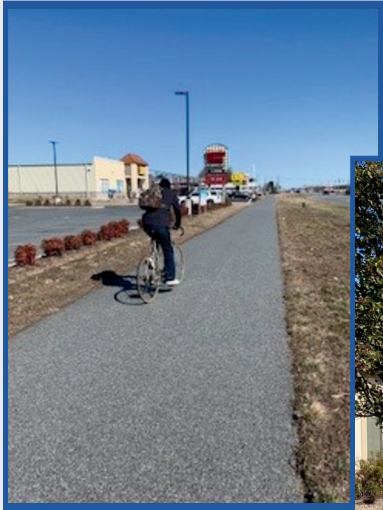
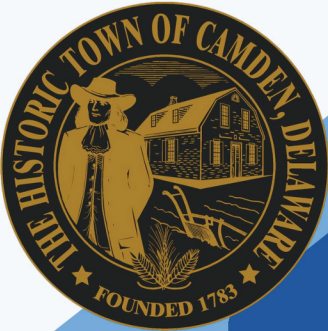


TOWN OF CAMDEN SIDEWALK NETWORK GAPS STUDY



**September 2025
FINAL**



AUTHORITY

This document has been prepared by Dover Kent MPO on behalf do the Town of Camden, Delaware and 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.

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

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, Sidewalk Network Gaps Study for the Town of Camden, Delaware. Funded by FHWA, FTA, DeIDOT, and the Town of Camden, Delaware. This study identifies existing sidewalk gaps and related deficiencies within the Towns pedestrian system and offers recommended priority projects for improving system continuity. A detailed Sidewalk Gaps Inventory is included which is intended to serve as a master list of potential projects aimed at yielding a more complete, continuous, and connected pedestrian system over the course of time.

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:

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- Michael Petit de Mange, Principal Planner, AICP
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Town of Camden, Delaware

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- Stephanie Johnson, Director of Planning - DeIDOT Planning
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SIDEWALK NETWORK GAPS STUDY

Town of Camden, Delaware

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EXECUTIVE SUMMARY

This Sidewalk Network Gaps Study has been developed pursuant to a formal request of the Town of Camden, Delaware and in accordance with a Project Agreement between the Town of Camden, Delaware and the Dover Kent Metropolitan Planning Organization dated December 10, 2024. Through this Study, the Town of Camden seeks a Plan for the near-term elimination of Gaps within the Existing Sidewalk Environment and the evolution of a seamless, fully integrated Pedestrian Facilities Network that enables safe, effective, and reliable pedestrian navigation within and around Town.

This Study presents an inventory and analysis of the existing Sidewalk/Pedestrian System within the municipal boundaries of the Town of Camden. Through collection and analysis of existing data and extensive field examination, the composition and extent of the existing Sidewalk/Pedestrian System infrastructure is documented in this Study along with identification and description of all Gaps in continuity of the System. Excluding the frontages of US Route 13, Dover Kent MPO has documented a total of 70 Sidewalk/Pedestrian System Gaps involving 32 separate roadways in Camden for a total of approximately 13.08 Miles+/- of Gaps in the Pedestrian System.

Dominant Pedestrian Trip Generators and Major Constraints for Pedestrians have been analyzed and described along with Present and Future Land Use activities and vacant developable lands within Camden. These elements collectively represent important background data that is essential for conceptualizing an effective future state and formulating recommendations and priority projects.

On May 20, 2025, Dover Kent MPO Staff hosted a Public Workshop for the purpose of informing the public about this Study and to provide opportunity for public input concerning the present state of the Camden Pedestrian System and to solicit ideas, preferences and concerns about the future efforts in pursuit of improvements. During this Workshop we released a Citizens Survey that was available for completion and submission at the Workshop or via the MPO website. The online survey remained available for completion through June 3rd, 2025. Although we received enthusiastic input, the total number of participants was low. The results of the Public Engagement process are presented in Appendix C of this Study.

Upon conclusion of the analytical and public engagement phases of the Study, the MPO Staff initiated work on identification of a short list of recommended priority projects for

consideration by the Town of Camden. MPO Recommendations are presented in this Draft beginning on Page 27.

Existing Conditions Summary Maps, Pedestrian Trip Generators and Major Constraints Maps, along with a complete Sidewalk Gaps Inventory Spreadsheet are included in the Study Appendices. Also included in Appendix E is a summary of potential funding options that may be applicable to Camden in pursuit of addressing the objectives set forth in this Study.

In summary, this Study provides a detailed list of Recommended Priority Actions that:

- 1) target the elimination of specific Gaps in the existing Pedestrian System that will result in improved connectivity to key origin and destination points in Camden;
- 2) that seek to connect and integrate the Camden Pedestrian System with planned pedestrian facilities associated with active State of Delaware Highway Improvement Projects; and,
- 3) that propose enhancements to improve overall Pedestrian Safety throughout the System.

Camden Sidewalk Network Gap Study



Introduction

In the January of 2024, the Town of Camden, Delaware submitted a request to Dover Kent Metropolitan Planning Organization (DK MPO) seeking the development of a Plan to address continuity gaps within its existing Pedestrian System of Sidewalks and Shared Use Pathways throughout Town. This request resulted in the Project being included in the FY25 DK MPO Unified Planning Work Program. A Project Agreement between the Town of Camden and DK MPO was executed on 12/10/ 24 for the development of a Sidewalk Network Gap Study for the Town of Camden.

DKMPO has completed the Project Scope of Work presents this Final Study Document in fulfillment of the Project Agreement. This Final Study includes a review of the Project Methodology, an assessment of Existing Pedestrian Facility Conditions, an Inventory of Existing Sidewalk Gaps, and a list of Recommended Priority Projects for the Town of Camden to consider. Finding and recommendations are presented in this Document and supported by various Maps, Illustrations, Charts, and Photographs.

Project Objective

The primary objective of this Plan is to identify current-day gaps in the Pedestrian Circulation System and to guide the evolution of a more continuous, integrated, and connected Pedestrian System over time. The Pedestrian System of the future is envisioned to be a complete, seamless, safe, and reliable network of sidewalks, shared use pathways, and related pedestrian improvements. This Plan identifies existing gaps and other deficiencies in the existing Pedestrian System and establishes a list of recommendations and potential priority projects for remediation.

Statement of Purpose & Need

As a Town with a rich history dating back to 1783, the built environment that is Camden, Delaware reflects a range of sidewalk types from very narrow brick and concrete walkways to generously wide asphaltic shared use paths. These variations have emerged over the course of many years and are evidence of changing needs, preferences and priorities of

citizens as time goes on. Also present within the existing pedestrian system are gaps where sidewalks are not continuous and paved pathways are missing. Some gaps are relatively short while others are of considerable extent. Camden endeavors to improve its pedestrian environment to provide citizens and visitors with a safe, convenient, and continuous system of sidewalks and pedestrian pathways that connect origins and destinations throughout Town.

Purpose: The purpose of this Study is to identify existing gaps in the Camden pedestrian system and to develop a prioritized list of recommended projects for the town to pursue over time.

Need: The need for this Study is evident in the presence of numerous gaps in the Camden pedestrian system making pedestrian navigation throughout Town difficult, less appealing, and in some instances unsafe. This Study establishes a Plan for the elimination of existing gaps and for avoiding the creation of new gaps in the future as the Town grows.

Performance Measure Statement

As Camden identifies gaps within its Pedestrian System and initiates a process to eliminate those gaps and yield a more complete and continuous system, it is important to establish a performance target and to consider ways to measure effectiveness over time.

For purposes of this Study, we have examined Pedestrian Involved Accident Data for the 10 Year period beginning in 2015 and running through 2024¹. Reportable crashes involve those that occur within the public right-of-way, and not those that occur on private property (e.g. commercial parking lots; private driveways; etc.). Over this period, Camden averaged 2.8 Pedestrian Involved Crashes per year, with relatively minor fluctuations in total crashes from year to year. The following is a list of notable points from our analysis of this 10 Year period to consider:

- From 2015 through 2024:
 - 28 Pedestrian Involved Crashes
 - 25 Occurred during Daylight Hours
 - 64% of Crashes occurred on Private Property (Commercial Parking Lots)
 - 65% of Reportable Crashes involved Personal Injuries

¹ Delaware First Map – Delaware Public Crash Data 2.0

- Most occurred on Wednesday (10) and Friday (5)
- 57% of Reportable Crashes were attributed to Inattentive Driving, Distracted Driving, Fatigue and/or Reckless Driving
 - Only 25% are Attributed to Pedestrian Error

Safe System Approach

Dover Kent MPO in partnership with the Delaware Department of Transportation and other transportation agencies have adopted the US Federal Highways Administrations “Safe System Approach” to transportation planning activities. The Safe System Approach is a guiding standard that places Transportation Safety at the forefront as the primary objective of every transportation planning initiative that we undertake.

With the Safe System Approach as an over-arching guide, we apply the following general principles to our transportation planning efforts as a method to ensure that Transportation Safety is our motivation:

- **Deaths and Serious Injuries are Unacceptable**
- **Humans Make Mistakes**
- **Humans Are Vulnerable**
- **Responsibility is Shared**
- **Safety is Proactive**
- **Redundancy is Crucial**



Figure 1: Safe System Approach to Transportation Planning
Source: Delaware Department of Transportation (DelDOT).

As the Town of Camden pursues the elimination of gaps in the Sidewalk Network and related improvements to Pedestrian System, the overarching goal is to realize improved Pedestrian Safety. To that end, as improvement projects are initiated and completed in Camden over the next ten (10) years, this Plan establishes a Performance Target of zero (0) reportable pedestrian involved crashes in Camden by 2035.

EXISTING CONDITIONS INVENTORY

Methodology

For this Project, DK MPO created an Existing Conditions Base Map at a working scale of 1 Inch equaling 100 Feet (Map Scale: 1" = 100"). This Project Base Map Grid System consists of 32 individual Map Sheets or "Map Tiles" organized in a typical coordinate system involving 9 Rows (lettered "A" through "I") and 5 Columns (numbered "1" through "5") and maintaining the standard Map Sheet ratio of 3:2. This Base Map documents the location and extent of existing sidewalks and pathways along with existing gaps in the Sidewalk Network.

The Project Base Map is displayed upon the most current aerial photography available through the State of Delaware's enterprise Geographic Information System known as Delaware FirstMap (Aerial Imagery dated March 2022). The Base Map Grid System is shown on Page 5 as Exhibit 1.

With the Base Map established, DK MPO imported an Existing Sidewalk Data Layer for Camden prepared by DelDOT and available via FirstMap. The FirstMap Sidewalk information is generalized and was last updated in September of 2023.

With this information as our base, DK MPO prepared individual Map Sheets for conducting a field investigation to locate and measure all existing public sidewalks and other public pedestrian amenities located within Camden. The Project Base Map may be accessed online at: [Camden Sidewalk Overview](#) . A Sidewalk Type Map Legend is accessible from the Tool Bar at the top of the webpage.

Summary of Inventory Findings

Our field work has yielded a comprehensive Sidewalk Gaps Inventory for Camden which list existing gaps in the Sidewalk System throughout the Town. This list includes roadways completely devoid of pedestrian amenities. It is important to point out that the Inventory does not include the easterly and westerly frontages of US Route 13 through Camden as this divided highway is slated to be widened in the coming years. Plans for the US Route 13 Widening Project will add a third vehicular lane in both directions as well as a continuous 10 Foot wide Shared Use Path along the easterly and westerly sides of the highway.

Attached is a spreadsheet entitled “Camden – Sidewalk Gaps Roster” which lists all documented gaps in the Pedestrian System in alphabetical order by the roadway name the gap is associated with (See Appendix D) . This roster lists each gap segment and provides the Beginning Point, Ending Point, corresponding Project Map Sheet, and Gap Length measured in Feet. We have found 32 individual streets with Gaps or missing Sidewalk and a total of 70 discrete Gaps in the Pedestrian System. These Gaps total 13.08 Miles+/- in missing Sidewalk within the Town of Camden.

We have included in this Report three (3) Summary Map Sheets (North; Central; and, South) that reflect the locations of missing Sidewalk within Camden (See Appendix A). Segments of missing Sidewalk are delineated in Yellow on the referenced Maps.

PEDESTRIAN TRIP GENERATORS²

Origins & Destinations

To gain a better understanding of pedestrian movements and limitations in Camden, Dover Kent MPO analyzed the degree to which the existing Pedestrian System provides access to and inter-connection with Primary Pedestrian Trip Generators in and around Town. The seven (7) dominant Pedestrian Trip Generators in Camden are:

- Area Schools – Six (6) Locations
- Brecknock County Park
- Camden Town Center – Retail/Service Commercial
- King Commercial Complex - Retail/Service Commercial
- Camden-Wyoming Little League Complex
- US Route 13 Commercial Frontage
- Rodney Village Shopping Center

The following is a brief assessment of each of these Pedestrian Trip Generators and how well they are equipped to accommodate pedestrian trips, along with recommended enhancements. A map showing the locations of Primary Pedestrian Trip Generators in Camden can be found in Appendix B of this Study.

Camden Area Schools – Six (6) Locations

There are a total of six (6) school facilities within the immediate Camden area. Three (3) of these schools are situated within the Town Limits of Camden. They are: Caesar Rodney High School; Fred Fifer Middle School; and Nellie Stokes Elementary School.

The most significant contributors to regular daily pedestrian movements in Camden observed by the DK MPO Team involve Caesar Rodney High School, Fred Fifer Middle School, and W.B. Simpson Elementary School (in the Town of Wyoming). While the vast majority of students travel to and from these schools by motor vehicle transportation, the neighborhoods in close proximity to these schools generate significant numbers of walkers during the arrival (AM) and dismissal (PM) hours. Each school is provided with pedestrian accommodations in varying degrees along the school



Figure 3: Frontage Sidewalk and Cross-Walk at Caesar Rodney High School

² Field Observations documented in Spring 2025

property frontage, with barrier-free linkage sidewalks to school building entrances.

[Caesar Rodney High School](#). Pedestrian access to Caesar Rodney High School could be enhanced with complete, continuous sidewalk on both sides of West Street, Old Camden Road, and the southerly side of Old North Road.

[Fifer Middle School](#). Fifer Middle School fronts on both Camden-Wyoming Avenue and Center Street. Pedestrian access to Fifer Middle School could be significantly enhanced with the provision of continuous sidewalk on both sides of Center Street and West Street.

[Nellie Stokes Elementary School](#). Nellie Stokes Elementary School is situated along the easterly side of Upper King Road south of the Newell's Creek neighborhood. Pedestrian access sidewalk is currently provided to the rear of the school building from Alice Court within Newell's Creek. Frontage sidewalk was installed along the easterly side of Upper King Road as part of the construction the Newell's Creek Subdivision. However, this sidewalk stops at the northerly perimeter of the Nellie Stokes Elementary School property and does not provide a pedestrian connection to the School Building. To enhance access to this School, it is recommended that the Upper King Road sidewalk be extended along the frontage of the School Property to the Camden Sewer and Water Authority Property a distance of approximately 1,184 Feet+/- . It is further recommended that linkage sidewalk to the front of the school building a distance of approximately 260 Feet +/- along the entrance drive of the School Building be considered with this enhancement.

