
Milford Bicycle Master Plan

WORKSHOP SUMMARY

- Public Workshop September 12, 2020
- Presented Alternatives to the Public For Feedback
- 46 Attendees
- 8 Comment Forms Received
- Overall: Positive Responses

Milford shares plans for extended bike network

Sep 12th, 2020 · by Noah Zucker · Comments: 0



Ray Lynch, a member of Milford's Bicycle Master Plan Committee, explains some of the bike infrastructure proposed to Phillip and Sage Steele. (Delaware State News/Noah Zucker)

MILFORD — Milford's Planning and Economic Development department held a community workshop Saturday to discuss potential additions to the city's bike path network.

WORKSHOP SUMMARY

Public Workshop Comments:

1. Tie into even more trails eventually
2. Makes me want to move to Milford
3. Well thought out loops that connect
4. Additional Barrier – ditch on north side of Airport Road
5. Great plan – would love to see it happen
6. Need a pedestrian bridge to cross Route 113 at Redners
7. Slow speed limits on Shawnee/Old Shawnee Roads
8. Seabury Avenue could provide a loop from Lakeview back to S. Walnut St
9. Address speeding on residential streets
10. Address the depressed area on Lakeview Avenue where a cone was placed, but the roadway hasn't been fixed in a year
11. Additional destination – Route 1 north/south to Lewes
12. Set aside more parks in Milford as destinations i.e. Pooler, North, Marina
13. Would like to see a plan with routes to a future aquarium
14. Major intersections need a complete streets approach especially at Routes 113 and 1 so that pedestrians, bicycles, and pedestrians can safely cross
15. Very well-done plan

WORKSHOP & BAC SUMMARY

Public Workshop Comments:

16. Griffith Lake Drive between Meadowbrooke and Williamsville Road creates a loop – Griffith Lake/Blairs Pond to Williamsville to Abbots Pond Road to Griffith Lake Drive with parking at Griffith Lake/Blairs Road
17. Fitzgerald Road between Route 36 and Union Church is always full of trash broken branches and pot holes
18. Path along Johnson Branch/Abbots Pond to Meadowbrooke through to Williamsville Road along Haven Lake would be great
19. Use Roundabouts not stop signs and stop lights
20. Loop from Milford to Slaughter Beach would be the best

BAC Comments (July 2020):

1. Add Church Hill Road between Route 14 and Route 15 as Shared Use Path
2. Add connection from Route 30 to Lincoln along Johnson Road (Bike Lane)

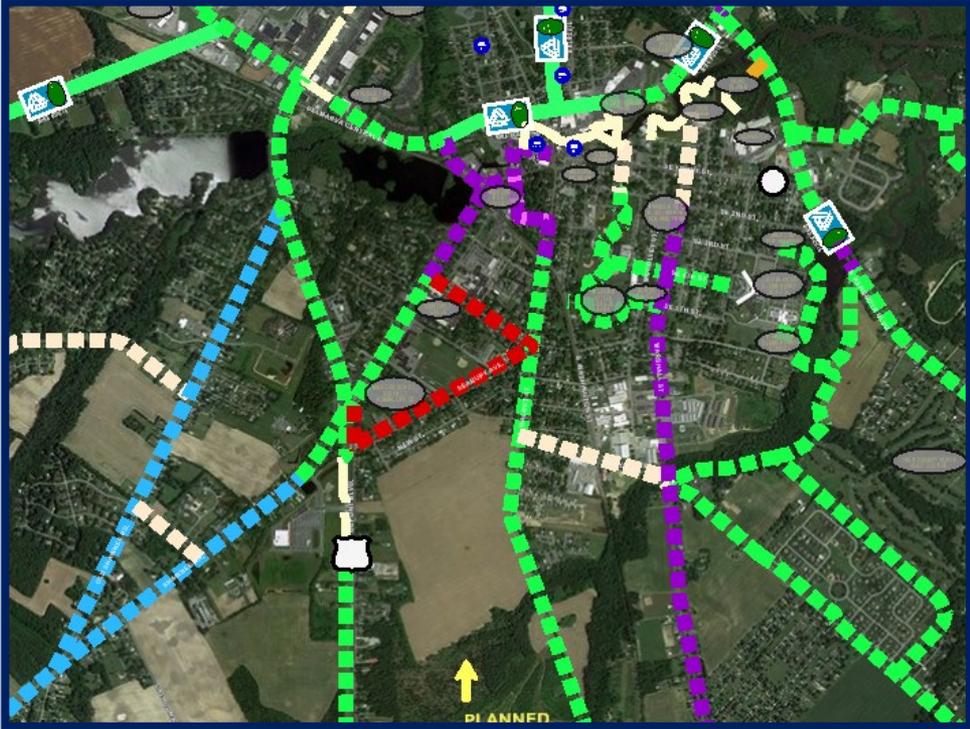
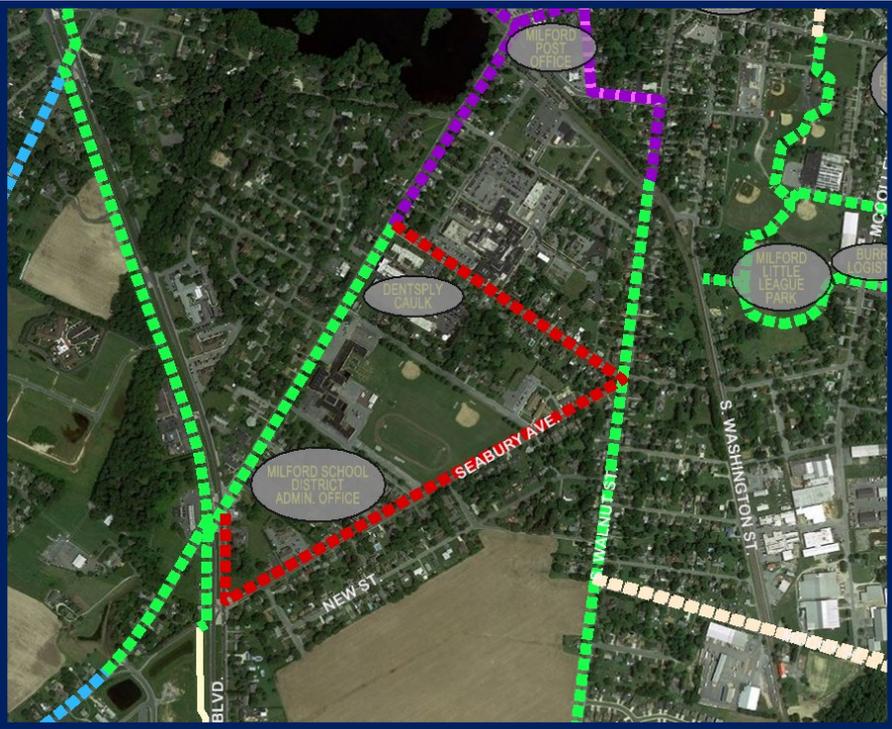
WORKSHOP SUMMARY

Public Workshop Comments:

1. Tie into even more trails eventually
2. Makes me want to move to Milford
3. Well thought out loops that connect
4. Additional Barrier – ditch on north side of Airport Road
5. Great plan – would love to see it happen
6. Need a pedestrian bridge to cross Route 113 at Redners
7. Slow speed limits on Shawnee/Old Shawnee Roads
8. Seabury Avenue could provide a loop from Lakeview back to S. Walnut St
9. Address speeding on residential streets
10. Address the depressed area on Lakeview Avenue where a cone was placed, but the roadway hasn't been fixed in a year
11. Additional destination – Route 1 north/south to Lewes
12. Set aside more parks in Milford as destinations i.e. Pooler, North, Marina
13. Would like to see a plan with routes to a future aquarium
14. Major intersections need a complete streets approach especially at Routes 113 and 1 so that pedestrians, bicycles, and pedestrians can safely cross
15. Very well-done plan

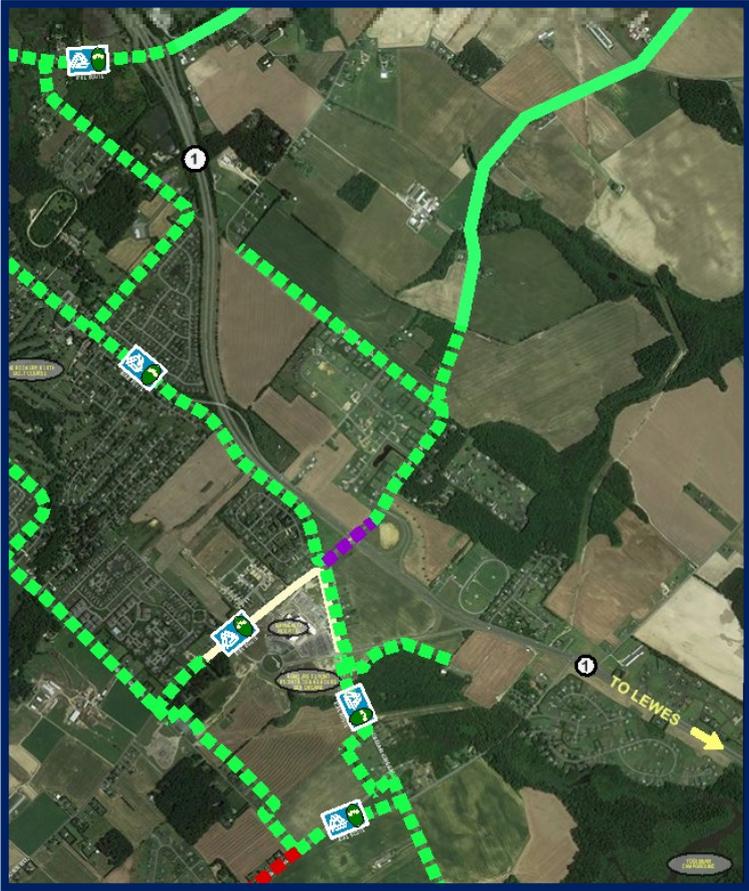
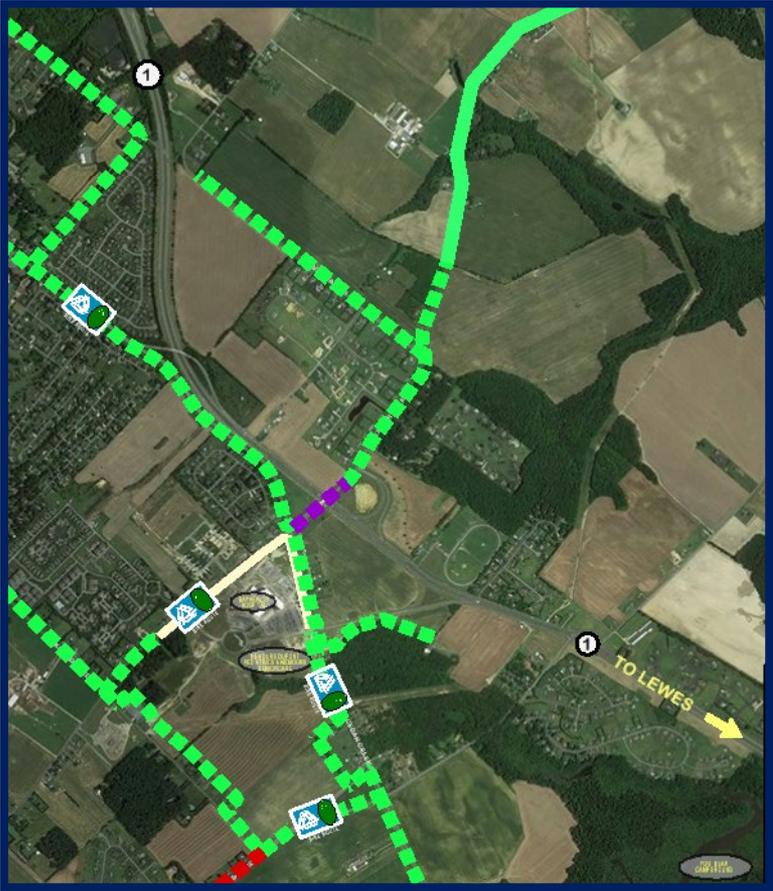
WORKSHOP SUMMARY

Seabury Avenue could provide a loop from Lakeview back to S. Walnut St



WORKSHOP SUMMARY

Additional destination – Route 1 north/south to Lewes



WORKSHOP SUMMARY

Public Workshop Comments:

