



**Milford Bicycle Master Plan
Public Workshop
February 12, 2020**

Workshop Summary Report

Milford Master Plan Goal:

‘to provide the people of Milford a dynamic active transportation system composed of trails, roads, and paths that is inclusive, safe, and functional for all levels of recreation and commuting while increasing the economic vitality in Milford’

The first Public Workshop for the Milford Bicycle Master Plan was held on February 12, 2020 at the Milford Public Library. The purpose of the Workshop was to introduce the study to the public, and to gain public input regarding bicycling in and around Milford. Several methods were used to solicit public input including, Surveys, Comment Forms, SWOT Analysis, mark-ups on Aerial Photos, and an interactive Wiki Map program. The results of all of these methods are summarized in this Workshop Summary.

Survey

A total of 12 Surveys were completed and submitted. The following is a summary of the results.

Question 1

Do you currently own a bicycle?

11 Yes 1 No

If Yes

How often do you ride?

2 Everyday/Most Days 5 Weekly 3 Occasionally 1 Rarely (comment: “Not Safe”)

If No

Why Not?

0 Too Expensive 1 Don’t Know How to Ride

2 Other

My old age condition

Time, Safety

Live downtown walk

Question 2

What would encourage you to ride more often?



10 *Better Bicycle Facilities (comment: "Safer Paths")*

2 *Group to Ride With*

3 *Other*

Dedicated paths

Trails, network of protected lanes

More time

Question 3

For what purpose do you most often ride?

10 *Recreation/Exercise*

1 *Commuting (Work, School, etc.)*

2 *Other*

Shopping, Post Office, Restaurants

Our grandchildren ride bicycles when visiting

Question 4

What are your common origins and destinations when biking?

Origins:

Home or beach area

Arenas

Home

From Home in Shawnee Acres

Home

Home

From home on rec rides all over the area

Destinations:

Local Businesses, Park

No destination

School, Bike Shop

Just exploratory loops or to run an errand or visit someone

Would like to use to get coffee with wife but she does not have skill set needed to ride on our roads

Loops around neighborhoods for SE Milford for exercise ½ hour to hour rides

Shopping, post office, restaurants

Work, stores

No particular destination just go ride

Businesses

Question 5



What trails / Bicycle routes do you currently use?

Trails:

Trails at Beach - Trails in Dover
Neighborhood Streets
Lewes
No Trails
Mill Ponds, Abbots Mill

Bicycle Routes:

Local Roads
Slaughter Beach Loop - Dewey to Fenwick on Route 1 - Route 611 Ocean City to Assateague
What so sadly passes as bike routes in western Sussex
None here - Mike Castle, Wilmington to New Castle, Lewes, Breakwater. Plan to try others
Streets unsafe
Front Street, Rehoboth Blvd, 113, Airport Rd
Middle Run/White Clay, Fair Hill, Tuckahoe

Question 6

What types of areas would you like bicycle access to/from?

11 Parks:

Slaughter Beach, Abbots Pond, Tub Mill Pond, Boys & Girls Club
To Town and Back
Abbots Mill, Slaughter Beach, All Schools
Abbots Mill, Can-Do Playground, the Ponds in Milford

8 Residential Neighborhoods:

Any of them
Separate bike paths/multi use trails. Not just a line on the main road with paint showing the bile lane.

6 Places of Employment:

Separate bike paths/multi use trails. Not just a line on the main road with paint showing the bile lane.
Baltimore Air Coil, LD Caulk, All Schools

10 Surrounding Countryside:

Milford Neck
Williamsville Road, Griffiths Lake Road, Abbots Mill Road
Separate bike paths/multi use trails. Not just a line on the main road with paint showing the bile lane.

11 Downtown Milford:

Marshalls Pond



Haven Lake
 High School
 1st State BMX
 Library, Restaurants, Walnut Street
 Separate bike paths/multi use trails - Not just a line on the main road with paint showing the bile lane

Question 7

Are there specific locations where you feel bicycle improvements are needed?

First connect segments of missing shoulders along a route - Second, better bicycle markings at all locations
 Crosswalks
 All of Delaware
 Designated marking on streets and more signage
 Airport Road
 Yes - There are no safe ways to cross 113 or Rehoboth
 Can't list that many – Everywhere - Should have proper cycling infrastructure

Question 8

Would you bike more often if improvements were made at the locations you have identified?

