



Source: TrailLink



Source: Delaware Bayshore Byway

Milford-Slaughter Beach Shared Use Path Feasibility Study

Public Workshop

Wednesday, March 19, 2025



Agenda

- 5:00pm** **Overview Presentation**
- 1. Project Background**
 - 2. Review of Public Feedback**
 - 3. Alternatives Review**
- 5:20pm** **Alternatives Review (visit the boards)**
- 6:00pm** **Overview Presentation (same as first presentation)**
- 6:20pm** **Alternatives Review (visit the boards)**

Background

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



Project Description

WRA will conduct a **feasibility study** and develop **conceptual alternatives** to create a **shared-use path that connects the City of Milford with the Town of Slaughter Beach** to provide a safe transportation alternative for residents.

If implemented, the project would provide a regional recreational amenity that will encourage eco-tourism in the area.

Benefit of Trails in Rural and Agricultural Areas

- **Improve air quality and separate farms from road pollutants**
- **Diversity of local economies through trail tourism and economic development**
- **Attract visitors to agritourism operations**
- **New opportunities for recreation, which can support young people and families to stay in or relocate to rural areas**
- **Separate farm activities from roadway and potential damage from automobile crashes**

Source: Rails to Trails Conservancy

Scope

DATA COLLECTION

Vision/Goal Setting

Existing Conditions Assessment

Focus Group Feedback

Focus Group Meeting

Public Involvement

ALTERNATIVE DEVELOPMENT

Policies and Programs

Shared Use Path Concept Development

Focus Group Meeting

We are here

Public Workshop

DRAFT STUDY

Document all findings and recommendations

Focus Group Meeting & Public Comment

Recap of Public Feedback



Source: Compass Realty

Public Involvement

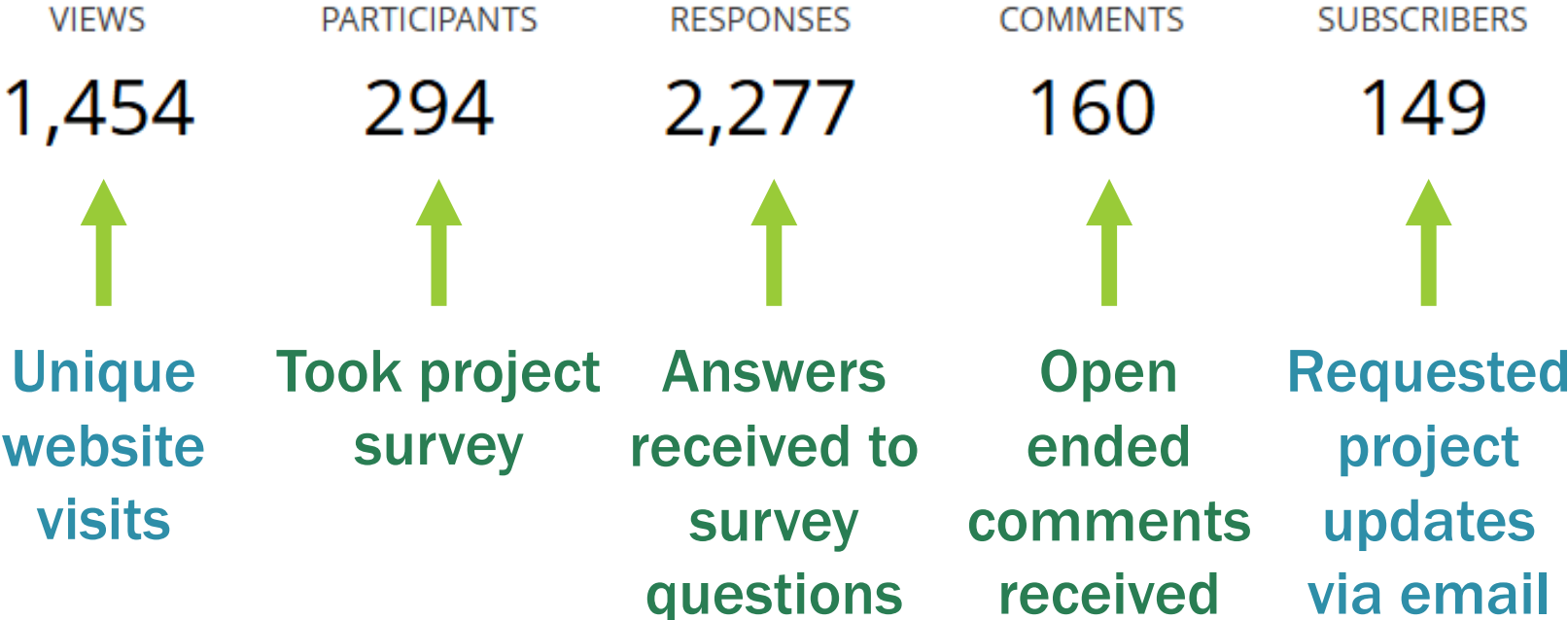
To date:

- Conducted targeted property owner outreach
- Distributed press release to spread the word
- Launched Project Website – www.publicinput.com/milford-slaughterbeach
 - Allows people to sign up for project updates
 - Has background information and how to get in touch with project team
 - Hosts public survey and all meeting materials
- Pop-up events
 - Gigante International Market and Slaughter Beach Firehouse
 - Unforeseen circumstances lead to canceling of two schedule pop-ups
- **Public Workshop (in person today, but materials and survey also available online)**

Public Feedback

Milford-Slaughter Beach Shared Use Path Feasibility Study

Project Engagement



Public Feedback

1. What is your relationship to the Milford-Slaughter Beach Area? Select all that apply.

41%	Resident of Slaughter Beach	99 ✓
40%	Resident of Milford	97 ✓
33%	Resident of Sussex County	80 ✓
10%	Regular visitor	25 ✓
8%	Other	19 ✓
7%	Business owner	16 ✓
4%	Employee of area business	10 ✓
3%	Occasional visitor	7 ✓

242 Respondents

Public Feedback

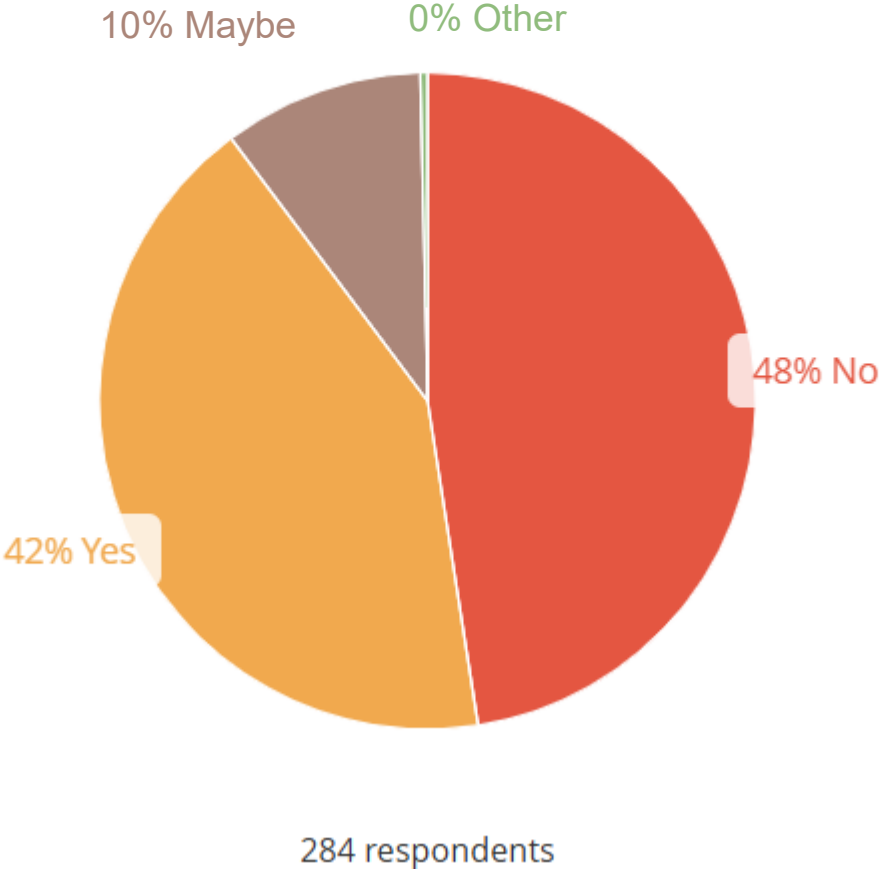
2. How often do you use the following modes of transportation to travel around your community?