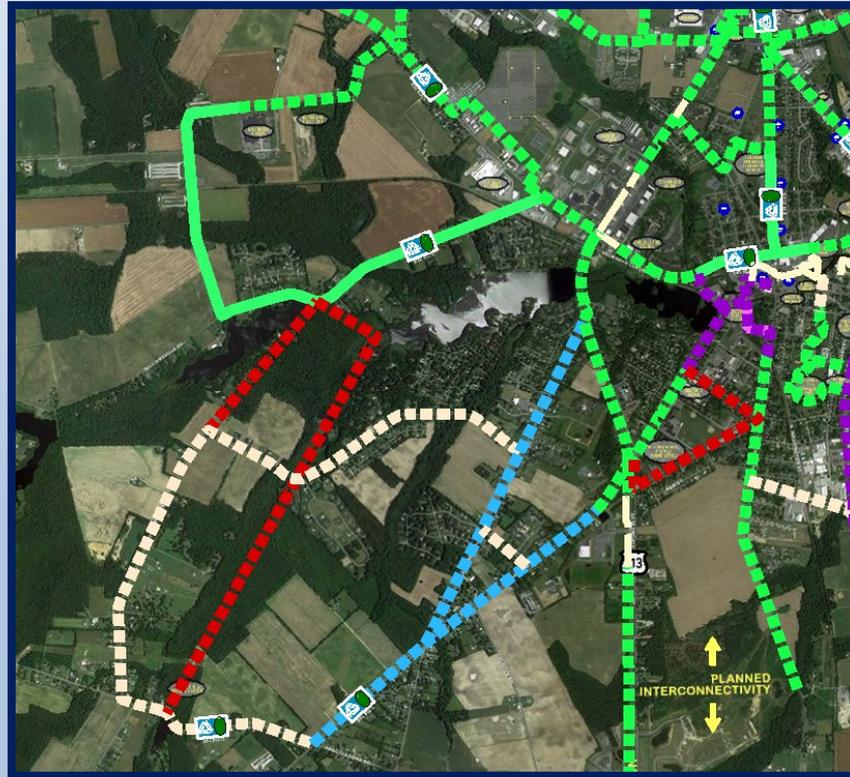
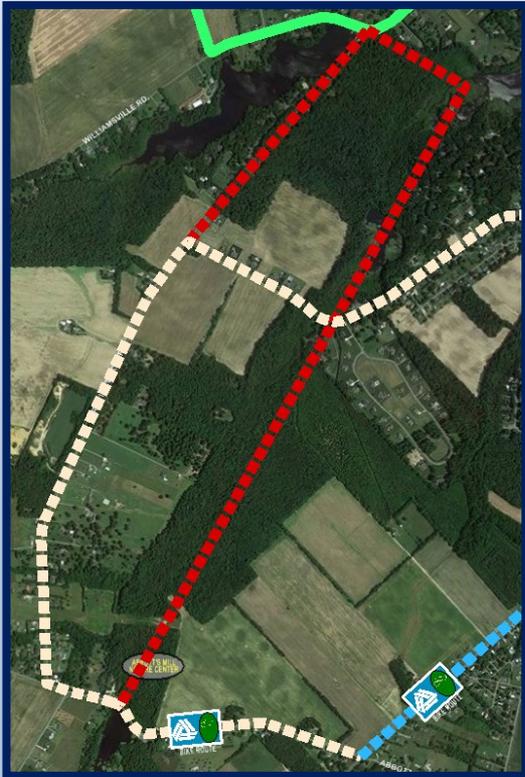
16. Griffith Lake Drive between Meadowbrooke and Williamsville Road creates a loop – Griffith Lake/Blairs Pond to Williamsville to Abbots Pond Road to Griffith Lake Drive with parking at Griffith Lake/Blairs Road
17. Fitzgerald Road between Route 36 and Union Church is always full of trash broken branches and pot holes
18. Path along Johnson Branch/Abbots Pond to Meadowbrooke through to Williamsville Road along Haven Lake would be great
19. Use Roundabouts not stop signs and stop lights
20. Loop from Milford to Slaughter Beach would be the best

BAC Comments:

1. Add Church Hill Road between Route 14 and Route 15 as Shared Use Path
2. Add connection from Route 30 to Lincoln along Johnson Road (Bike Lane)

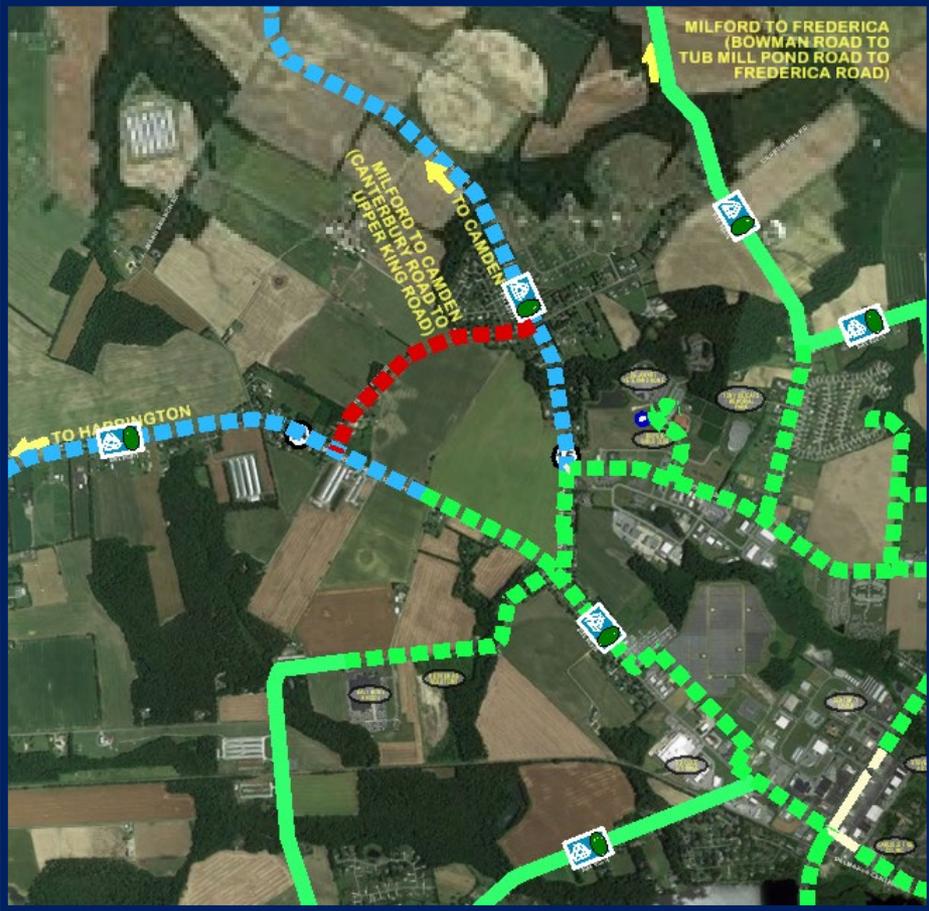
WORKSHOP SUMMARY

- Griffith Lake Drive between Meadowbrooke and Williamsville Road creates a loop – Griffith Lake/Blairs Pond to Williamsville to Abbots Pond Road to Griffith Lake Drive with parking at Griffith Lake/Blairs Road
- Path along Johnson Branch/Abbots Pond to Meadowbrooke through to Williamsville Road along Haven Lake would be great



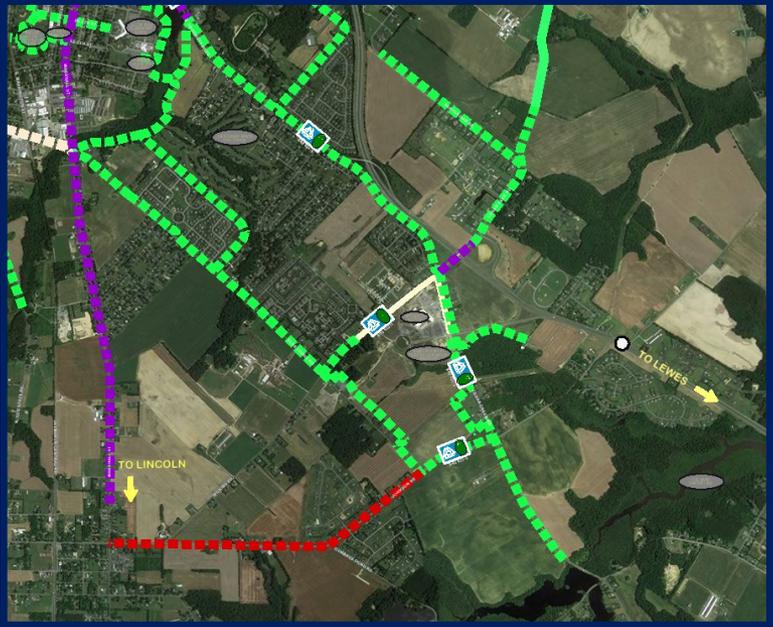
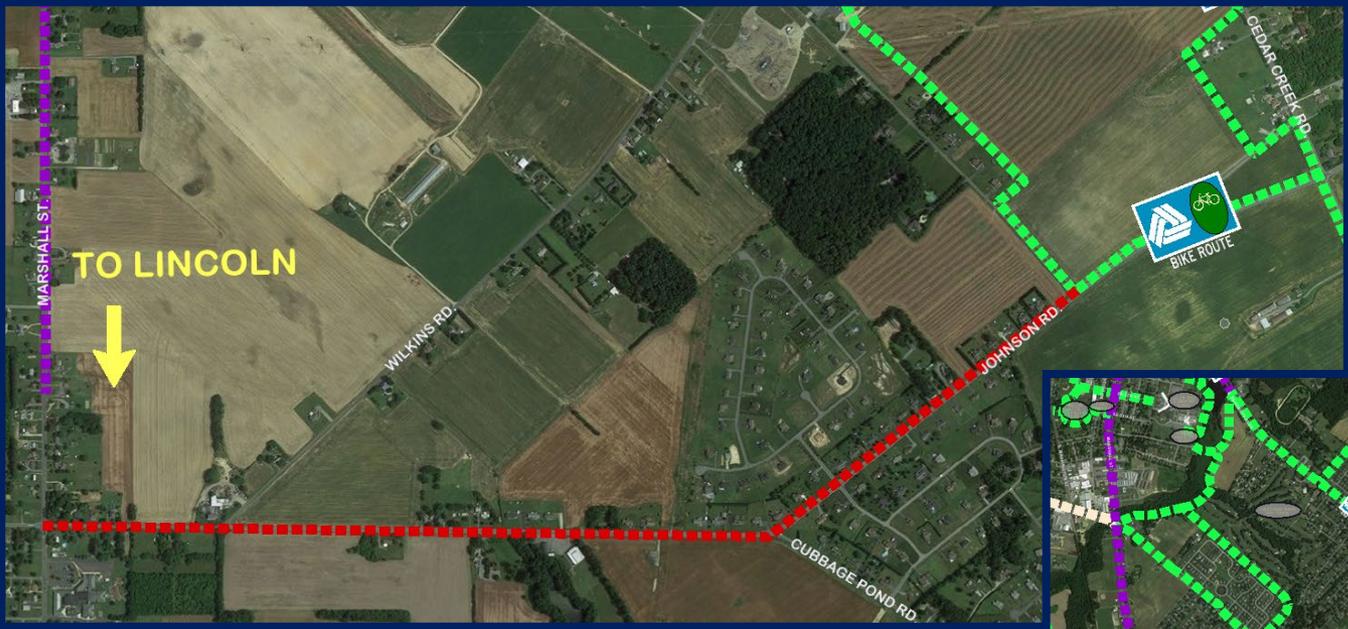
WORKSHOP SUMMARY

Add Church Hill Road between Route 14 and Route 15 as Shared Use Path



WORKSHOP SUMMARY

Add connection from Route 30 to Lincoln along Johnson Road (Bike Lane)



BAC Follow Up – July 2020

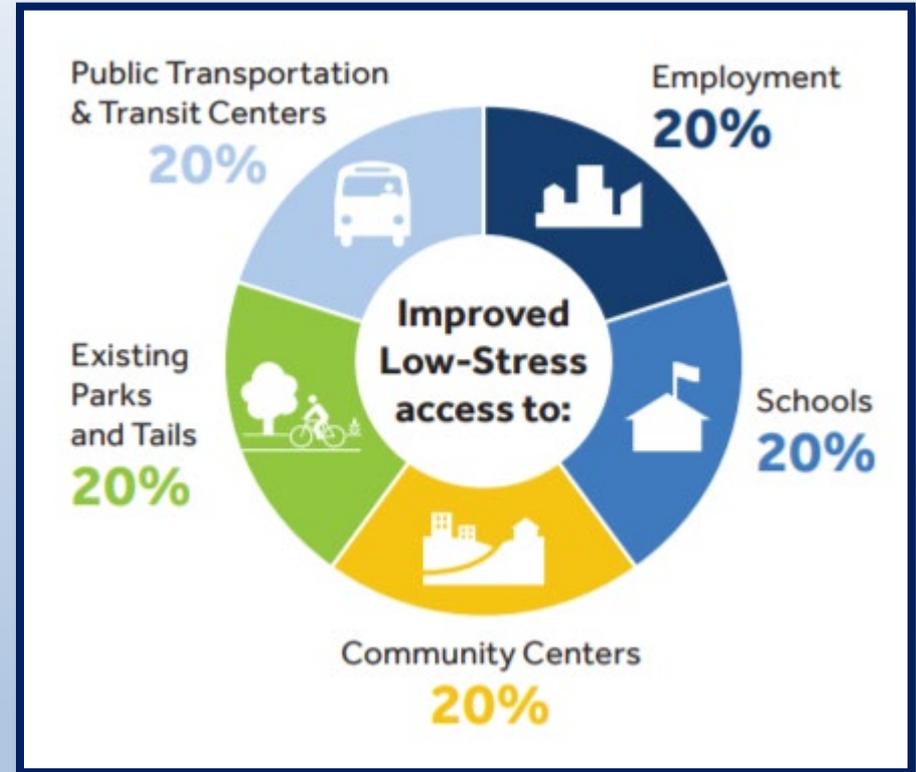
What Percent of Plan Could be Built by Developer/Public Funding

- 20% of the system is either existing shared use path, proposed bike lane, or existing bike lane requiring minor improvements
- 17% could be constructed by private development
- 63% would require public funding
 - Excludes the longer regional routes that extend to adjacent towns and communities (like Lincoln, Slaughter, Harrington, etc.)