11 Yes 0 No

Question 9

Do you support the proposed project?

12 Yes 0 No

Specifically:

Develop a plan
 And more
 More trails / protected areas / infrastructure
 I support an initiative to improve cycling infrastructure
 If done correctly

10 Additional Comments

We need places to park/lock bikes around local businesses
 Thanks for holding this
 This project is very exciting



Comment Forms

A total of two Comment Forms were completed and submitted. An additional comment was provided on an aerial map and submitted. A transcript/summary of those comments follows:

Bike paths would be much safer once speeding vehicles and removing truck traffic within the City was under control

Keep paths to trails not just wide shoulders on roads. Avoid traffic where possible. Crossing main roads such as 113 seems like a problem

Show Delaware Bayshore Byway on maps

SWOT Analysis

A SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis was developed by the Milford Bicycle Advisory Committee (BAC) at the BAC's Kick-off Meeting on October 2, 2019 and updated as part of the BAC's second meeting in preparation of the Public Workshop held on February 12, 2020. The SWOT Analysis developed by the BAC was displayed at the Workshop and Workshop attendees were provided the opportunity to add their comments to the Analysis. The following is a transcript of those efforts.

Strengths

(from the BAC Meetings)

- Nationally Recognized Bicycle Shop
- Dynamic Biking Community
- 200+ Bicycle Events Annually
- Potential Growth of Milford and Surrounding Areas
- Growing Bicycle Networks and Facilities of Other Nearby Communities
- Destinations - Natural Resources, River Trail

(from the Public Workshop)

- Large Population of Retirees
- Many Businesses within 1-5 Miles

Weaknesses

(from the BAC Meetings)

- Uneducated Bicyclists
- Uneducated Drivers
- No Bicycle Infrastructure around High School and Middle School
- Small, Tight, Narrow Streets
- No Bicycle Facilities or Crossings on US 113/Rehoboth Blvd
- Debris on Shoulders (US 113/Rehoboth Blvd)
- No Connections to Bays & Girls Club
- Lack of Lighting on Various Corridors (Elks Lodge Rd)



(from the Public Workshop)

- Uneducated Bicyclists
- Uneducated Drivers
- No Bicycle Facilities or Crossings on US 113/Rehoboth Blvd & Front Street
- Debris on Shoulders (US 113/Rehoboth Blvd) and Rt. 14E/W
- Limited Places to Park/Lock Bikes
- No Good Connection to Bay Health Campus

Opportunities

(from the BAC Meetings)

- Loops around City – Northern & Southern
- More Children on Bikes
- More People to Parks on Bikes
- Trail near Stevenson House
- Provide Bike Parking
- Traffic Calming (Walnut Street)
- Enforcement – Bicycling Signs, Wayfinding Signs
- Bike Facilities on McCoy Rd
- Major Employers
- Milford Police on Bikes – Seasonal Officer Program
- Economic Development – Support of Chamber of Commerce, Downtown Milford, Inc.

(from the Public Workshop)

- Milford Police on Bikes – Seasonal Officer Program – None. When? Who? Where?

Threats

(from the BAC Meetings)

- Funding

(from the Public Workshop)

Poorly Informed Public

Aerial Photo Mark-ups

Aerial photographs of Milford and the surrounding area were displayed on tables at the Public Workshop and attendees were asked to identify (mark-up) on the aerials various elements of bicycling in Milford, including the following, Desired Routes, Destinations, and Barriers. The following is a summary of those mark-ups.