	Never	Rarely (a few times a year)	Often (a few times a month)	Regularly (more often than once per week)
Walk/use a mobility device	31% Never	17% Rarely (a few times a year)	21% Often (a few times a month)	31% Regularly (more often than once per week)
Ride a bike	38% Never	24% Rarely (a few times a year)	25% Often (a few times a month)	13% Regularly (more often than once per week)
Ride an e-bike	89% Never	5% Rarely (a few times a year)	5% Often (a few times a month)	1% Regularly (more often than once per week)
Use a scooter or other small electric device	94% Never	2% Rarely (a few times a year)	2% Often (a few times a month)	1% Regularly (more often than once per week)
Ride DART	93% Never	7% Rarely (a few times a year)	- Often (a few times a month)	- Regularly (more often than once per week)
Drive	- Never	2% Rarely (a few times a year)	12% Often (a few times a month)	86% Regularly (more often than once per week)

283 responses

Public Feedback

3. Would you walk or bike on a shared use path along Cedar Beach Road between Milford and Slaughter Beach? The path would be separate from motor vehicle traffic.



Public Feedback

~68% comments against the project with many of the comments upvoted

Who covers the costs associated with appraising and purchasing the land required for this project? Maybe we should fix the roads and other unfinished projects in town before we waste money on a bike path. The citizens of Milford recently made it very clear that bike paths were not a priority in town, and they certainly aren't a necessity all the way to Slaughter Beach.

2 months ago

👍 37 Agree

This is an absolute waste of time and money...do you plan on taking 20 feet from the property owners in Slaughter Beach? What about the homes that sit close to the road? Seems like we want to take from hard working people to appease a few people. If you don't like riding on 36 then ride on Slaughter Beach Road towards Argos Corner where the shoulders are wider....or take your bike to Lewes and ride the trails there!

2 months ago

👍 18 Agree

Public Engagement

- Impacts to private properties and farmers
- Waste of taxpayer money
- Funding should be allocated to other uses
- Concern for impacts to wildlife and habitat
- Impacts to rural character
- Path would not be utilized/lack of destinations

Public Feedback

~32% of comments in favor of the project with less overall upvotes

sometimes when driving it can be a little surprising when going around the tighter turns, on more than one occasion I've had a biker not in my line of sight and come upon them quickly without much time to react. I do think that a bike lane would be nice to have, I am not a road biker but I can see the benefits. Not sure it is feasible, or a priority really.

2 months ago

⬆️ 6 Agree

Route 36 between Slaughter Beach and Route 1 generally has no shoulder. I regularly see cyclists on the road and often in "blind corner" areas where they are in danger from vehicle traffic. A shared us path would mitigate this danger, in this very pretty area.

2 months ago

⬆️ 5 Agree

Public Engagement

- Roads are dangerous, tight, too many curves to bike safely
- Quality of life improvement
- Recreational and transportation amenity
- Provide connections to destinations within Milford
- Would like to see shoulders or shared use path
- Access to wildlife viewing