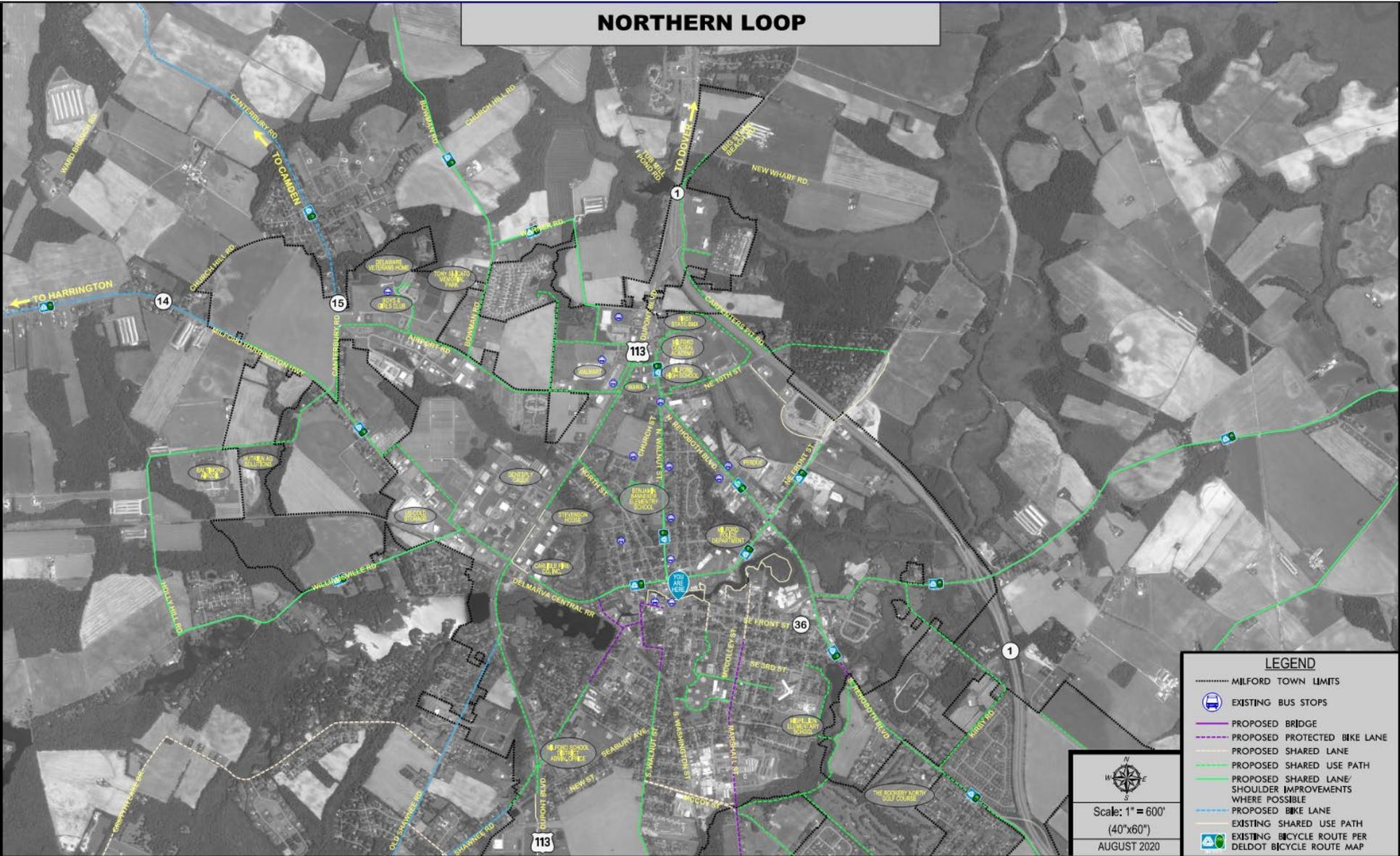
PRIORITIZATION PROCESS

DELDOT'S PRIORITIZATION PROCESS:

1. Connect People and Destinations
2. Provide Separation from Traffic
3. Turn Stressful Route into More Comfortable Route



Prioritization of Routes



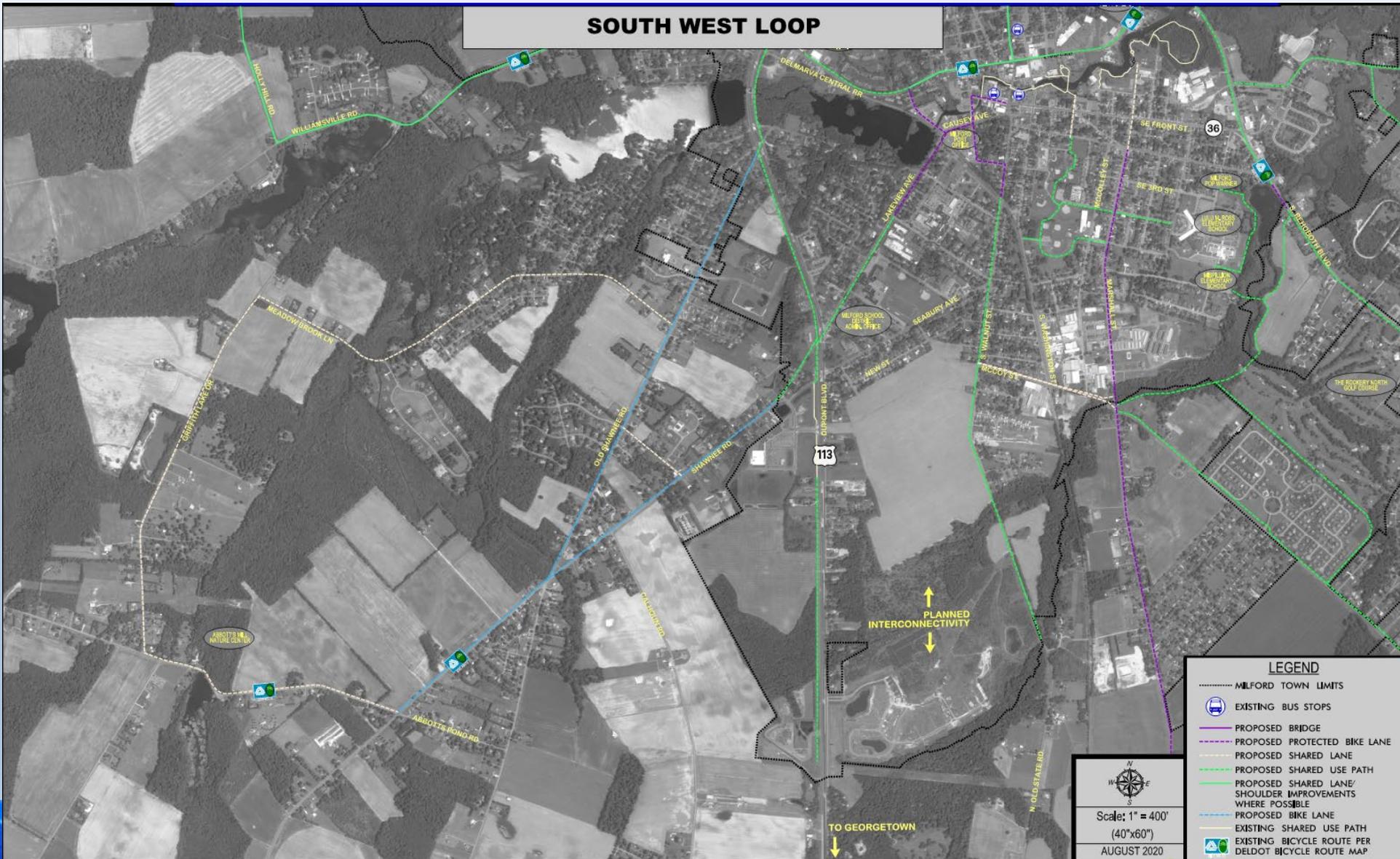
NORTHERN LOOP

LEGEND

- MILFORD TOWN LIMITS
- EXISTING BUS STOPS
- PROPOSED BRIDGE
- PROPOSED PROTECTED BIKE LANE
- PROPOSED SHARED LANE
- PROPOSED SHARED USE PATH
- PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
- PROPOSED BIKE LANE
- EXISTING SHARED USE PATH
- EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP

Scale: 1" = 600'
(40"x60")
AUGUST 2020

Prioritization of Routes



Prioritization of Routes



Policy Discussion

- Current Ordinance Review
 - All bicycles must be registered with Milford Police Department
 - Prohibits cyclists from using sidewalks or pavements within the City
- WHERE DO WE WANT RIDERS AND DON'T WANT RIDERS
 - Riding on sidewalks
 - Restrict in downtown sidewalks

Policy Discussion

Chapter 84 - BICYCLES, SKATEBOARDS AND OTHER CONVEYANCES^[1]

ARTICLE I - Use on Sidewalks

A. Any person or persons using, riding, propelling themselves or being propelled upon any bicycle or tricycle or skating upon roller skates or wheeling a wheelbarrow or pushing any pushcart with slop on it upon any of the sidewalks or pavements within the Town of Milford shall forfeit and pay a fine of not less than \$1 nor more than \$10, to be collected as other fines are collected.

[Amended 6-9-1970]

[Ord. No. 2013-13, § 2, 12-9-2013]

ARTICLE II - Bicycle Registration

Beginning August 15, 1974, any bicycle being on the streets or other public places within the City of Milford shall have been registered with the Milford Police Department, as follows:

A. The bicycle is to be brought to the Milford Police Department, where a registration form giving pertinent information about the owner and the bicycle will be filled out and kept at the Police Department.

B. A registration tag will be issued each owner, and the registration number thereon will be permanently stamped into the frame of the bicycle for identification purposes.

C. In the event of change of ownership of a bicycle registered under this article, the new owner shall appear at the Milford Police Department with proof of ownership and have the registration transferred into his name within 10 days.

D. A fee of \$1 shall be charged by the Police Department for each bicycle registered under this article.

[Amended 5-11-1998 by Ord. No. 4-98]

E. Any bicycle being owned by a resident of the City of Milford and being upon the streets or other public places within the city and not registered as set forth in this article shall be impounded by the Police Department, and an impoundment fee of \$5 will be charged the owner thereof. The five-dollar fee is a flat fee.

[Amended 5-11-1998 by Ord. No. 4-98]

F. Upon payment of the impoundment fee the bicycle will be properly registered and released to the owner.

G. All registration and impoundment fees collected under the terms of this article shall be shown on the monthly police report, as are other miscellaneous sources of income.

Policy Discussion

ARTICLE III – Skateboards [Adopted 9-22-2003 by Ord. No. 2003-8]

§ 84-3. - Purpose.

Skateboarding has become an increasingly frequent occurrence in the City of Milford on streets, sidewalks and other public areas used by automobile traffic and pedestrians. The City has determined the following regulation of skateboarding in public areas is necessary in order to protect and preserve the public health, safety and welfare.

