One of the main concerns at this facility is that when vehicles stop to turn left into the property, other motorists pass on the right via the road’s shoulder. Speeding vehicles are another concern within the corridor. KSI representatives noted that a center turn lane may help move turning vehicles out of the path of traffic and reduce the likelihood of a crash. In terms of larger vehicles, vans and buses arrive for employees around 8:00-8:30 AM and 2:00-2:30 PM. The latter time coincides with the afternoon rush hour experienced at the Perdue facility and dismissal at the nearby schools, and consequently, congestion is a recurring problem. Paratransit vehicles regularly arrive at the facility, usually relying on the southern entrance. Additionally, the intersection with 10th Street is not safe for pedestrians or motorists due to its design. About 65 employees work at the KSI facility.

Next, the MPO met with Perdue in December of 2023. This was an opportunity to learn about the daily schedule of Perdue’s Milford facility and the flow of truck traffic to and from the property. For example, although the center lane on Rehoboth Boulevard allows trucks to make lefthand turns without blocking traffic, there are still challenges to the existing entrances. Perdue



Figure 11: One of the entrances to the Perdue facility on Rehoboth Boulevard.

is looking into moving the facility’s truck entrance to Northeast Front Street in the future to improve truck traffic flow and reduce safety concerns. (In January of 2024, the meeting attendees had a follow-up meeting with DelDOT in order to discuss moving the truck entrance and working towards other improvements.) The busiest hours for employees arriving and departing are 6:30-7:00 AM, and 3:30-4:30 PM. About 1,400 employees work at the Perdue facility.

In terms of pedestrian safety, the crosswalk in front of the Perdue facility has been beneficial, as Mike’s Food Market is a popular destination for

employees. However, there are no sidewalks along Rehoboth Boulevard, and jaywalking is common to the south of the property. A crossing at the intersection with Front Street could help with this concern. Improved lighting is also needed for employees who arrive or depart when it is dark.

Finally, the MPO met with representatives of I.G. Burton in December of 2023. The facility on Rehoboth Boulevard is used as a body shop, car wash, paint shop, bus repair center, and Enterprise car rental, which means it has a wide range of uses and needs. Sidewalks are currently present along the frontage of the property, but there is no safe crossing at the intersection with 10th Street, which means the nearby businesses (such as Dairy Queen and Wawa) are largely inaccessible to I.G. Burton employees traveling on foot. The property entrances are wide and not clearly defined, which presents a potential safety hazard. It was also noted that Saleven Place, which is accessed from 10th Street, is sometimes used as a back entrance by employees and customers. About 20 employees work at the I.G. Burton facilities.

Recommendations

The following is a list of recommendations for improving pedestrian and bicycle safety along North Rehoboth Boulevard and North Walnut Street in Milford. Recommendations are also shown in Appendix B of the study.

Intersection of Rehoboth Boulevard, Walnut Street, Church Street, and 10th Street

For improving this intersection, it is recommended that the City of Milford and DeIDOT follow the designs of the *NW & NE 10th St/N. Church St/ N. Rehoboth Boulevard/ N. Walnut Street Intersection Study (2023)*. This study involved extensive site analysis and engineering specific to the intersection. It proposed both short-term and long-term solutions that should improve the safety and overall experience for motorists, pedestrians, and bicyclists.

In the short-term, there is an urgent need for pedestrian crossings at this intersection to link the eastern and western sides of the road. The 2023 intersection study recommends a full set of crosswalks and a ten-foot shared use path as the final outcome for pedestrian and bicycle amenities. In the meantime, interim connections should be made across the road, as this location is used heavily by students from the nearby schools. Connections should only be added at signalized intersections, as the volume and speed of traffic create unsafe conditions for pedestrians.



Figure 12: A proposed reconfiguration of the Rehoboth, Walnut, Church, and 10th intersection for improved safety. Source: *NW & NE 10th St/N. Church St/ N. Rehoboth Boulevard/ N. Walnut Street Intersection Study (2023)* ([link](#)).

North Rehoboth Boulevard

A ten-foot shared use path is the most effective means of separating pedestrian and bicycle traffic from motor vehicle traffic. Installing such a path on North Rehoboth Boulevard would provide a safe north-south connection for pedestrians and bicyclists. It would also tie into the new path on Northeast Front Street, which continues toward Milford's downtown. If a ten-foot path is not feasible in the short-term, then sidewalk connections should be made in the right-of-way for each of the properties along the corridor. Note that protected bicycle facilities are one of the goals listed in the City of Milford's Vision Zero plan.

Driveway hazards are a common problem on this part of the corridor, but they are more prevalent on the southbound side of Rehoboth Boulevard. With this in mind, a shared use path would be

better suited on the northbound side, as it would require fewer driveway crossings. This would also provide employees of Perdue, KSI, and other businesses with a direct path to their place of employment. Note that even if a shared use path is constructed on one side of the road, this does not mean the other side does not have its own connectivity needs.



Figure 13: The southbound lane of North Rehoboth Boulevard in front of Perdue, facing northward. This design includes a five-foot sidewalk, a transit shelter, and street lighting. Created using Streetmix.

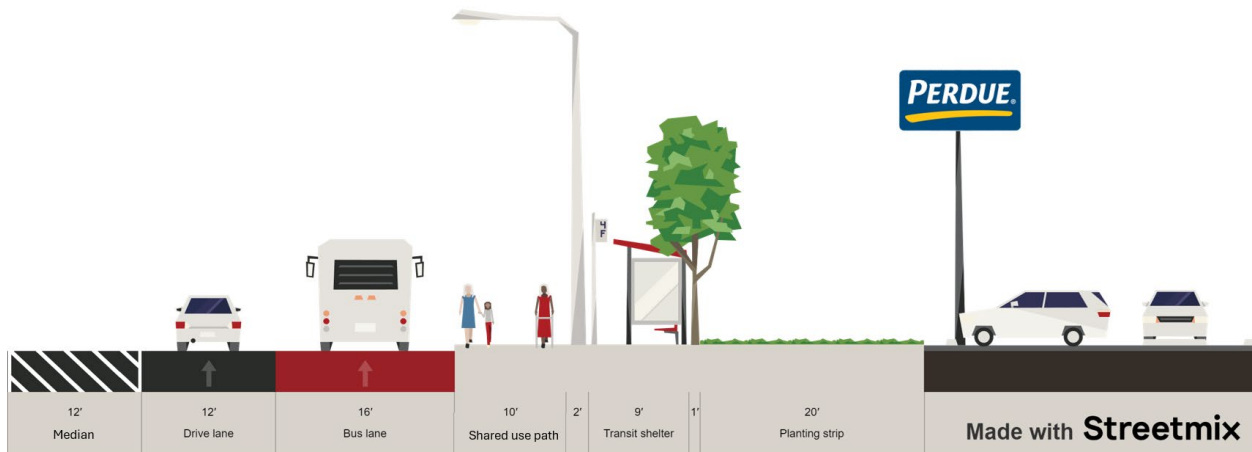


Figure 14: The northbound lane of North Rehoboth Boulevard in front of Perdue, facing northward. This design includes a ten-foot shared use path, a transit shelter, markings to indicate the bus pickup area, and street lighting. Created using Streetmix.

Many of the driveway entrances on Rehoboth Boulevard are wide and not clearly defined. As previously discussed, this is a safety concern for both motorists and pedestrians. Solutions to this hazard include adding pedestrian crosswalks across the driveway, marking the entrances and exits, and in a few cases, closing an entrance and directing vehicles towards a different entrance. Each individual property will have its own unique needs and corresponding solutions. Some of the widest driveway entrances on Rehoboth Boulevard are found at Burke Tires & Auto Repair, I.G. Burton, and Mike’s Food Market.

There are two places where crosswalks are needed on Rehoboth Boulevard. The first of these is at the intersection with Washington Street, which already contains ADA ramps but has no designated crossing. It would also probably need a pedestrian signal to warn motorists. The second location is the intersection with Front Street, which is now a critical connection due to the completion of the Front Street shared use path. This intersection is already signalized but would still need a pedestrian signal.