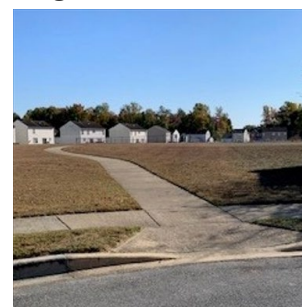


Figure 4: Sidewalk from Alice Court. to back of Nellie Stokes Elementary School

Similar to the sidewalk extension from Alice Court, consideration should be given to providing a pedestrian linkage from the easterly end of Lone Tree Drive through the Newell's Creek Community Open Space to the School Property as well to accommodate pedestrian access from this portion of Newell's Creek and the adjoining neighborhood of Tidbury Crossing.

Three (3) schools situated just outside the limits of the Town of Camden but that serve area residents include W.B. Simpson Elementary School on Old North Road in the Town of Wyoming, Positive Outcomes Charter School at the southeasterly corner of US RT13 and the East Camden Bypass, and the recently established Holy Cross High School located on US Route 13 (Northbound) situated in the unincorporated area.

[W.B. Simpson Elementary School.](#) While W.B. Simpson Elementary is fairly well connected to the pedestrian network, pedestrian access to this School would be enhanced with the installation of sidewalks on the southerly side of Old North Road, West Street and Center Street.

[Positive Outcomes Charter School.](#) Positive Outcomes Charter School is situated along US Route 13 (Northbound) directly across the highway from Wawa and the King Commercial Complex. With the planned widening of US Route 13 from Puncheon Run Connector to Lochmeath Way, slated to begin in 2027, a Shared Use Pathway is planned to be installed along the frontage of this School Property to include a complete signalized pedestrian crosswalk at the US Route 13/East Camden Bypass intersection. With these pending substantial improvements to US Route 13 in this area, Dover Kent MPO has no additional recommendations at this time.

[Holy Cross High School.](#) Holy Cross High School is slated to open in the Fall of 2025 within a recently renovated commercial building located at 2319 South DuPont Highway. This property is located on the northeasterly corner of US Route 13 and the Future Intersection with Old North Road associated with the active East Camden Bypass Project.

Similar to Positive Outcomes Charter School, this new School is situated along US Route 13 (Northbound) and is within the area of the future US Route 13 Widening Project which is slated to receive a paved Shared Use Path along the frontage of the site.

[Brecknock County Park](#)

Brecknock County Park is an 86 Acre +/- public park situated at the northern end of Town and serves as a regional recreational amenity and public gathering space. This Park offers many active and passive recreational amenities, a large scale playground, nature center, ballfields, picnic pavilions and restroom facilities.

This Park adjoins the Camden neighborhoods of Chapel Croft, Weeks Drive, and Pharsailia and also borders lands of the Caesar Rodney School District at Caesar Rodney High School and W.B. Simpson Elementary School. The well-maintained perimeter Park Trail System connects with sidewalks in the Pharsailia neighborhood and includes a Trailhead Access Point at the rear of W.B. Simpson Elementary School. A Shared-Use Path along the frontage of Old Camden Road provides access to the Park from the

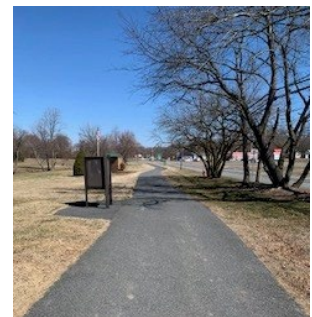


Figure 5: Shared-Use Path along frontage of Brecknock Park

neighborhood of Rodney Village to the north, just outside of Camden Town Limits.

Community events, recreational activities, and youth sports programs are held at Brecknock from time to time throughout the year along with a Summer Arts Program featuring live music and other performances that draw significant numbers of visitors from the broader Central Delaware Region. Such activities draw large crowds resulting in increased pedestrian access to the park from remote parking at Caesar Rodney High School and other locations outside of Brecknock Park. During such events, it is fairly common to find pedestrians walking to Brecknock along the shoulders of Old Camden Road to access the Park.

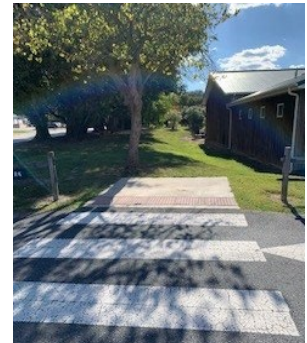


Figure 6: Shared-Use Path
Terminus at Brecknock Park

Pedestrian access to this Community destination would be greatly improved with the addition of complete sidewalks (5 Ft min) along Old Camden Road on both sides of the road. A marked pedestrian crossing of Old Camden Road is recommended at the southerly side of the entrance to Brecknock Park.

Camden Town Center – Retail/Service Commercial

Camden Town Center is a regional shopping and service commercial destination in the Town of Camden totaling 85.58 Acre+/- in area. It is anchored by Walmart Super Center and Lowes Home Improvement Center and includes a number of franchise eateries, retail stores, banks, and an Aldi Market.

This complex adjoins the Newell's Creek and Tidbury Crossing neighborhoods and enjoys very good pedestrian connectivity with these residential communities. An internal pedestrian network is in place within the complex as part of the internal roadway system that provides good pedestrian circulation.

The one aspect of this complex that does not accommodate pedestrian travel very well is along the frontage of US Route 13. The highway frontage of this complex is presently devoid of sidewalk of any kind presently. This shortcoming is planned to be remedied in the future with the installation of a 10 Foot Wide Shared Use Path on both sides of US Route 13 as part of the widening of US Route 13 from Puncheon Run Connector to Lochmeath Way. This State of Delaware project is planned to include signalized pedestrian crossings at both the main entrance to the Town Center at Thomas Harmon Drive and at the Lochmeath Way intersection with US Route 13. The future Shared Use Pathways and Signalized Crosswalks

represent major pedestrian safety advancements that will benefit area residents, neighborhoods and businesses.

King Commercial Complex - Retail/Service Commercial

This relatively recent commercial development is situated along the westerly side of US Route 13 between the signalized intersections of East/West Camden Bypass and Voshell's Mill Road. A service road known as King Boulevard is located west of and parallel with US Route 13 and provides secondary frontage and access to a variety of popular retail destinations including Wawa, McDonald's, Chipotle Mexican Grill, and Jersey Mike's Sandwich Shop. King Mini-Storage is a more recent development along the westerly side of King Boulevard.

This complex includes a complete pedestrian circulation network serving each commercial establishment featuring a 10 Foot wide asphaltic Shared Use Path along the entire US Route 13 frontage and 5 Foot wide sidewalk along King Boulevard with linkage sidewalks to each establishment in the complex. Also included in the original construction is a paved pad site for a future transit stop shelter that adjoins the Shared Use Path along US Route 13. Recently, as part of the King Mini Storage complex, 5 Foot wide sidewalk has been installed along the northerly side of Voshell's Mill Road for the entire length of the site with connection to frontage sidewalk associated with the Camden Town Hall property to the west.

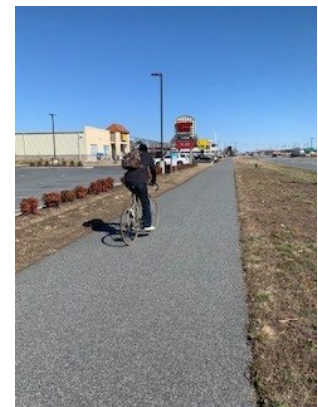


Figure 7: Shared-Use Path along US Route 13- Southbound at King Commercial Complex

This complex is the best example in Camden of recent construction that has included pedestrian circulation improvements as a priority throughout the entire site. As the West Camden Bypass is constructed beginning in 2026, it will be important to ensure that pedestrian facilities are extended along the entirety of the new road to Upper King Road and connected with the existing sidewalk network within the King Commercial Complex.

Camden-Wyoming Little League Complex (CWLL)

Although this facility is located in the Town of Wyoming and not within the corporate limits of Camden it is immediately adjacent to town and is an important community gathering place for youth sporting events situated within the Camden-Wyoming community. This property is a complex of baseball, softball and football fields consisting of over 20 Acres of land with

improvements and parking situated on Remus Lane along the westerly side of Willow Grove Road (DE RT 10). This complex is currently not connected nor accessible via sidewalks or any other existing pedestrian system improvements.

As a popular destination for youth sports activities, the users of this complex would benefit from the addition of pedestrian improvements that would connect it to the broader municipal pedestrian network with Camden and Wyoming.

It is recommended that standard Camden sidewalk (5FT wide) be considered along the easterly side of Willow Grove Road from South Street to Remus Drive along with a marked crosswalk at Remus Drive. This crosswalk should be accompanied by a button-activated Rectangular Rapid Flash Beacon (RRFB) on each side of the crosswalk to enable pedestrians to alert motorists in both directions of the presence of pedestrians actively crossing the roadway.

US Route 13 – East Side Commercial Frontage

Most parcels fronting along the easterly side of US Route 13 through Camden are commercial use properties situated outside of Town Limits. A variety of retail and service commercial uses are present along the east side of US Route 13. Many are within a reasonably close walking distance to surrounding residential neighborhoods. However, most commercial destinations in this area are currently not provided with sidewalks for safe pedestrian access. High vehicular traffic volumes and travel speeds combined with a complete lack of sidewalk and other pedestrian accommodations make this area hazardous for pedestrians.

The easterly side of US Route 13 would be significantly enhanced with the establishment of frontage sidewalks with linkages to commercial properties along with marked pedestrian crosswalks at signalized intersections and within commercial vehicular site entrances in the vicinity.

Rodney Village Shopping Center

Similar in composition to commercial properties along the east side of US Route 13, Rodney Village Shopping Center on the west side of US Route 13 adjoins Camden at the north end of Town. This unincorporated commercial property lacks provisions for pedestrian travel along US Route 13. A variety of retail and service establishments are located in this Shopping Center within reasonable walking distance of established residential neighborhoods.

Pedestrian accessibility to this activity center would be significantly enhanced with linkage sidewalk from Old Camden Road to the shopping center frontage on US Route 13. Marked pedestrian crosswalks at signalized intersections would further enhance access to this neighborhood commercial center from origins and destinations on the westerly side of US Route 13.

MAJOR CONSTRAINTS FOR PEDESTRIANS

When advancing a vision of a more seamless, interconnected, and continuous pedestrian network for a Community, it is important to identify the existing constraints that present challenges and obstacles to achieving that vision. The following constraints have been identified and further explained as follows (see Appendix B Major Pedestrian Constraints Map):

- US Route 13
- Lochmeath Way
- Legacy Constraints
- Railroad Crossings
- Temporary Constraints
- Public Resistance

US Route 13 – South DuPont Highway

US Route 13 is a busy four (4) lane divided highway that runs north-south along the easterly side of Camden for a distance of approximately 3.25 Miles+/- . This Principal Arterial Highway through Camden is largely a commercial corridor with a multitude of commercial site entrances and configurations involving a wide range of destination points. As a divided highway within an urbanized community, it presents a significant constraint to safe, effective, and convenient pedestrian travel and crossing. The most recent traffic counts for segments of US Route 13 through Camden indicate Annual Average Daily Traffic (AADT) numbers ranging from 35,000 to 42,000 vehicles per day.³

There are six (6) fully signalized intersections on US Route 13 within the limits of the Town of Camden. It is at these signalized intersections where vehicular traffic flow is better controlled and regularly interrupted that safe and effective pedestrian crossing may be best accommodated. The distance between controlled intersections varies greatly with the shortest distance being 783 Feet (0.15 Miles) and the longest being over 2,000 Feet (0.39 miles). Random pedestrian crossing of US Route 13 at locations other than at controlled intersections is extremely dangerous due to travel speeds and high traffic volumes.

The posted Speed Limit through Camden is 45 MPH for both directions. The highway includes a center grass median of varying width for its entire length through Camden. With

³ Source: *DelDOT 2024 AADT Map Data*

a few notable exceptions described above, the majority of the roadway frontage lacks accommodations for pedestrians at the present time.

The current characteristics of this roadway as described above collectively present a significant barrier to safe and convenient pedestrian travel within this corridor in many respects. Plans to widen US Route 13 include provision for continuous 10 Foot wide Shared Use Pathways on both sides of the highway, with fully signalized Pedestrian Crosswalks to be established at each signalized intersection represent significant enhancements for safe pedestrian travel within this important destination corridor.

Improvements to restrict random mid-stream crossing and to direct pedestrians to designated signalized crossings should be incorporated in the plans for widening US Route 13. Such improvements may include landscaped berms and barrier fencing within medians and pedestrian scale wayfinding signage to both warn of high-hazard crossing areas and to direct pedestrians to signalized crossing locations.

Lochmeath Way

The northerly side of Lochmeath Way is provided with very good Pedestrian accommodations from the Tidbury Crossing neighborhood, eastward to Walmart Drive at Camden Town Center. A Gap exists from Walmart Drive to US Route 13 which should be eliminated in the future to coincide with the addition of a 10 Foot wide Shared Use Path as part of the US Route 13 Widening Project. With the US Route 13 Widening Project being several years away from initiation, it is recommended that DelDOT implement an interim signalized pedestrian crossing at this intersection in the near term.

A much more significant constraint exists at the westerly end of Lochmeath Way between Tidbury Crossing and Upper King Road (see Figure 8 below). A 10 Foot wide Shared Use Path that runs for the entire frontage of Tidbury Crossing abruptly terminates at the westerly perimeter of Tidbury Crossing into a residential driveway on the neighboring property. Six (6) single-family residential structures along with five (5) driveways exist within this space in close proximity to right-of-way of Lochmeath Way, making provision for pedestrian access to Upper King Road difficult.



Figure 8: Lochmeath Way – West End near Upper King Road

Consideration should be given to a realignment of the westerly end of the Shared Use Path to allow for a transition to a standard 5 Foot wide Sidewalk within the existing right-of-way on Lochmeath Way from Tidbury Crossing to Upper King Road. Under this scenario, the Sidewalk configuration would be very similar to the transition from 10 Foot asphaltic path to 5 Foot wide concrete sidewalk that occurs at the easterly end of Tidbury Crossing property.

A critical first step in pursuit of addressing this constraint would be to engage each effected property owner to discuss the objective of safe pedestrian travel in this location and to provide an opportunity for input. In situations like this Property owner support is usually critical to achieving a successful and effective outcome.

Legacy Constraints

As a town with a rich history that dates to its founding in 1783, Camden has been evolving for over 240 Years. That evolution is documented in part within the physical qualities and extents of its transportation systems. As part of the overall transportation system the pedestrian environment within Camden has adapted and evolved with the times, needs, and preferences of the citizens of the town.

Today, the Camden Town Subdivision Code enacted in 2007 establishes a standard of 5 Foot wide sidewalk to be constructed along all public rights-of-way with new subdivisions of property within Camden. It appears that the Town has been enforcing this requirement consistently since its enactment. However, a variety of sidewalk gap conditions exist in Town resulting from land subdivision and development activity that took place prior to enactment of the Sidewalk Ordinance requirements. Many secondary residential streets within the older neighborhoods in town characterized by a gridded street pattern, currently lack sidewalks altogether. Most main thoroughfares and commercial streets in the older portions of Town may include existing sidewalks that are considered non-conforming with respect to current Camden standards for sidewalk width and accessibility requirements.



