Source: TrailLink

Source: Delaware Bayshore Byway

Milford-Slaughter Beach Shared Use Path Feasibility Study

Public Advisory Committee Meeting

August 14, 2025

THRIVING COMMUNITIES PROGRAM

THE CITY of Milford DELAWARE

SLAUGHTER Beach DELAWARE

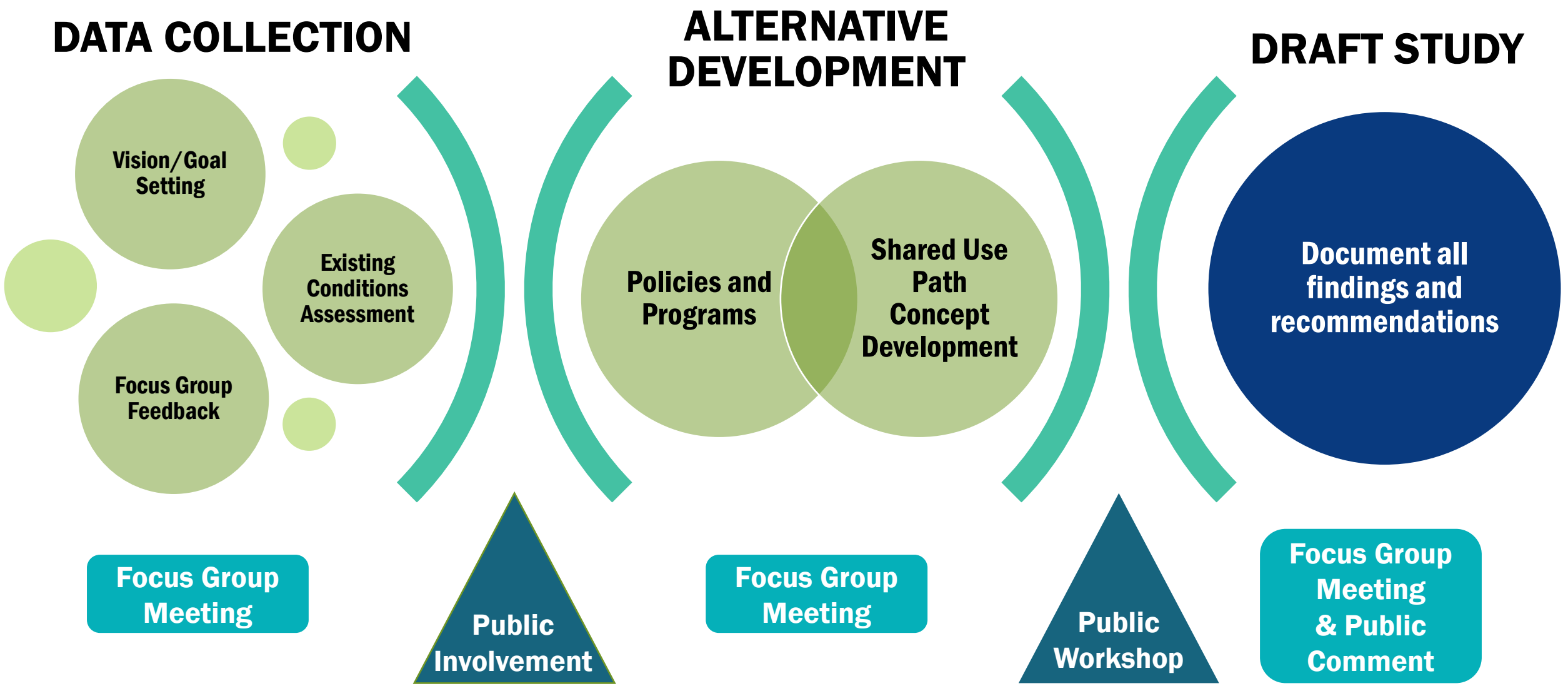
DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

WRA

Background

- UD's Institute of Public Administration (IPA) assisted the City of Milford and Town of Slaughter Beach in applying for the *U.S. DOT Thriving Communities Program*
- Milford and Slaughter Beach received an estimated $295,000 worth of technical assistance
- The grant included funds ($90,000) to hire a consultant (WRA) to develop a feasibility study and conceptual alternatives
- The Dover/Kent MPO is administering the grant funds on behalf of Milford and Slaughter Beach
- The grant requires substantive work be complete by June 2, 2025

Scope


DATA COLLECTION
Vision/Goal Setting
Existing Conditions Assessment
Focus Group Feedback
Focus Group Meeting
Public Involvement
ALTERNATIVE DEVELOPMENT
Policies and Programs
Shared Use Path Concept Development
Focus Group Meeting
Public Workshop
DRAFT STUDY
Document all findings and recommendations
Focus Group Meeting & Public Comment

Stakeholder Involvement

- Conducted targeted property owner outreach
- Distributed press release to spread the word
- Launched Project Website – www.publicinput.com/milford-slaughterbeach
  - Allows people to sign up for project updates
  - Has background information and how to get in touch with project team
  - Hosts public survey and all meeting materials
- Regional Leaders Group
  - Allowed stakeholders to provide feedback on project in general, recommendations, and meeting materials
- Pop-up events
  - Gigante International Market and Slaughter Beach Firehouse
  - Unforeseen circumstances lead to canceling of two schedule pop-ups
- Public workshop
  - Opportunity for public to provide feedback on alternatives

Alternatives Review

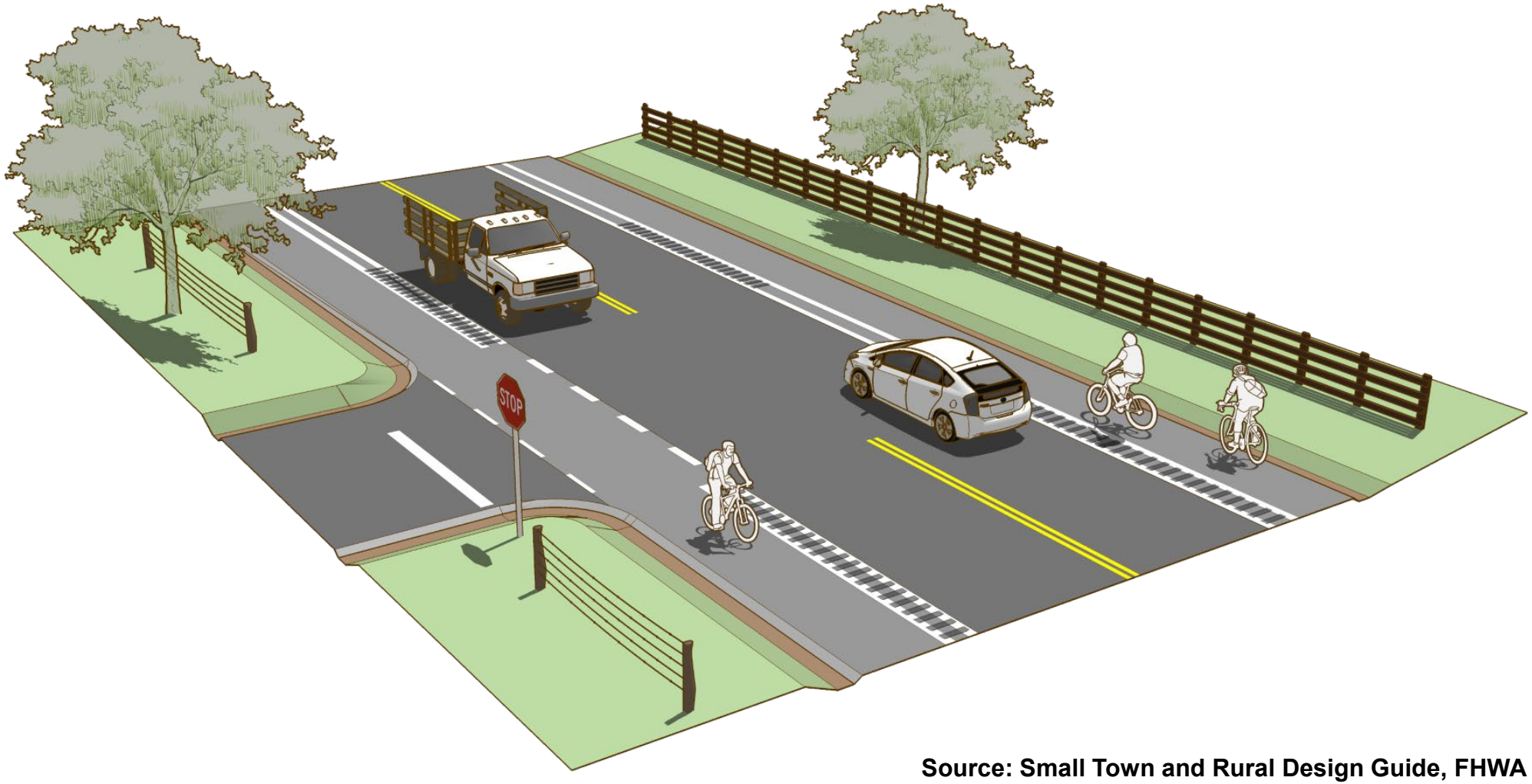
Source: Compass Realty

Alternatives

- Option A – No Build (keep as-is)
- Option B – Add Shoulders (to existing roadway)
- Option C – Shared Use Path (north side)
  - At-grade paved path or elevated boardwalk path offset from existing road
- Option D – Shared Use Path and Roadway Reconstruction
  - Takes advantage of existing right-of-way by shifting the roadway
  - Offers opportunity to raise the road to address flooding