§ 84-4. - Definitions. As used in this article, the following terms shall have the meanings indicated:

DESIGNATED SKATEBOARDING FACILITY — A public area which is designed and operated for skateboarding, approved and designated as such by Milford City Council.

POSTED AREAS — Areas that contain "no skateboarding" signs.

PUBLIC AREAS — Any place which is open and available to public use, occupation, passage or traffic, whether owned by a public or private entity, and including all streets, lanes, ways, alleys, sidewalks, parking lots, parks, plazas, tennis courts, basketball courts, playgrounds and school yards. In addition to its ordinary meaning, "public place" shall also include the City's benches, plaques, memorials, steps and railings.

SKATEBOARD — A single platform mounted on wheels, having no mechanism device with which to power, steer, or control direction of movement while being used, operated or ridden.

SKATEBOARDING — The act of pushing, propelling or riding a skateboard.

§ 84-5. - Use in public areas prohibited.

No person shall operate, or cause to be operated, a skateboard on a public area except:

A. In a designated skateboarding facility. B. In a privately owned public parking lot, if the owner has provided express written permission.

§ 84-6. - Enforcement; rules and regulations.

A. This article may be enforced by any law enforcement officer. B. The River Park Skating Committee shall adopt written rules and regulations governing the use of skateboards and operation of a skateboarding facility or designated area.

§ 84-7. - Violations and penalties.

A. Any person found in violation of this article shall be penalized as follows: (1) First offense: written warning. (2) Second offense: fine of \$10. (3) Third offense: fine of \$25. (4) Fourth offense: fine of \$50. (5) Fifth offense: fine of \$100. B. Fines may be doubled in areas where signs are posted. C. In the case of any violator 16 years or younger, the parents will be subject to a court summons if the fine is not paid. If not paid within 30 days, the offender is subject to a court summons, with a fine up to \$150.

Policy Discussion

- Require amenities in new commercial areas
 - Bike parking
 - Anything in addition?
- Require recreational bike paths to our subdivision ordinance for required open space amenities
 - Require connections/continual segments between neighborhoods
- Speeding/traffic enforcement
- Education of riders/drivers

Next Steps

- Revise Plan
- Formalize priorities
- BAC/Public workshop to present final plan, prioritization
- Follow up BAC meeting post workshop
- Present to Council for adoption

FACILITIES CONSIDERED:

LEGEND

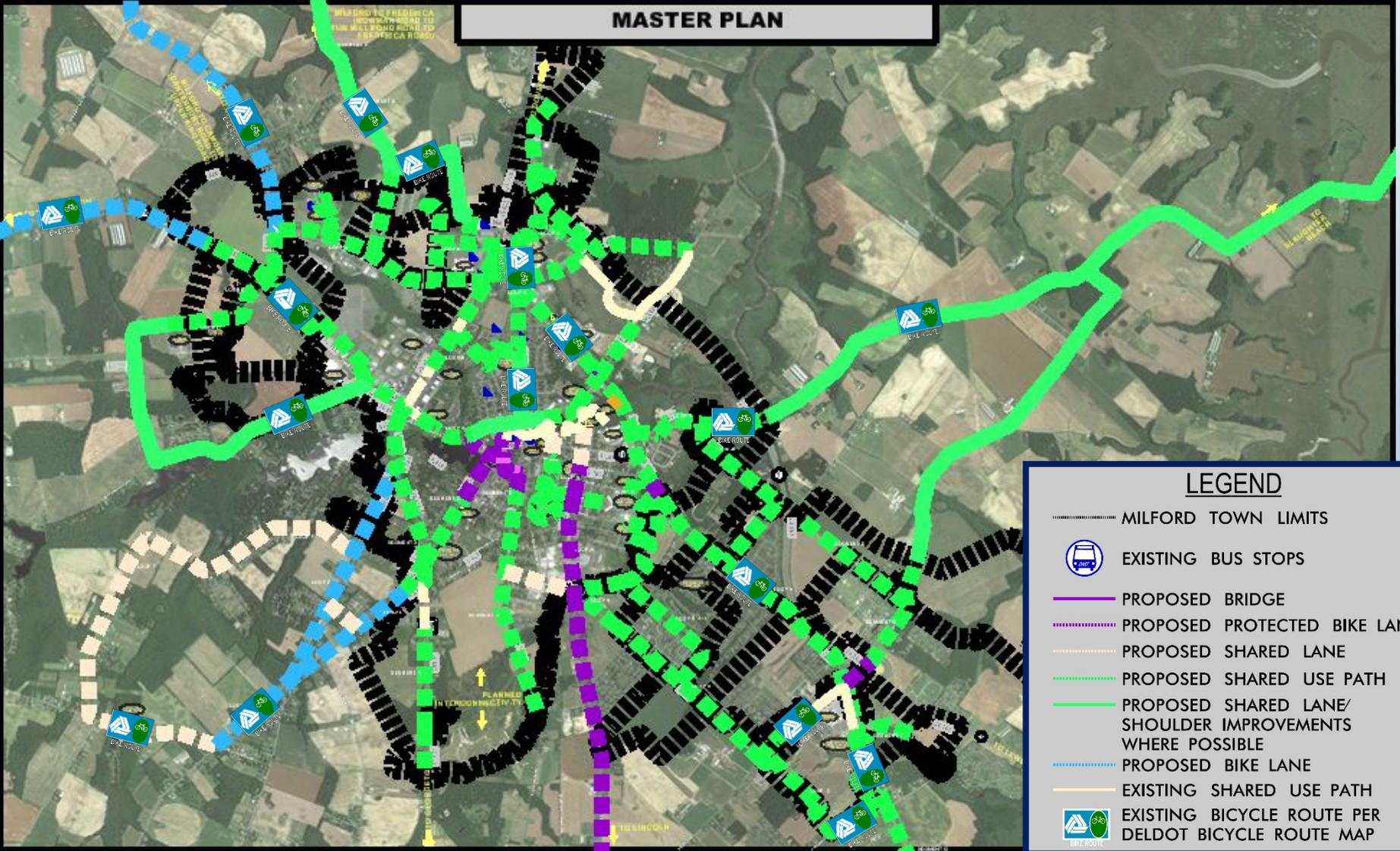
- MILFORD TOWN LIMITS
-  EXISTING BUS STOPS
- PROPOSED BRIDGE
- PROPOSED PROTECTED BIKE LANE
- PROPOSED SHARED LANE
- PROPOSED SHARED USE PATH
- PROPOSED SHARED LANE/
SHOULDER IMPROVEMENTS
WHERE POSSIBLE
- PROPOSED BIKE LANE
- EXISTING SHARED USE PATH
-  EXISTING BICYCLE ROUTE PER
DELDOT BICYCLE ROUTE MAP



 INTERSECTION IMPROVEMENTS

MILFORD BICYCLE MASTER PLAN

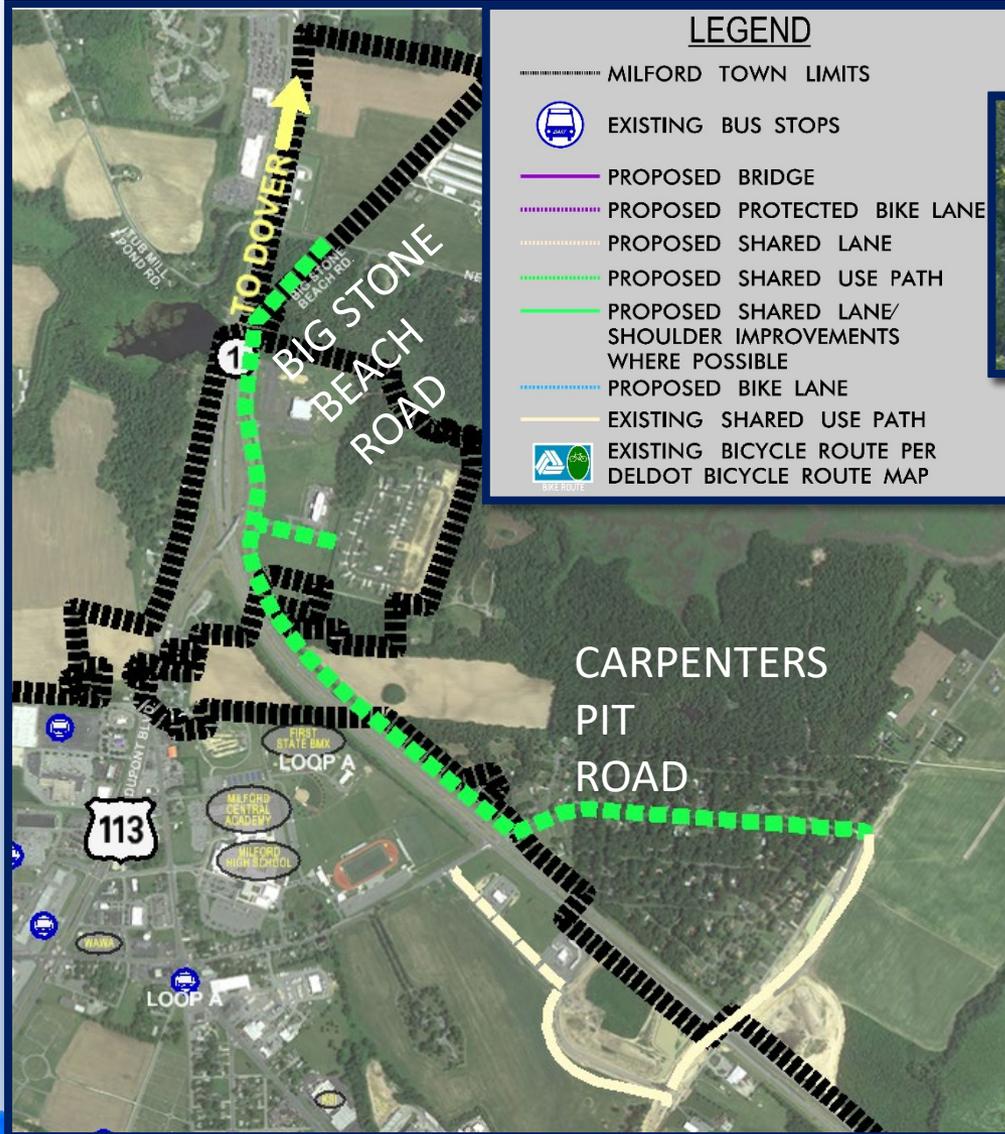
MASTER PLAN



LEGEND

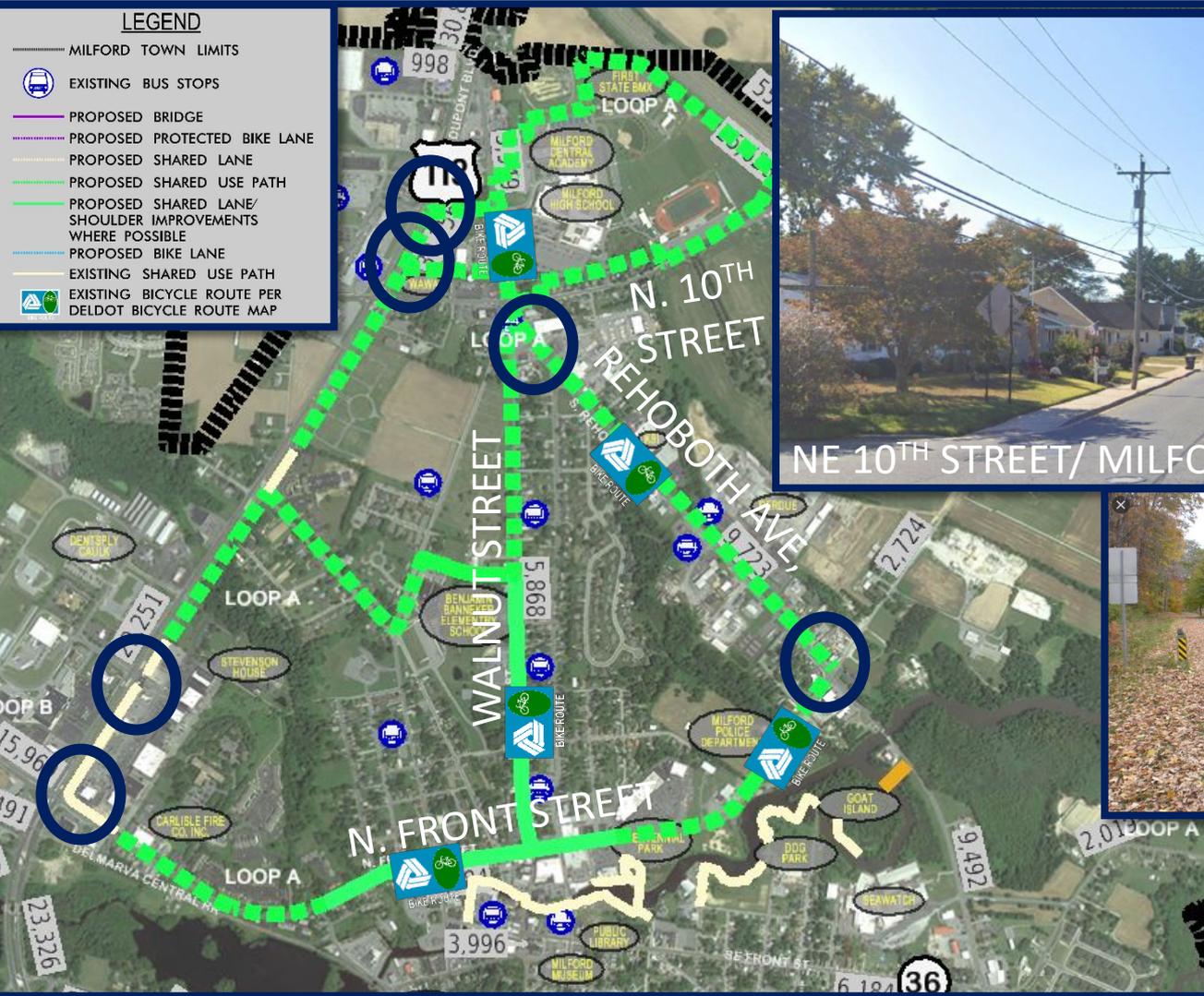
- MILFORD TOWN LIMITS
- EXISTING BUS STOPS
- PROPOSED BRIDGE
- PROPOSED PROTECTED BIKE LANE
- PROPOSED SHARED LANE
- PROPOSED SHARED USE PATH
- PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
- PROPOSED BIKE LANE
- EXISTING SHARED USE PATH
- EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP

NORTHERN LOOP - BIG STONE BEACH ROAD, CARPENTERS PIT ROAD

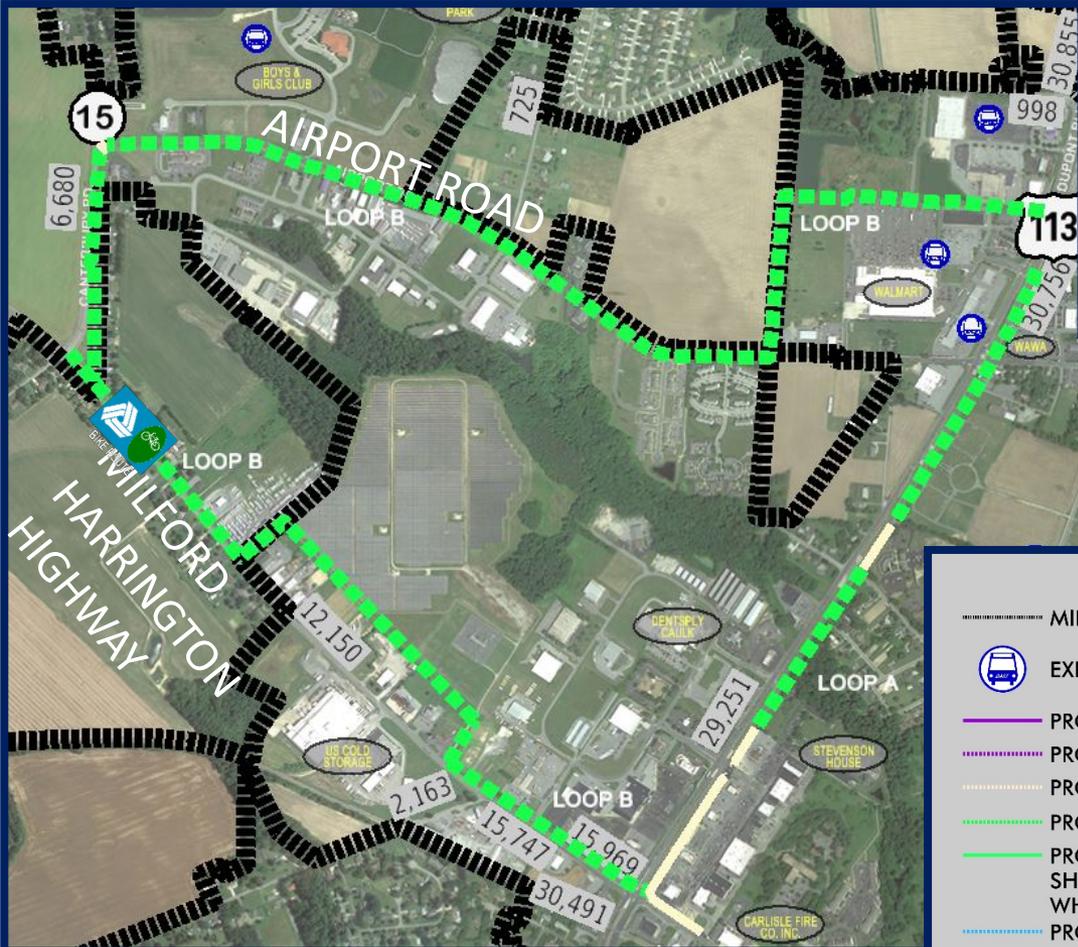


NORTHERN LOOP A – N. FRONT STREET, WALNUT STREET, REHOBOTH AVENUE (EXISTING FACILITIES SOUTH OF N. FRONT STREET CONNECT TO SOUTHERN LOOPS)

- LEGEND**
- MILFORD TOWN LIMITS
 - EXISTING BUS STOPS
 - PROPOSED BRIDGE
 - PROPOSED PROTECTED BIKE LANE
 - PROPOSED SHARED LANE
 - PROPOSED SHARED USE PATH
 - PROPOSED SHARED LANE/ SHOULDER IMPROVEMENTS WHERE POSSIBLE
 - PROPOSED BIKE LANE
 - EXISTING SHARED USE PATH
 - EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP



NORTHERN LOOP B – AIRPORT ROAD, CANTERBURY ROAD, MILFORD HARRINGTON HIGHWAY (SR 14)



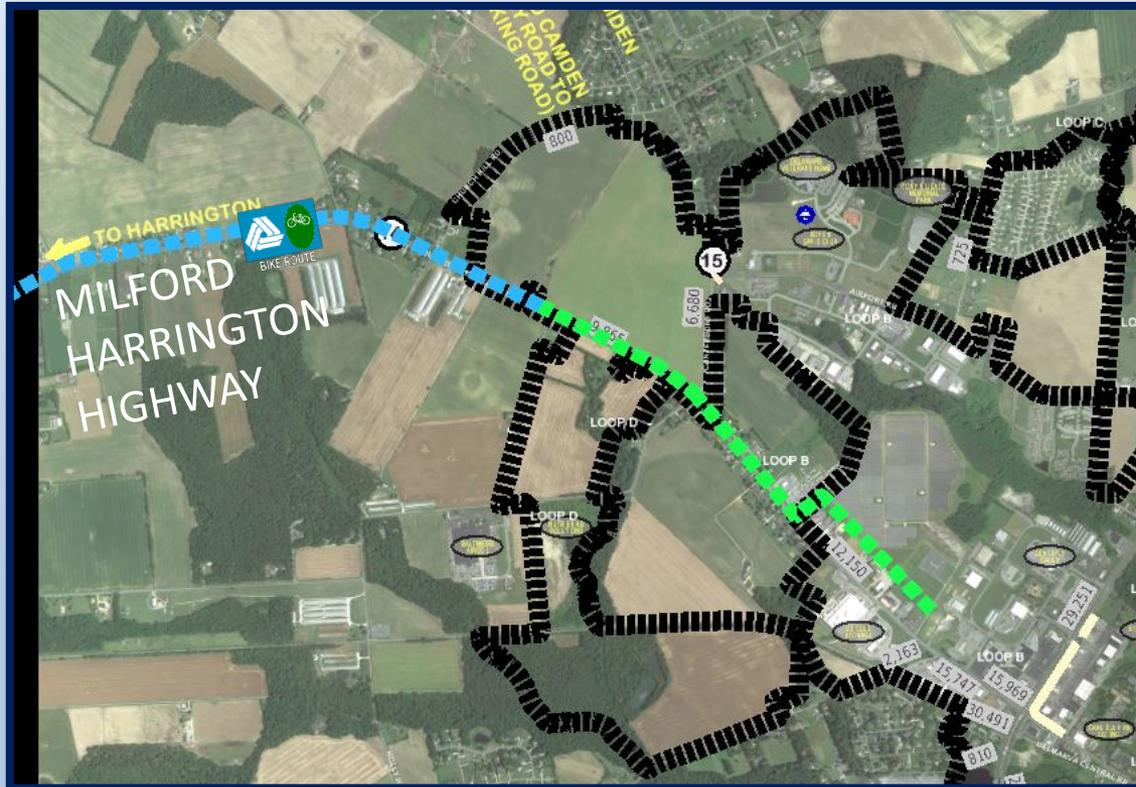
LEGEND

-  MILFORD TOWN LIMITS
-  EXISTING BUS STOPS
-  PROPOSED BRIDGE
-  PROPOSED PROTECTED BIKE LANE
-  PROPOSED SHARED LANE
-  PROPOSED SHARED USE PATH
-  PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
-  PROPOSED BIKE LANE
-  EXISTING SHARED USE PATH
-  EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP

NORTHERN LOOP - ROUTE TO HARRINGTON



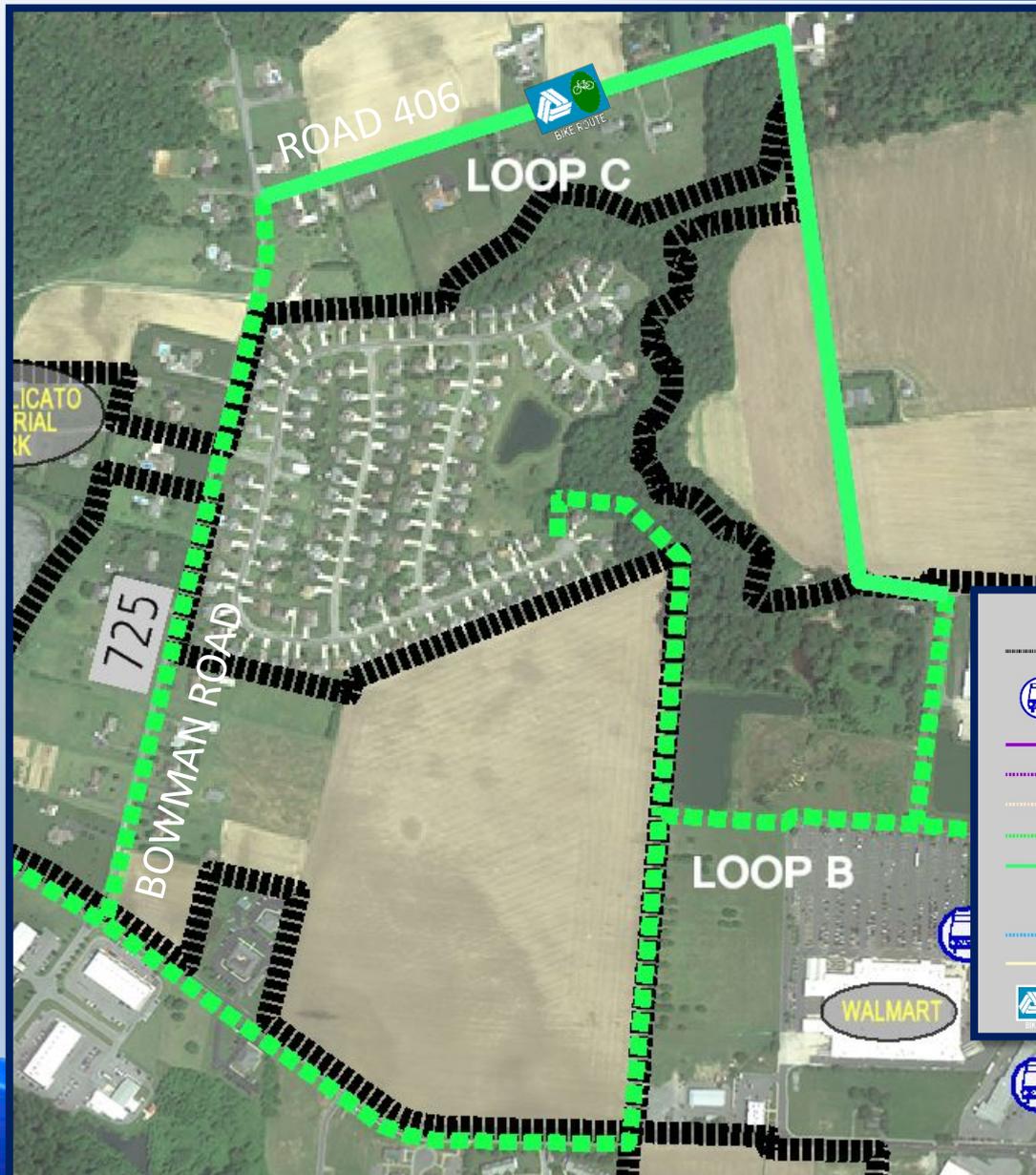
MILFORD HARRINGTON HIGHWAY



LEGEND

-  MILFORD TOWN LIMITS
-  EXISTING BUS STOPS
-  PROPOSED BRIDGE
-  PROPOSED PROTECTED BIKE LANE
-  PROPOSED SHARED LANE
-  PROPOSED SHARED USE PATH
-  PROPOSED SHARED LANE/
SHOULDER IMPROVEMENTS
WHERE POSSIBLE
-  PROPOSED BIKE LANE
-  EXISTING SHARED USE PATH
-  EXISTING BICYCLE ROUTE PER
DELDOT BICYCLE ROUTE MAP