Figure 9: Typical 5 Foot Sidewalk in the Pharsalia Neighborhood as per Camden Code

In cities and towns, it is very common to find situations that do not conform with contemporary standards and expectations. In contrast to the Code compliant Sidewalk shown above, below are a few examples of non-conforming sidewalks in Camden today:

Non-Conforming Sidewalk Widths with Various Obstructions



Utility Conflicts



ADA Conformity Issues



Existing Sidewalk Terminations & Related Non-Conformities



Additional Examples of Non-Conformities



Railroad Crossings

There are two (2) railroad crossing locations in or adjacent to Camden Town Limits that present concerns for the provision of safe and effective pedestrian crossings. The first is at the railroad crossing of DE Route 10 (Willow Grove Road). The future residential development of Savannah Farms (discussed in more detail below) will necessitate the installation of an ADA compliant pedestrian railroad crossing at this location. The actuated railroad crossing gate should be equipped and designed to warn and protect pedestrians and cyclists along with motor vehicles.

The second railroad crossing of concern in Camden is on Bison Road, adjacent to the Tamarack Development on the easterly side of the railroad tracks, and properties west of the railroad tracks fronting on Bison Road that have been annexed into Camden (discussed in more detail below). Similar to the DE Route 10 crossing, this crossing should be upgraded to ADA compliant pedestrian standards and signalized to warn and protect pedestrians and cyclists along with motor vehicles.

Temporary Constraints

West Camden Bypass (Temporary Constraint)

The West Camden Bypass Project will incorporate significant pedestrian and bicycle facility improvements. The first phase of this Project referred to as the East Camden Bypass is currently underway east of US Route 13. The West Camden Bypass represents the second phase of construction with completion slated by 2028. While these projects proceed toward completion, an important consideration should be how the Camden pedestrian system will incorporate these improvements and connect them to the larger Camden pedestrian system.



Figure 10: West Camden Bypass (excerpt) - Proposed Roundabout at Upper King Road and South Street

Public Resistance

As plans are prepared to develop a more continuous and connected pedestrian system, changes to the physical landscape and resultant pedestrian travel patterns may be met with public concern from time to time and from location to location. As potential pedestrian system improvements are identified, it will be important to share these ideas with the public and to provide opportunities for citizen participation and input. Public input is an essential ingredient to the formulation of priorities moving forward.

LAND USE: PRESENT & FUTURE

Camden is a full service municipality with an incorporated area of 3.69+/- Square Miles situated entirely within the Kent County Growth Zone. The Delaware Population Consortium projects the 2025 resident population of Camden to be 4,416 persons. This reflects an 18.74% increase in Total Population in Camden since the 2020 Decennial Census (pop - 3,719). Based on this information, the Town of Camden leads all municipalities in Kent County in population growth for the 5 Year period since 2020. By comparison, the total Kent County population has grown 5.47% over the same period.

The Town of Camden annexed over 850 Acres of land into Town Limits over a six year period from 2007 to 2013. Most of this annexed land is situated to the south and west of the center of town and remains in agricultural use at the present time. In total, over 1,000 Acres of vacant developable land currently exists within the corporate limits of Camden.

Lands Zoned R-3 (Multi-Family Residential)

Three (3) significant tracts of land totalling 392.37 Acres+/- are zoned R-3 (Multi-Family Residential). The Savannah Farms tract on the west side of town includes 225.10 Acres+/- of land in Camden zoned R-3 that is planned for mixed-use residential development. Another sizable tract of developable land totaling 105.85 Acres+/- that is currently in agriculture use is situated along the westerly side of Upper King Road immediately south of the future West Camden Bypass and is also zoned R-3. Rounding out the vacant developable R-3 lands is a tract of approximately 40 Acres+/- fronting on the easterly side of Upper King Road, directly across from Bison Road, and being part of the Peters Cooper Farm property south of Lochmeath Way.

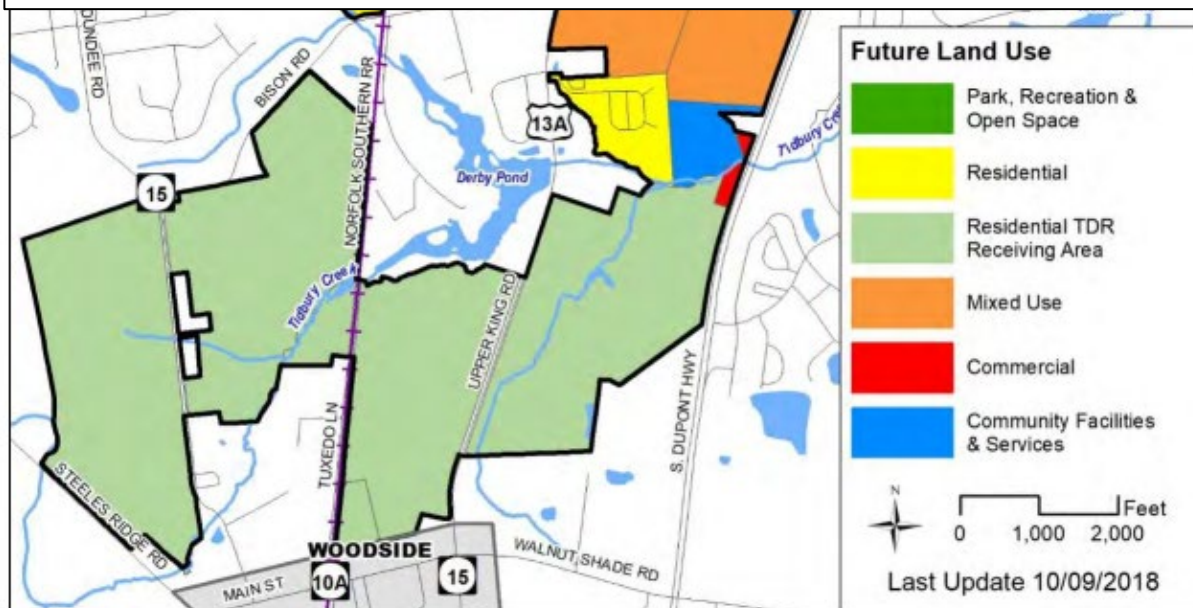
The Savannah Farms Project is a large scale residential development fronting on DE Route 10 (Willow Grove Road) and DE Route 15 (Moose Lodge Road) that includes 136 Acres+/- in neighboring Wyoming that is zoned R-1 for Single-Family Residential uses. Savannah Farms proposes a total of 1,114 Dwelling Units: 888 DU's in Camden including Single Family Detached (211), Duplexes (88), Townshouses (277), and Apartments (312); and, 226 Single Family Detached DU's in Wyoming. This tract of land also borders the westerly right-of-way line of the Delmarva Central Railroad Freight Line that runs north-south through Kent County and includes an at-grade crossing of DE Route 10 immediately east of planned entrance to the Savannah Farms Development. Plans for this development should include pedestrian improvements along the DE Route 10 frontage to include safe, ADA compliant pedestrian

crossing of the active railroad crossing. Ideally, a 10 Foot wide Shared-use-path would be provided along the northerly side of DE Route 10 from Savannah Farms to connect with the Future West Camden Bypass improvement.

Lands Zoned AG (Agriculture)/ TDR Receiving Areas

The annexations briefly mentioned above include approximately 579.50 Acres+/- of land in active agricultural and zoned AG (Agriculture). These large farm tracts located at the southerly end of Camden corporate limits partially border the Town of Woodside and are designated as potential Receiving Areas for the application of Transferable Development Rights (TDR). In 2007, the Town of Camden adopted a TDR Receiving Area Ordinance that is designed to work with the TDR Program enacted by Kent County in 2004. The 2019 Camden Comprehensive Plan specifically identifies these properties as Residential TDR Receiving Areas within its Future Land Use Plan (See Figure 11). According to the Camden Ordinance, a TDR Receiving Area may develop at a maximum density of 7 Dwelling Units per Acre which is similar to the 8 Dwelling Units per Acre achievable in the R-3 District.

Figure 11: 2019 Camden Comprehensive Plan Update: Excerpt from Future Land Use Map



Adopted May 6, 2019, Ordinance 2019-O-01, Certified by the Governor on June 17, 2019

PUBLIC ENGAGEMENT

Understanding the needs and preferences of the public is integral to any public planning endeavor. The Scope of Work for this Study includes a Public Engagement element for the purpose of creating opportunities to citizens to participate in the process of identifying community concerns and possible solutions relative to the Pedestrian System in Camden.

On May 20, 2025, DK MPO hosted a Public Workshop at Camden Town Hall to afford the public the opportunity to learn about this Study and to offer input and share ideas for improving the Pedestrian Circulation System in Camden. Notice of the Public Workshop was posted at various physical locations including Camden Town Hall, on the websites of both Town of Camden and Dover Kent MPO, and via the social media platforms of both entities. In addition, notice of the Public Workshop was included in the Utility Billing issued in late April by the Camden Sewer and Water Authority. The results and analysis of the Public Workshop and related information are presented below.

The Workshop was a “drop-in/free-flow” format with static Project Boards and was led by MPO Staff. The Project Boards were designed to provide detailed information and map data pertaining to the current state of the Pedestrian System in Camden. MPO Staff Members received visitors and individually walked them through the Project Boards to explain the Existing Conditions data collected pertaining to sidewalks, trails and shared use paths. Participants asked questions concerning the purpose and intent of the Project and shared their ideas and concerns relative to Sidewalks and Pedestrian Amenities in Camden. A total of 10 Persons signed in and attended the Workshop.

A Project Questionnaire was offered for attendees to complete and leave behind or to take with them to complete and send in. Post cards with a QR Code were also offered for persons to take with them to respond to the Questionnaire online via the Survey Sparrow app. No attendees completed the Questionnaire on site during the Workshop. A total of five (5) Questionnaires were completed and submitted online.

Public Comments/Input from Workshop:

Some of the comments and themes that Workshop attendees shared include:

General Comments:

- Need safer, wider sidewalks
- Good paths for schools and existing businesses
- Link existing open spaces
- More open space and more trees
- In older areas, sidewalk on one side of Street should be sufficient
- Build more Crosswalks
- Concerns with speeding traffic (specifically Old Camden Road)
- Concern with/opposition to sidewalk installation in front of their property
- Appreciation that the Town of Camden is taking a serious look at the sidewalk network
- Are groundwater recharge areas being looked at as part of the project?
- Definitely some gaps in the downtown but not much room for new sidewalks; students walking in this area, bad sightlines at intersections

Location Specific Comments:

- Safety concerns with persons crossing busy roads, like US RT 13
- Interest in sidewalk connection between Caesar Rodney HS and Brecknock Park along Old Camden Road as a priority
- Opposition to sidewalk connection between Caesar Rodney HS and Brecknock Park along Old Camden Road
- Add crosswalks and a flashing beacon (RRFB) at the entrance to Chapel Croft
- Difficult to walk anywhere from The Reserve on East development
- Brecknock Park is very isolated, difficult to access for both pedestrians and motorists
- Light pole in the way at Atlantic Apothecary (corner of Camden-Wyoming Ave and Main Street)
- No safe way to walk to Nellie H. Stokes Elementary School
- There won't be many nonmotorized connections to and from Savannah Farms
- The sidewalks on Camden-Wyoming Ave are "bumpy" because of the incline of driveways

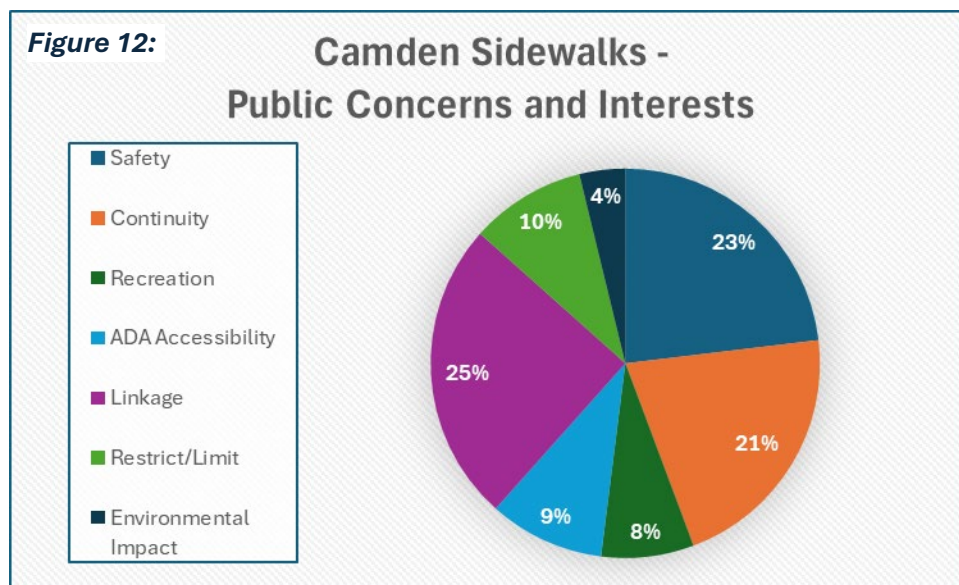
- William Street is a dead-end, low-volume street and does not need sidewalks

Town Policy Comments:

- Mechanisms to generate funds to support and expand pedestrian improvements such as an impact fee on new development and a surcharge on building permits
- Support idea of an Ordinance to require new development to connect with existing Sidewalk Network
- Establish Town priorities for eliminating gaps in the Sidewalk Network

Public Priorities and Concerns:

The Chart below reflects the type and frequency of Public Comments received by categories of concern and interest. As the Chart indicates, Pedestrian Safety (23%), System Continuity (21%), and Sidewalk Linkages (25%) where the three (3) dominant themes that have emerged through public input.



Online Questionnaire Comments/Input:

The online Questionnaire remained open for response through the close of business on June 3, 2025. This allowed two (2) full weeks after the Workshop for citizens to provide input.

Respondents to the online Questionnaire reveal that:

- Most like to walk for Recreation and Exercise

- Almost all walkers encounter gaps in the Camden Sidewalk Network
- Many indicate that they encounter or are aware of damaged Sidewalks in Camden
- A majority of respondents believe that some existing Sidewalks are unsafe to use
- Nearly all respondents would like Sidewalk to connect to desirable locations
- Sidewalk connections to parks and playgrounds are important to most respondents
- Some respondents indicate an awareness of missing Marked Crosswalks in Camden

Responses to the online Questionnaire reveal concerns with pedestrian safety and existing sidewalk gaps and damage that hinder pedestrian circulation. Specific locations identified include:

- North and South Main Street (Gaps, Damage, Marked Crosswalks)
- Old Camden Road (Between CRHS and Brecknock Park)
- Camden Wyoming Avenue (damaged sidewalk)
- West Street (No Sidewalk)
- Willow Street (No Sidewalk)
- US Route 13 (Marked Crosswalks at Intersections)

Various additional comments provided via the online Questionnaire are summarized as follows:

- *“Sidewalks should be increased in Town to accommodate large numbers of school-aged people who walk”*
- *“Consider establishing a “user impact fee” on new development (housing and business) to offset the costs to existing residents”*
- *“We need a consistent Comprehensive Plan”*
- *“No need for sidewalk improvements in Camden as there is almost nothing in Camden that would entice people to walk – no restaurants or shopping”*
- *“No reason to walk in Camden because there is no thriving Downtown”*
- *“A thriving Downtown would make me want to walk more”*

DKMPO’s Online Survey revealed that respondents most often like to walk for Recreation/Exercise, to visit Friends and Neighbors, and to access Shopping and Employment.

The predominant concerns expressed by Citizens as deterrents to Pedestrian travel are:

- Locations in Town that lack paved Sidewalks
- Existing Sidewalks that are damaged and/or unsafe for Pedestrians
- Gaps in the Sidewalk Network
- Lack of Downtown attractions to walk to (restaurants, shops, etc.)