Alternatives

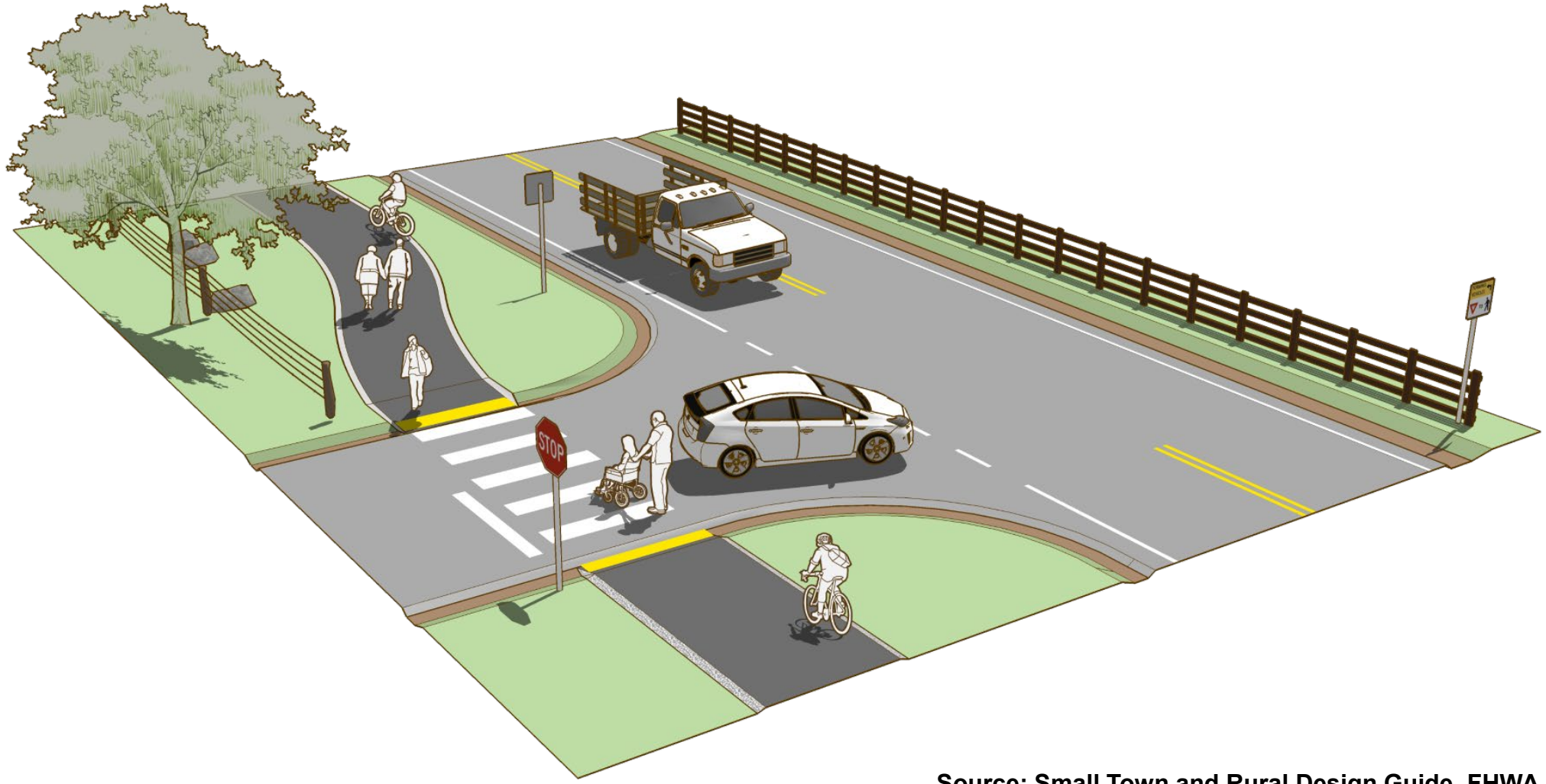
- Option B - Shoulders



Source: Small Town and Rural Design Guide, FHWA

Alternatives

- Option C/D - At-grade paved shared use path



Source: Small Town and Rural Design Guide, FHWA

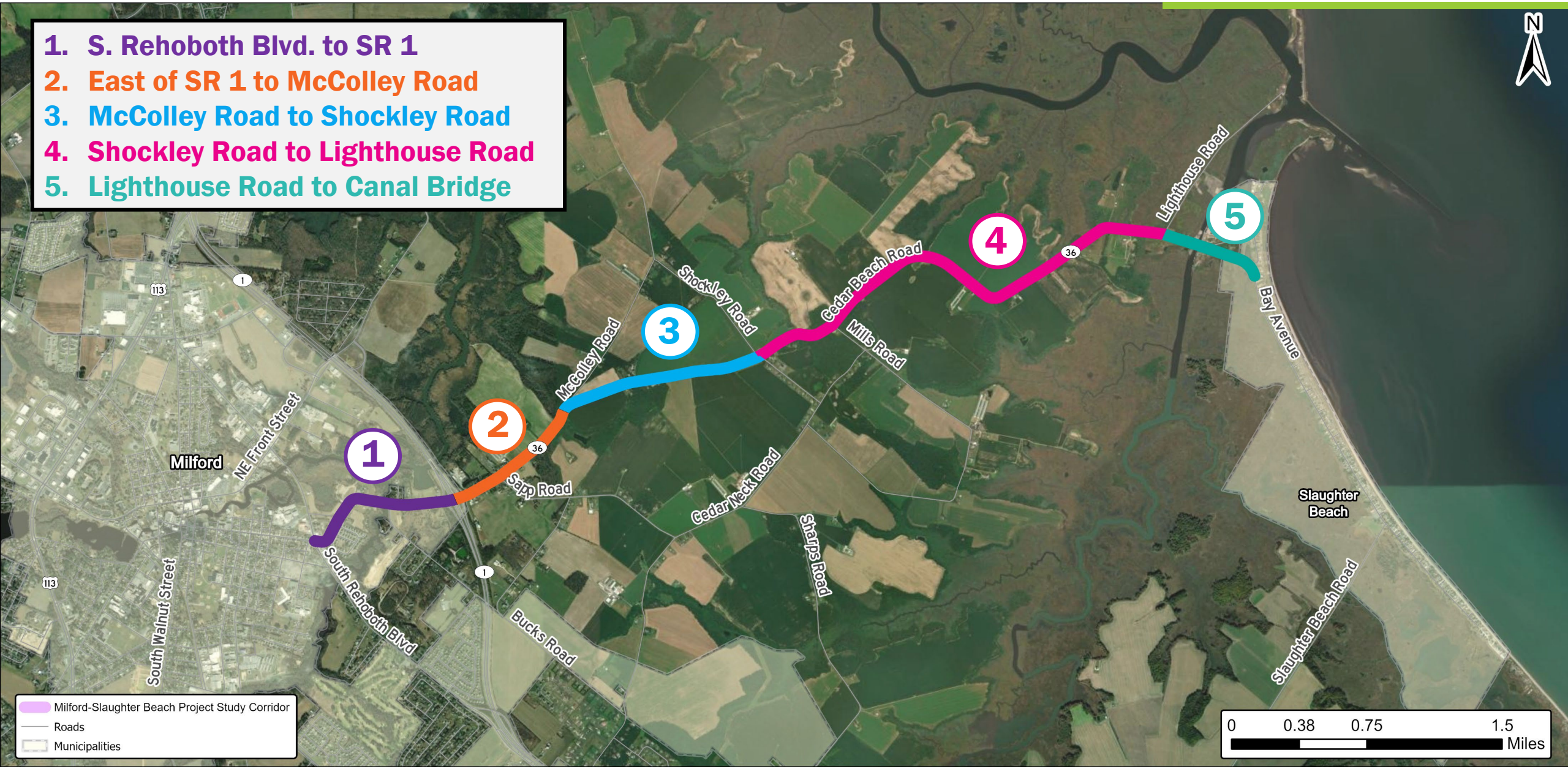
Alternatives

- Elevated boardwalk

Gordons Pond Trail, Lewes, DE
Source: Cape Gazette

Jack A. Markell Trail, Wilmington, DE
Source: Delaware Greenways

Corridor Segments



1. S. Rehoboth Blvd. to SR 1 Overpass

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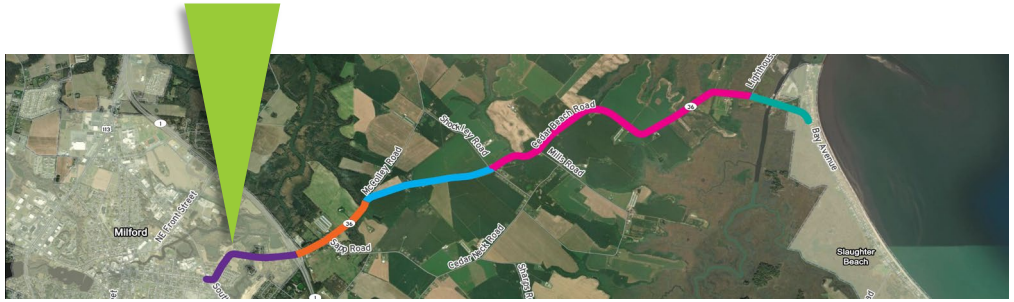
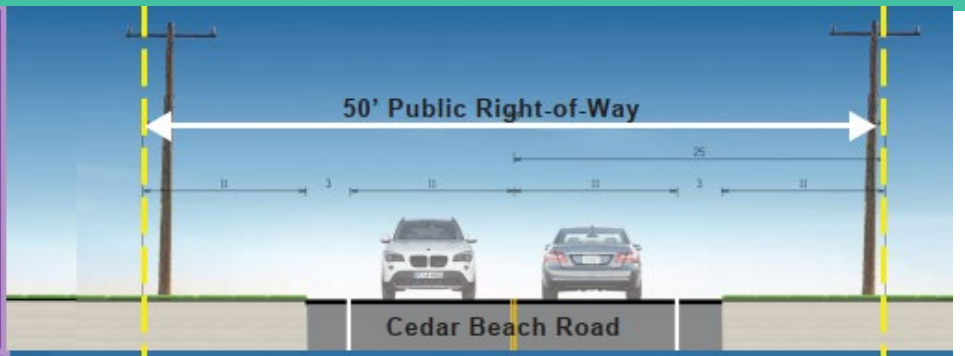
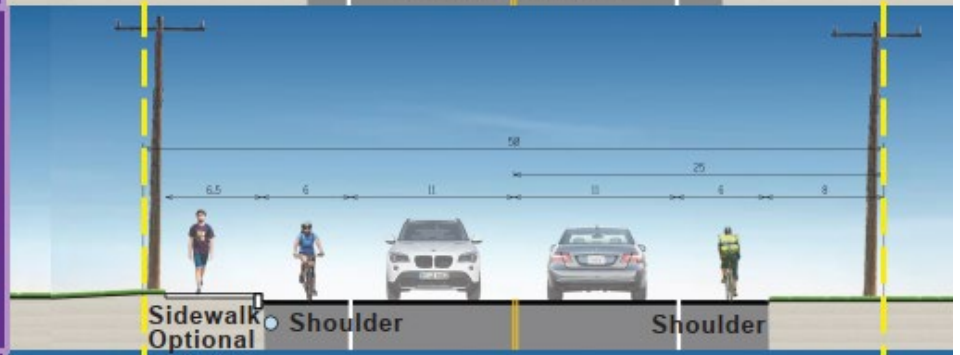


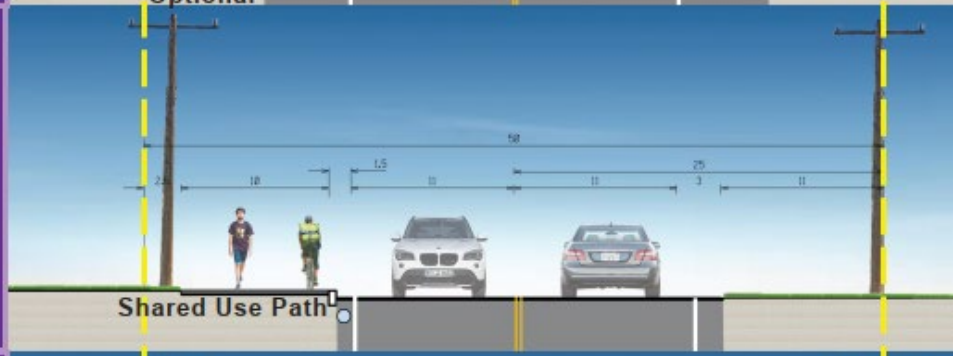
OPTION 1A - Existing/ No Build



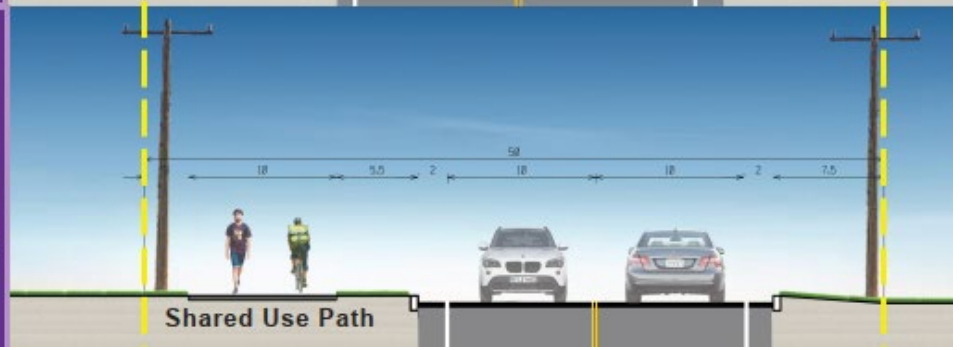
OPTION 1B - Add Shoulders



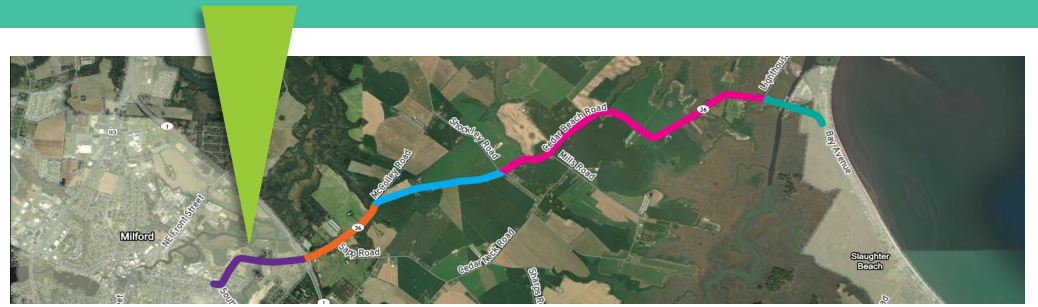
OPTION 1C - Shared Use Path



OPTION 1D - Shared Use Path and Roadway Reconstruction



1. S. Rehoboth Blvd. to SR 1 Overpass