Alternatives Review



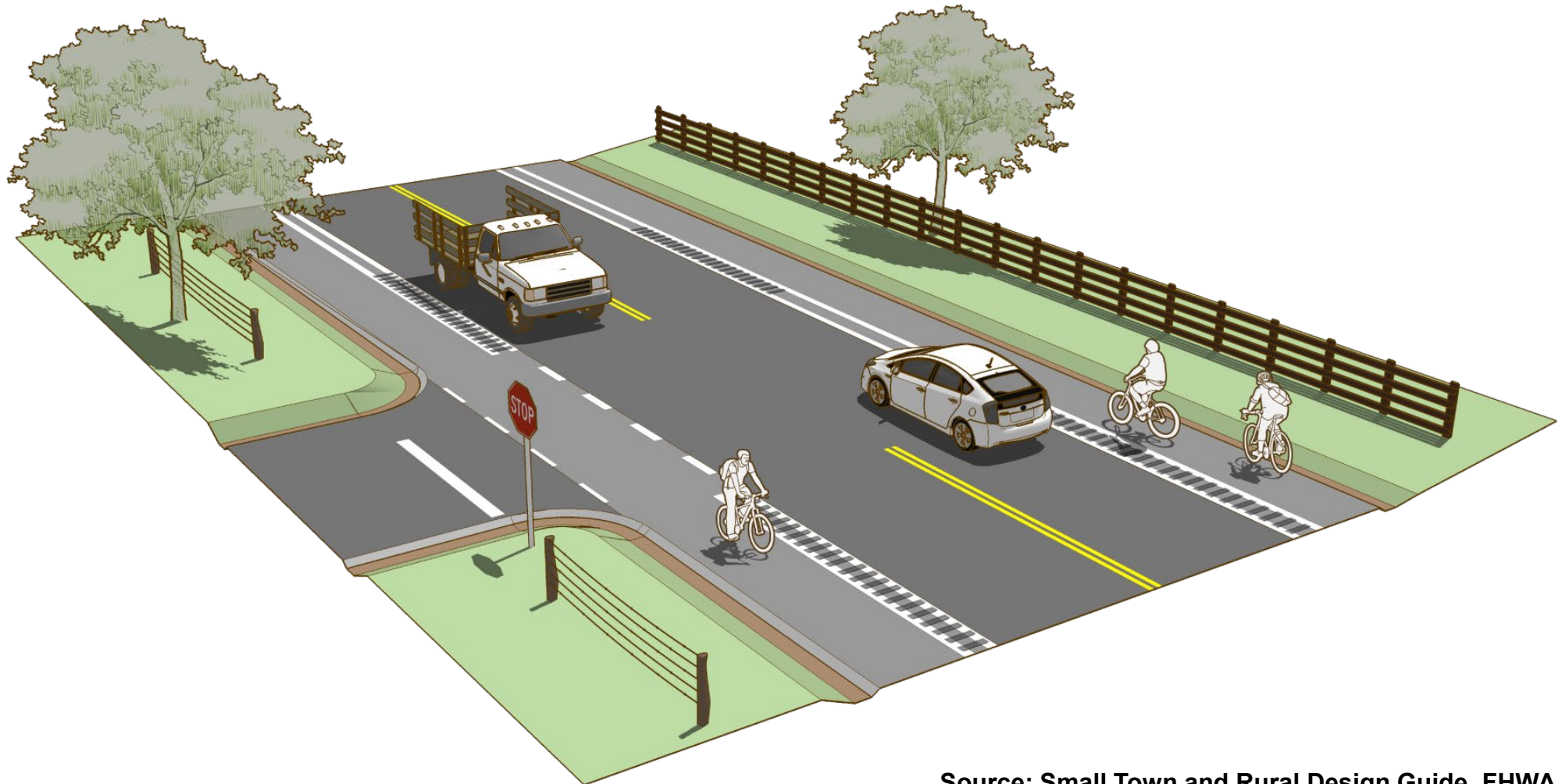
Source: Compass Realty

Alternatives

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

Alternatives

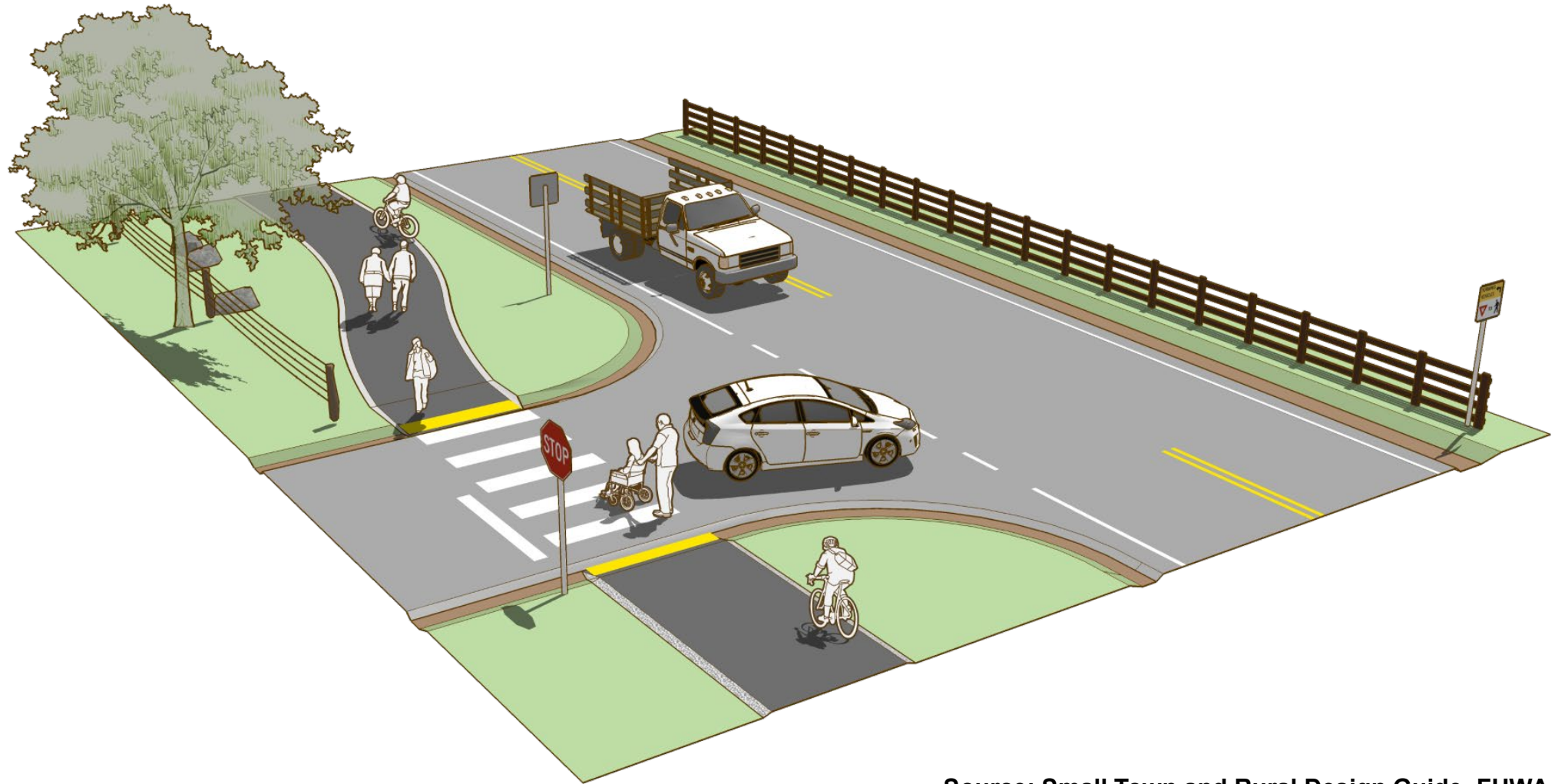
- Option B - Shoulders



Source: Small Town and Rural Design Guide, FHWA