Several things can be done to improve the DART bus stops on this road. First, shelters can be added to both the northbound and southbound stops. There should also be ADA-compliant paths leading to them; this is especially needed on the southbound side. Finally, the bus pickup areas can be marked in a way that makes others aware of the space's intended purpose.

North Walnut Street

Much of North Walnut Street lacks pedestrian connectivity, particularly to the north of Buccaneer Street. The ideal improvement would be a ten-foot shared use path that would connect with improvements on North Rehoboth Boulevard. However, at the very least, the sidewalk gaps should be filled in front of each of the properties.

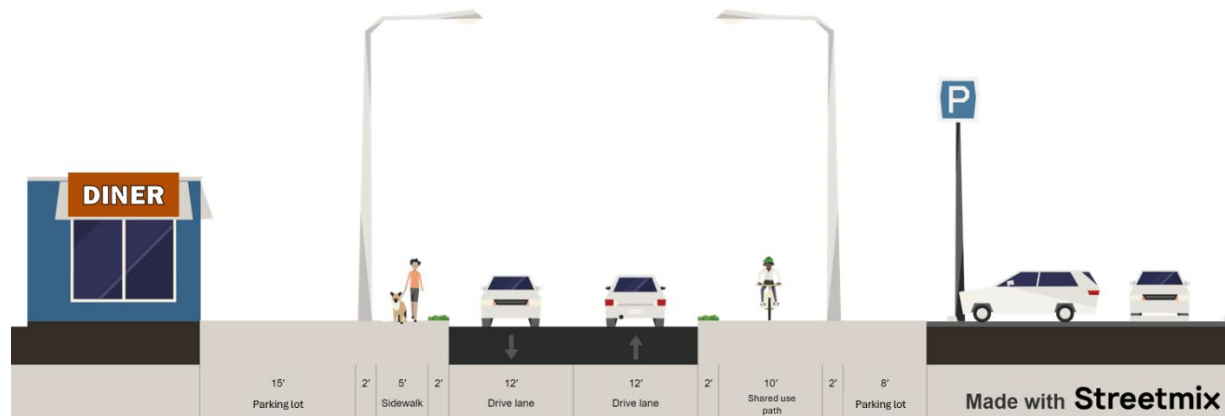


Figure 15: The northbound and southbound lanes of North Walnut Street in front of Milford Diner, facing northward. This design includes a ten-foot shared use path, a five-foot sidewalk, and adjustments to the driveway entrances along the corridor. Created using Streetmix.

Driveway hazards are also present on this part of the corridor. As previously states, solutions include adding pedestrian crosswalks across the driveway, marking the entrances and exits, and closing an entrance and directing vehicles towards a different entrance. Some of the widest driveway entrances on Walnut Street are found at Dairy Queen, Husky Auto Sales & Service, the Milford Diner and the Shang Hai restaurant. (The latter two can be accessed from both Walnut Street and US113, and there is no set path for vehicles on the Walnut Street side. This should probably be dealt with so that future crashes are avoided.)

Additional Recommendations

DART Bus Stops

Shelters should be provided at each of the bus stops on Rehoboth Boulevard. This will incentivize employees of Perdue and other businesses to ride the bus, as they will be able to wait in a place that is sheltered from wind and rain. In addition, there should be a designated path leading to the stop on the southbound side, as the only way to currently access the stop is to walk through the parking lot of Mike’s Food Market.



Figure 16: An example of a complete DART shelter with seating.

Note that the DART routes and stop locations are subject to change. Delaware Transit Corporation (DTC) recently completed its *DART Reimagined* report, which examines the current future needs of public transit in Delaware. For more information, please refer to the report homepage.¹³

Lighting

Additional street lighting should be implemented in critical locations on North Rehoboth Boulevard. Employees of Perdue Farms arrive at and depart from the facility throughout the day depending on their shift; this transition also takes place at night and early in the morning. These are the hours that pedestrians are the least visible to motorists. To enhance safety around these major employment centers, street lighting should be used where people gather or regularly walk. Note that adequate lighting is one of the goals listed in the City of Milford’s Vision Zero plan.

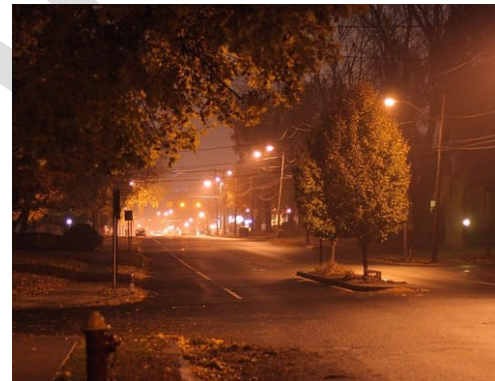


Figure 17: An example of street lighting being used to illuminate a roadway. Source: UD Delaware Center for Transportation ([link](#)).

¹³ “DART Reimagined: Final Report.” Delaware Transit Corporation (DTC). <https://www.dartreimagined.com/>.

Next Steps

To complete a north-south connection of pedestrian paths on North Rehoboth Boulevard and North Walnut Street, the City of Milford should work with DelDOT on filling in the missing gaps. The recommendations included in this study will be included in Dover Kent MPO's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP), and they will be submitted to DelDOT for inclusion in the Capital Transportation Program (CTP). Specific segments of the corridor may be eligible for funding under DelDOT's Bike/Ped Pool Statewide Project Prioritization or other programs.

A crossing at the intersection of 10th Street, Rehoboth Boulevard, Walnut Street, and Church Street should be added as soon as possible. This was a critical need identified by staff from Milford Senior High School. The intersection was studied extensively in 2023, and changes should correspond with the timeline proposed in this study. It will also be necessary to ensure the crossing is ADA-compliant and easily accessible.

Collaboration with property owners will be needed before addressing driveway entrances. Each property owner will have different thoughts on narrowing the entrances, as it could be seen as having a negative impact on property accessibility. However, there are serious safety concerns in places that have wide driveway entrances, and these conditions are not accommodating to other modes of transportation. At a minimum, when pedestrian pathways are added, driveway entrances should contain crosswalks or other markings to warn motorists of potential pedestrian traffic. The vehicle pathways can be marked with painted lines in place of more advanced solutions. (These could include median islands or midblock crossings at each of the intersections, which serve the dual purpose of giving pedestrians a safe place to cross, and delineating the path for motor vehicles.)

The changes recommended in this study do not involve the signalization of intersections or other significant changes to the roadway. This is because most of the major intersections in the study area already have signal lights. As a result, many of the study recommendations, especially those located in the right-of-way, may not require vehicle traffic counts and other measures that are typically needed when considering signalization. Further consultation with DelDOT will be required to determine these exact needs once a solution is being pursued.

Conclusion

The corridor of North Rehoboth Boulevard and North Walnut Street in Milford is important for several reasons. First, it serves as a primary transportation route for motorists as well as pedestrians and bicyclists (although it currently has few pedestrian amenities). It is also a destination for employment, being home to some of the largest employers in the City of Milford. Finally, the corridor is located next to several schools, which means students regularly walk across the road to reach the schools or businesses in the area.

Several key improvements are needed to improve transportation safety in the corridor. Pathways on either side of the road will facilitate north-south movement; sidewalks will be beneficial to pedestrians, but a shared use path (such as the path recently added to Front Street) will help both pedestrians and bicyclists. The existing driveway hazards should be addressed as well, and entrances should be marked with crosswalks, or possibly narrowed to direct the flow of vehicle traffic. To improve access from one side of the road to the other, crosswalks should be added at intersections where they are not already present. Other minor improvements such as bus shelters and street lighting are also needed in places.

Each of the study's recommendations are listed in Appendix B. These can be pursued through various state and federal funding opportunities, either collectively or individually. (Possible funding sources are listed in the City of Milford's Vision Zero plan.) The objective of the recommendations is to improve safety for pedestrians and bicyclists on Rehoboth Boulevard and Walnut Street; it is the hope of Dover Kent MPO and the City of Milford that the implementation of these changes will lead to not only safer conditions, but also a better experience for all roadway users.

Appendix A – Study Area Maps

The following maps provide different details of the North Rehoboth Boulevard pedestrian network. The first map highlights the existing conditions and recommendations within the area; it also uses clusters (symbolized using circular icons) to depict the concentrations of crashes on roadways between 2017 and 2022. The subsequent maps show the locations that are most in need of improvement based on analysis of the area. These recommendations are also listed in Appendix B.