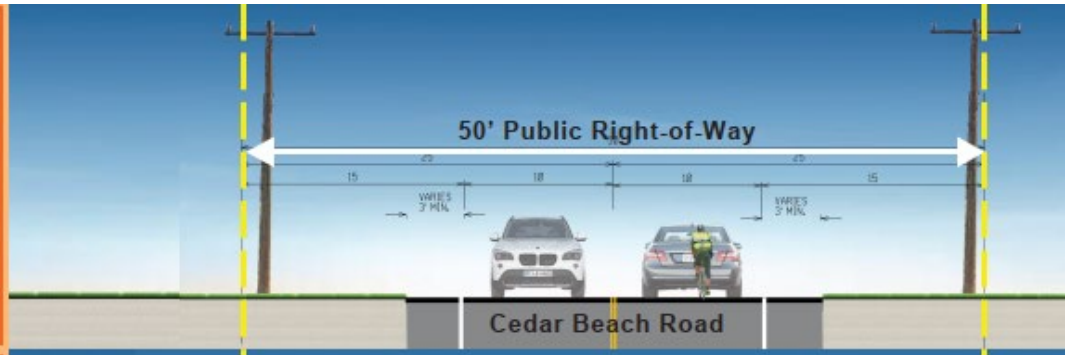


Section 1 Alternatives - S. Rehoboth Boulevard to SR 1				
50' Width of Public Right-of-Way; 25-35 MPH Speed Limit				
	Option A - Existing/No Build	**Option B - Add Shoulders**	**Option C - Shared Use Path**	**Option D - Shared Use Path and Roadway Reconstruction**
Travel Width Lane	11'	11'	11'	11'
Shoulder Width	~3'	6'	1'-3'	1'-6'
Bicycle Facility Type	On-Road in travel lanes High-stress	On-road in shoulders High-stress	Shared use path Low-stress	Shared use path Low-stress
Pedestrian Facility Type	Existing sidewalk by development	Existing sidewalk by development	Shared use path	Shared use path
Private Property Impacts	No	Not anticipated	Not anticipated	Not anticipated
Stormwater Management	No	Yes - Closed Section	Yes - Closed section	Yes - Closed section
Major Overhead Utility Impacts	No	No	No	No
Environmental Constraints	Portion within floodplain Stream crossing			
Cost	N/A	High	Lowest	Highest