Desired Routes (Blue Marker)

- From RD 408, to the east of US 1, connecting to N. Walnut Street/US 113



- A loop around the intersections of RD 408, N Walnut Street/US 113, Airport Road, RD 20 and N Rehoboth Blvd
- From Airport Road on new alignment to existing Dentsply Caulk roadways, to new alignment to the northwest to connect to the Bous & Girls Club
- Along NE Front Street between N Rehoboth Blvd and US 1
- Along N Front St, in the vicinity of the Carlisle Fire Company, to the entrance to Bicentennial Park, from the Shawnee Rd/Maple Ave Intersection to N Front St
- Kings Hwy, from its intersection with Rt 36, to US 113
- Along S Walnut St to Seabury Ave, to a cul de sac between Shawnee Rd and US 113
- Front St, in the vicinity of the Milford Library, to S Washington St, to McCoy St, to Elks Lodge Rd, to Johnson Rd
- From Elks Lodge Rd, to the open area between Quail Ridge Rd and Fairway Ct, to the open area between the Rookery Golf Course and the subdivision to its southwest, up to the LuLu Ross Elementary School
- Along Kirby Rd, from its intersection with S Rehoboth Blvd, to Cedar Beach Rd
- A large eastern loop from SE Front Street in downtown Milford, to Cedar Beach Rd, to Shockley Rd, to Cedar Neck Rd to Elks Lodge Rd
- Wilkins Rd, to Elks Lodge Rd, with loops at Bay Health and Nemours Pediatric and Senior Center

Desired Routes (mis-marked on Destinations Aerial in Green Marker)

- Church Hill Rd, between Rt 14 and US 1
- Rt 14, between US 1, into Harrington
- Canterbury Rd, from Ward Branch Rd, across Rt 14, to Holly Hill Rd, to Williamsville Rd
- Bowman Rd, between Church Hill Rd and Airport Rd
- Airport Rd, between Canterbury Rd and US 113
- Rd 406, between Bowman Rd and US 1
- Maple Ave, to NE Front St, across US 1, into the countryside
- S Walnut St, to Causey Ave, to Lakeview Ave, across US 113, to Shawnee Rd, to Abbotts Pond Rd, past the Abbotts Pond Nature Center, to Griffith Lake Dr, to Meadowbrook Ln, to Old Shawnee Rd
- King Hwy, from Lakeview Ave, to Old Shawnee Rd, to Shawnee Rd
- S Walnut St, from Front St, to Ball Park Ln
- McColly St, from Se Front St, to McCoy Ave
- Elks Lodge Rd, between McCoy Ave and Wilkins Rd
- Wilkins Rd, from Johnson Rd, across S Rehoboth Blvd, to Cedar Neck Rd, across the US 1 overpass, to Shockley Rd

Destinations (Green Marker)

- TURF
- Health Care Providers along Mullett Run St - Milford Medical Associates, Southern Delaware Physical Therapy, and Southern Delaware Medical Group



- City Services along Vickers Dr
- Mispillion River Brewing
- Food Bank along Airport Rd
- Baltimore Air Coil along Holly Hill Rd
- United States Cold Storage along Rt 14
- Various shops along Rt 14
- Dentsply Caulk off US 113
- Purdue Plant along N Rehoboth Blvd
- Parson Throne Mansion along N Front St
- Riverwalk
- Milford Post Office along Shawnee Rd and Causey Ave
- Milford Little League off S Washington St
- Milford Pop Warner along Lovers Ln
- LuLu Ross and Mispillion Elementary Schools along Bridgeham Ave
- Bayhealth Hospital and Nemours Pediatric and Senior Care along S Rehoboth Blvd (with request for bike racks & bus stop)
- Abbott's Mill Nature Center
- Desired Routes

Barriers (Red Marker)

- Intersection of Church Hill Rd and Bowman Rd
- Intersection of Church Hill Rd and Canterbury Rd
- Debris inside shoulder at bend in Rd 406 between US 113 and Bowman Rd
- No Shoulders along Airport Rd
- Connect US 113 and Airport Rd with Bicycle Facilities
- Various crosswalks along US 113 including, Rd 406, Rd 407, N Front St, as well as the intersection directly to the north of N Front St, Old Shawnee Rd, as well as the intersection directly to the north of Old Shawnee Rd, Shawnee Rd
- Various crosswalks along N Walnut St including, Airport Rd, Front St, and McCoy St
- High speeds and high truck volumes along S Walnut St, between Front St and W Clark Ave – an alternate truck rout was requested
- Stop signs at the Seabury/ Kent PI and Seabury/Hall PI intersections were recommended
- High speeds along SE Front St, between Walnut St and S Rehoboth Blvd
- A “terrible” road surface and lack of shoulders along NE Front St, between Walnut St and N Rehoboth Blvd
- Crosswalk at the NE Front St/N Rehoboth Blvd intersection
- No should and grate along Mispillion River Bridge
- Cedar Beach Rd, between S Rehoboth Blvd and Beaver Dam Rd identified and “hazardous” and having no shoulder
- Crosswalk of S Rehoboth Blvd and Cedar Beach Rd
- The on and off ramps of US 1, along S Rehoboth Blvd