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	RECOMMENDED IMPROVEMENTS	LOCATION	STATUS	BENEFIT	JURISDICTION	APPROXIMATE PATHLENGTH
A	A-1 SIDEWALK (S.F.T.) A-2 DRIVEWAY CROSSINGS	N Rehoboth Boulevard between NE Front Street and Federal Square side of road	Not Complete	safer conditions for bicyclists and pedestrians, north-south connectivity	DuDOT (roads), City of Milford (Intersections)	2,700 ft total (2,250 ft recommended)
B	B-1 SIDEWALK (S.F.T.) B-2 DRIVEWAY CROSSINGS	N Rehoboth Boulevard between NE Front Street and Federal Square side of road	Not Complete	safer conditions for bicyclists and pedestrians, north-south connectivity	DuDOT (roads), City of Milford (Intersections)	2,700 ft total (2,250 ft recommended)
C	C-1 SIDEWALK (S.F.T.) C-2 DRIVEWAY CROSSINGS	N Rehoboth Boulevard between Federal and 20th Street southern side of road	Partially complete (pending 8th sidewalk)	safer conditions for bicyclists and pedestrians, north-south connectivity	DuDOT (roads), City of Milford (Intersections)	2,700 ft total (2,250 ft recommended)
D	D-1 SIDEWALK (S.F.T.) D-2 DRIVEWAY CROSSINGS	N Rehoboth Boulevard between Federal and 20th Street southern side of road	Partially complete (pending 8th sidewalk)	safer conditions for bicyclists and pedestrians, north-south connectivity	DuDOT (roads), City of Milford (Intersections)	2,700 ft total (2,250 ft recommended)
E	E-1 SIDEWALK (S.F.T.) E-2 DRIVEWAY CROSSINGS	N Walnut Street between 12th Street and US213 (southern side of road)	Partially complete (pending 5th sidewalk)	safer conditions for bicyclists and pedestrians, north-south connectivity	DuDOT (roads), City of Milford (Intersections)	1,360 ft total (1,375 ft recommended)
F	F-1 SIDEWALK (S.F.T.) F-2 DRIVEWAY CROSSINGS	N Walnut Street between 12th Street and US213 (southern side of road)	Partially complete (pending 5th sidewalk)	safer conditions for bicyclists and pedestrians, north-south connectivity	DuDOT (roads), City of Milford (Intersections)	1,360 ft total (1,375 ft recommended)
G	Greenways with pedestrian signals	Intersection of Rehoboth Boulevard, Walnut Street, Church Street, and 12th Street	Not complete (pending a green study)	safer conditions for all users (bicyclists, pedestrians, emergency services)	DuDOT (roads), City of Milford (Intersections)	1,000 ft total (1,000 ft recommended)
H	Greenways with pedestrian signals	Intersection of Rehoboth Boulevard and North Walnut St.	Not complete	safer conditions for all users (bicyclists, pedestrians, emergency services)	DuDOT (roads), City of Milford (Intersections)	1,000 ft total (1,000 ft recommended)
I	Greenways with pedestrian signals	Intersection of Rehoboth Boulevard and Front Street	Not Complete	safer conditions for all users (bicyclists, pedestrians, emergency services)	DuDOT (roads), City of Milford (Intersections)	N/A
J	Improvements of driveway crossing crossing paths or setbacks	Rehoboth Boulevard and Walnut Street (southern side area)	Partially complete (some done)	safer conditions for all users	DuDOT (roads), City of Milford (Intersections), private property	N/A
K	Bus stop improvements (p.s., including shelters)	Rehoboth Boulevard on front of Parktop	Not Complete	improves experience for users	DuDOT (roads), City of Milford (Intersections)	N/A
L	Improved lighting on side of road	Rehoboth Boulevard and Walnut Street (southern side area)	Partially complete (pending 6th in lighting network)	improved visibility and overall safety	DuDOT (roads), City of Milford (Intersections)	N/A
M	Overpass & Better the large sign structure along main corridor	North Rehoboth Blvd. & N. Walnut Street (between 12th and 13th)	Not Complete	traffic safety	DuDOT (roads), City of Milford (Intersections)	N/A
N	Add turn lane on southbound lane to R21 main	North Rehoboth Blvd. at R21	Not Complete	better facilitate traffic flow & safety for southbound traffic during peak hours	DuDOT (roads), City of Milford (Intersections)	N/A

SCOPE OF WORK:

The City of Milford is committed to creating the best transportation network possible for its residents. Rehoboth Boulevard is a major north-south corridor in the City of Milford. This study will evaluate a study that captures some of the potential impacts of proposed projects and the city's role in the corridor. The study will include an inventory of existing conditions such as current geometry, connectivity, and traffic patterns, physical characteristics of the area, the flow of pedestrian traffic, especially at the intersection of Rehoboth Boulevard and Walnut Street, and the intersection of Rehoboth Boulevard and Front Street. The study will also include an inventory of existing conditions and traffic safety in the area and identify opportunities for future improvements. Findings from previous studies and other relevant information will be incorporated into the study. The study will be a public process and the City of Milford will be open to the public's input. The study will be a public process and the City of Milford will be open to the public's input.

North Rehoboth Blvd. & North Walnut St. Corridor Study

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City of Milford / Kent County MPO
North Rehoboth Blvd. & North Walnut St. Corridor Study

Dover / Kent County MPO
Metropolitan Planning Organization





RECOMMENDED IMPROVEMENTS	LOCATION	STATUS	BENEFIT	JURISDICTION	APPROXIMATE PARALLEL LENGTH
A 1. SIDEWALK OFF-SET 2. SIDEWALK CROSSINGS	At Rehoboth Boulevard between NE Front Street and Perdue (eastern side of road)	Not Complete	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDOT (roads), City of Milford (boundaries)	2,700 ft total (2,420 ft in corridor)
B 1. SHARED USE PATH 10 FT 2. SIDEWALK CROSSINGS	At Rehoboth Boulevard between NE Front Street and Perdue (eastern side of road)	Not Complete	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDOT (roads), City of Milford (boundaries)	3,700 ft total (2,420 ft in corridor)
C 1. SIDEWALK OFF-SET 2. SIDEWALK CROSSINGS	At Rehoboth Boulevard between Perdue and John Street (eastern side of road)	Partially complete (sidewalk off-set)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDOT (roads), City of Milford (boundaries)	2,300 ft total (2,420 ft in corridor)
D 1. SIDEWALK OFF-SET 2. SIDEWALK CROSSINGS	At Rehoboth Boulevard between Perdue and John Street (western side of road)	Partially complete (sidewalk off-set)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDOT (roads), City of Milford (boundaries)	2,300 ft total (2,420 ft in corridor)
E 1. SIDEWALK OFF-SET 2. SIDEWALK CROSSINGS	At Walnut Street between John Street and 10th Street (eastern side of road)	Partially complete (sidewalk off-set)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDOT (roads), City of Milford (boundaries)	1,800 ft total (1,800 ft in corridor)
F 1. SHARED USE PATH 10 FT 2. SIDEWALK CROSSINGS	At Walnut Street between John Street and 10th Street (eastern side of road)	Partially complete (sidewalk off-set)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDOT (roads), City of Milford (boundaries)	1,800 ft total (1,800 ft in corridor)
G Crosswalks with pedestrian signals	Intersection of Rehoboth Boulevard, Walnut Street, Church Street, and John Street	Not complete (proposed in future study)	Safer conditions for all users, connectivity across road	DeDOT (roads), City of Milford (boundaries)	200 ft total
H Crosswalks with pedestrian signals	Intersection of Rehoboth Boulevard and Front Street	Not complete	Safer conditions for all users, connectivity across road	DeDOT (roads), City of Milford (boundaries)	200 ft total
I Crosswalk with pedestrian signals	Intersection of Rehoboth Boulevard and Front Street	Not Complete	Safer conditions for all users, connectivity across road	DeDOT (roads), City of Milford (boundaries)	NA
J Installation of bicycle lockers (bicycle racks for lockers)	Between 10th Street and Walnut Street (eastern side of road)	Partially complete (study phase)	Safer conditions for all users	DeDOT (roads), City of Milford (boundaries), DeDOT (roads)	NA
K Bus stop improvements (e.g., including shelters)	Rehoboth Boulevard in front of Perdue	Not Complete	Improved visibility and safety	DeDOT (roads), City of Milford (boundaries), DeDOT (roads)	NA
L Improved lighting on side of road	Rehoboth Boulevard and Walnut Street (entire study area)	Partially complete (sidewalk off-set)	Improved visibility and overall safety	DeDOT (roads), City of Milford (boundaries)	NA
M Crosswalk & Define the Lane Intersection along entire Corridor Study	North Rehoboth Blvd. & Walnut Street (entire study area)	Not Complete	Traffic Safety	DeDOT (roads), City of Milford (boundaries)	NA
N Add left turn lane on northbound lane to 10th Street intersection	North Rehoboth Blvd. at 10th Street	Not Complete	Better facilities for left-turning vehicles	DeDOT (roads), City of Milford (boundaries)	NA