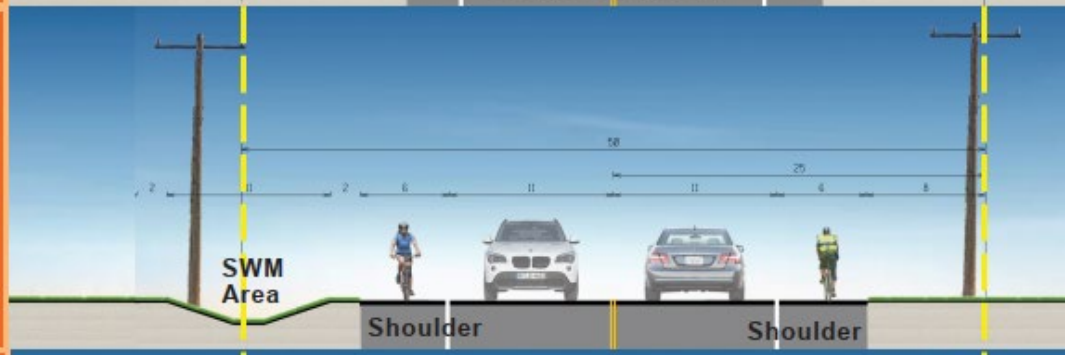
2. SR 1 Overpass to McColley Road

2. SR 1 Overpass to McColley Road

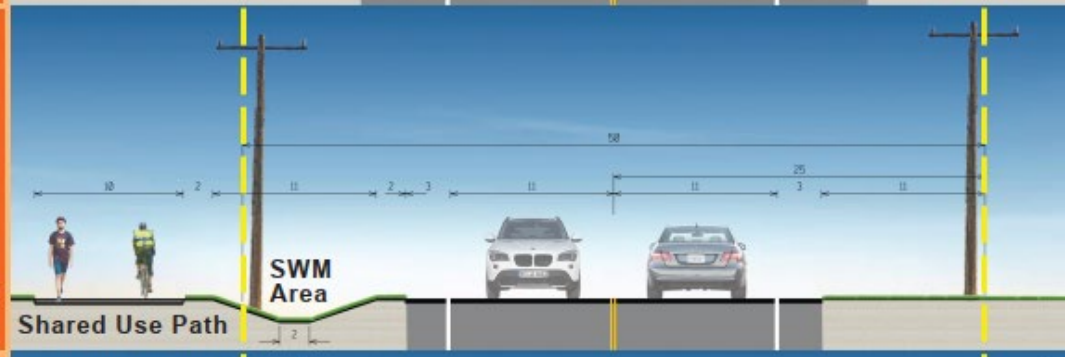
OPTION 2A - Existing/ No Build



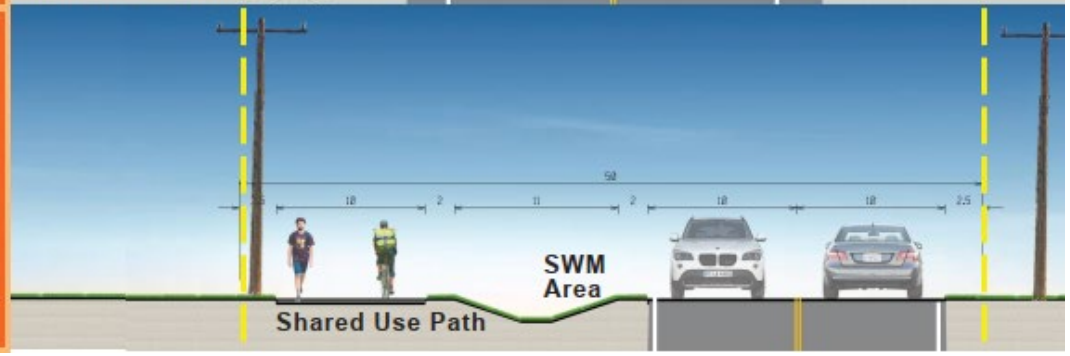
OPTION 2B - Add Shoulders



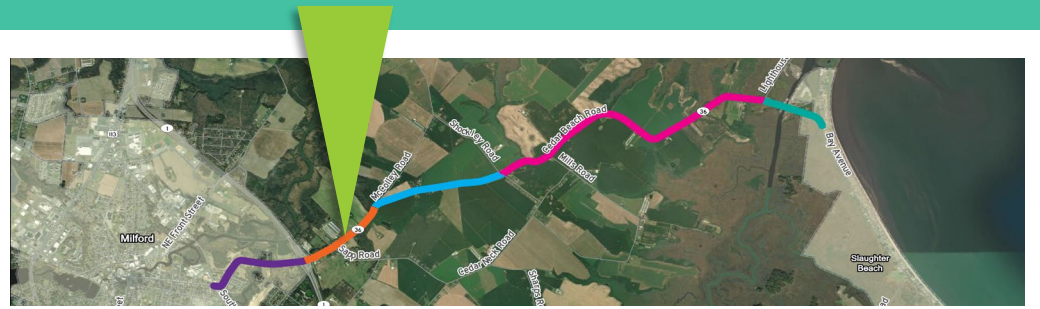
OPTION 2C - Shared Use Path



OPTION 2D - Shared Use Path and Roadway Reconstruction



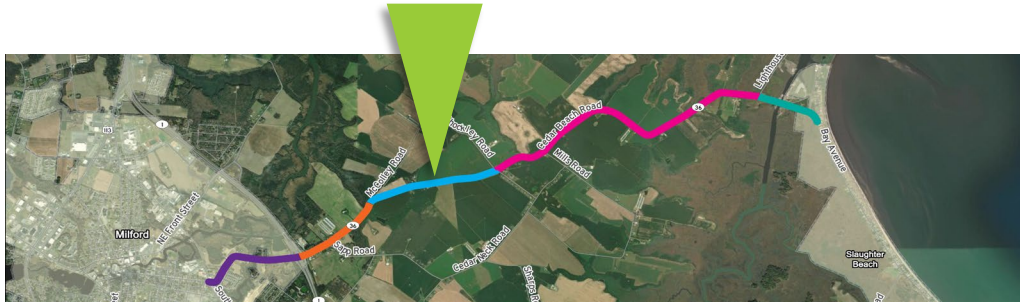
2. SR 1 Overpass to McColley Road



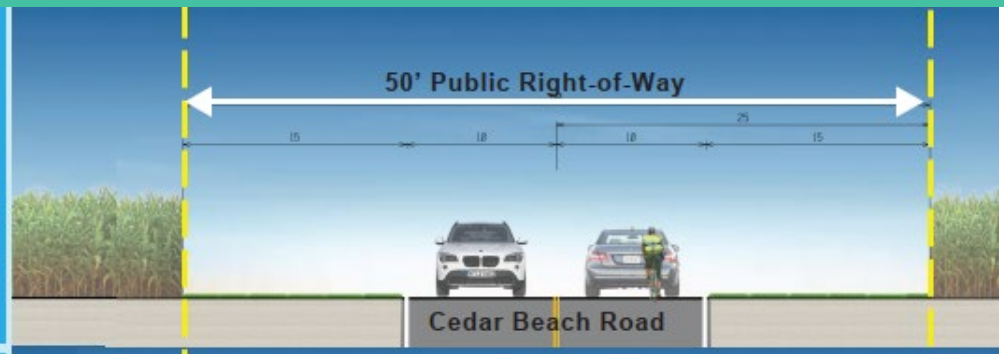
Section 2 Alternatives - East of SR 1 to McColley Road				
50' Width of Public Right-of-Way; 40-50 MPH Speed Limit				
	Option A - Existing/No Build	**Option B - Add Shoulders**	**Option C - Shared Use Path**	**Option D - Shared Use Path and Roadway Reconstruction**
Travel Width Lane	11'	11'	11'	11'
Shoulder Width	Varies	6'	Varies	Varies
Bicycle Facility Type	On-Road in travel lanes/some shoulders High-stress	On-road in shoulders High-stress	Shared use path Low-stress	Shared use path Low-stress
Pedestrian Facility Type	N/A	N/A	Shared use path	Shared use path
Private Property Impacts	No	Likely	Yes	Likely
Stormwater Management	No	Yes	Yes	Yes
Major Overhead Utility Impacts	No	Likely	Yes	Likely
Environmental Constraints	Aglands Preservation Stream crossing			
Cost	N/A	Lowest	High	Highest