Respondents have provided written comments that indicate an interest in walking more if:

- Sidewalks provided connections to desirable locations/destinations in Town
- Sidewalks provided safe travel to parks and playgrounds
- Shade trees are planted along Sidewalk Routes

Appendix A contains a spreadsheet that details all of the Public Commentary received during our Public Workshop of May 20, 2025 and the categories of concern and interest that they align with. Also attached is a summary report of the results of our Online Questionnaire generated by Survey Sparrow.

Input offered by participants at the Workshop along with information and preferences gathered from citizens via the Project Questionnaire have been analyzed and applied to the development of a list of potential priority projects. This information in conjunction with the Existing Conditions Inventory and Major Origin and Destination Locations has been shared with Camden Officials as a list of Priority Project have been identified.

TITLE VI (NON-DISCRIMINATION) CONFORMITY

The Scope of Work for this Study includes an assessment of impact on compliance with provisions of Title VI of the Civil Rights Act of 1964 and with the Dover/Kent MPO Title VI – Environmental Justice Report dated November 2023.

The Civil Rights Act of 1964 prohibits discrimination in the United States on the basis of race, color, or national origin in any program or activity that receives Federal financial assistance. Dover Kent MPO has adopted a plan to guide its actions to ensure that the principles of Title VI are applied and upheld in all undertakings of the MPO.

With respect to transportation systems, the overarching objective is to promote fair and equitable access for all citizens to all available transportation options in the community. This means that sidewalks and pedestrian pathways, as integral elements of a complete transportation system are safe, reliable, accessible, continuous, and in good repair throughout the entire community.

Figure 13: Town of Camden Equity Focus Areas

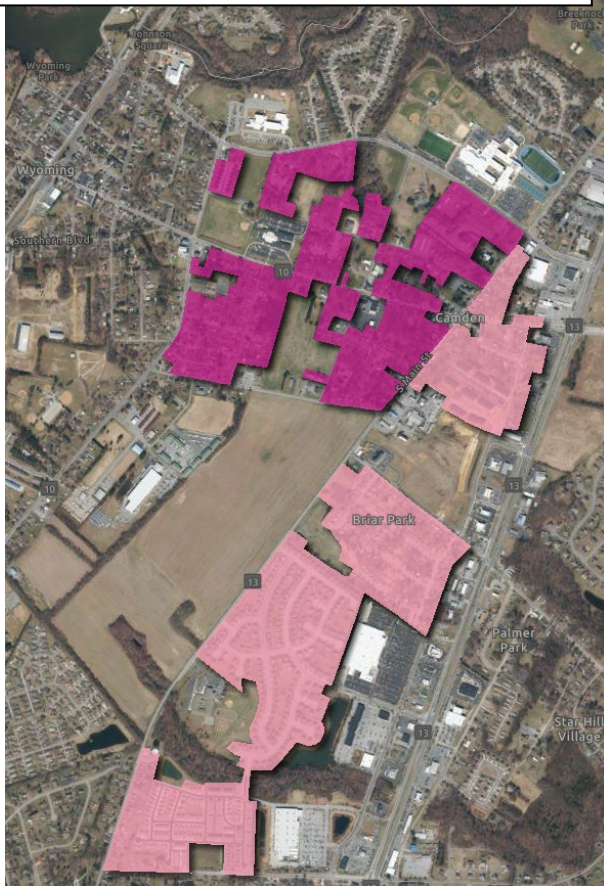


Figure 13 is an excerpt from the Delaware Department of Transportation's Equity Analysis Tool which identifies Equity Focus Areas. The purple shaded area shown here is the central Camden area bounded by Old North Road, Caesar Rodney Avenue to the west, South Street, and Main Street to the east. This area is identified as a Significant Equity Focus Area due to it having a Median Household Income significantly below the State Median Household Income (40% below State Median Household Income).

The pink shaded area situated between Main Street and US Route 13, from Old North Road south to Lochmeath Way is identified as a Moderate Equity Focus Area due to an above average minority population (African American – 2 times State Average).

As Camden contemplates Sidewalk Gap Projects, this information will aid in identifying priority projects that address pedestrian needs across the entirety of Camden.

The MPO's Title VI Plan points out that low-income communities often lack safe sidewalks and pedestrians are more likely to be injured or fatally injured in low income areas. Lack of adequate, continuous sidewalk can contribute to social isolation and exclusion particularly for persons from lower income households, persons with disabilities, and persons that do not have access to personal transportation. The MPO Title VI Plan highlights the importance of providing equal access to the essentials of everyday life such as, but not limited to: 1) Employment; 2) Schools; 3) Healthcare; and, 4) Grocery Stores.

In compact communities, towns, and cities, a system of continuous, complete sidewalks and other pedestrian pathways can significantly enhance mobility and quality of life for all persons. The benefits of a connected and continuous pedestrian system include:

- Accessibility to essential destinations
- Reduced travel distances
- Travel route options
- Walking as a viable/attractive travel option
- Increased physical activity & related health benefits
- Access to Public Transit Stops – Enhanced utilization of transit

Title VI Summary Assessment

Analysis of the existing Pedestrian System and identification of gaps that restrict and/or inhibit pedestrian activity in Camden is a beneficial step in pursuit of a more complete multi-modal transportation system. This Study has identified 32 separate roadways throughout the Town of Camden that involve existing gaps in the Pedestrian System. The determining factor for the presence or absence of sidewalk in Town appears to be directly tied to the period of time of development and what the requirements (or lack thereof) and preferences were at the time of development. We do not perceive any intentional bias or discrimination in our analysis of the current state of the Pedestrian System in Camden.

Pursuing a more complete Pedestrian System through the systematic elimination of Sidewalk Gaps will benefit the public and the citizens of Camden and therefore will have a Positive Impact on the community.

RECOMMENDATIONS – Priority Gaps for Elimination

The Town of Camden is roughly 3.9 Miles in length from north (Brecknock Park) to south (Town of Woodside) and approximately 1.9 Miles in width (from Moose Lodge Rd to US RT13). The relatively compact municipal area of 3.75 Square Miles +/- lends itself to the evolution of a complete Pedestrian Network over time.

An initial review of the Camden Pedestrian Network reveals that gaps are wide spread and can be found on almost every street in Town. While this may be true, and in a perfect situation all existing sidewalk gaps would be of equal weight for elimination, a strategic, targeted approach may be more appropriate and effective in eliminating specific gaps that would greatly improve pedestrian circulation and access to important origin and destination points. Based upon public comments received, a more targeted approach may also directly address some of the pressing concerns identified by members of the public.

The following is a list of potential priority projects that would yield connections and linkages along key North/South and East/West travel corridors within Camden town limits. Pre-design Cost Estimates intended solely for project budgeting purposes have been developed for each of these projects. Cost estimates presented here assume an average cost of \$85 per Linear Foot for construction (materials & labor) of Camden standard 5 Foot wide Sidewalk (Portland Cement Concrete with a 10% contingency added [e.g. (LF Sidewalk x \$85) X 1.1 = Cost Estimate].

Connections & Linkages

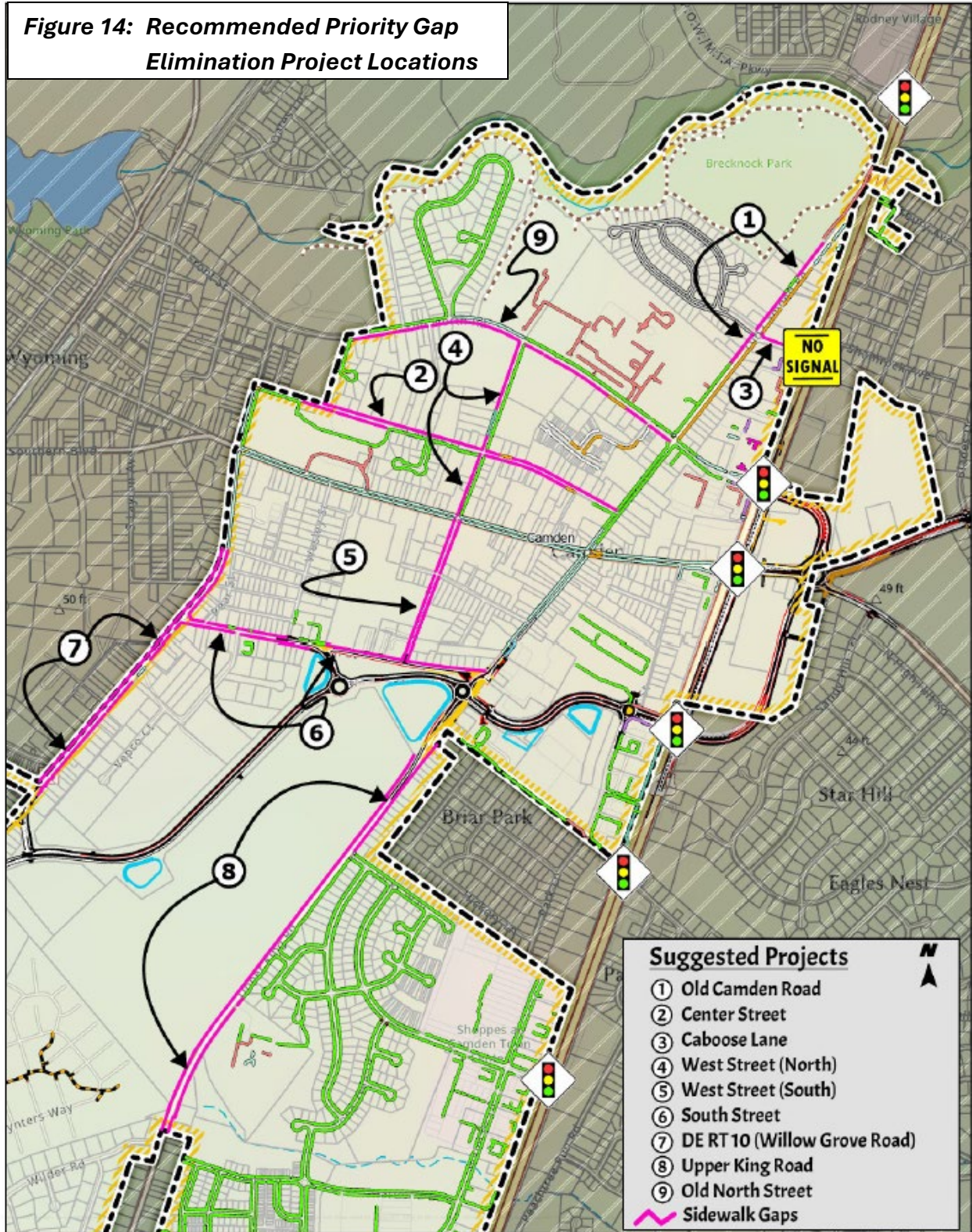
- **Old Camden Road** – 5 FT PCC Sidewalk along westerly side (**DeIDOT**)
 - Two (2) Gaps totaling 1,120.0 LF+/-
 - Estimated Cost = \$ 104,720.00 +/-
- **Center Street** – 5 Ft PCC Sidewalk along northerly and southerly side (**Camden**)
 - Five (5) Gaps totaling 4,528.85 LF+/-
 - Estimated Cost = \$ 423,447.50 +/-
- **Caboose Lane** - 5 Ft PCC Sidewalk along northerly side (**DeIDOT**)
 - One (1) Gap totaling 453.5 LF+/-
 - Estimated Cost = \$ 42,402.25 +/-
- **West Street (North)** - 5 FT PCC Sidewalk along westerly side (**Camden**)
 - Three (3) Gaps totaling 1,350.0 LF+/-
 - Estimated Cost = \$126,225.00 +/-

-
- **West Street (South)** - 5 FT PCC Sidewalk along easterly and westerly side (**Camden**)
 - Two (2) Gaps totaling 2,615.0 LF+/-
 - Estimated Cost = \$ 244,502.50 +/-
- **South Street** - 5 Ft PCC Sidewalk along northerly and southerly side (**Camden**)
 - Two (2) Gaps totaling 1,833.61 LF+/-
 - Estimated Cost = \$ 171,442.54 +/-
- **DE RT 10 (Willow Grove Road)** - 5 FT PCC Sidewalk along easterly side (**DelDOT**)
 - Gap totaling 852.38 LF+/- (South Street to Remus Lane at CWLL Entrance)
 - Estimated Cost = \$ 79,697.53
- **Upper King Road** - 5 FT PCC Sidewalk along easterly and westerly side (**DelDOT**)
 - Four (4) Gaps totaling 11,140.02 LF+/-
 - Estimated Cost = \$ 1,041,591.87 +/-
 - Phase 1 – Jacks Way to Voshell Mill Rd (1,321.36 LF) = \$123,547.16
 - Phase 2 – Newell’s Creek to CWSWA Tower (1,184.04 LF) = \$ 110,707.74 +/-
 - Phase 3 – CWSWA Tower to Tallman Dr (3,744.59 LF) = \$ 350,119.17 +/-
 - Phase 4 – West By-Pass to Wilder Rd = (4,890.03 LF)= \$ 457,217.81 +/-
- **Old North Road** - 5 FT PCC Sidewalk along southerly side (**DelDOT**)
 - Four (4) Gaps totaling 3,049.87 LF+/-
 - Estimated Cost = \$ 285,162.85 +/-
 - Phase 1 – Blairs Ct to North West St (1,522.72 LF) = \$ 142,374.32 +/-
 - Phase 2 – North West St to Old Camden Rd (1,527.23 LF) = \$ 142,796.01 +/-

The Gap Elimination Projects listed above are recommended as priority projects because they would connect significant Pedestrian Trip Generators and important destinations in Camden and would greatly enhance pedestrian system continuity, scale and general walkability of Town (see Figure 14 for Project Locations). It is important to point out that several of these roadways are under the jurisdiction of the State of Delaware and as such shall be subject to DelDOT Construction Documentation and Permitting requirements (Old Camden Rd, Caboose Ln, Willow Grove Rd, Upper King Rd, and Old North Rd). The Estimated Costs provided are Labor and Material Construction Cost Estimates only and do not include cost estimates for Field Survey, Engineering Design, Utility Relocations, Stormwater Management, State Permitting, Traffic Management, and related costs.

A complete alphabetized list of Sidewalk Gaps is provided in Appendix D of this Report. This list segregates the Sidewalk Gaps by Road Functional Class and provides location and dimensional details along with Cost Estimates for budgeting purposes.

Figure 14: Recommended Priority Gap Elimination Project Locations



GENERAL RECOMMENDATIONS

While the scope of this Study is focused on locational gaps in the Pedestrian System and on identifying priorities for elimination of gaps, there are related aspects of the pedestrian environment that should also be considered in this context. This section highlights a few model ordinances developed by Dover Kent MPO that could be employed to enhance development proposals and system improvement plans as Camden pursues a more complete, continuous Pedestrian Environment. These recommended models derived from a Dover Kent MPO publication entitled “*Suburban & Community Street Design Standards Project*” should be viewed as basic framework modules that can be considered collectively or separately and modified and tailored to meet the specific needs and intentions of Camden.