Alternatives

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



Source: Small Town and Rural Design Guide, FHWA

Alternatives

- Elevated boardwalk



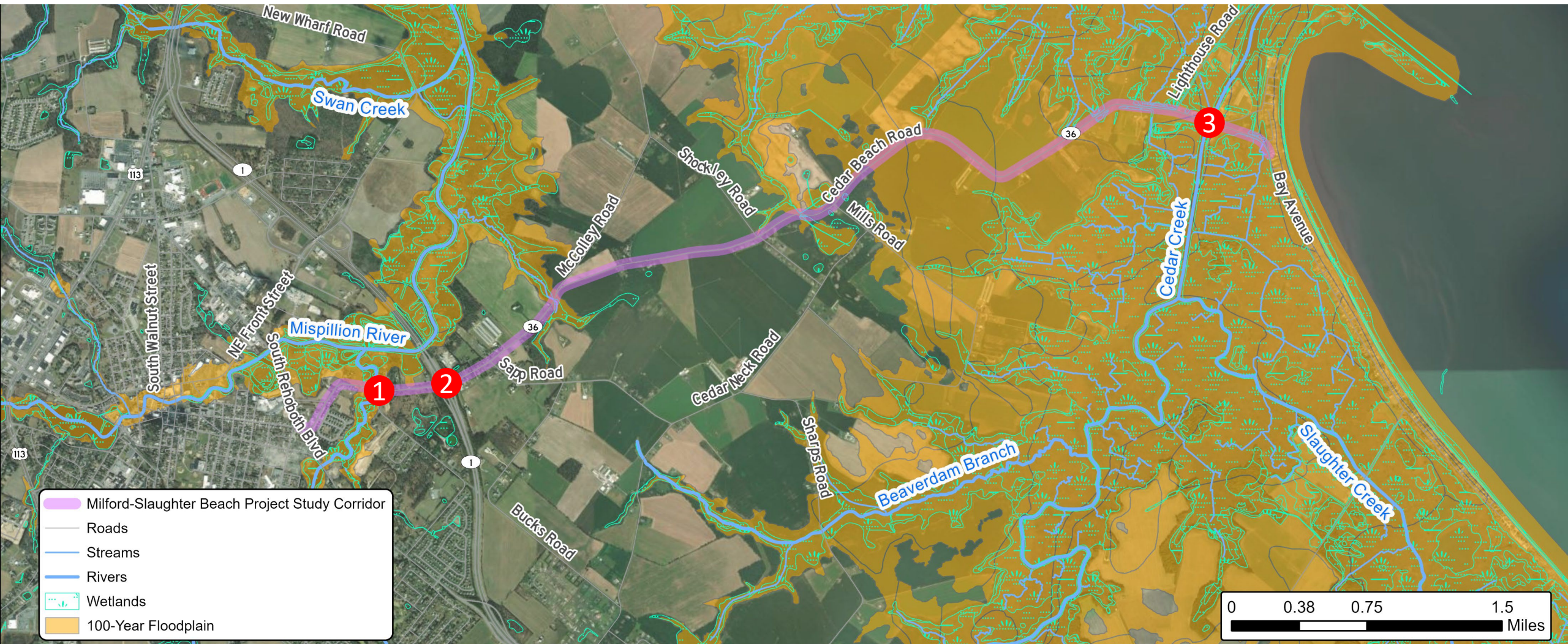
Gordons Pond Trail, Lewes, DE
Source: Cape Gazette