3. McColley Road to Shockley Road

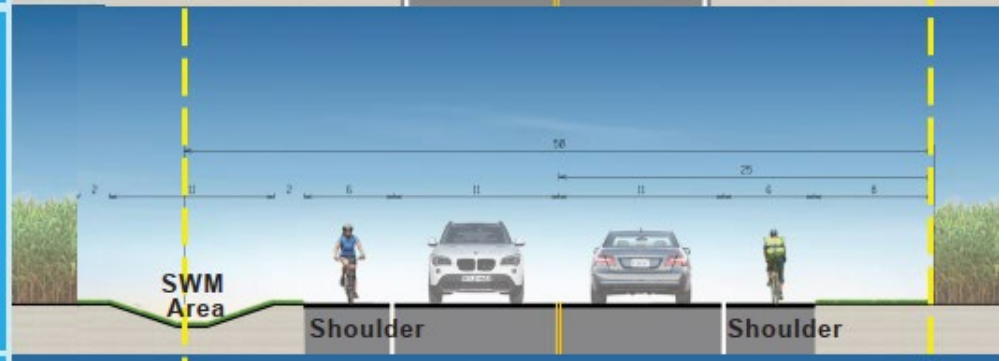
3. McColley Road to Shockley Road



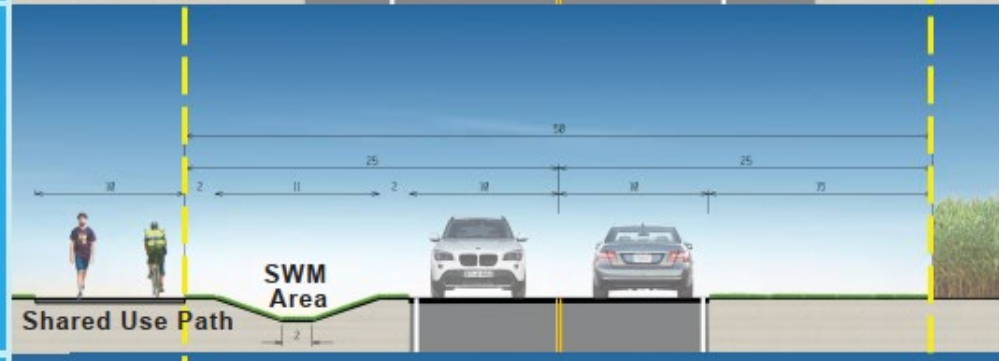
OPTION 3A - Existing/ No Build



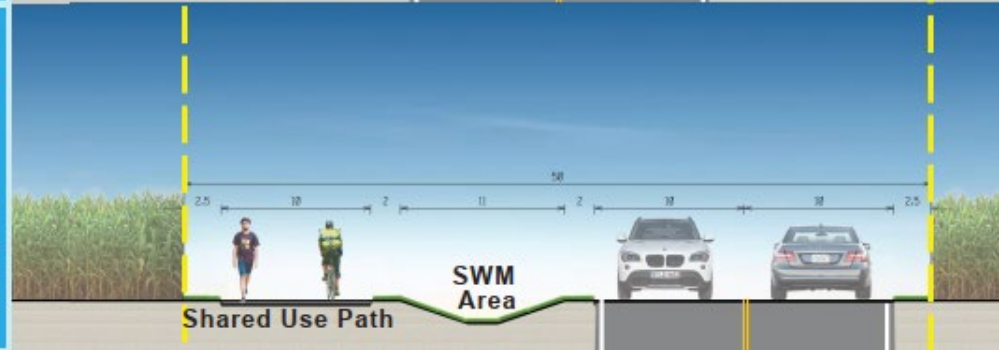
OPTION 3B - Add Shoulders



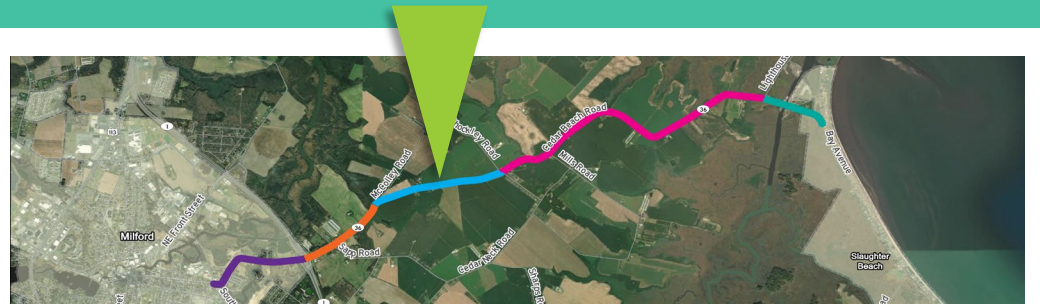
OPTION 3C - Shared Use Path



OPTION 3D - Shared Use Path and Roadway Reconstruction



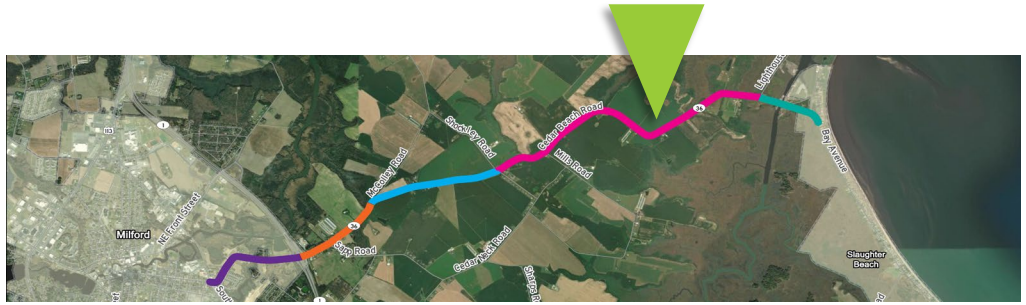
3. McColley Road to Shockley Road



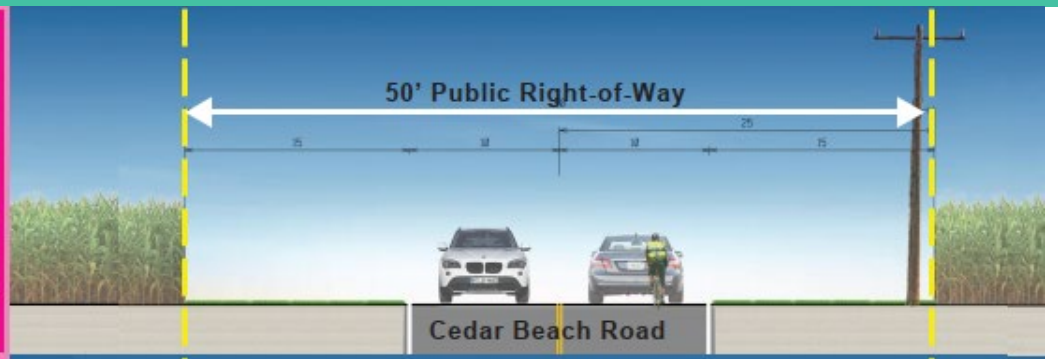
Section 3 Alternatives - McColley Road to Shockley Road				
50' Width of Public Right-of-Way; 50 MPH Speed Limit				
	Option A - Existing/No Build	**Option B - Add Shoulders**	**Option C - Shared Use Path**	**Option D - Shared Use Path and Roadway Reconstruction**
Travel Width Lane	10'	11'	10"	10'-11'
Shoulder Width	0'	6'	0'	0'
Bicycle Facility Type	On-Road in travel lanes High-stress	On-road in shoulders High-stress	Shared use path Low-stress	Shared use path Low-stress
Pedestrian Facility Type	N/A	N/A	Shared use path	Shared use path
Private Property Impacts	No	Yes	Yes	Likely
Stormwater Management	No	Yes	Yes	Yes
Major Overhead Utility Impacts	No	No	No	No
Environmental Constraints	Aglands Preservation			
Cost	N/A	Lowest	High	Highest