Marked Pedestrian Crosswalks

Marked Pedestrian Crosswalks are recommended at all Sidewalk and Shared Use Path Intersections with Collector and Arterial Roadways, and at Vehicular Site Entrances other than individual residential driveways. An illustrated model ordinance for establishing a Marked Crosswalk regulation is provided Appendix E for consideration (see Appendix E: *Marked Crosswalks*). It is recommended that Camden consider adoption of a similar Code provision. Another good reference for Marked Crosswalk ordinance consideration can be found in Chapter 187 of Kent County Code (ref. KC Code Chapter 187, Section 61 *Marked Crosswalks* <https://ecode360.com/7601134#7601134>).

At non-signalized Collector Road intersections, it is recommended that marked crossings be equipped with Rectangular Rapid Flashing Beacons (RRFBs) or other pedestrian warning signals whenever possible. RRFBs are useful for alerting motorists of the presence of pedestrians: they can reduce crashes up to 47%, and in some cases they have been found to

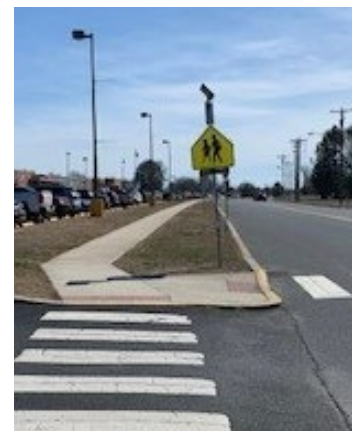


Figure 15: Rectangular Rapid Flashing Beacon near Caesar Rodney High School

increase motorist yielding by up to 98%.⁴ A local example of an RRFB installation can be found on Old North Road, a Minor Collector Road, at the intersection with West Street near Caesar Rodney High School (see Figure 15).

Lighting of Pedestrian Routes

As indicated previously, most of the existing and planned Pedestrian Routes in Camden are associated with roadways. Adequate levels of illumination of streets and roadways are extremely important considerations for the safety and security of both motorists and pedestrians. For pedestrians wishing to travel after daylight hours, the adequacy of route lighting directly relates to perceptions of security and can often be the primary determinant when deciding whether to walk or not to walk.

As Camden pursues a more complete and continuous system of Sidewalks and Shared Use Paths, it is recommended that part of that work involve ensuring that adequate illumination of pedestrian routes is provided throughout Town.

Dover Kent MPO has previously developed a model Street Lighting Ordinance for consideration of adoption by local governments that have jurisdiction over land use and development approval processes. In Appendix E, we have included a slightly modified version of the Model Street Lighting Ordinance referenced above for consideration by Camden (see Appendix E: *Street Lighting*).

Sidewalk Ordinance Considerations

It is important to consider that many new sidewalk installations are being built in association with private sector land development activity. This is typically due to the presence of Land Development Code provisions that require pedestrian improvements as part of site development approval process. Effective code requirements will balance important public objectives in a way that is in scale with and reasonably proportional to the land use activity being proposed.

⁴ “Rectangular Rapid Flashing Beacons (RRFB).” Federal Highway Administration (FHWA). <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>.

In 2007, the Town of Camden adopted new set of Land Subdivision Regulations known as Ordinance #82. As part of this Ordinance, the design and installation of Sidewalks became a required element for all future subdivision plans proposed in Camden. Article 4 of the Ordinance specifies a minimum Sidewalk width of 5 Feet to be installed in accordance with construction specifications issued by the Town and as directed by the Camden Land Use Department. This Ordinance indicates that additional walkways not aligned with subdivision streets may be required through the subdivision review process to provide access to community facilities such as schools, playgrounds, and shopping centers. Since adoption, with the emergence of new developments, it appears that Camden has been consistent and thorough in its application of these regulations.

In 2023, Camden enacted a new Zoning Ordinance. Section 240-48 of the Zoning Code establishes Site Plan Review Requirements and criteria for the Camden Planning Commission to administer through a Site Plan Approval Process. While these provisions indicate that “proposed walkways” shall be shown on Site Plans, this provision could be strengthened with additional language that provide additional instruction for site designers.

Appendix E includes a Model Sidewalk Ordinance that is designed to consolidate requirements for both Land Subdivision and Site Plan Review into a single uniform Sidewalk Ordinance applying to all new developments (see Appendix E: *Sidewalks*). While similar in some respects to the provisions of Ordinance #82 that apply only to Subdivision proposals, the Model Ordinance would:

- Apply uniformly to Site Plans and Subdivision Plans
- Apply to both Residential and Non-Residential Proposals
- Require linkages Sidewalks between Buildings & Parking Lots
- Specifies an off-set from Back-of-Curb
- Specifies Grade-Separated Sidewalk in Parking Lots
- Explicitly requires Americans with Disabilities Act compliance

It is recommended that Camden consider adoption of a similar uniform Sidewalk Ordinance in the near future. As with the other model ordinances suggested above, the Model Sidewalk Ordinance provides an essential framework that is intended to be modified to address local needs and conditions.

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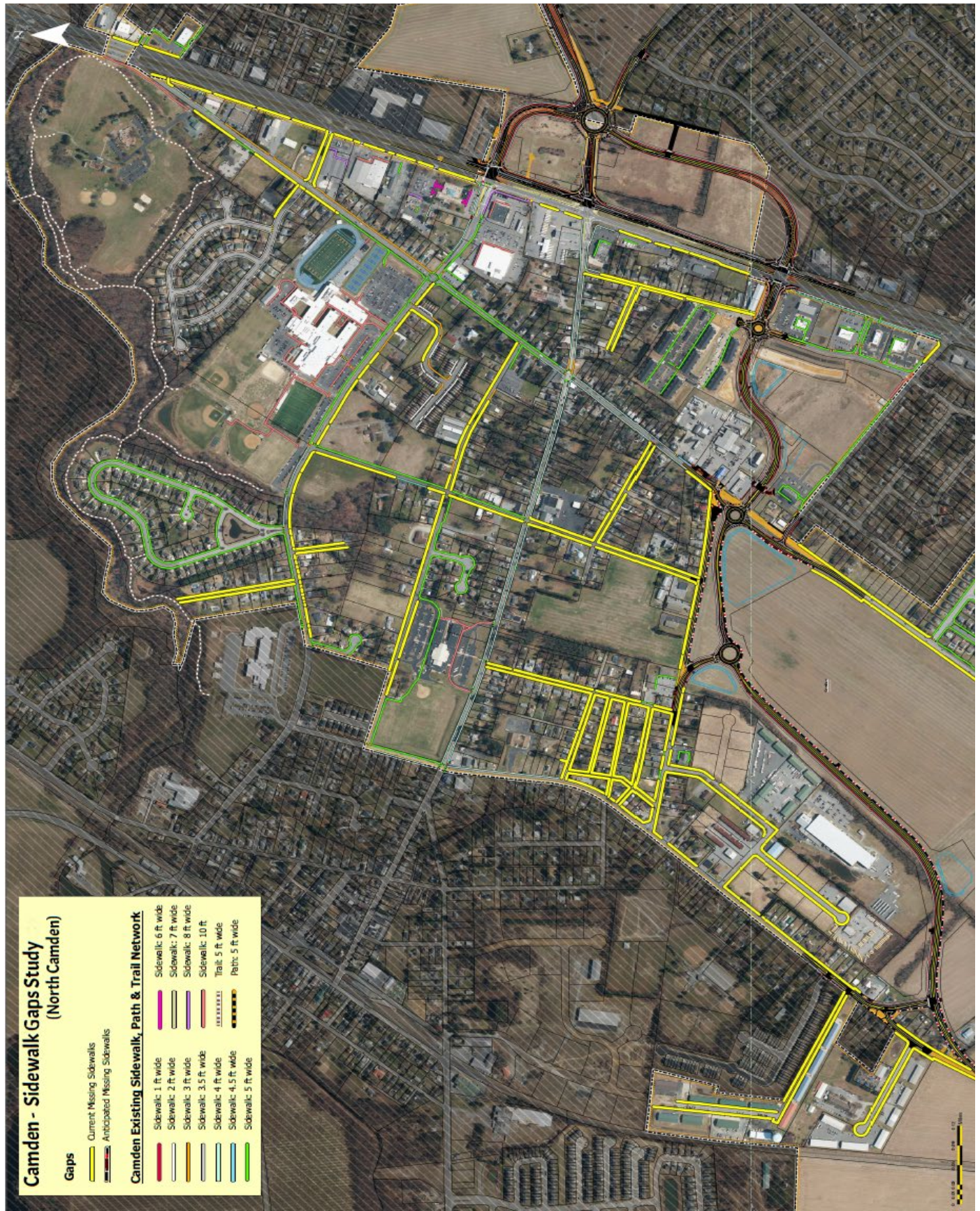
APPENDIX A

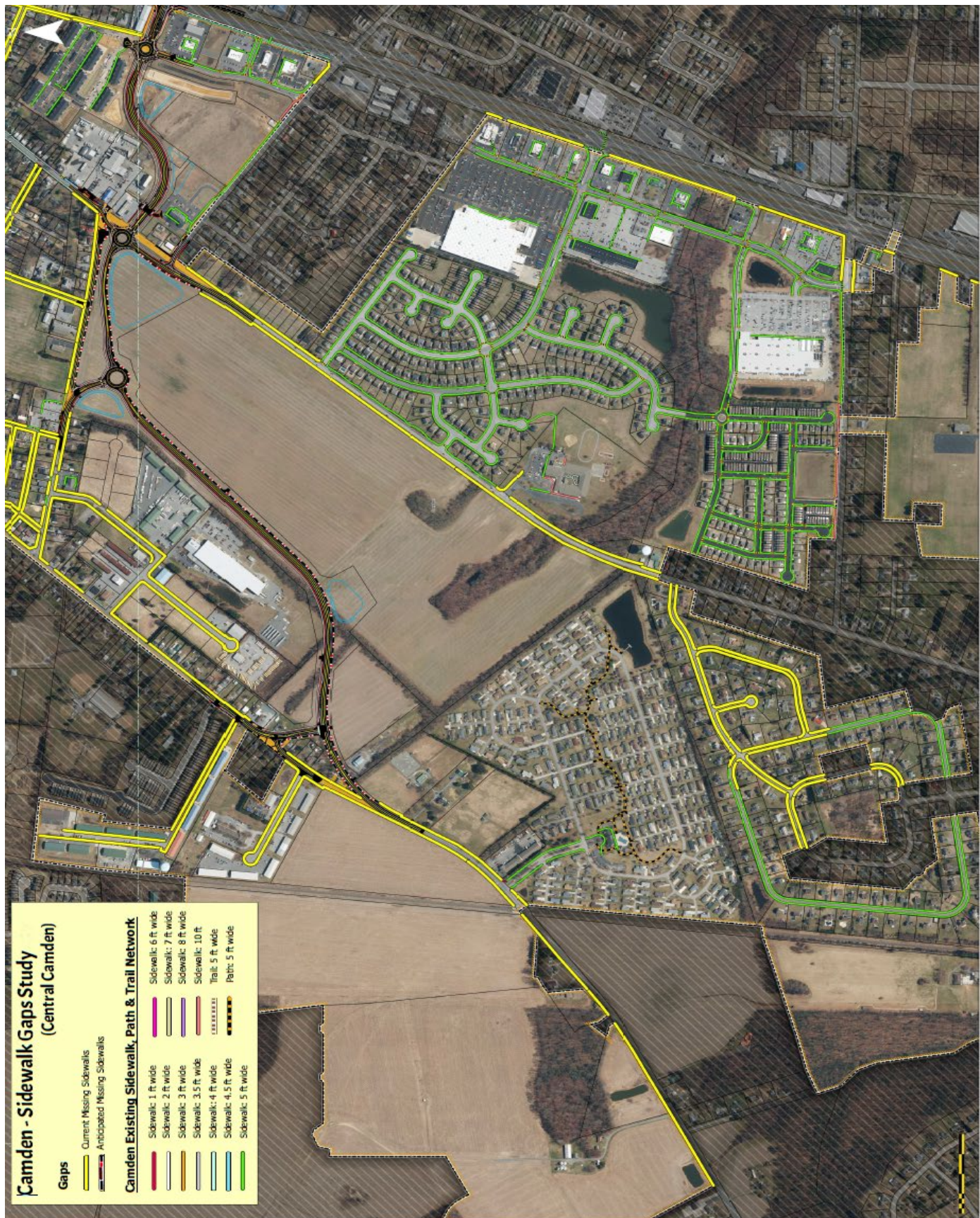
GAP INVENTORY SUMMARY MAPS

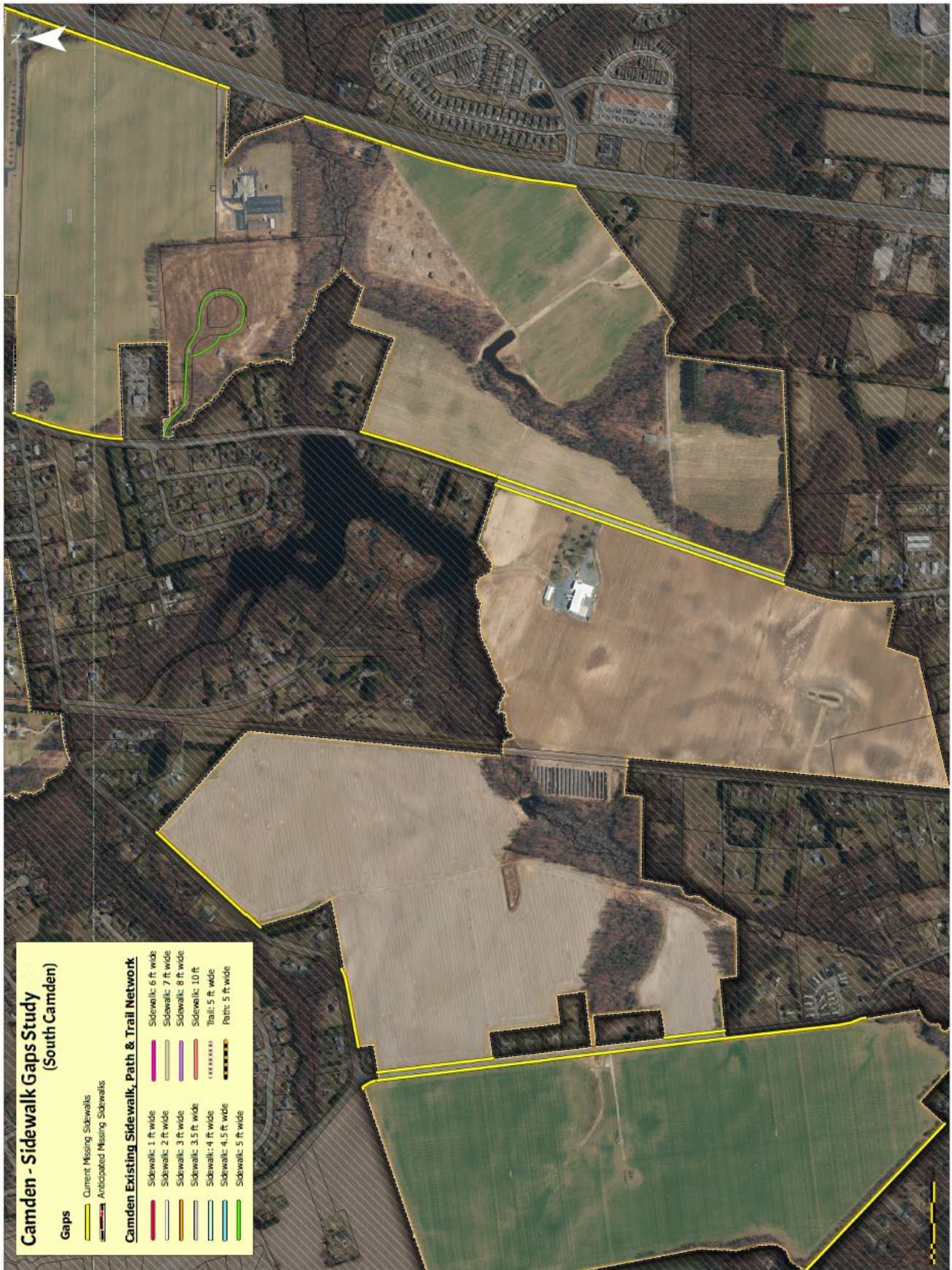
Contents

GAP SUMMARY MAPS:

- **North Camden**
- **Central Camden**
- **South Camden**







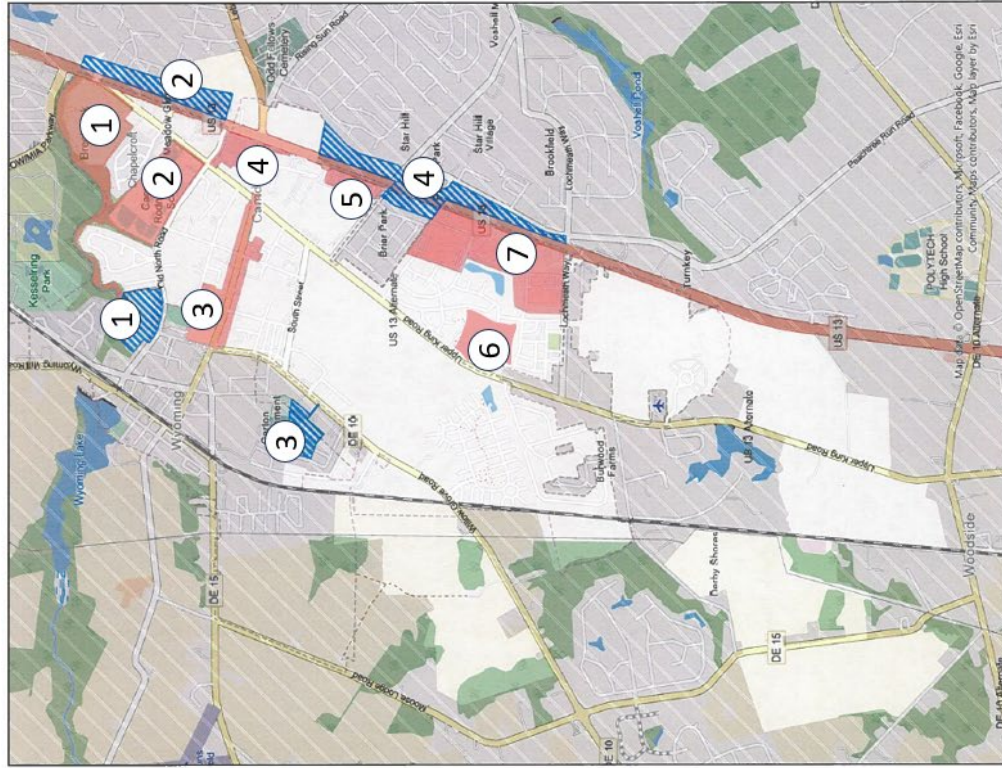
APPENDIX B

PEDESTRIAN TRIP GENERATORS & CONSTRAINTS

Contents

- **Primary Pedestrian Trip Generator Map**
- **Major Pedestrian Constraints Map**

Primary Pedestrian Trip Generators

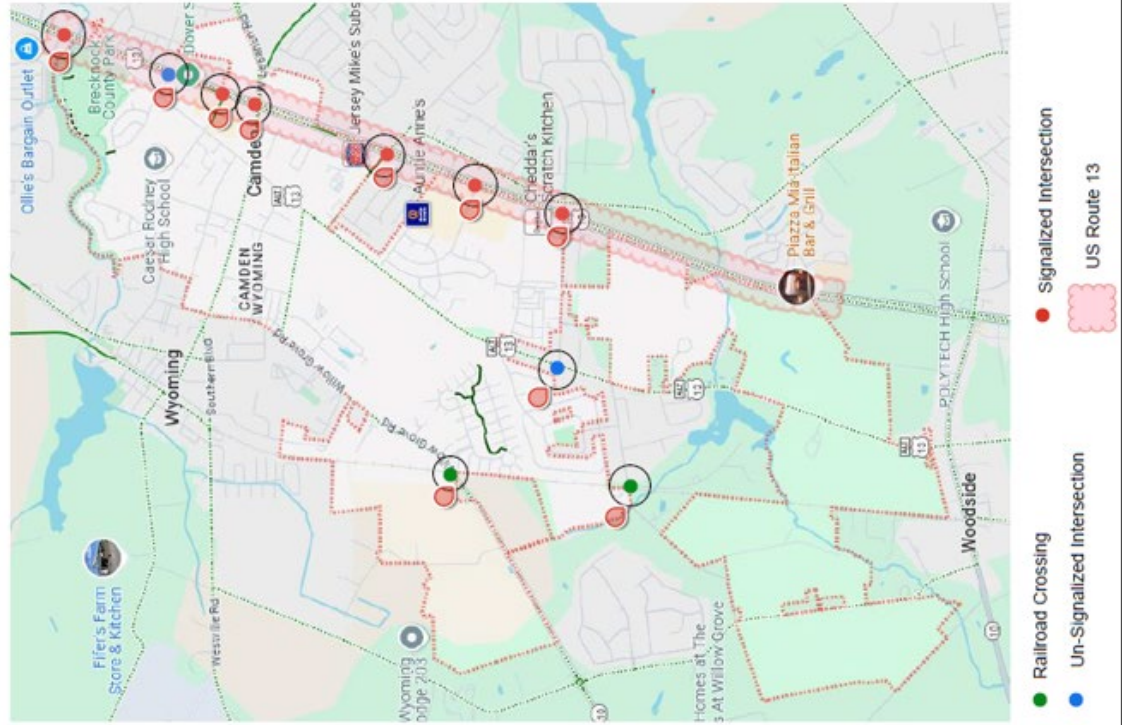


GENERATOR		COMMENT
1	Brecknock Park	Inside Town Limits
2	Caesar Rodney High School	Inside Town Limits
3	Fifer Middle School; C-W Fire Company; Wyoming Ave	Inside Town Limits
4	Retail Shopping Area	Inside Town Limits
5	Retail Shopping Area	Inside Town Limits
6	Nellie Stokes School	Inside Town Limits
7	Camden Town Center	Inside Town Limits
GENERATOR		COMMENT
1	W.B. Simpson Elementary School	Outside Town Limits
2	Retail/Service Commercial Area	Outside Town Limits
3	Camden-Wyoming Little League Complex	Outside Town Limits
4	Retail/Service Commercial Area	Outside Town Limits

Major Pedestrian Constraints

- US Route 13
- Lochmeath Way
- Legacy Constraints
- Railroad Crossings
- West Camden Bypass (Temporary)
- Public Resistance

PEDESTRIAN SYSTEM - MAJOR CONSTRAINTS



APPENDIX C

PUBLIC ENGAGEMENT DOCUMENTATION

Contents

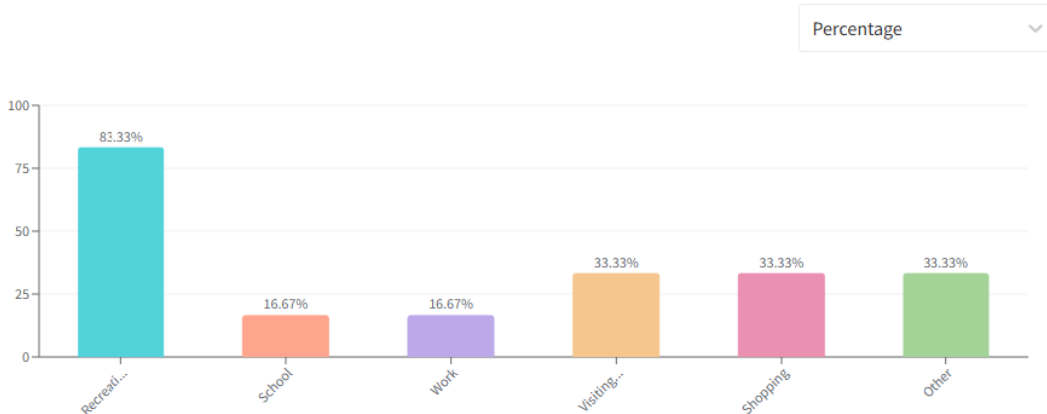
- **Public Comments Matrix**
- **Online Questionnaire Results**
- **Workshop Sign-Up Sheet**
- **Workshop Promotional Fliers**

Online Survey Results Report

June 3, 2025

When I walk in the Town of Camden, it is usually for (check up to 3 Boxes):

Answered: 6 Skipped: 0



If other, Please describe:

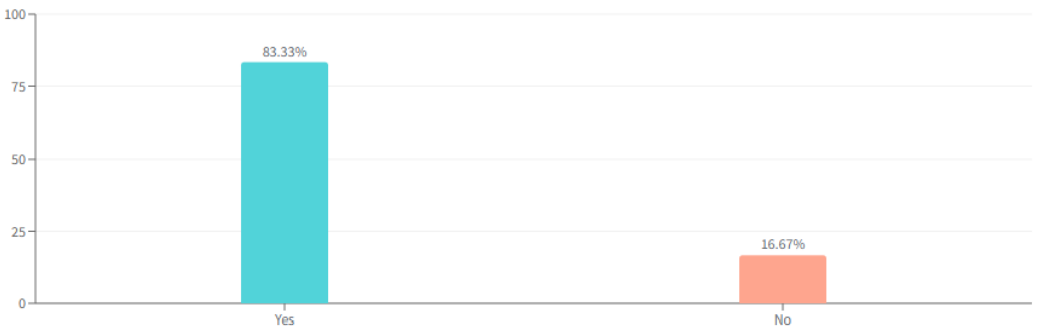
Anonymous

2mo ago

We need sidewalks for safety and for consistency throughout the town

Are there places in Camden where you walk that lack paved sidewalks ?

Answered: 6 Skipped: 0



If Yes, Please Indicate Locations:

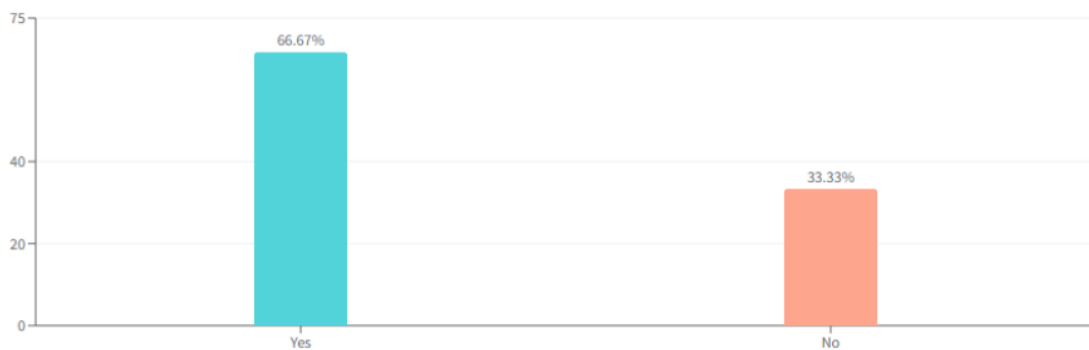
Answered: 4 Skipped: 2

☒ Word Cloud ☐ List



Are there locations where you walk in Camden that have damaged sidewalks ?

Answered: 6 Skipped: 0



Anonymous
South Main Street.

2mo ago

Anonymous
South Main St

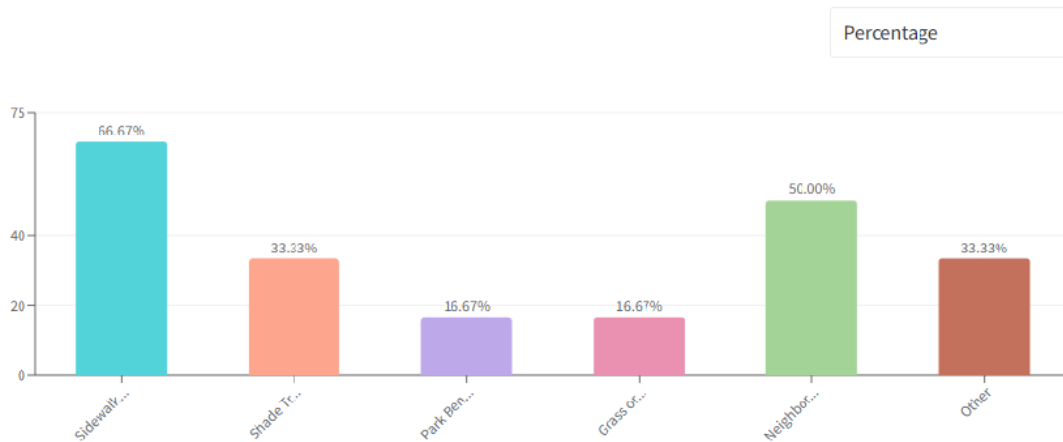
2mo ago

Anonymous
South Main Street

2mo ago

What type of amenities would make you choose to walk more often (choose up to 3)?

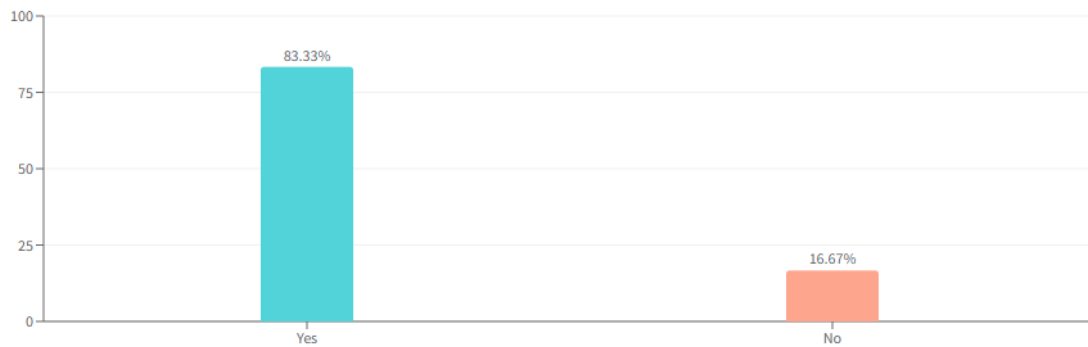
Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES	RESPONSE PERCENTAGE
Sidewalk Connections to Desirable Locations	4	66.67 %
Shade Trees along Sidewalk Routes	2	33.33 %
Park Benches for Rest	1	16.67 %
Grass or Landscape Separation from Roadway	1	16.67 %
Neighborhood Playground/Park Areas	3	50.00 %
Other	2	33.33 %

Are you aware of locations in Camden where there are gaps in the sidewalk or sections where sidewalk is missing ?