- No bicycle markings on the shoulders of the Cedar Neck Rd overpass over US 1
- No shoulder and increased traffic volumes due to expanding Bayhealth Campus along Wilkins Rd, near Elks Lodge Rd
- No shoulder on Wilkins Rd, south of Elks Lodge Rd
- No shoulder on Elks Lodge Road, between Wilkins Rd and Johnson Rd

Wiki Map Results

A laptop was provided at the Life Cycle Bicycle Shop in Milford with Wiki Mapping software of the City of Milford and surrounding area uploaded for the public to identify, *Problem Spots, Destinations, Routes I Currently Bike, and Routes I Want to Bike*. The following is a summary of those results.

Problem Spots

- Airport Rd – Narrow Road, Small Shoulder
- N Rehoboth Blvd / N Walnut St – Bad Intersection
- N Rehoboth Blvd / NE Front St – Bad Intersection
- S Rehoboth Blvd / SE Front St – Bad Intersection
- The merge lane from Rt 1 onto S Rehoboth Blvd eliminates the bike lane on S Rehoboth Blvd
- There are no bike racks at the bus stop on Cedar Creek Rd - This could be an inconvenience for someone who depends on public transportation

Destinations

- Boys and Girls Club – off of Airport Rd
- Elementary Schools – off of Bridgeham Ave
- Bayhealth Campus along Wilkins Rd, near Elks Lodge Rd – This is an important destination both as a consumer and employer; person that depend on public transportation would benefit from bike friendly interfaces with public transportation; using a bike to access a bus stop extends the usefulness of the bus stop; a person can walk, maybe a mile, or ride a bike several miles and remain independent; a one-mile radius encompasses 3.14 square miles and 5 mile radius impacts x78.4 square miles; you can add a bike rack at each bus stop which is not always practical or you can add one at the destination; in this case there is lots of space at the hospital

Route I Currently Bike

- US 113 from Airport Rd to Shawnee Rd
- Airport Rd, from US 113 to Canterbury Rd
- Canterbury Rd, from Airport Rd, to Rt 14
- Rt 14, through City, along NW Front Street, to NE Front St, to N Front St, to US 1
- N Walnut St, through the city to S Walnut St, to N Old State St
- Lakeview Ave, to Causey Ave, to SE Front St, to S Rehoboth Blvd
- Kings Hwy, from US 113, to S Walnut St

- Shawnee Rd, from west of US 113, to S Walnut St
- S Washington St, from Front St, to Ball Park Ln



- N Rehoboth Blvd, through the City, to S Rehoboth Blvd to US 1
- Elks Lodge Rd, from S Walnut St, to Wilkins Rd
- Wilkins Rd, from Elks Lodge Rd, to Cedar Creek Rd

Routes I Would Like to Bike

- Airport Rd, from US 113 to the Boys and Girls Club
- US 113, from Airport Rd, to NW Front St, to N Walnut St, to S Walnut St
- Lakelawn Dr
- Lakeview Ave, from Shawnee Rd, to Causey Ave, to SE Front St, to S Rehoboth Blvd
- N Rehoboth Blvd, from N Walnut St, to SE Front St
- Marshall St, from SE Front St, to Johnson Rd
- Elks Lodge Rd, from Marshall St, to Johnson Rd, to Bayhealth
- Valley Forge D, from Elks Lodge Rd, to Brandywine Rd, to N Brandywine Rd, to Concord Rd, to Lexington Dr, back to Valley Forge Rd
- Cedar Neck Rd, from Elks Lodge Rd, to Cedar Creek Rd, to S Rehoboth Blvd
- SE Front St, to S Rehoboth Ave
- S Washington St, from Ball Park Ln, to E Clarke Ave, to McCoy St, to SE 5th St, to Bridgeham Ave