4. Shockley Road to Lighthouse Road

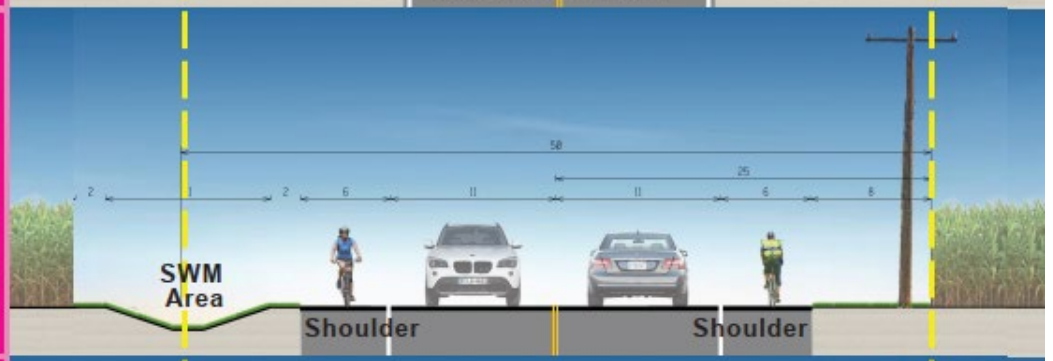
4. Shockley Road to Lighthouse Road



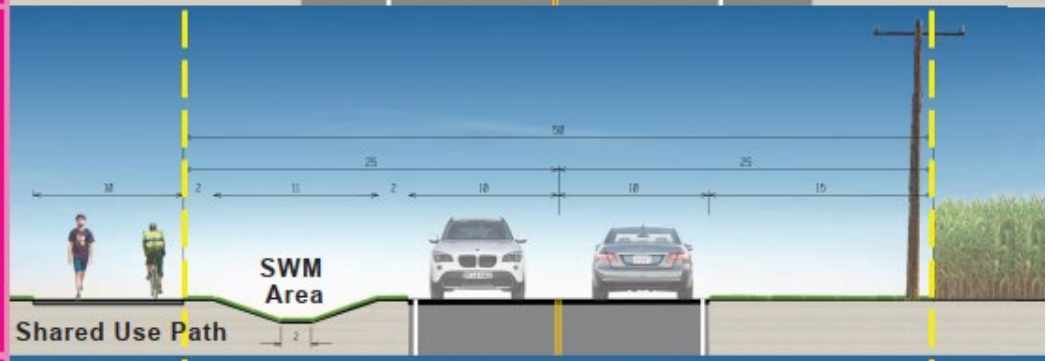
OPTION 4A - Existing/ No Build



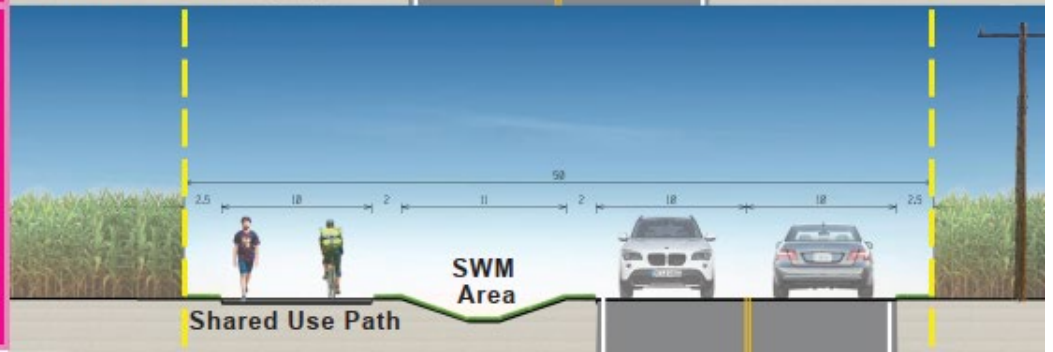
OPTION 4B - Add Shoulders



OPTION 4C - Shared Use Path



OPTION 4D - Shared Use Path and Roadway Reconstruction

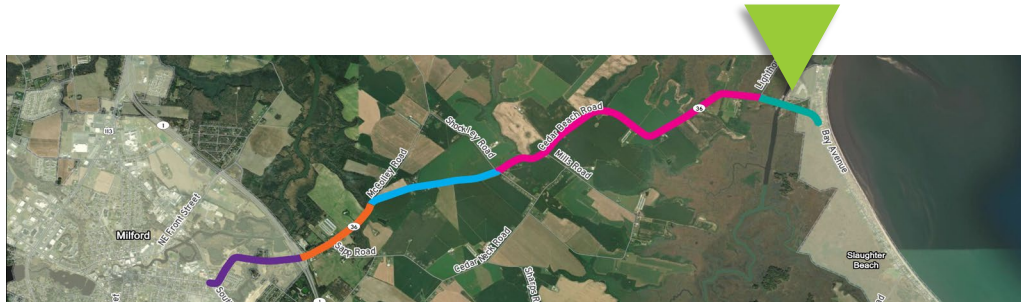


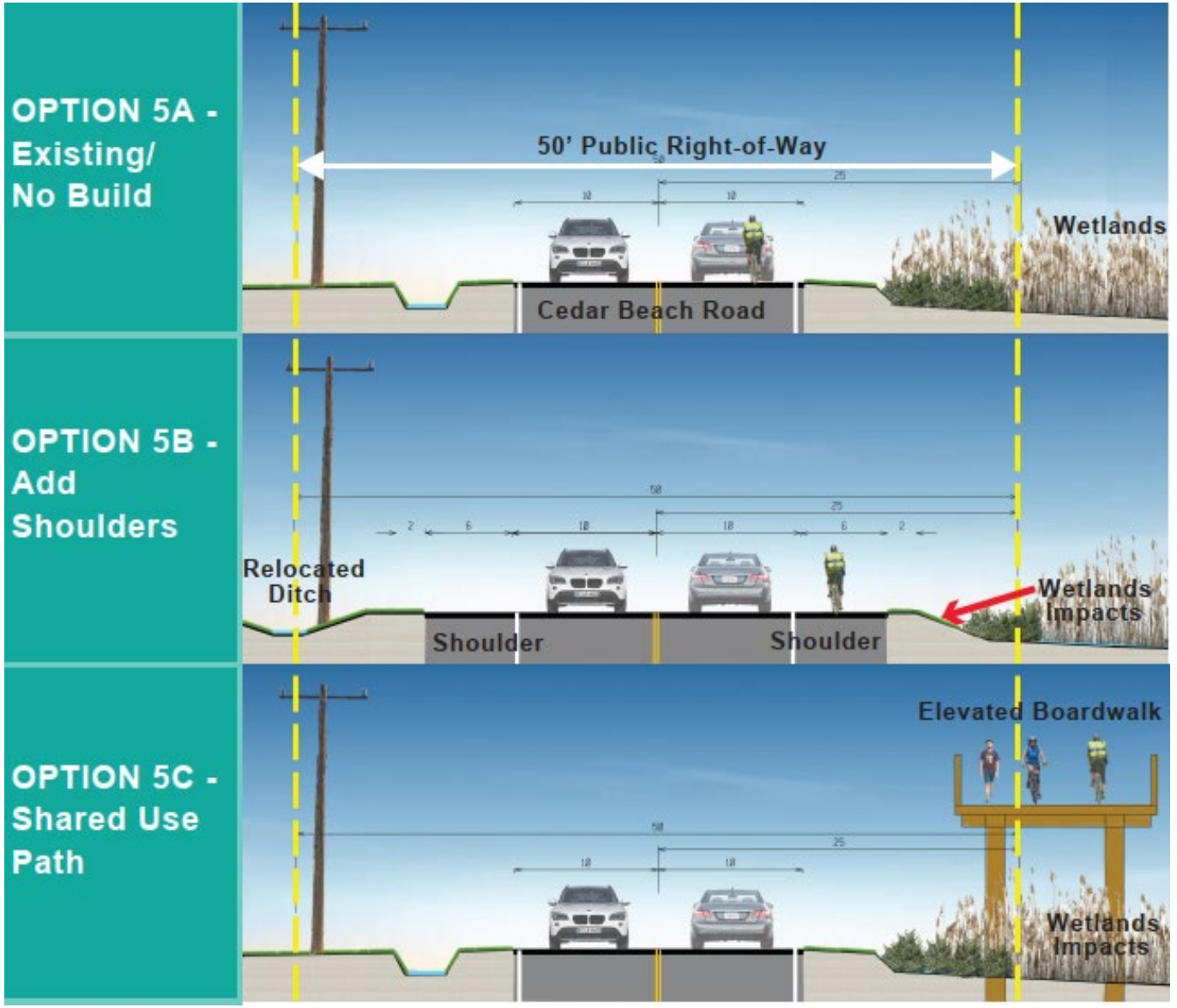
4. Shockley Road to Lighthouse Road

Section 4 Alternatives - Shockley Road to Lighthouse Road				
50' Width of Public Right-of-Way; 50 MPH Speed Limit				
	Option A - Existing/No Build	**Option B - Add Shoulders**	**Option C - Shared Use Path**	**Option D - Shared Use Path and Roadway Reconstruction**
Travel Width Lane	10'	11'	10"	10'-11'
Shoulder Width	0'	6'	0'	0'
Bicycle Facility Type	On-Road in travel lanes High-stress	On-road in shoulders High-stress	Shared use path and elevated walkway structure Low-stress	Shared use path and elevated walkway structure Low-stress
Pedestrian Facility Type	N/A	N/A	Shared use path	Shared use path
Private Property Impacts	No	Likely	Yes	Yes
Stormwater Management	No	Yes	Yes	Yes
Major Overhead Utility Impacts	No	No	Likely	Yes