Answered: 6 Skipped: 0

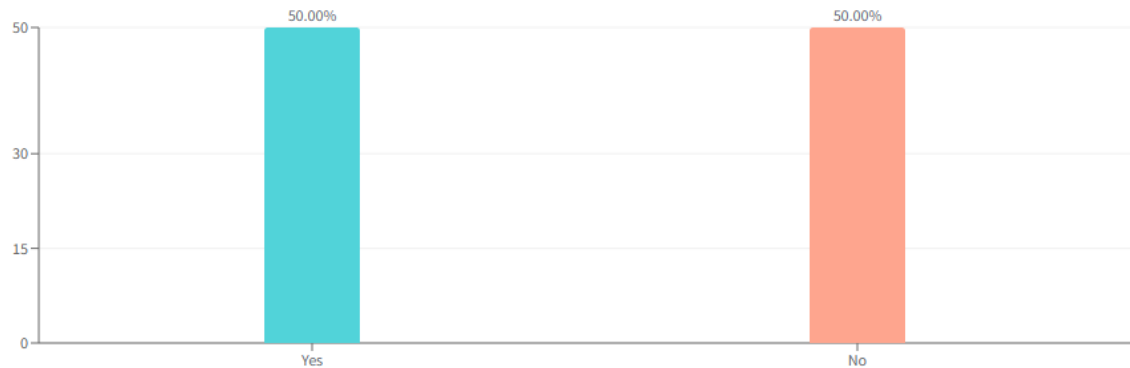


If Yes, Please Indicate Locations:

Anonymous	2mo ago
Center St	
Anonymous	2mo ago
Street heading west off S Main towards the sewer & Water co. There are others.	
Anonymous	2mo ago
main St	
Anonymous	2mo ago
Between CR high school and Brecknock park	

Are you aware of locations in Camden where marked pedestrian crosswalks should be installed?

Answered: 6 Skipped: 0



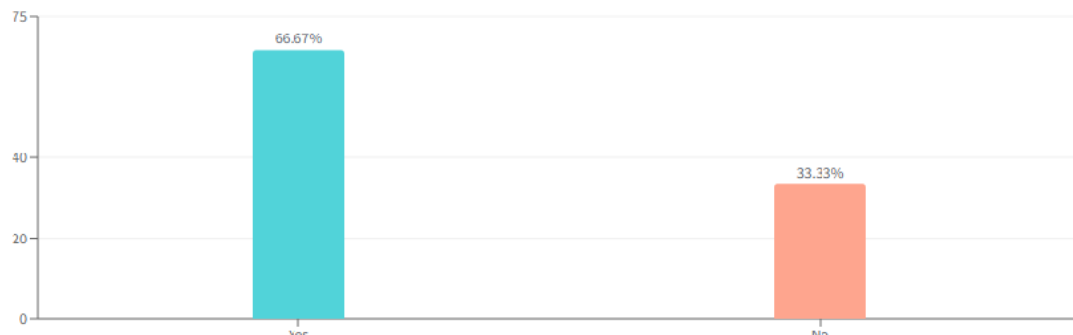
Anonymous

7d ago

My wife and I walk pretty much everyday, 10,000 steps. For the most part we walk in the road in some locations or find ourselves zig/zagging across a road to avoid damaged sidewalks.
Realistically people are "lazy" these days and don't walk when they ought to. I think money should be spent on repairing current existing sidewalks instead of building more. Usually maintenance agreements require the property owner to perform maintenance or replace sidewalks at their expense. Not fond of that either.

Are there existing sidewalks in Camden that you believe are unsafe to use?

Answered: 6 Skipped: 0



If Yes, Please Indicate Locations:

Anonymous

7d ago

At the intersection of Old Camden Rd., Caboose Rd., Chapel Dr (Ent to Chapelcroft). Also installation of solar powered pedestrian crossing lights like the one on North Street west of C.R. High-school. This would also slow the many many Speeders who come off of U.S.13 into Camden but don't slow down until they get to the North Street Intersection. The speeding vehicles are TERRIBLE & Many! I fear for my life just cutting my front lawn. When I go onto the shoulder to blow the clipping back into my yard, vehicles come within a foot or two of hitting me. I check the road to make sure it's clear, but before I finish vehicles are in front of my house, because they are SPEEDING! When I say 50/60/70 mph, I'm serious! In 2 particular accidents at the intersection of Old Camden Rd (Alt 13) & Caboose Rd. & Chapel Dr, three young kids were going so fast, they took out a telephone pole which required many Utility vehicles there to replace it. All the airbags deployed. How fast do you think they were going to cause this? In another accident a young high school guy was going so fast he crashed into a steel sign at Super Spirits and the sign fell to the ground.

Anonymous

2mo ago

Please apply accepted traffic control guidelines for this type of installation at various locations.

Anonymous

2mo ago

Main St

Anonymous

2mo ago

Across route 13

Additional Comments:

Anonymous

7d ago

Overall when I do observe people walking, they choose not to walk on the sidewalks but on the shoulder of roads. Im

Anonymous

2mo ago

Side walks are increasing in town. I think the growth of them should continue with the large number of school age students who walk to school within the town.

Anonymous

2mo ago

Thank you for this survey. I hope this results in ACTIONS. Please consider user impact fees to offset the burden on existing residents when new infrastructure (housing and businesses) are installed. Many states require these fees. They should become an integral part of the site development and impact analysis.

Anonymous

2mo ago

We need a consistent comprehensive plan

Anonymous

2mo ago

I don't see the need for sidewalk improvements or more of them in Camden. There is nothing to do here that would entice anyone to walk around. There are no restaurants or shopping in Camden.

Anonymous

2mo ago

Thank you for your work!



PUBLIC WORKSHOP

Camden Sidewalk Network Gap Study



Dover Kent Metropolitan Planning Organization has been engaged by the Town of Camden to develop a Plan for improving the Pedestrian Environment throughout Town. Please join us at this upcoming Public Workshop to review existing conditions and to share your ideas on the best approaches for improving the Sidewalk Network in Camden!

TUESDAY, MAY 20th, 2025—5PM to 7PM

**CAMDEN TOWN HALL
1783 Friends Way**



Camden Sidewalk Network Gap Study



Take our Survey

CAMDEN TOWN HALL
1783 Friends Way
Camden, Delaware 19934



Camden Sidewalk Networks Gaps Study									
Public Comments Received at Workshop on 05-20-25									
PUBLIC COMMENTS RECEIVED	Safety	Continuity	Recreation	CATEGORIES OF COMMENTS			Restrict/Limit	Environmental Impact	OBJECTIVES ADDRESSED
				ADA Accessibility	Linkage				
GENERAL COMMENTS									
Need safer, wider sidewalks	✓			✓					2
Good paths for schools and existing businesses		✓			✓				2
Link existing open spaces			✓		✓				2
More open space and more trees			✓				✓		2
In older areas, sidewalk on one side of the Street should be sufficient							✓		1
Build more crosswalks	✓	✓		✓					3
Concerns with/ opposition to sidewalk installation in front of their Property							✓		1
Appreciation that the Town of Camden is taking a serious look at the sidewalk network		✓			✓				2
Are groundwater recharge areas being looked at as part of this project?								✓	1
Definitely some gaps in the downtown but not much room for new sidewalks; students walking in this area, bad sightlines at intersections	✓	✓			✓				3
LOCATION SPECIFIC COMMENTS									
Safety concerns with persons crossing busy roads, like USRT 13	✓				✓				2
Interest in sidewalk connection between Caesar Rodney High School and Brecknock Park		✓	✓		✓				3
Opposition to sidewalk connection between Caesar Rodney High School and Brecknock Park along Old Camden Road							✓		1
Add crosswalks and flashing beacon (RRFB) at the entrance to Chapel Croft neighborhood	✓								1
Difficult to walk anywhere from The Reserve on East development	✓	✓			✓				3
Brecknock Park is very isolated, difficult to access from both pedestrians and motorists		✓	✓		✓				3
light pole in the way at Atlantic Apothecary (corner of Camden-Wyoming Ave and Main Street)	✓				✓				2
No safe way to walk to Nellie H. Stokes Elementary School	✓					✓			2
There won't be many nonmotorized connections to and from Savannah Farms	✓					✓			3
The sidewalks on Camden-Wyoming Ave are "bumpy" because of the incline of driveways	✓	✓		✓					3
William Street is a dead-end, low-volume street and does not need sidewalks							✓		1
COMMENTS PERTAINING TO TOWN POLICY/REGULATION									
Mechanisms to generate funds to support and expand pedestrian improvements such as an impact fee on new development and a surcharge on Building Permits	✓	✓			✓				3
Support idea of an Ordinance to require new development to connect with existing Sidewalk Network	✓	✓			✓				3
Establish Town priorities for eliminating gaps in the Sidewalk Network		✓		✓	✓				3
COMMENTS BY CATEGORY									
	12	11	4	5	13	5	2		
	23.10%	21.20%	7.70%	9.60%	25.00%	9.60%	3.80%		

APPENDIX D

PUBLIC ENGAGEMENT DOCUMENTATION

Contents

- **Sidewalk Gaps Roster Spreadsheet**

CAMDEN - SIDEWALK GAPS ROSTER						
STREET NAME	Side of Road	Beginning Point	Ending Point	Project Map Sheet	Distance (Feet +/-)	Functional Class

Apple Street	North	Pear Street	Wesley Street	C-3	616.55	Local
	South	Pear Street	Wesley Street	C-3	614.94	Local
Caboose Lane	North	Old Camden Road	US Route 13 (SB)	B-5	435.50	Local
Cedar Lane	West	Willow Avenue	Dead-End	C-4	423.65	Local
	East	Willow Avenue	Dead-End	C-4	427.00	Local
Center Street	North	Wyoming Town Border	North West Street	B-3; B-4	1487.14	Local
	North	North West Street	North Main Street	C-4	1367.50	Local
	South	NW Corner of Zion AME Church Property	NW Site Entrance to Fifer Middle School	C-3	303.16	Local
	South	NW Site Entrance to Fifer Middle School	NE Site Entrance to Fifer Middle School	C-4	482.89	Local
	South	North West Street	Whatcoat Church Sidewalk	C-4	888.16	Local
Chapel Drive	North	Old Camden Road	Sidewalk adjoining 104 Cambridge	B-5	314.16	Local
Cochran Road	North	DE Route 10 (Willow Grove Road)	Cul-de-Sac End	D-2	881.58	Local
	South	DE Route 10 (Willow Grove Road)	Cul-de-Sac End	D-2	853.09	Local
DE Route 10 (Caesar Rodney Ave)	East	Stevens Street	South Street	C-3	661.70	Major Collector
	East	South Street	West Camden Bypass Tie-In	C-3; D-3	1884.18	Major Collector
DE Route 10 (Willow Grove Road)	West	West Camden Bypass Tie-In	Savannah Farms Site Entrance (Planned)	D-2; E-2	4,300.00	Major Collector
	East	West Camden Bypass Tie-In (T-Int)	Paynters Way (Barclay Farms Entrance)	C-3; C-4; D-3	1,840.26	Major Collector
East Street	West	Camden-Wyoming Avenue	South Street	C-4	1249.31	Local
	East	Camden-Wyoming Avenue	South Street	C-4	1188.68	Local
Glenwood Drive	North	Caesar Rodney Avenue	Pear Street	C-3	154.82	Local
	South	Caesar Rodney Avenue	Pear Street	C-3	150.27	Local
Janeka Drive	West	Willow Avenue	Dead-End	C-4	200.00	Local
	East	Willow Avenue	Dead-End	C-4	200.00	Local
Meeting House Lane	North	Old North Road	Townhouse Units	B-4	542.00	Local
Nanticoke Drive	East	Wilder Road	East Darby Circle	E-3; F-3	1,283.41	Local
	West	Wilder Road	East Darby Circle	E-3; F-3	1,223.74	Local
Old Camden Road	West	Brecknock Park Entrance	120 Old Camden Road	B-5	389.41	Major Collector
	West	120 Old Camden Road	Frontage Sidewalk at CRHS	B-5	798.00	Major Collector
Old North Road - South Side	South	Blair Court	Thornley Street	B-4	679.60	Minor Collector
	South	Thornley Street	North West Street	B-4	843.04	Minor Collector
	South	North West Street	Meeting House Lane	B-4	1297.23	Minor Collector
	South	Meeting House Lane	Old Camden Road	B-4	230.00	Minor Collector
Peach Street	North	Caesar Rodney Avenue	Wesley Street	C-3	731.78	Local
	South	Caesar Rodney Avenue	Wesley Street	C-3	748.78	Local
Pear Street	West	Stevens Street	South Street	C-3	656.61	Local
	East	Stevens Street	South Street	C-3	634.90	Local
Plum Street	North	Pear Street	Wesley Street	C-3	629.88	Local
	South	Pear Street	Wesley Street	C-3	644.82	Local
Prattis Street	West	Stevens Street	Dead-End	C-3	475.26	Local
	East	Stevens Street	Dead-End	C-3	477.93	Local

CAMDEN - SIDEWALK GAPS ROSTER						
STREET NAME	Side of Road	Beginning Point	Ending Point	Project Map Sheet	Distance (Feet +/-)	Functional Class
South Street	North	DE Route 10 (Willow Grove Road)	West Street	C-3; C-4	740.42	Local
Stevens Street	South	DE Route 10 (Willow Grove Road)	Proposed West Camden Bypass Shared Use Path	C-3; C-4	1093.19	Local
	North	Caesar Rodney Avenue	Wesley Street	C-3	725.25	Local
Tamarac Court	South	Caesar Rodney Avenue	Wesley Street	C-3	688.00	Local
	East	Wilder Road	Cul-de-Sac End	E-3	346.57	Local
Upper King Road	West	Wilder Road	Cul-de-Sac End	E-3	355.79	Local
	East	Jacks Way (Newells Creek)	Voshell Mill Road	D-4	1,321.36	Major Collector
West Camden Bypass	East	Newells Creek Frontage Sidewalk - South End	Camden Town Limits at Water Tower Property	E-3	1,184.04	Major Collector
	East	Camden Town Limits at Water Tower Property	Tallman Drive (Sunset Village)	E-3; F-3; G-3	3,744.59	Major Collector
	West	West Camden Bypass Roundabout	Wilder Road (Tamarac)	D-4	4,890.03	Major Collector
	North	US Route 13 (SB)	East Street	D-4	183.00	Major Collector
Wesley Street	East	Camden-Wyoming Avenue	Stevens Street	C-3	814.91	Local
	East	Stevens Street	South Street	C-3	463.36	Local
	West	Camden-Wyoming Avenue	Stevens Street	C-3	815.38	Local
	West	Stevens Street	South Street	C-3	504.80	Local
West Camden Bypass	South	Upper King Road	Willow Grove Road T-Intersection	C-3; C-4; D-3	4,548.53	Minor Arterial
West Darby Circle/East Darby Circle	East	W. Darby Circle Sidewalk Terminus	E. Darby Circle Sidewalk Terminus	E-2; E-3; F-3	736.38	Local
	West	W. Darby Circle Sidewalk Terminus	E. Darby Circle Sidewalk Terminus	E-2; E-3; F-3	877.01	Local
West Street, North	West	Old North Road	122 North West Street	B-4	623.00	Local
	West	118 North West Street	Center Street	B-4	142.00	Local
West Street, South	West	Center Street	Camden-Wyoming Avenue	C-4	585.00	Local
	West	Camden-Wyoming Avenue	South Street	C-4	1312.73	Local
Wilder Road (Tamarac Entrance)	East	Camden-Wyoming Avenue	South Street	B-4; C4	1301.91	Local
	North	Upper King Road	East Inner Circle	E-3; F-2	1,953.00	Local
Williams Street	South	Upper King Road	East Inner Circle	E-3; F-2	1,799.00	Local
	North	East Street	Dead-End	C-4	548.21	Local
Willow Avenue	South	East Street	Dead-End	C-4	551.67	Local
	North	South Main Street	Dead-End	C-4	1,192.20	Local
	South	South Main Street	Dead-End	C-4	1,164.63	Local