NORHTERN LOOP C – BOWMAN ROAD, ROAD 406

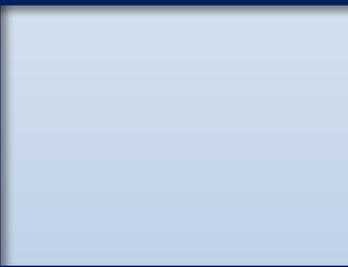


LEGEND

- MILFORD TOWN LIMITS
- EXISTING BUS STOPS
- PROPOSED BRIDGE
- PROPOSED PROTECTED BIKE LANE
- PROPOSED SHARED LANE
- PROPOSED SHARED USE PATH
- PROPOSED SHARED LANE/ SHOULDER IMPROVEMENTS WHERE POSSIBLE
- PROPOSED BIKE LANE
- EXISTING SHARED USE PATH
- EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP



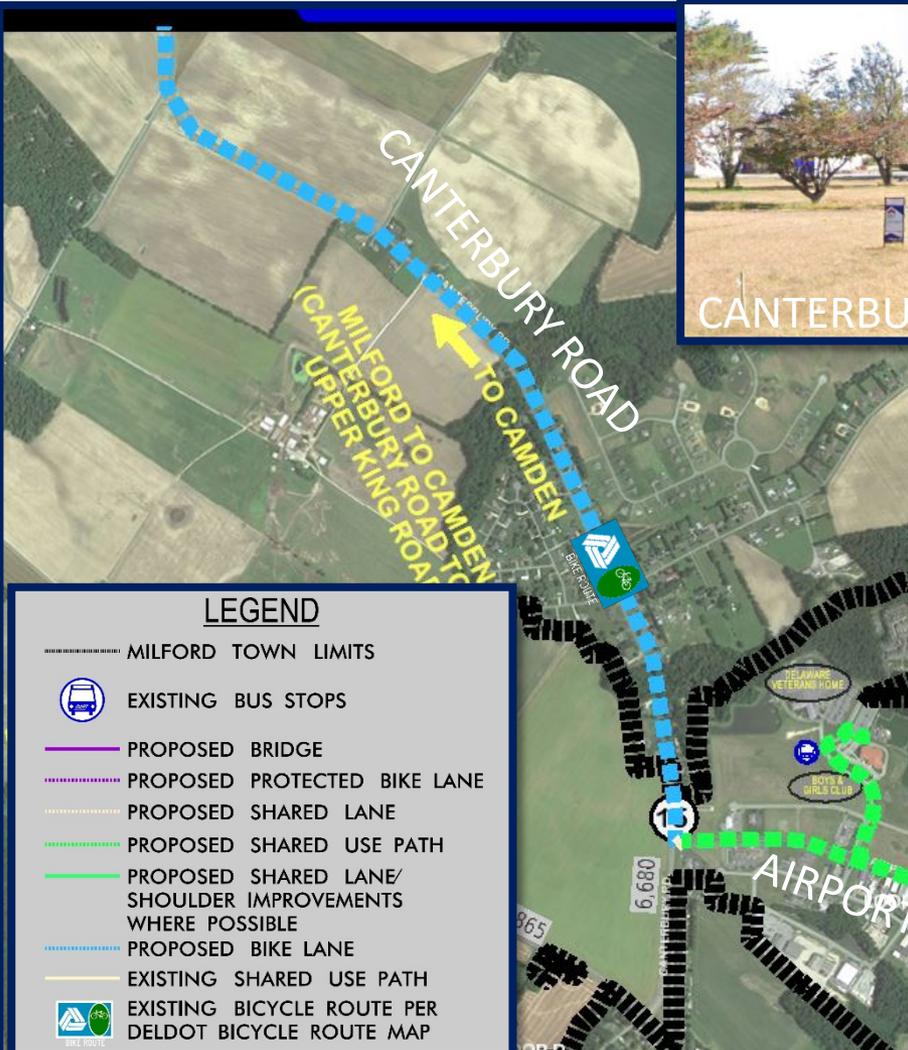
NORTHERN LOOP SEGMENT E – HOLLY HILL ROAD, WILLIAMSVILLE ROAD



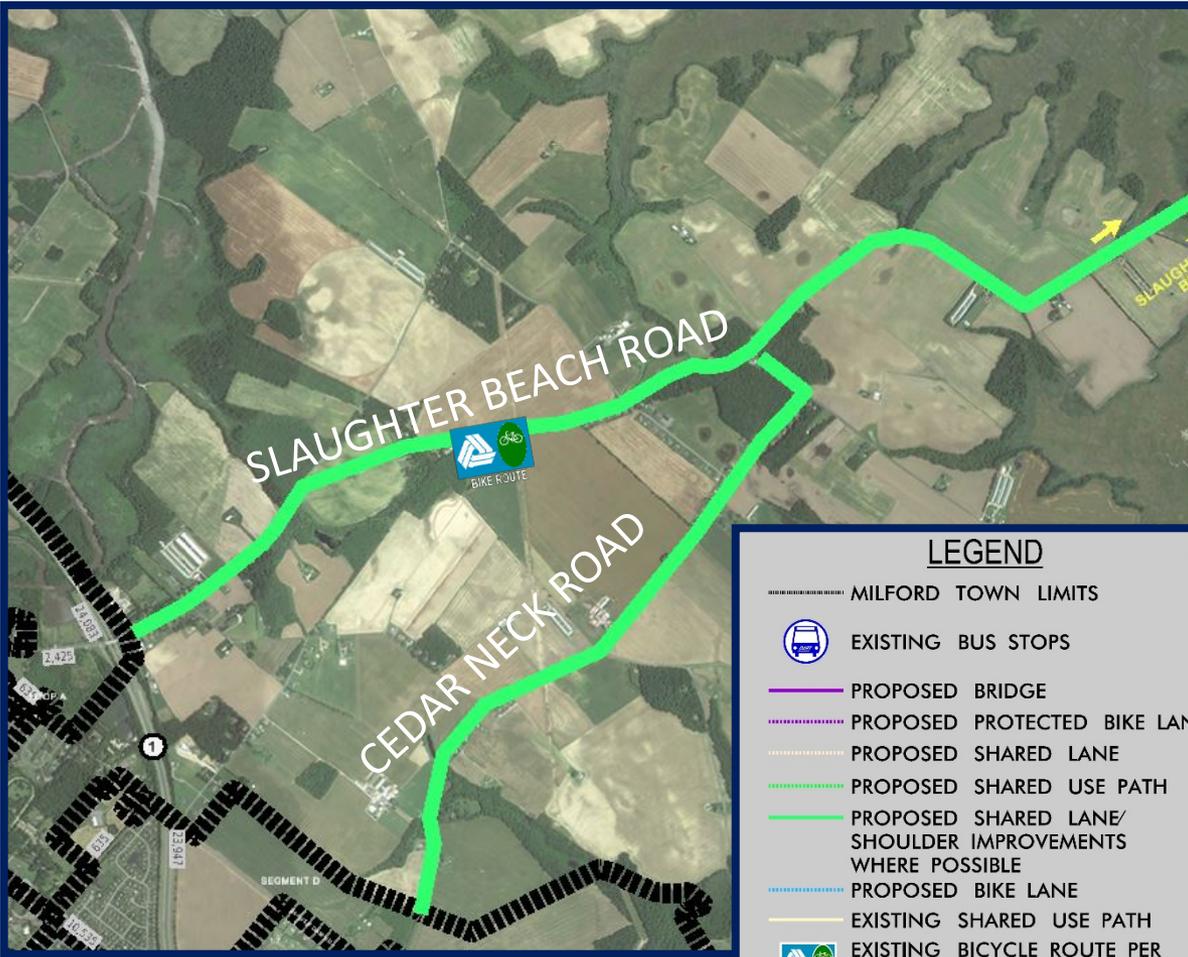
LEGEND

-  MILFORD TOWN LIMITS
-  EXISTING BUS STOPS
-  PROPOSED BRIDGE
-  PROPOSED PROTECTED BIKE LANE
-  PROPOSED SHARED LANE
-  PROPOSED SHARED USE PATH
-  PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
-  PROPOSED BIKE LANE
-  EXISTING SHARED USE PATH
-  EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP

NORTHERN LOOP - ROUTE TO CAMDEN



ROUTE TO SLAUGHTER BEACH – SLAUGHTER BEACH ROAD, WELLS ROAD, S. CEDAR NECK ROAD



S. CEDAR NECK ROAD



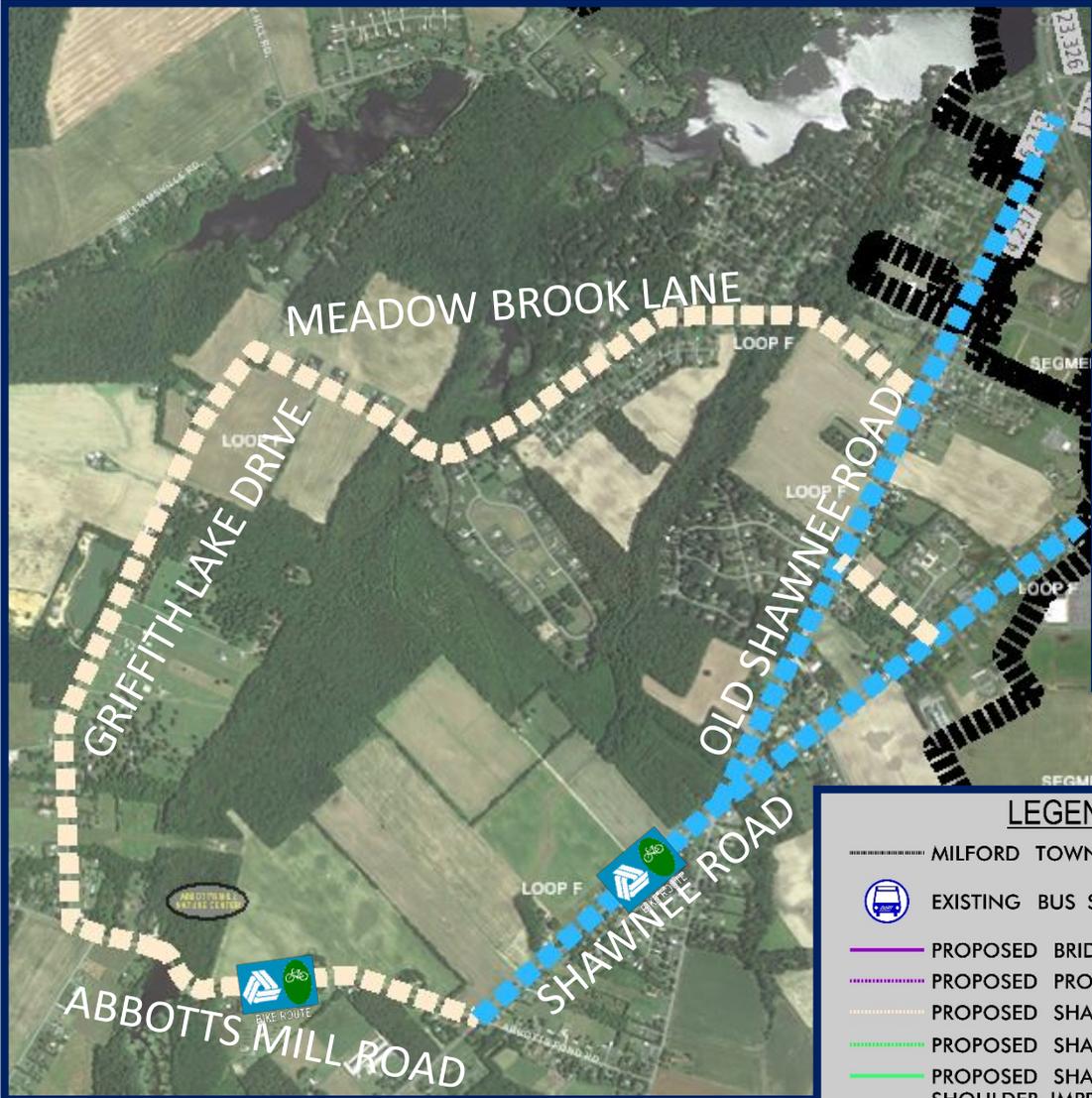
SLAUGHTER BEACH ROAD

LEGEND

- MILFORD TOWN LIMITS
- EXISTING BUS STOPS
- PROPOSED BRIDGE
- PROPOSED PROTECTED BIKE LANE
- PROPOSED SHARED LANE
- PROPOSED SHARED USE PATH
- PROPOSED SHARED LANE/ SHOULDER IMPROVEMENTS WHERE POSSIBLE
- PROPOSED BIKE LANE
- EXISTING SHARED USE PATH
- EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP



SOUTHWEST LOOP F – TO ABBOTTS MILL; ABBOTTS MILL ROAD, GRIFFITH LAKE DRIVE, MEADOW BROOK LANE, OLD SHAWNEE ROAD, SHAWNEE ROAD



ABBOTTS MILL ROAD



SHAWNEE ROAD

LEGEND

-  MILFORD TOWN LIMITS
-  EXISTING BUS STOPS
-  PROPOSED BRIDGE
-  PROPOSED PROTECTED BIKE LANE
-  PROPOSED SHARED LANE
-  PROPOSED SHARED USE PATH
-  PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
-  PROPOSED BIKE LANE
-  EXISTING SHARED USE PATH
-  EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP



SOUTHWEST SEGMENT A – US 113 TO GEORGETOWN

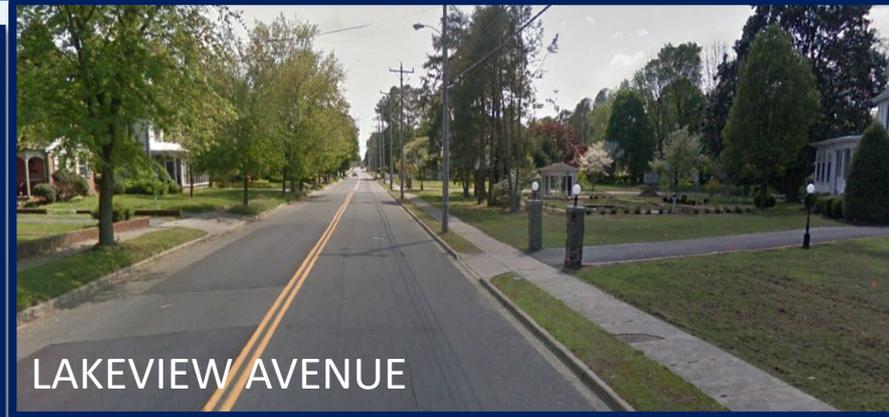
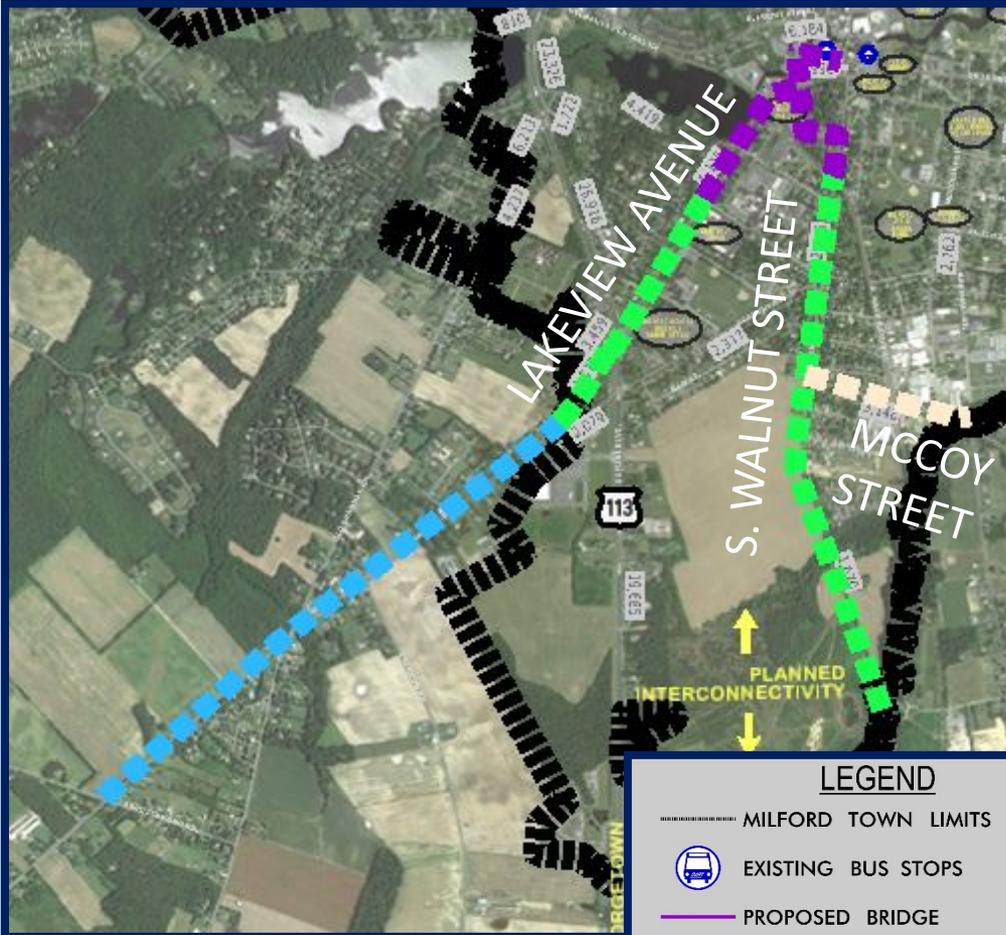


LEGEND

- MILFORD TOWN LIMITS
- EXISTING BUS STOPS
- PROPOSED BRIDGE
- PROPOSED PROTECTED BIKE LANE
- PROPOSED SHARED LANE
- PROPOSED SHARED USE PATH
- PROPOSED SHARED LANE/ SHOULDER IMPROVEMENTS WHERE POSSIBLE
- PROPOSED BIKE LANE
- EXISTING SHARED USE PATH
- EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP



SOUTHWEST/SOUTHEAST SEGMENT B – S. WALNUT STREET, MCCOY STREET (MCCOY STREET CONNECTS SOUTHEAST AND SOUTHWEST LOOPS)



LAKEVIEW AVENUE



S. WALNUT STREET



LEGEND

-  MILFORD TOWN LIMITS
-  EXISTING BUS STOPS
-  PROPOSED BRIDGE
-  PROPOSED PROTECTED BIKE LANE
-  PROPOSED SHARED LANE
-  PROPOSED SHARED USE PATH
-  PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
-  PROPOSED BIKE LANE
-  EXISTING SHARED USE PATH
-  EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP

SOUTHEAST LOOP A – S. WALNUT STREET, MARSHALL STREET, S. REHOBOTH BOULEVARD, ELKS LODGE ROAD

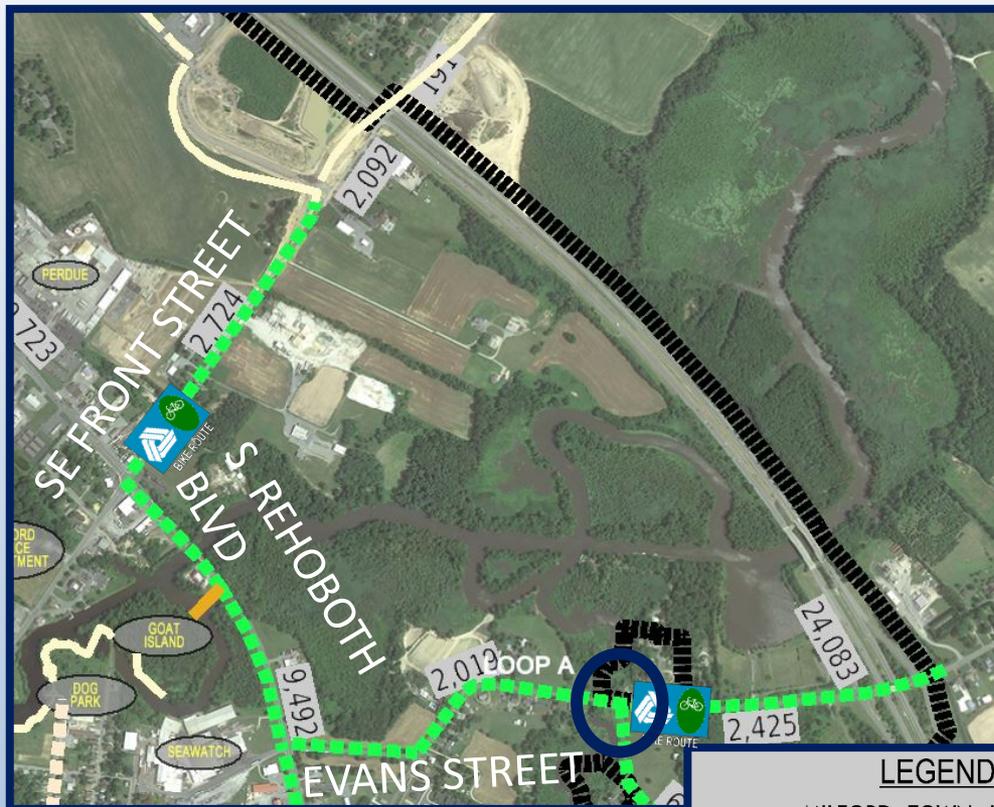


LEGEND

- MILFORD TOWN LIMITS
- EXISTING BUS STOPS
- PROPOSED BRIDGE
- PROPOSED PROTECTED BIKE LANE
- PROPOSED SHARED LANE
- PROPOSED SHARED USE PATH
- PROPOSED SHARED LANE/ SHOULDER IMPROVEMENTS WHERE POSSIBLE
- PROPOSED BIKE LANE
- EXISTING SHARED USE PATH
- EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP



(ZOOMED VIEW) SOUTHEAST LOOP A – EVANS STREET, S. REHOBOTH BOULEVARD, SE FRONT STREET



SE FRONT STREET



S. REHOBOTH BOULEVARD

LEGEND

-  MILFORD TOWN LIMITS
-  EXISTING BUS STOPS
-  PROPOSED BRIDGE
-  PROPOSED PROTECTED BIKE LANE
-  PROPOSED SHARED LANE
-  PROPOSED SHARED USE PATH
-  PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
-  PROPOSED BIKE LANE
-  EXISTING SHARED USE PATH
-  EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP



(ZOOMED VIEW) SOUTHEAST LOOP A – EVANS STREET, S. REHOBOTH BOULEVARD, SE FRONT STREET



LEGEND

-  MILFORD TOWN LIMITS
-  EXISTING BUS STOPS
-  PROPOSED BRIDGE
-  PROPOSED PROTECTED BIKE LANE
-  PROPOSED SHARED LANE
-  PROPOSED SHARED USE PATH
-  PROPOSED SHARED LANE/
SHOULDER IMPROVEMENTS
WHERE POSSIBLE
-  PROPOSED BIKE LANE
-  EXISTING SHARED USE PATH
-  EXISTING BICYCLE ROUTE PER
DELDOT BICYCLE ROUTE MAP