Environmental Constraints	Total area in floodplain Church with cemetery			
Cost	N/A	Lowest	High	Highest
Elevated Structure in Wetlands	N/A	No	Yes	Yes

5. Lighthouse Road to over Canal Bridge

5. Lighthouse Road to the Canal Bridge





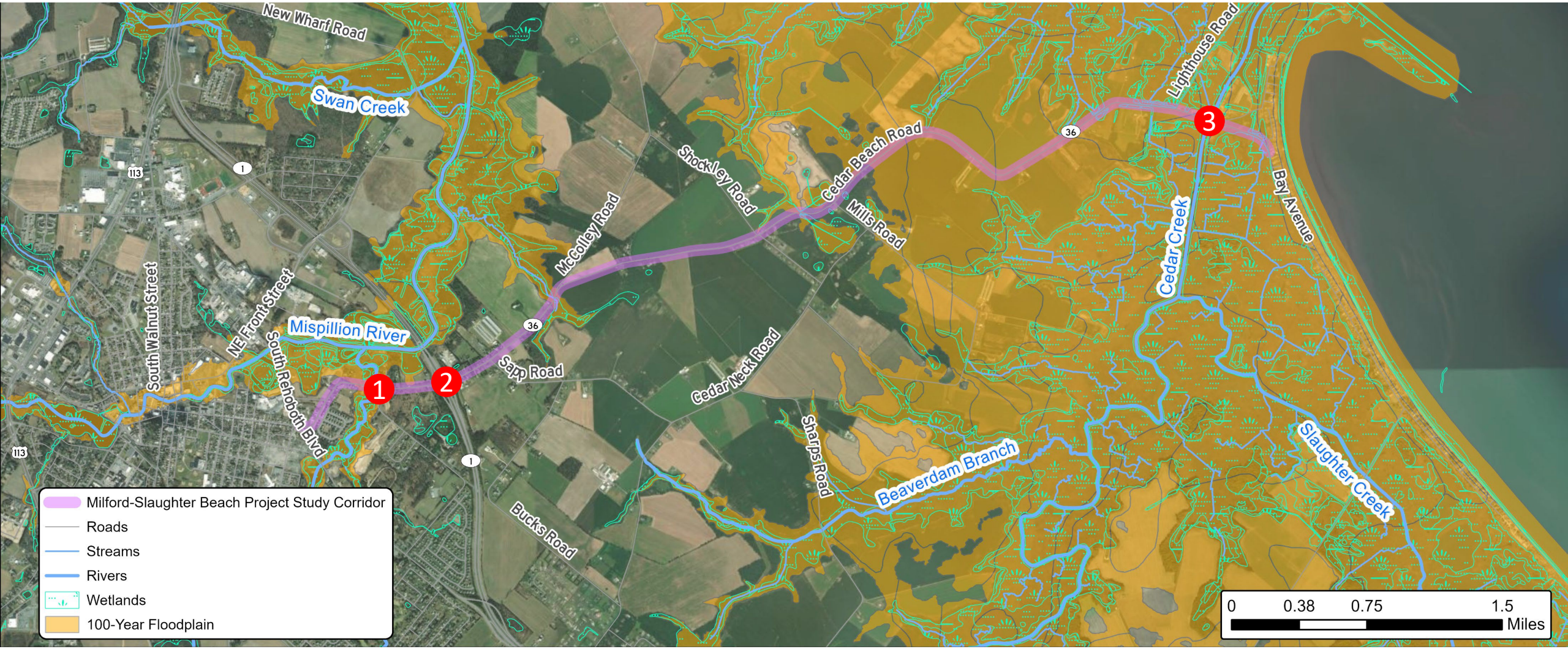
Option 4D - Not feasible for this segment

5. Lighthouse Road to the Canal Bridge

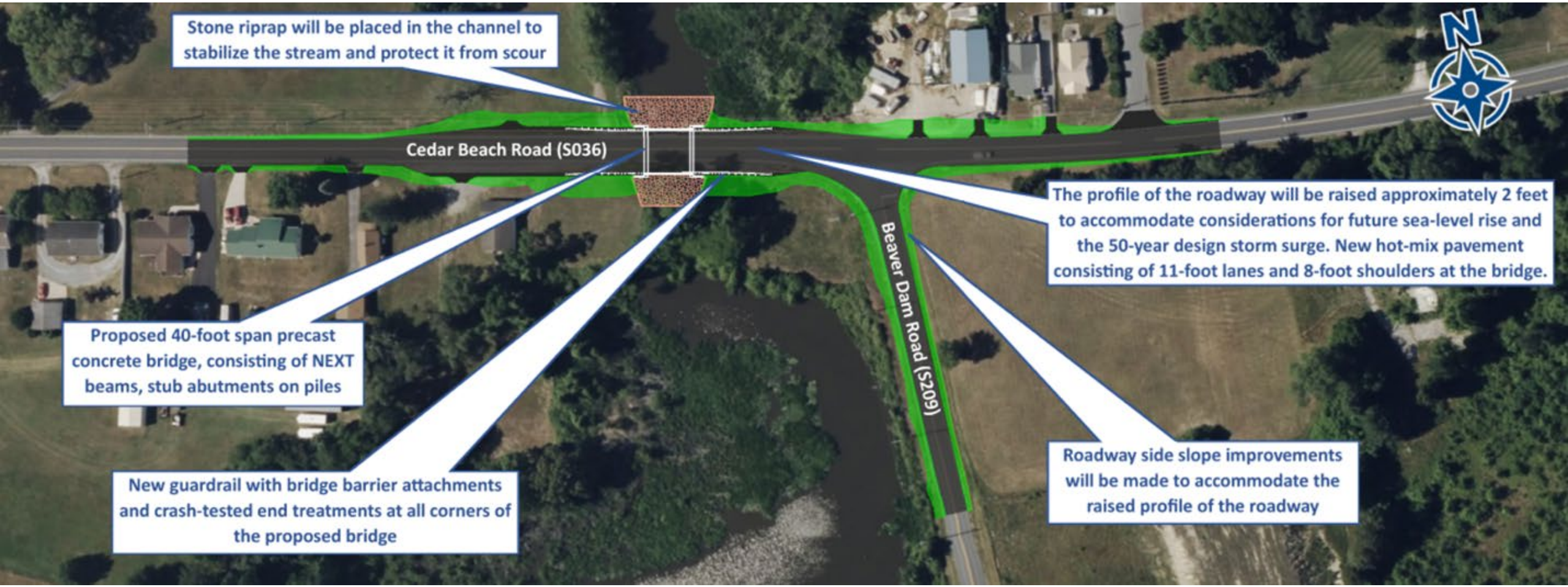
Section 5 Alternatives - Lighthouse Road to Bay Avenue				
50' Width of Public Right-of-Way; 40 MPH Speed Limit				
	Option A - Existing/No Build	**Option B - Add Shoulders**	**Option C - Shared Use Path**	**Option D - Shared Use Path and Roadway Reconstruction**
Travel Width Lane	10'	11'	10'	N/A
Shoulder Width	0'	6'	0'	
Bicycle Facility Type	On-Road in travel lanes High-stress	On-road in shoulders High-stress	Elevated walkway structure Low-stress	
Pedestrian Facility Type	N/A	N/A	Elevated walkway structure	
Private Property Impacts	No	Likely	Yes	
Stormwater Management	No	Relocating existing swale	No	
Major Overhead Utility Impacts	No	Yes	Likely	
Environmental Constraints	Total area in floodplain Canal crossing			
Cost	N/A	High	High	
Elevated Structure in Wetlands	N/A	No	Yes	