SCOPE OF WORK:

The City of Milford is committed to studying the road to the intersection and beyond... This study will evaluate the road to the intersection and beyond... This study will evaluate the road to the intersection and beyond...

North Rehoboth Blvd. & North Walnut St. Corridor Study

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RECOMMENDED IMPROVEMENT(S)	LOCATION	STATUS	BENEFIT	JURISDICTION	APPROXIMATE PATHLENGTH
A A.1. SIDEWALK IMPROVEMENTS A.2. SIDEWALK CROSSINGS	N. Rehoboth Boulevard between 501 Front Street and Perdue (western side of road)	Not Complete	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDCO (roads), City of Milford (boundaries)	2,700 ft total (2,400 ft in segments)
B B.1. SHARED USE PATH (S.U.P.) B.2. SIDEWALK CROSSINGS	N. Rehoboth Boulevard between 501 Front Street and Perdue (western side of road)	Not Complete	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDCO (roads), City of Milford (boundaries)	2,700 ft total (2,400 ft in segments)
C C.1. SIDEWALK IMPROVEMENTS C.2. SIDEWALK CROSSINGS	N. Rehoboth Boulevard between Perdue and 20th Street (western side of road)	Partially complete (awaiting RFP award)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDCO (roads), City of Milford (boundaries)	2,700 ft total (2,400 ft in segments)
D D.1. SIDEWALK IMPROVEMENTS D.2. SIDEWALK CROSSINGS	N. Rehoboth Boulevard between Perdue and 20th Street (western side of road)	Partially complete (awaiting RFP award)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDCO (roads), City of Milford (boundaries)	2,700 ft total (2,400 ft in segments)
E E.1. SIDEWALK IMPROVEMENTS E.2. DRIVEWAY CROSSINGS	N. Walnut Street between 20th Street and 21st Street (western side of road)	Partially complete (awaiting RFP award)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDCO (roads), City of Milford (boundaries)	1,000 ft total (1,000 ft in segments)
F F.1. SHARED USE PATH (S.U.P.) F.2. SIDEWALK CROSSINGS	N. Rehoboth Boulevard between 20th Street and 21st Street (western side of road)	Partially complete (awaiting RFP award)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeDCO (roads), City of Milford (boundaries)	2,000 ft total (2,000 ft in segments)
G Crosswalks with pedestrian signals	Intersections of Rehoboth Boulevard, Church Street, Church Street, and 20th Street	Not complete (approved in prior study)	Safer conditions for all users, connectivity across road	DeDCO (roads), City of Milford (boundaries)	200 ft total (200 ft in segments)
H Crosswalks with pedestrian signals	Intersections of Rehoboth Boulevard and Front Street	Not Complete	Safer conditions for all users, connectivity across road	DeDCO (roads), City of Milford (boundaries)	100 ft total (100 ft in segments)
I Crosswalk with pedestrian signals	Intersection of Rehoboth Boulevard and Front Street	Not Complete	Safer conditions for all users, connectivity across road	DeDCO (roads), City of Milford (boundaries)	100 ft
J Improvements of driveway sidewalks (awaiting utility for vehicles)	Intersections between 20th Street and 21st Street (western side of road)	Partially complete (prior study)	Safer conditions for all users	DeDCO (roads), City of Milford (boundaries), property owners	N/A
K Bus stop improvements (B.S.I.), including shelters	Rehoboth Boulevard in front of Perdue	Not Complete	Improved accessibility for BART riders	DeDCO (roads), City of Milford (boundaries), DART (rides)	70 ft
L Improved lighting on side of road	Rehoboth Boulevard and Walnut Street (entire study area)	Partially complete (awaiting utility for lighting network)	Improved visibility and overall safety	DeDCO (roads), City of Milford (boundaries)	N/A
M Compress & Define the Large Sidewalks along entire Corridor Study	North Rehoboth Blvd. in western portion (entire study area)	Not Complete	Traffic Safety	DeDCO (roads), City of Milford (boundaries)	N/A
N Add left turn lanes on northbound lanes to 20th Street	North Rehoboth Blvd. at 20th	Not Complete	Reduce left-turn traffic flow & safety for southbound traffic during peak hours	DeDCO (roads), City of Milford (boundaries)	N/A

SCOPE OF WORK:

The City of Milford is committed to studying the road to improve and create opportunities along the Rehoboth Boulevard area. To address the study, the City of Milford will complete a study that explores some of the potential options for improving pedestrian and bicycle access, reduce the number of crashes, and enhance the quality of existing conditions such as overall aesthetics, connectivity, and traffic safety. The study will also be conducted during the summer months, including the 2024-2025 school year and the 2024 study of the 20th St. / N. Church St. / N. Rehoboth Boulevard, N. Walnut Street intersection.