Total Linear Feet (+/-)	68416.89
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Total Miles (+/-)	12.95774432
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APPENDIX E

GENERAL RECOMMENDATIONS

Contents

- **Model Ordinance for Marked Crosswalks¹**
- **Model Ordinance for Street Lighting¹**
- **Model Ordinance for Sidewalks¹**

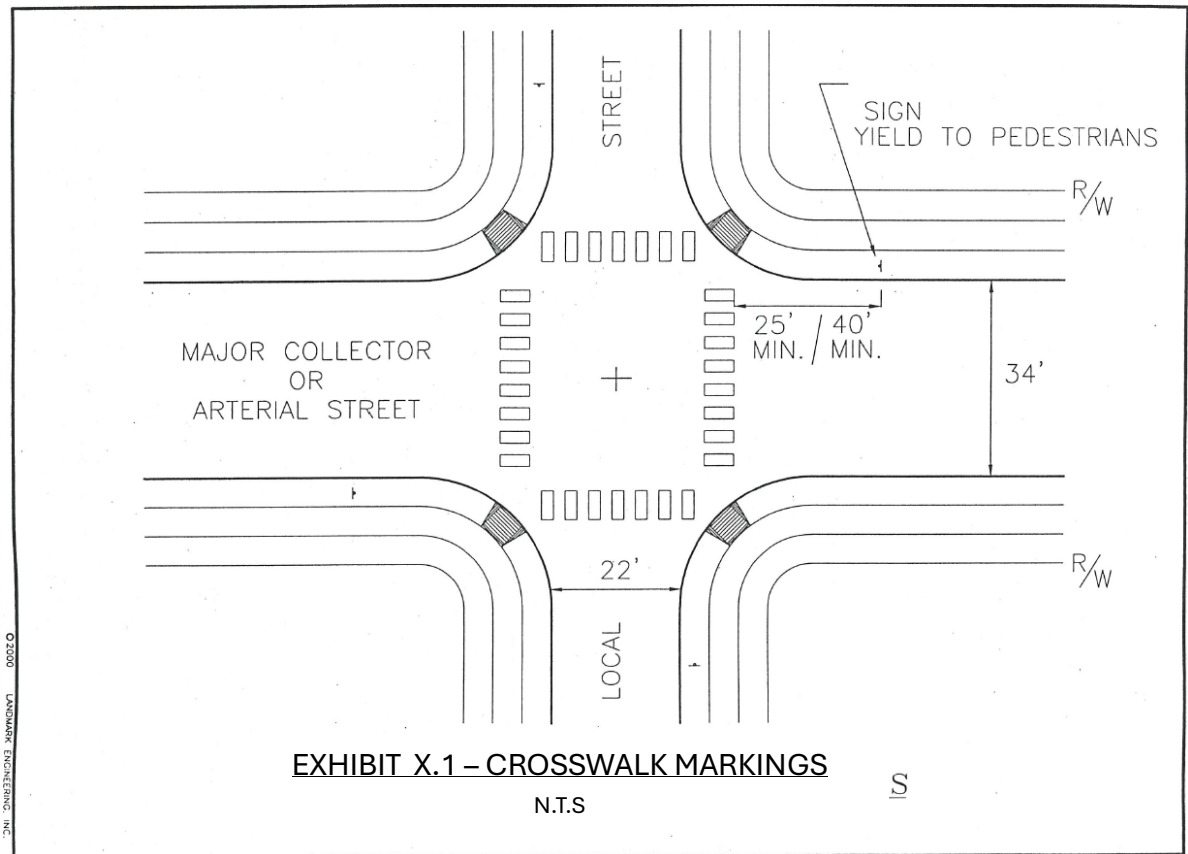
¹ Adapted from “*Suburban & Community Street Design Standards Project*”, by Dover Kent MPO, June 2000

Model Ordinance - Marked Crosswalks

- X.1** *Purpose.* This ordinance specifies marked crosswalks at key street/sidewalk intersections within and adjoining proposed subdivisions and as linkages to destination points such as schools, parks and commercial buildings. Marked crosswalks are intended to identify the preferred locations where pedestrians should cross the street and to alert motorists of the potential presence of pedestrians.
- X.2** *Location.* The developer shall be required to install marked crosswalks, which function to create a visual and tactile connection between barrier free access curb ramps for the purpose of demarcation of appropriate pedestrian street-crossing locations in the following instances:
- a. At points of intersection between sidewalk and major collector and arterial streets and at all comers along a major collector or arterial street where local residential streets intersect the collector or arterial street.
 - b. At all signalized intersections adjoining the development site.
 - c. At key locations to provide marked street crossing access to active or passive parkland and open space areas, schools, playgrounds, neighborhood shopping centers and similar pedestrian destinations within and adjoining the development site.
- X.3** *Striping.* Marked crosswalks shall consist of transportation industry standard reflective paint pavement markings and/or adhesive pavement marking tape applied to the street surface in "ladder bar" fashion (See Exhibit X.1). The marked area shall be 5 feet in width and shall be oriented perpendicular to the direction of the street at the crossing point. Markings shall run from one side of the street to the other.
- X.4** *Signage.* Marked crosswalks shall be identified for motorists by the universal "Yield to Pedestrians" sign situated at least 25 feet and no greater than 40 feet, in advance of the pavement marking and oriented to address traffic in both directions on the street.

COMMENTARY:

This provision would be recommended for both subdivision ordinance and zoning ordinance sections pertaining to formal plan review and approval criteria.



Model Ordinance - Street Lighting

- X.1 *Purpose.* This ordinance establishes minimum street lighting and illumination requirements. Development proposals shall include a Site Illumination Plan that demonstrates compliance with standards set forth in this Section.
- X.2 *Street Illumination Required.* All proposed streets, pedestrian facilities, and site development proposals shall be provided with a system of street and/or site lighting.
- X.3 *Burden of Cost.* The subdivider/developer shall bear the burden of the cost of design and installation of the required lighting system, unless specifically exempted from design, installation and associated costs by the local electric utility company, who shall assume such costs.
- X.4 *Intensity Requirements.* Table X.1 below sets forth minimum illumination intensity requirements that shall be provided by street type:

TABLE <u>X.1</u> STREET LLUMINATION REQUIREMENTS (in Footcandles)			
Facility Type	Residential	Mixed Use	Commercial/Industrial
Arterial/Major Collector Road	.9	1.2	1.6
Minor Collector Road	.6	.9	1.2
Local Street	.4	.7	.9
Sidewalks/Bikeways On Road Alignment	.2/.5	.6/1.0	1.0/2.1
Sidewalks/Bikeways Off-Road Alignment	.5	.5	.5
Designated Pedestrian Crosswalks	1.5	1.5	1.5

- X.5 *Ownership and Maintenance.* Unless initiated, designed and installed by a public electric utility provider, all required street lighting systems inclusive of all light fixtures, poles, transformers, cables and related equipment, shall remain in the ownership of the developer/subdivider, who shall be responsible for the satisfactory operation, maintenance, repair and operational costs unless and until such system has been:

- a. Formally dedicated to and accepted by the municipality or other public electric utility provider for ownership, maintenance, repair and operation; or,
- b. Formally dedicated and transferred in title as private property to a homeowners association that shall be responsible for the operation, maintenance and repair tasks and associated costs of the street lighting system in accordance with the provisions of this ordinance; or
- b. Established by local ordinance as a special "Street Light Tax District" by the governing body, under which property owners within the defined tax district would be assessed and charged a relative proportion of the cost of operating and maintaining the street lighting system as part of the annual property tax assessment bill for their real property within the tax district.

COMMENTARY:

This provision would be recommended for both subdivision ordinance and zoning ordinance sections pertaining to formal plan review and approval criteria.

Model Ordinance – Sidewalks

- X.1 *Purpose.* This ordinance establishes design criteria for residential and nonresidential sidewalks.
- X.2 *Public Street Location.* Sidewalks shall be installed along the public street frontage of a property by the owner or developer of the property whenever such property is the subject of a land development proposal which requires planning commission or council approval.
- X.3 *Private Property Location.* Sidewalks shall be constructed along private access roadways and site entrances to provide continuous pedestrian access from the frontage sidewalk required in Section X.2, to existing and proposed buildings on the premises. Sidewalks shall be designed and situated so as to provide pedestrian linkages from parking lots to building entrances and between buildings and groups of buildings on the premises.
- X.4 *Width Requirement.* Sidewalks shall be established at a minimum paved width of 5 feet.
- X.5 *Access Ramps.* Barrier free access ramps shall be installed at each street corner and at other points of street crossing throughout every subdivision. Access ramps shall be designed and constructed by the developer in accordance with provisions of federal and state laws and specifications.
- X.6 *Distance From Curb.* Sidewalks shall be separated from the edge of road, pavement, driveways and site entrances by a grass strip or landscape area of at least 3 feet in width and preferably 5 feet in width. Where sidewalk is planned to adjoin the pavement edge of parking lot areas, such sidewalk shall be grade separated from the parking lot surface by 6 inch vertical face curbing.
- X.7 *ADA Guidelines.* Sidewalk design and installation shall comply with federal requirements of the Americans With Disabilities Act (ADA) and shall incorporate barrier free access ramping at points of intersection with street crossings and at other locations so as to accommodate barrier free pedestrian movement and access to buildings, parking areas and other site amenities.
- X.8 *Obstructions.* Sidewalks shall be free of utility poles, bushes, plants and all other obstructions.

- X.9 *Review and Approval.* All proposals requiring submission of a site development plan or major subdivision plan for review and approval by the Planning Commission, shall demonstrate on the submission plan how the proposed project will comply with the provisions of this Ordinance.

COMMENTARY:

This provision would be recommended for both subdivision ordinance and zoning ordinance sections pertaining to formal plan review and approval criteria.

APPENDIX F

POSSIBLE FUNDING SOURCES

Contents:

- **Municipal Authority**
- **State of Delaware Programs**

POSSIBLE FUNDING SOURCES FOR PEDESTRIAN INFRASTRUCTURE

Municipal Authority:

Provisions of the Town of Camden Charter enables the Town Council to locate, lay out, establish, open, change, alter, widen, abandon, and regulate the use and enjoyment of sidewalks in Camden along with various other public infrastructure elements (see Camden Town Charter at <https://charters.delaware.gov/camden.shtml#TopOfPage>). Specifically, Section 28 of the Town Charter authorizes Camden Town Council to establish local mechanisms for the financing, construction, and maintenance of Sidewalks, Curbs and Gutters in the Town of Camden. These mechanisms include:

- Camden Town Budget Allocations
- Private Property Owner Cost Allocations
- Assessment of Costs to Property Owners
- Borrowing and Bonding Authority
- Special Tax Assessment

The Town is authorized to utilize each of these mechanisms, separately or in combination, to fund sidewalk infrastructure projects.

State of Delaware Funding Programs:

A variety of possible grant funding sources exist currently through various programs developed and managed by the State of Delaware. Most of the programs summarized below require some level of local matching funds.

Community Transportation Fund (CTF)

- Organization: Delaware Department of Transportation (DelDOT)
- The Community Transportation Fund (CTF) is an annual source of funding that each member of the Delaware General Assembly (Senators and Representatives) is provided through the State Budget for use on small scale transportation projects in the public realm such as Sidewalk and Shared Use Path construction projects. The CTF Program provides area Legislators with discretion on how they wish to utilize their annual allocation. Generally, funds are directed to projects within a Legislator's specific Election District. However, this Program provides Legislators with the flexibility to pool their CTF funds and to partner on project of regional importance outside of specific election districts. The CTF Program is an important funding source

for implementing local projects. Sidewalk gap projects are very good candidates for CTF Program funding.

- https://deldot.gov/Publications/brochures/pdfs/ctf_brochure.pdf

Transportation Alternatives Program (TAP)

- Organization: Federal Highway Administration (FHWA) / Delaware Department of Transportation (DelDOT)
- The Transportation Alternatives Program (TAP) is a segment of the Infrastructure Investment and Jobs Act (IIJA). At the federal level, it is known as the Transportation Alternatives (TA) Set-Aside and is derived from the Surface Transportation Block Grant Program (STBG). The program provides funding for smaller transportation projects (less than \$1.5 million each). Local governments and Metropolitan Planning Organizations are eligible project sponsors, and DelDOT oversees the grant program and reviews the applications. Projects require the sponsor to be responsible for 20% of the project costs.
- TAP projects can include projects such as pedestrian and bicycle facilities, shared-use pathways and overlooks, safe routes to school projects, conversion of abandoned rail corridors, community improvements, environmental mitigation related to stormwater and habitat connectivity, scenic and historic byways, and other topics. Projects are more likely to be selected if they contribute to improving safety and ADA accessibility are close to community centers, schools, parks, and bus stops; and reduce air pollution in the area, as well as other factors.
- <https://deldot.gov/Programs/tap/index.shtml>
- <https://deldot.gov/Programs/tap/pdfs/TAP%20Pre%20submission%20Overview.pdf>

DelDOT Bicycle and Pedestrian Pool Statewide Project Prioritization

- Organization: Delaware Department of Transportation (DelDOT)
- The DelDOT Bike/Ped Pool is a selection process that allows DelDOT to prioritize bicycle and pedestrian projects. Projects are scored based on the existing conditions, the connectivity outcomes, the cost-to-benefit ratio, and the number of people who will positively benefit. The result is a weighted ranking of each of the submissions according to how closely they meet the criteria. Submissions come from Metropolitan Planning Organizations. Submissions for the Bike/Ped Pool are gathered in October each year.
- Through the prioritization summary, DelDOT will highlight which Bike/Ped Pool projects have the greatest need, and what they recommend for a path forward. Projects that score better will be given a higher priority within the planning efforts of

DelDOT. Bike/Ped Pool projects may also be selected for an application for federal grant programs.

- <https://deldot.gov/Publications/plans/bikeandped/pdfs/DelDOTBikePlan043018FINAL.pdf#page=103>

Bikeway Innovation Grant

- Organization: Delaware Department of Transportation (DelDOT)
- This grant is awarded annually by the Delaware Bicycle Council. It is used to fill gaps in the existing bicycle network and make conditions safer for cyclists. Projects are typically small in scope and are most often used for a feasibility study or project design, not project construction. Municipal and county offices are eligible applicants for this grant. The project should be in a location where the applicant has jurisdiction over the right-of-way. The application process is designed in a way that is straightforward and accessible to local officials, which is not always the case with grant applications. No match is required for this grant.
- https://deldot.gov/Programs/bike/biking_in_delaware/index.shtml?dc=Infrastructure-Innovation

Outdoor Recreation, Parks and Trails Program (ORPT)

- Organization: Delaware Department of Natural Resources and Environmental Control (DNREC)
- Funds from this grant opportunity may be used for park land acquisition, planning and design of parks or trails, and construction of outdoor recreational facilities. The program is administered by DNREC, and applications are reviewed by the DNREC Parks and Recreation Advisory Council alongside other entities. Municipalities, counties, and park districts are eligible to apply. Grants generally require a 50% match, which can be cash or in kind.
- <https://dnrec.alpha.delaware.gov/parks/planning/recreation-parks-trails/>

DOVER/KENT COUNTY MPO

METROPOLITAN PLANNING ORGANIZATION