Bridge Evaluation

1. Bridge 3-927 on SR36 Cedar Beach Road
2. Bridge over SR 1
3. BR 3-164 on SR36 Cedar Beach Road



1. Replacement of Bridge 3-927 on SR36 Cedar Beach Road



1. Potential Bridge Treatments Evaluation

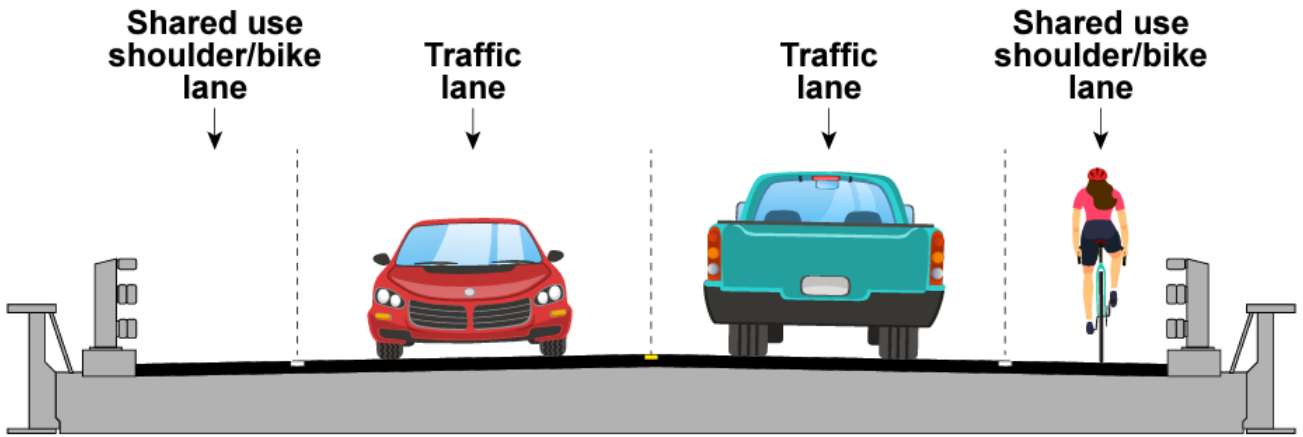
2. Potential Interchange Improvements over SR 1

- Reduce crossing distance
- Consolidate crossings by eliminating slip lanes
- Reduce turning radii to encourage slower speeds

2. Potential Interchange Improvements

- Reduce crossing distance
- Consolidate crossings by eliminating slip lanes
- Reduce turning radii to encourage slower speeds

3. Replacement of BR 3-164 on SR36 Cedar Beach Road



CROSS SECTION OF NEW BRIDGE

Public Feedback

Milford-Slaughter Beach Shared Use Path Feasibility Study

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
1,454	294	2,277	160	149
Unique website visits	Took project survey	Answers received to survey questions	Open ended comments received	Requested project updates via email

Public Feedback

- 48% of responses said “No” to using the path; 42% said “Yes”; and 10% said “Maybe”
- ~68% of open comments against the project with many of the comments upvoted
  - Impacts to farmers and private property owners; funding should be allocated for other uses; concern for impacts to wildlife and habitat; impacts to rural character; and the path would not be utilized/lack of destinations.
- ~32% of comments in favor of the project with less overall upvotes
  - Roads are dangerous; quality of life improvement; recreational and transportation amenity; provides connections to destinations within Milford; access to wildlife viewing.

Public Feedback

2. After reviewing the displays from the March 19 Public workshop, available in person at the workshop or on the project website, please select your preferred alternative for each roadway segment by checking one Option (A, B, C, or D) for each line.

Section 1: S. Rehoboth Boulevard to SR 1	70% Option A: Maintain Existing Conditions/No Build	13% Option B: Add Shoulders	13% Option C: Add a Shared Use Path	4% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 2: SR 1 to McColley Road	68% Option A: Maintain Existing Conditions/No Build	16% Option B: Add Shoulders	12% Option C: Add a Shared Use Path	4% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 3: McColley Road to Shockley Road	68% Option A: Maintain Existing Conditions/No Build	18% Option B: Add Shoulders	10% Option C: Add a Shared Use Path	4% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 4: Shockley Road to Lighthouse Road	69% Option A: Maintain Existing Conditions/No Build	15% Option B: Add Shoulders	10% Option C: Add a Shared Use Path	6% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 5: Lighthouse Road to Canal Bridge	72% Option A: Maintain Existing Conditions/No Build	13% Option B: Add Shoulders	12% Option C: Add a Shared Use Path	3% Option D: Add a Shared Use Path and Roadway Reconstruction

71 responses

Recommendations

The recommendation is to maintain Cedar Beach Road in its current condition. No immediate improvements or projects are proposed at this time. However, the addition of bicycle and pedestrian improvements along Cedar Beach Road should be considered if any of the following occur…

Recommendations

1. Private development on Cedar Beach Road or adjacent road
   - A. New development on currently undeveloped land:
     1) Any future development along Cedar Beach Road or adjacent roads should be required to:
        a) Construct a shared use path along the property's Cedar Beach Road frontage.
        b) Include sidewalks within the interior of the development to support walkability.
   - B. Traffic impacts from new development:
     1) If a proposed development is shown—through a traffic impact study—to significantly increase traffic volumes and degrade roadway performance (i.e., lower the level of service), DelDOT and the County should require the developer to upgrade surrounding roadways to accommodate the increased demand and maintain safe traffic operations.
   - C. Knight Crossing Development – Beaver Dam Road:
     1) A shared use path is planned along Beaver Dam Road as part of the Knight Crossing development. If extended to connect with Cedar Beach Road and S. Rehoboth Boulevard, this path would:
        a) Expand the regional low-stress network, improving safety and accessibility for cyclists and pedestrians.
        b) Provide a seamless connection across multiple developments and transportation corridors.

Recommendations

2. DelDOT Capital Improvements Projects

A. Flood mitigation needs

1) Cedar Beach Road, from Shockley Road to its eastern terminus, is located within a designated 100-year floodplain and is prone to frequent flooding. It has been identified as a high-priority candidate on the state's list for flood mitigation and climate resiliency improvements. A typical mitigation strategy would involve elevating the roadway and rebuilding the road to current standards which would include shoulders. Additionally, the project would implement stormwater management measures to minimize flood impacts.

B. Noncompliance with roadway standards:

1) As noted above, no DelDOT improvements are planned along Cedar Beach Road east of SR 1 at this time, however;
2) Cedar Beach Road does not currently meet DelDOT's design standards for its functional classification. If upgraded as part of a capital project, it would be brought into compliance through one of the following typical cross-section options, both of which options would improve safety and functionality for vehicles, bicyclists, and agricultural equipment:
    a) Option 1: 11-foot travel lanes with 6-foot shoulders (no shared use path)
    b) Option 2: 11-foot travel lanes with 2-foot shoulders and a shared use path

Recommendations

2. DelDOT Capital Improvements Projects (continued)

A. Planned Improvements in the Milford Transportation Improvement District (TID):

1) As presented in the March 13, 2023 Council Briefing, the TID includes improvements to the intersection of S. Rehoboth Boulevard and Cedar Beach Road. The pedestrian and bicycle improvements include sidewalks, crosswalks, and bike lanes. The concept plan shows a shared use path on Cedar Beach Road at the approach to the intersection. Additionally, the TID outlines further pedestrian and bicycle improvements along Evans Street, connecting Cedar Beach Road to State Route 1 (SR 1). These plans align with the City of Milford Bicycle Plan and are intended to support both current and future growth in the area.

2) The council briefing also included improvements to the intersection of Cedar Beach Road and Sapp Road. A shared use path should be considered to connect from that intersection to the City of Milford.

Contacts

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Leah Kacanda, AICP
Senior Project Planner
Whitman, Requardt & Associates, LLP
302-778-9056
lkacanda@wrallp.com

Information

Visit the project website
www.publicinput.com/milford-slaughterbeach

Scan Here!