North Rehoboth Blvd. & North Walnut St. Corridor Study

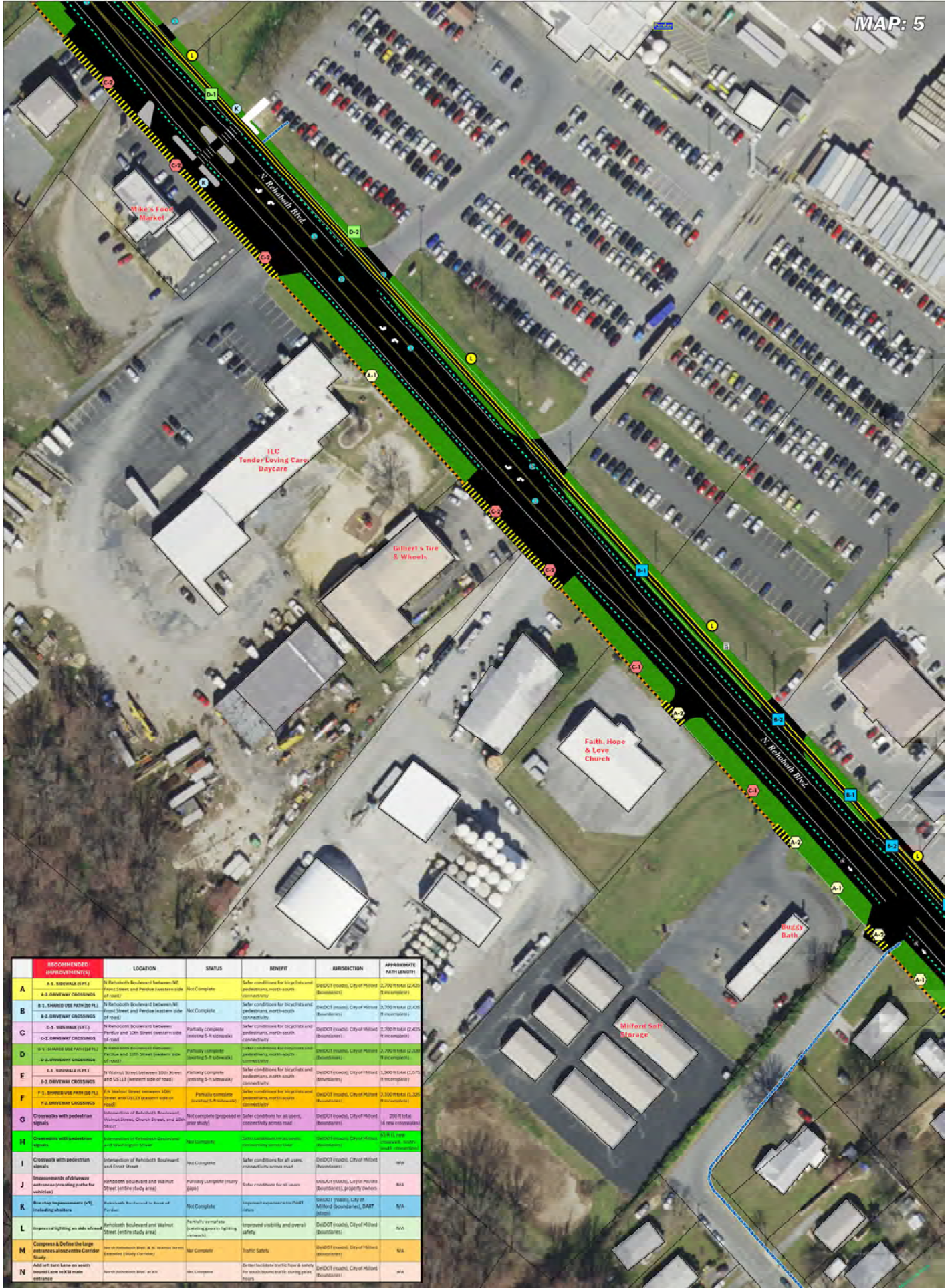
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North Rehoboth Blvd. & North Walnut St. Corridor Study
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RECOMMENDED IMPROVEMENTS	LOCATION	STATUS	BENEFIT	JURISDICTION	APPROXIMATE COST
A A-1. SIDEWALK (10 FT)	Rehoboth Boulevard between NE Front Street and Probst (eastern side of road)	Not Complete	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeBOC (roads), City of Milford (boundaries)	2,200 ft total (2,400 ft in context)
B B-1. SHARED USE PATH (10 FT)	Rehoboth Boulevard between NE Front Street and Probst (eastern side of road)	Not Complete	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeBOC (roads), City of Milford (boundaries)	2,200 ft total (2,400 ft in context)
C C-1. SIDEWALK (5 FT)	Rehoboth Boulevard between Probst and John Street (eastern side of road)	Partially complete (existing 5 ft sidewalk)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeBOC (roads), City of Milford (boundaries)	1,300 ft total (2,400 ft in context)
D D-1. SIDEWALK (5 FT)	Rehoboth Boulevard between Probst and John Street (western side of road)	Partially complete (existing 5 ft sidewalk)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeBOC (roads), City of Milford (boundaries)	1,300 ft total (2,400 ft in context)
E E-1. SIDEWALK (5 FT)	Rehoboth Boulevard between John Street and Walnut Street (western side of road)	Partially complete (existing 5 ft sidewalk)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeBOC (roads), City of Milford (boundaries)	1,300 ft total (2,400 ft in context)
F F-1. SHARED USE PATH (10 FT)	John Street between John Street and Walnut Street (eastern side of road)	Partially complete (existing 5 ft sidewalk)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeBOC (roads), City of Milford (boundaries)	1,300 ft total (2,400 ft in context)
G Crosswalks with pedestrian signals	Intersection of Rehoboth Boulevard, Walnut Street, Church Street, and John Street	Not complete (proposed 4-way stop)	Safer conditions for all users, connectivity across road	DeBOC (roads), City of Milford (boundaries)	200 ft total
H Crosswalks with pedestrian signals	Intersection of Rehoboth Boulevard and Walnut Street	Not complete	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeBOC (roads), City of Milford (boundaries)	200 ft total
I Crosswalk with pedestrian signals	Intersection of Rehoboth Boulevard and Walnut Street	Not Complete	Safer conditions for all users, connectivity across road	DeBOC (roads), City of Milford (boundaries)	200 ft total
J Installation of drainage infrastructure (including paths for vehicles)	Intersections between John Street and Walnut Street (study area)	Partially complete (study area)	Rainwater runoff for all users	DeBOC (roads), City of Milford (boundaries), property owners	80k
K Bus stop improvements (BRT), including shelters	Rehoboth Boulevard at West of Probst	Not Complete	Improved accessibility for BART users	DeBOC (roads), City of Milford (boundaries), DEPT (street)	N/A
L Improved lighting on side road	Rehoboth Boulevard and Walnut Street (study area)	Partially complete (existing 5 ft sidewalk)	Improved visibility and overall safety	DeBOC (roads), City of Milford (boundaries)	N/A
M Crosswalk & Define the Lane Intersection along entire Corridor Study	John Street between John Street and Walnut Street (study area)	Not Complete	Traffic Safety	DeBOC (roads), City of Milford (boundaries)	5k
N Add left turn lane on northbound lane to 600 more entrance	John Street between John Street and Walnut Street (study area)	Not Complete	Better incident reports, have a safety for southbound lane during peak hours	DeBOC (roads), City of Milford (boundaries)	5k

SCOPE OF WORK:

The City of Milford is committed to studying the road to improve and create a safer, more vibrant and walkable community. This study will evaluate the current conditions of the road and identify areas for improvement. The study will include a review of existing conditions, a field study, and a public hearing. The study will also include a review of existing conditions, a field study, and a public hearing. The study will also include a review of existing conditions, a field study, and a public hearing.

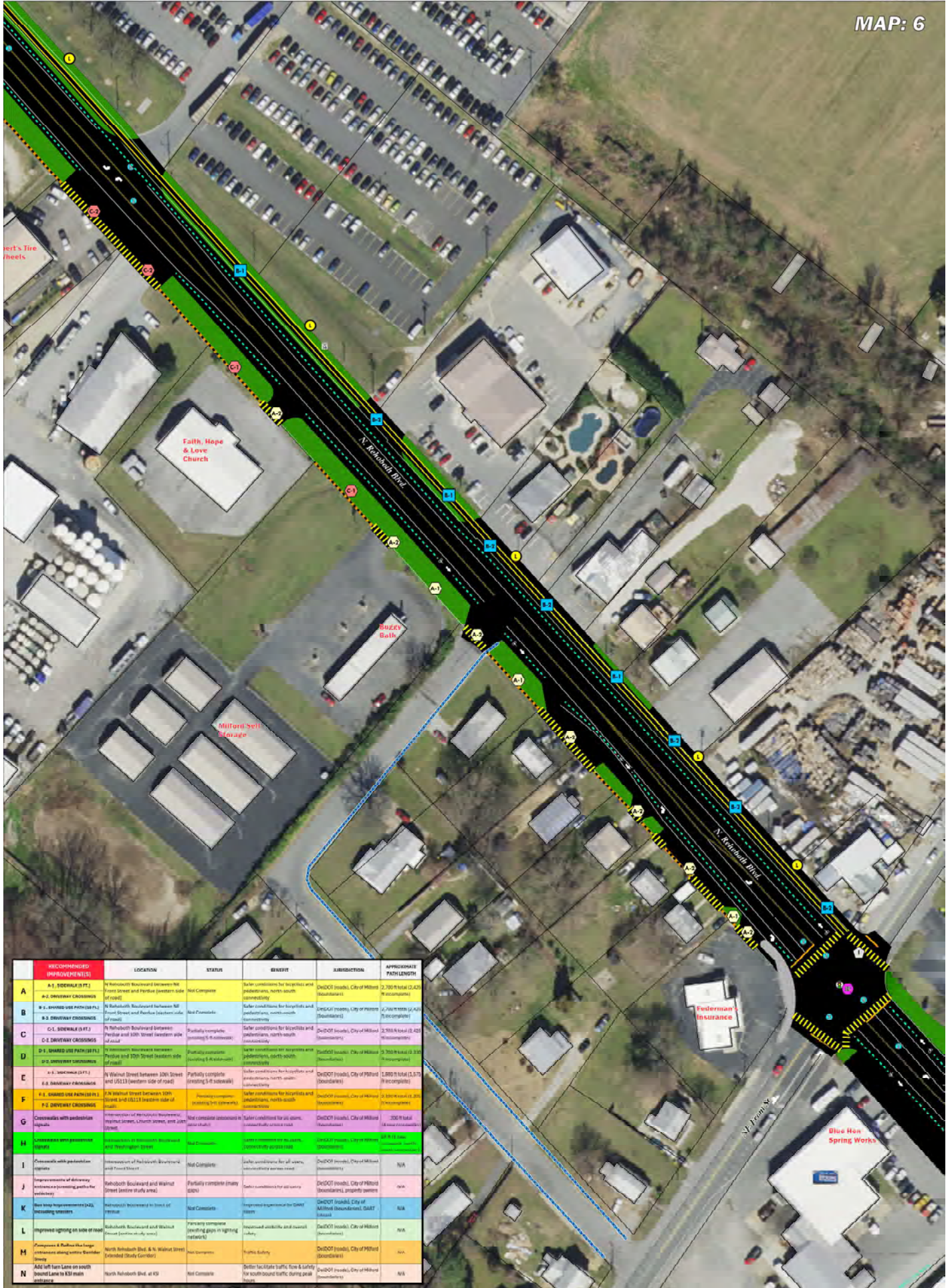
North Rehoboth Blvd. & North Walnut St. Corridor Study

FINAL
Subject to Change without notice.