(ZOOMED VIEW) SOUTHEAST LOOP A – EVANS STREET, S. REHOBOTH BOULEVARD, SE FRONT STREET

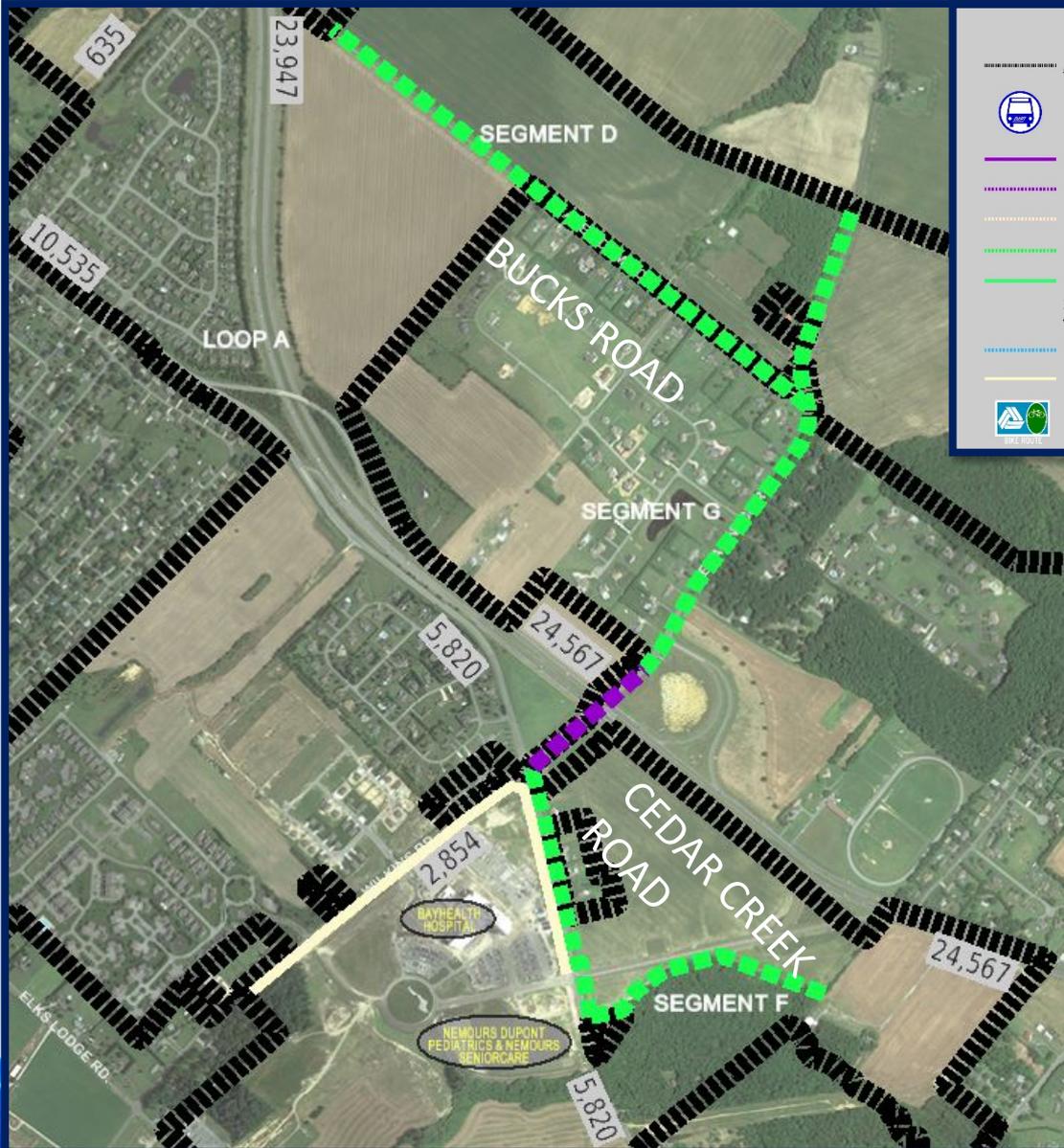


LEGEND

- MILFORD TOWN LIMITS
- EXISTING BUS STOPS
- PROPOSED BRIDGE
- PROPOSED PROTECTED BIKE LANE
- PROPOSED SHARED LANE
- PROPOSED SHARED USE PATH
- PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
- PROPOSED BIKE LANE
- EXISTING SHARED USE PATH
- EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP



SOUTHEAST SEGMENTS D, F, & G – CEDAR CREEK ROAD, BEAVER DAM ROAD



LEGEND

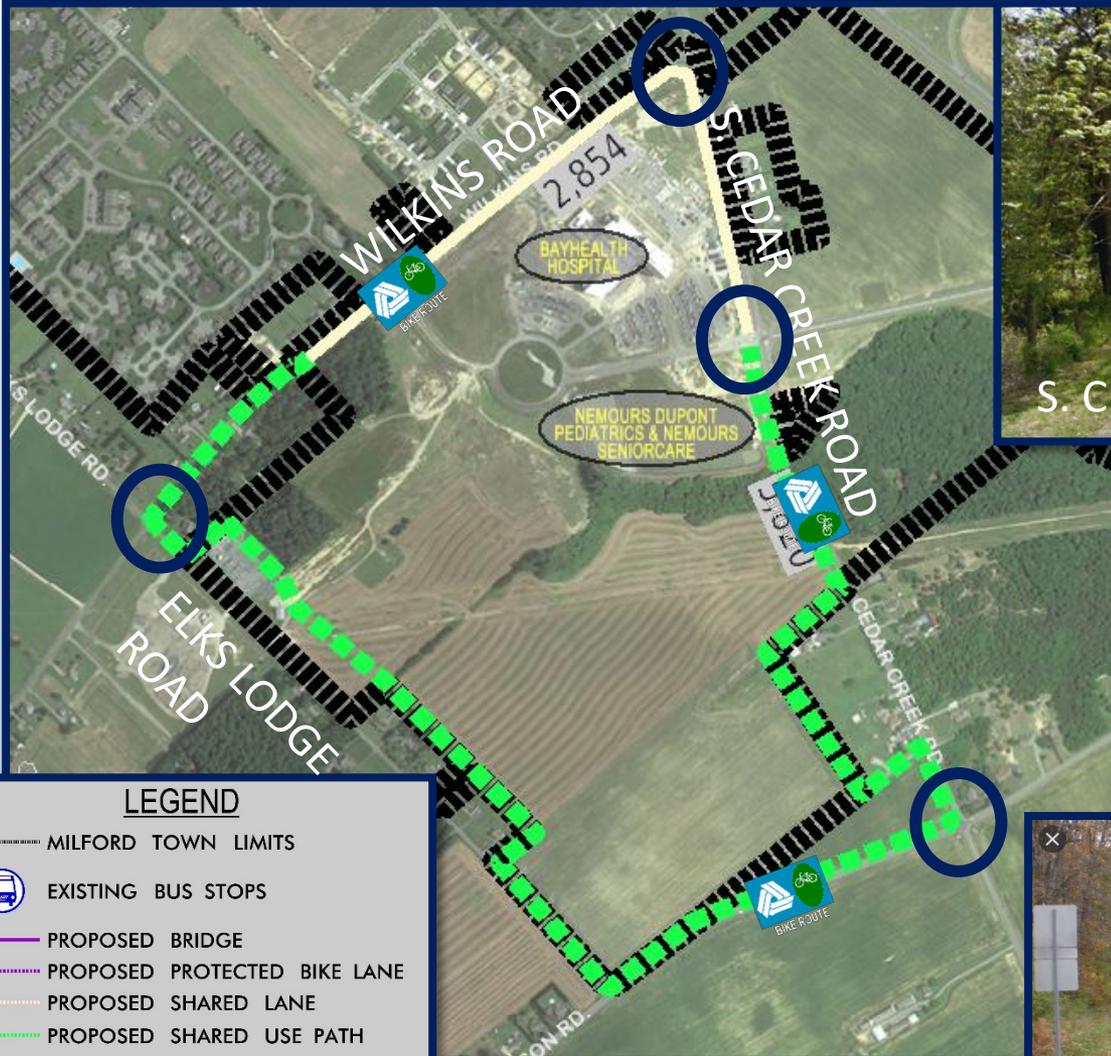
- MILFORD TOWN LIMITS
- EXISTING BUS STOPS
- PROPOSED BRIDGE
- PROPOSED PROTECTED BIKE LANE
- PROPOSED SHARED LANE
- PROPOSED SHARED USE PATH
- PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
- PROPOSED BIKE LANE
- EXISTING SHARED USE PATH
- EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP



CEDAR CREEK ROAD



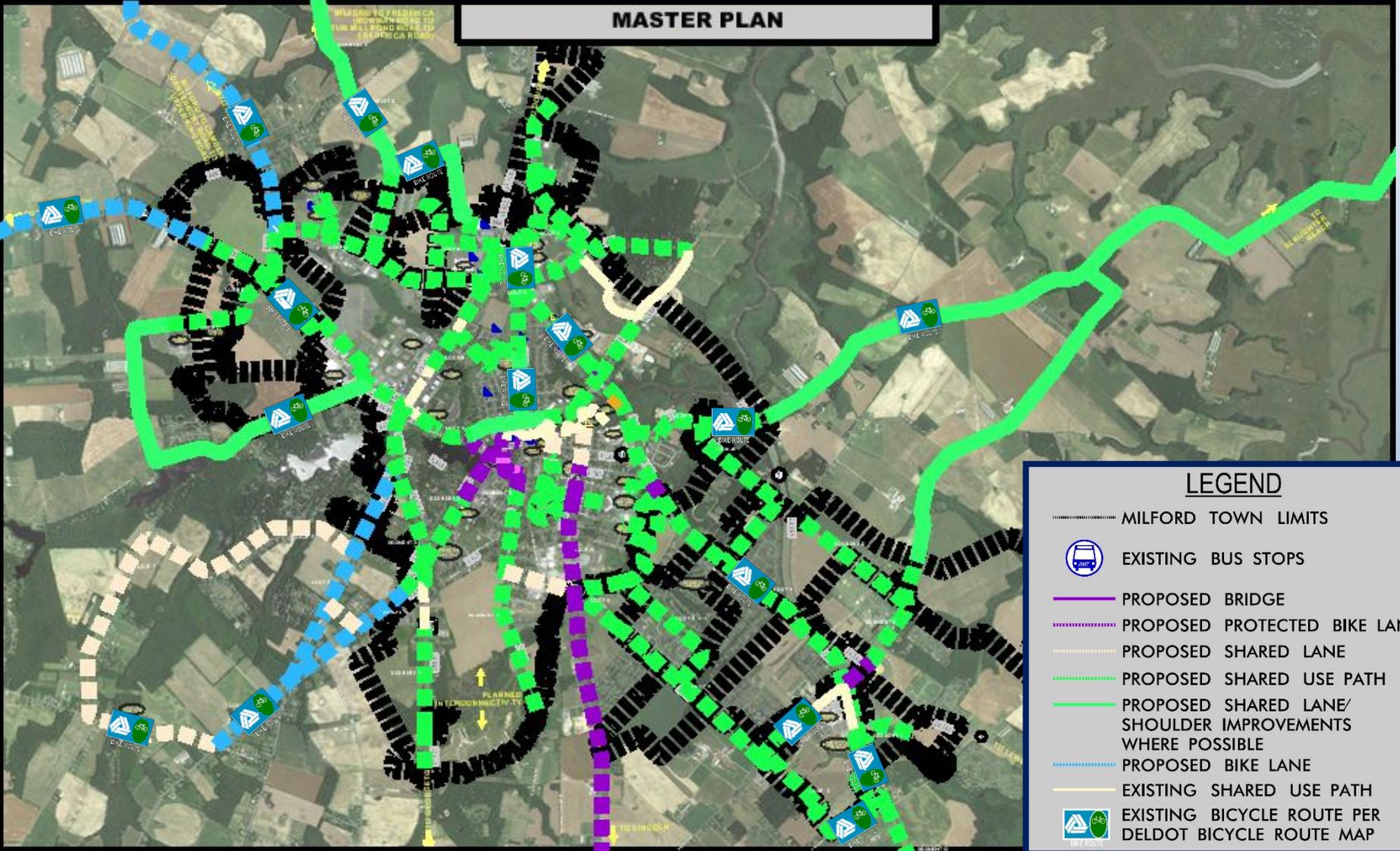
SOUTHEAST LOOP E – S. CEDAR CREEK ROAD, JOHNSON ROAD, ELKS LODGE ROAD, WILKINS ROAD



LEGEND

-  MILFORD TOWN LIMITS
-  EXISTING BUS STOPS
-  PROPOSED BRIDGE
-  PROPOSED PROTECTED BIKE LANE
-  PROPOSED SHARED LANE
-  PROPOSED SHARED USE PATH
-  PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
-  PROPOSED BIKE LANE
-  EXISTING SHARED USE PATH
-  EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP

MASTER PLAN



LEGEND

- MILFORD TOWN LIMITS
- EXISTING BUS STOPS
- PROPOSED BRIDGE
- PROPOSED PROTECTED BIKE LANE
- PROPOSED SHARED LANE
- PROPOSED SHARED USE PATH
- PROPOSED SHARED LANE/SHOULDER IMPROVEMENTS WHERE POSSIBLE
- PROPOSED BIKE LANE
- EXISTING SHARED USE PATH
- EXISTING BICYCLE ROUTE PER DELDOT BICYCLE ROUTE MAP

THANK YOU