- Proposed Improvements
- Existing Conditions
- Other Features
- Property Lines
- City Office
- Public & Private Facilities
- Water Features
- Other Features

"Advance/Retreat/Don't Touch" means movement away from/into/away from the study area. All other areas are not to be touched.





	RECOMMENDED IMPROVEMENTS	LOCATION	STATUS	COMMENT	SUBDICTION	APPROXIMATE PATH LENGTH
A	SIDEWALK (3 FT)	W Rehoboth Boulevard between NE Front Street and Walnut (western side of road)	Not Complete	Better conditions for bicycles and pedestrians, north-south connectivity	DOT (roads), City of Milford (boundaries)	2,300 ft total (2,425 ft approximate)
B	SHARED USE PATH (10 FT)	W Rehoboth Boulevard between NE Front Street and Walnut (eastern side of road)	Not Complete	Better conditions for bicycles and pedestrians, north-south connectivity	DOT (roads), City of Milford (boundaries)	2,300 ft total (2,425 ft approximate)
C	SIDEWALK (3 FT)	W Rehoboth Boulevard between Walnut and 10th Street (western side of road)	Partially complete (existing 5-ft sidewalk)	Better conditions for bicycles and pedestrians, north-south connectivity	DOT (roads), City of Milford (boundaries)	3,700 ft total (2,425 ft approximate)
D	SHARED USE PATH (10 FT)	W Rehoboth Boulevard between Walnut and 10th Street (eastern side of road)	Partially complete (existing 5-ft sidewalk)	Better conditions for bicycles and pedestrians, north-south connectivity	DOT (roads), City of Milford (boundaries)	3,700 ft total (2,425 ft approximate)
E	SIDEWALK (3 FT)	N Walnut Street between 10th Street and US133 (western side of road)	Partially complete (existing 5-ft sidewalk)	Better conditions for bicycles and pedestrians, north-south connectivity	DOT (roads), City of Milford (boundaries)	1,800 ft total (1,875 ft approximate)
F	SHARED USE PATH (10 FT)	N Walnut Street between 10th Street and US133 (eastern side of road)	Partially complete (existing 5-ft sidewalk)	Better conditions for bicycles and pedestrians, north-south connectivity	DOT (roads), City of Milford (boundaries)	1,800 ft total (1,875 ft approximate)
G	Crosswalks with pedestrian signals	Intersection of Rehoboth Boulevard, Walnut Street, Church Street, and 10th Street	Not complete (existing 10-ft crosswalk)	Better conditions for all users, particularly across road	DOT (roads), City of Milford (boundaries)	300 ft total (300 ft approximate)
H	Transit stop (bus stop)	Intersection of Rehoboth Boulevard and 10th Street	Not Complete	Better conditions for all users, particularly across road	DOT (roads), City of Milford (boundaries)	60 ft (60 ft approximate)
I	Crosswalks with pedestrian signals	Intersection of Rehoboth Boulevard and Front Street	Not Complete	Better conditions for all users, particularly across road	DOT (roads), City of Milford (boundaries)	N/A
J	Improvements of driveway entrances (existing within the boundary)	Rehoboth Boulevard and Walnut Street (study area)	Partially complete (study area)	Better conditions for all users	DOT (roads), City of Milford (boundaries), property owners	N/A
K	Bus stop improvement (ADA, increasing visibility)	Rehoboth Boulevard to front of street	Not Complete	Improve experience for older users	DOT (roads), City of Milford (boundaries), GDOT (bus stop)	N/A
L	Improve lighting on side of street	Rehoboth Boulevard and Walnut Street (eastern side of road)	Partially complete (existing poles in lighting network)	Improve visibility and overall safety	DOT (roads), City of Milford (boundaries)	N/A
M	Improve lighting on side of street	North Rehoboth Blvd. & N Walnut Street (existing study corridor)	Not Complete	Public safety	DOT (roads), City of Milford (boundaries)	N/A
N	Add left turn lane on southbound lane to EB main	North Rehoboth Blvd. at EB	Not Complete	Better facilitate traffic flow & safety for southbound traffic, saving peak	DOT (roads), City of Milford (boundaries)	N/A

SCOPE OF WORK:

The City of Milford is committed to studying the best transportation and development options for the Rehoboth Boulevard area by Walnut Street. To address this study, Dover Area (DA) will coordinate a study that explores a range of potential options for improving pedestrian and bicycle safety, enhancing the study area and enhance the connectivity of existing sidewalks with the overall community, and improve public safety and accessibility in the area. The scope of pedestrian safety (especially on a portion of Rehoboth Boulevard, Church Street, and Walnut Street) will be a portion of the overall study area. The study area will include the intersection of Rehoboth Boulevard and Walnut Street, Church Street, and 10th Street. The study area will also include the intersection of Rehoboth Boulevard and Walnut Street, Church Street, and 10th Street. The study area will also include the intersection of Rehoboth Boulevard and Walnut Street, Church Street, and 10th Street.

North Rehoboth Blvd. & North Walnut St. Corridor Study

FINAL
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Legend

- DOT (roads)
- City of Milford (boundaries)
- City of Dover (boundaries)
- City of Kent (boundaries)
- City of Sussex (boundaries)
- City of Worcester (boundaries)
- City of York (boundaries)
- City of Lincoln (boundaries)
- City of Salisbury (boundaries)
- City of Georgetown (boundaries)
- City of Cambridge (boundaries)
- City of Haverhill (boundaries)
- City of Andover (boundaries)
- City of Amesbury (boundaries)
- City of Merrimack (boundaries)
- City of Lowell (boundaries)
- City of Haverhill (boundaries)
- City of Andover (boundaries)
- City of Amesbury (boundaries)
- City of Merrimack (boundaries)
- City of Lowell (boundaries)





Prepared by: **URS**
Project Manager: **URS**
Project Engineer: **URS**











Appendix B – List of Recommendations

The following table corresponds with the recommended pedestrian amenities listed in the study. Information provided includes the type of improvement, the status of construction, the benefits to the community, the roadway jurisdiction, the approximate length of path needed, and the estimated cost. Further information on each item may be found in the study’s body. Note that the facts provided are accurate at the time of the study’s completion, though at a later date the conditions at each of these locations may have been changed.

Roadway jurisdiction (in other words, responsibility for adding pedestrian amenities) was determined using the Road Maintenance Responsibility map from DeLDOT, which shows the roads that are state- and town-maintained. North Walnut Street and North Rehoboth Boulevard are under state maintenance, whereas many of the adjacent streets are maintained by the City of Milford. The entire study area is located within municipal boundaries.

Location	Type of Improvement	Status	Benefit	Jurisdiction	Approximate Path Length	Cost Estimate	Image
A. N Rehoboth Boulevard between NE Front Street and Perdue (western side of road)	Sidewalk (5 ft), driveway crossings	Not complete	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeLDOT (roads), City of Milford (boundaries)	1,400 ft total (1,400 ft incomplete)	\$250k engineering \$2M-\$4M construction	
B. N Rehoboth Boulevard between NE Front Street and Perdue (eastern side of road)	Shared use path (10 ft), driveway crossings	Not complete	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeLDOT (roads), City of Milford (boundaries)	1,400 ft total (1,400 ft incomplete)	\$250k engineering \$2M-\$4M construction	
C. N Rehoboth Boulevard between Perdue and 10th Street (western side of road)	Sidewalk (5 ft), driveway crossings	Partially complete (existing 5-ft sidewalk)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeLDOT (roads), City of Milford (boundaries)	2,700 ft total (2,425 ft incomplete)	\$250k engineering \$2M-\$4M construction	
D. N Rehoboth Boulevard between Perdue and 10th Street (eastern side of road)	Shared use path (10 ft), driveway crossings	Partially complete (existing 5-ft sidewalk)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DeLDOT (roads), City of Milford (boundaries)	2,700 ft total (2,330 ft incomplete)	\$250k engineering \$2M-\$4M construction	

Location	Type of Improvement	Status	Benefit	Jurisdiction	Approximate Path Length	Cost Estimate	Image
E. N Walnut Street between 10th Street and US113 (western side of road)	Sidewalk (5 ft), driveway crossings	Partially complete (existing 5-ft sidewalk)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DelDOT (roads), City of Milford (boundaries)	1,980 ft total (1,575 ft incomplete)	\$250k engineering \$2M-\$4M construction	
F. N Walnut Street between 10th Street and US113 (eastern side of road)	Shared use path (10 ft), driveway crossings	Partially complete (existing 5-ft sidewalk)	Safer conditions for bicyclists and pedestrians, north-south connectivity	DelDOT (roads), City of Milford (boundaries)	2,100 ft total (1,325 ft incomplete)	\$250k engineering \$2M-\$4M construction	
G. Intersection of Rehoboth Boulevard, Walnut Street, Church Street, and 10th Street	Crosswalks with pedestrian signals	Not complete (proposed in prior study)	Safer conditions for all users, connectivity across road	DelDOT (roads), City of Milford (boundaries)	200 ft total (4 new crosswalks)	\$30k engineering \$50-75k construction	
H. Intersection of Rehoboth Boulevard and Washington Street	Crosswalk with pedestrian signals	Not complete	Safer conditions for all users, connectivity across road	DelDOT (roads), City of Milford (boundaries)	65 ft (1 new crosswalk, north-south connection)	\$30k engineering \$50-75k construction	

Location	Type of Improvement	Status	Benefit	Jurisdiction	Approximate Path Length	Cost Estimate	Image
I. Intersection of Rehoboth Boulevard and Front Street	Crosswalk with pedestrian signals	Not complete	Safer conditions for all users, connectivity across road	DelDOT (roads), City of Milford (boundaries)	75 ft (1 new crosswalk, east-west connection)	\$30k engineering \$50-75k construction	
J. Rehoboth Boulevard and Walnut Street (entire study area)	Improvements of driveway entrances (creating paths for vehicles)	Partially complete (many gaps)	Safer conditions for all users	DelDOT (roads), City of Milford (boundaries), property owners	N/A	Depends on number of driveways and type of improvement	
K. Rehoboth Boulevard in front of Perdue	Bus stop improvements (x2), including shelters	Not complete	Improved experience for DART riders	DelDOT (roads), City of Milford (boundaries), DART (stops)	N/A	\$10k assuming DART provides the shelter	
L. Rehoboth Boulevard and Walnut Street (entire study area)	Improved lighting on side of road	Partially complete (existing gaps in lighting network)	Improved visibility and overall safety	DelDOT (roads), City of Milford (boundaries)	N/A	Depends on outcome of lighting study	

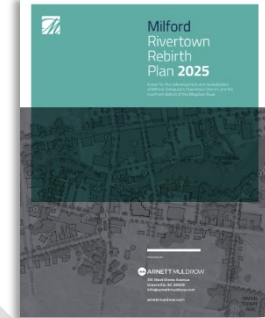
Location	Type of Improvement	Status	Benefit	Jurisdiction	Approximate Path Length	Cost Estimate	Image
M. Add left turn lane on south bound land to KSI main entrance	North Rehoboth Boulevard at KSI	Not complete	Better facilitate traffic flow and safety for south bound traffic during peak hours	DelDOT (roads), City of Milford (boundaries)	N/A	TBD	
N. Rehoboth Boulevard and Walnut Street (entire study area)	Compress and define the large entrances	Not complete	Safer conditions for all users	DelDOT (roads), City of Milford (boundaries), property owners	N/A	Depends on number of entrances and type of improvement	

Appendix C – Relevant Resources

Milford Rivertown Rebirth Plan 2025 (2015)

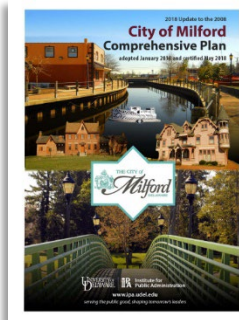
<https://www.cityofmilford.com/DocumentCenter/View/2089/Rivertown-Rebirth-2025?bidId=>

This downtown master plan was prepared for the City of Milford by Arnett Muldrow & Associates in 2015. Broader goals from the document involve preserving the City’s historic architecture and small-town feel, while also enhancing the downtown’s existing features and encouraging economic growth. Maps are provided to detail the proposed improvements, and images from other parts of the country are used as examples. Pedestrian crossings, sidewalks, and street lighting are mentioned as goals for certain areas, including Northeast Front Street. Bicycle facilities, including safe routes and available bicycle racks, is another transportation goal from the plan.



City of Milford Comprehensive Plan (2018)

<https://www.cityofmilford.com/DocumentCenter/View/2884/2018-Comp-Plan?bidId=>



This comprehensive plan serves as an update of the 2008 document. It was prepared by the City of Milford Planning and Zoning Commission with assistance from the Institute for Public Administration (IPA). The plan sought public input and was put through the Preliminary Land Use Service (PLUS) process in 2017. Within the document are the existing conditions throughout Milford and the City’s collective goals and objectives to address various challenges. For example, a “lack of bicycle and pedestrian connectivity” was listed as one of the ongoing challenges in the northeastern part of Milford, which includes Rehoboth Boulevard.

Furthermore, the City’s overarching transportation goal was to “Enable the safe and efficient mobility of residents utilizing all modes of travel, be they pedestrians, cyclists, drivers, or transit riders—via a safe and interconnected transportation system.”

Milford Bicycle Master Plan (2021)

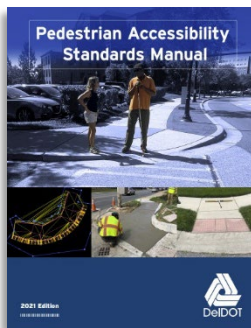
<https://www.cityofmilford.com/DocumentCenter/View/4299/2021-Bicycle-Master-Plan---Final-Report?bidId=>

The City of Milford’s Bicycle Master Plan, completed in 2021 by Century Engineering, studies the existing conditions within the City and proposes different methods of improving conditions for bicyclists. The plan recommends various improvements throughout the northern section of Milford, including North Rehoboth Boulevard, North Walnut Street, and NE Front Street. The completion of these projects would create several loops that connect the downtown area, Milford Senior High School, Benjamin Banneker Elementary School, and other destinations. Also listed is the estimated cost for each segment as of 2021. The separation of projects into smaller segments ensures the City’s goals are more likely to be met, as the work can be done in phases rather than all at once.



DelDOT Pedestrian Accessibility Standards Manual (2021)

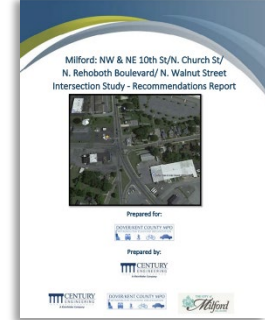
<https://deldot.gov/Publications/manuals/pedestrianAccessibility/pdfs/2021/Pedestrian-Accessibility-Standards-for-Facilities-in-the-Public-Right-of-Way-2021-Edition.pdf>



This 2021 manual is used by DelDOT as a thorough guide for creating accessible pedestrian facilities throughout the State of Delaware. Most relevant to this study are the required measurements for various pedestrian amenities. For example, the minimum width for a sidewalk is listed as 5 feet (or 6 feet when there is no buffer strip), and the minimum width for a shared use path is listed as 10 feet. Also included in the manual are requirements for turning areas, ramps, buffer strips, and other pedestrian facilities. Measurements such as these are useful to the *North Rehoboth Boulevard/North Walnut Street Corridor Study* because they give a baseline for how much space is needed for new amenities. This has guided the Dover Kent MPO when creating recommendations based on the existing constraints.

Milford: NW & NE 10th St/N. Church St/ N. Rehoboth Boulevard/ N. Walnut Street Intersection Study- Recommendations Report (2023)

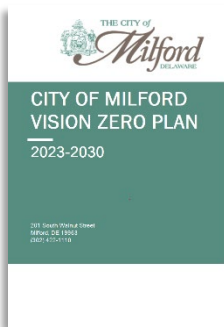
<https://doverkentmpo.delaware.gov/files/2023/08/Milford-10th-Church-Rehoboth-Final-Report-WEB.pdf>



This study was completed by Century Engineering on behalf of the Dover Kent MPO in 2023. Its main objective was to look into the problems associated with the intersection of North Rehoboth Boulevard, North Walnut Street, North Church Street, and 10th Street, and also to propose solutions to make the intersection more navigable. Traffic volumes and crash data were included to provide a summary of existing conditions. Public feedback was collected during two separate community workshops. Once completed, the study was given to the City of Milford and shared with DelDOT, so that the solutions may be pursued in the coming years. The solutions proposed through this study are to be implemented in several phases, leading up to the “ultimate” design around the year 2050 or as needed. The findings from Century Engineering were included in the analysis of this current study.

City of Milford Vision Zero Plan 2023-2030 (2023)

<https://www.cityofmilford.com/DocumentCenter/View/4877/VisionZeroPlan>

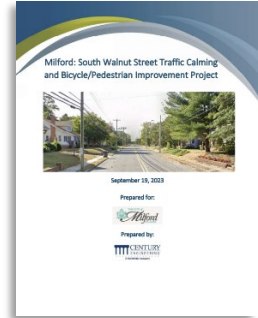


This document is the City of Milford’s plan for working towards the goal of Vision Zero, which involves eliminating traffic fatalities and serious roadway injuries in the community. The document includes an analysis of relevant crash data, smaller goals that contribute to the overarching goal, and possible funding opportunities. In July of 2023, the City of Milford applied for an Implementation Grant through the Safe Streets and Roads for All (SS4A) grant opportunity, using its Vision Zero plan as a basis. It is likely the plan will be used in other ways to achieve the city’s safety goals going forward.

South Walnut Street Traffic Calming and Bike/Pedestrian Improvement Project (2023)

<https://www.cityofmilford.com/DocumentCenter/View/4962/S-Walnut-Street-Traffic-Calming--BikePed-Study---Final-Report?bidId=>

This study was completed by Century Engineering on behalf of the City of Milford in 2023. Its primary goal was to find ways in which traffic could be calmed and pedestrian and bicycle access could be enhanced along South Walnut Street. The primary study area was located between McCoy Street and South Maple Avenue. Existing conditions such as crash data were analyzed, and public input was gathered via several workshops. The southern limits of the project tie into the Southeast Master Plan and the adopted Milford Southeast Neighborhood Transportation Improvement District. The final recommendations of the study include a multi-use path and other changes to the corridor. These findings are relevant to the *North Rehoboth Boulevard/North Walnut Street Corridor Study*, as the two study areas are close to one another and contribute to similar outcomes regarding pedestrian safety.



Appendix D – Data from Public Workshops

The following appendix includes the sign-in sheet and written comments from the public workshop held on October 25, 2023. It also includes the “sticky note” comments added to map displays during the workshops on October 25, 2023 and February 6, 2024. These comments were used to inform the recommendations included in this study. The personal information of attendees has been redacted.

DRAFT

Sticky Note Comments from Public Workshops:

- Perdue plant: dark at night, the corridor needs more lighting
- A lot of foot traffic to Mike's, cars do not stop for pedestrians
- Can there be a crossing at Church Street?
- The Rehoboth-10th-Walnut intersection is an important crossing for students (used by the cross-country team)
- Flooding regularly impacts properties across from Perdue and KSI; changes to the corridor should consider improvements to drainage
- Concern around short-term impact of construction on Rehoboth Boulevard businesses
- Important to look into changes taking place on South Walnut, so that this study's recommendations match with other improvements
- Support for anything that involves improved bike connectivity
- Painted crosswalks/paths (possibly a bright green) so they are more visible?
- Perdue crosswalk should be signalized with an RRFB
- Cut off one of the entrances to the "triangle" property between Rehoboth and Walnut? Vehicles can cut through property which is a hazard for motorists and pedestrians

N REHOBOTH BLVD/N WALNUT ST

PUBLIC INPUT MEETING

OCTOBER 25, 2023

SIGN IN SHEET

NAME	ADDRESS	PHONE #	EMAIL
1 Lindy Betts	[REDACTED]	[REDACTED]	[REDACTED]
2 Justin Hodges	[REDACTED]	[REDACTED]	[REDACTED]
3 Cosie Colman	[REDACTED]	[REDACTED]	[REDACTED]
4 Michelle Velle	[REDACTED]	[REDACTED]	[REDACTED]
5 Shawn Collins + Alana	[REDACTED]	[REDACTED]	[REDACTED]
6 Arl. KATH CRAIG	[REDACTED]	[REDACTED]	[REDACTED]
7 Adrienne Billings	[REDACTED]	[REDACTED]	[REDACTED]
8 Anneth Billings	[REDACTED]	[REDACTED]	[REDACTED]
9 JASON SR + DORIEA JAMES	[REDACTED]	[REDACTED]	[REDACTED]
10 Patrick Pivart	[REDACTED]	[REDACTED]	[REDACTED]
11			
12			
13			
14			
15			



**CITY OF MILFORD
N. REHOBOTH BOULEVARD/N. WALNUT ST
COMMENT CARD**

We would like to hear your thoughts, comments or concerns:

NAME	Justin Hodges
ADDRESS	[REDACTED]
PHONE #	[REDACTED]
EMAIL	[REDACTED]
COMMENTS:	<p>-Issues</p> <ul style="list-style-type: none">-Water Flowing down road through our lot-Storm drain from some where ends in front of our bldg + flows between us & neighboring bldg.-Trash always from foot traffic-Foot traffic crossing, See Reverse

Thank you for your feedback! Additional comments can be emailed to Rob Pierce at rpierce@milford-de.gov.

Ideas:

- Additional storm drain to waterways
- Roadway swell & small curb to guide water to drain ditch
- Trash receptacles placed along roadway
- Elevated bridge for pedestrian traffic to cross over
- Rumble strip along roadway to alert drivers departing lane
- Possible turn lane down center of road
- Put all utilities under ground.



**CITY OF MILFORD
N. REHOBOTH BOULEVARD/N. WALNUT ST
COMMENT CARD**

We would like to hear your thoughts, comments or concerns:

NAME	Gilbert's Tires & Wheels
ADDRESS	
PHONE #	
EMAIL	
COMMENTS:	Concerns DE! existing sidewalks not safe, thus is a greater priority than new sidewalks who pays for this? already "took a hit"

Thank you for your feedback! Additional comments can be emailed to Rob Pierce at

rpierce@milford-de.gov.



**CITY OF MILFORD
N. REHOBOTH BOULEVARD/N. WALNUT ST
COMMENT CARD**

We would like to hear your thoughts, comments or concerns:

NAME	Anette Billings
ADDRESS	[REDACTED]
PHONE #	[REDACTED]
EMAIL	[REDACTED]
COMMENTS:	There is too much traffic in this area It's not safe for car's let alone cyclists Pedestrians in the area - Sussex County Council has ruined our area Why don't you provide transportation for these people - Oh, you already do.

Thank you for your feedback! Additional comments can be emailed to Rob Pierce at rpierce@milford-de.gov.

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DRAFT

DOVER/KENT COUNTY MPO

METROPOLITAN PLANNING ORGANIZATION