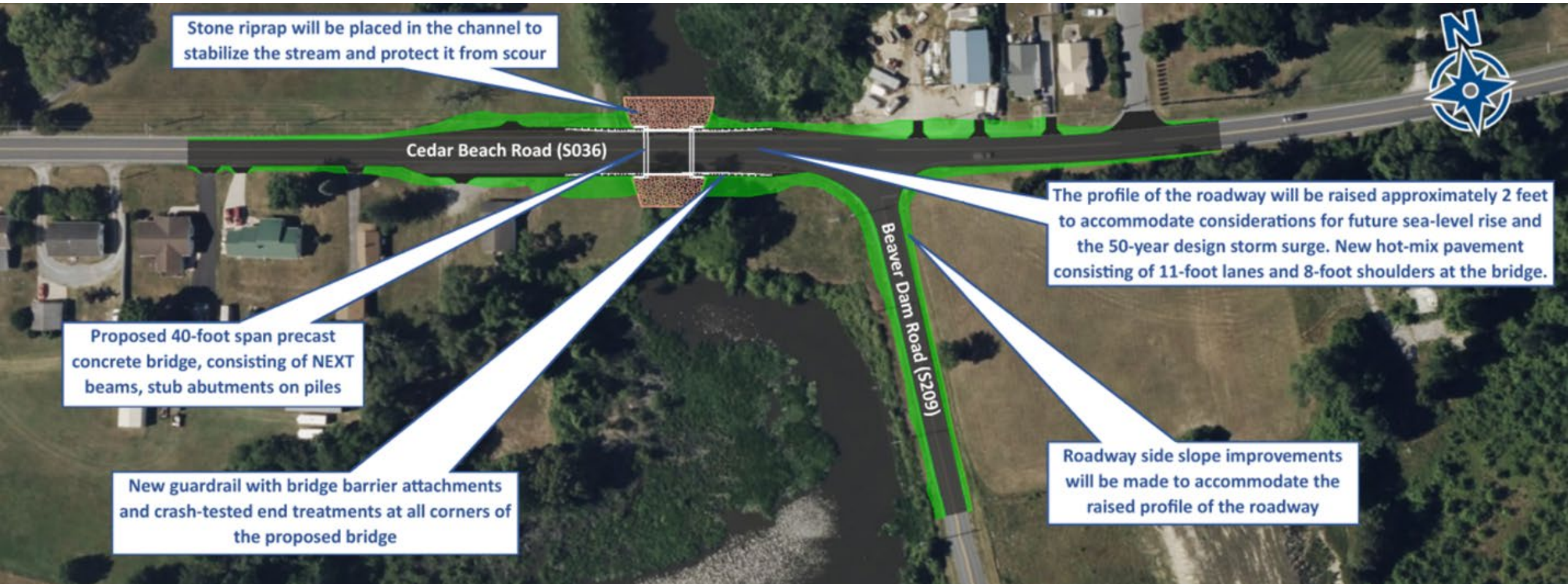
Jack A. Markell Trail, Wilmington, DE
Source: Delaware Greenways

Bridge Evaluation

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



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



1. Potential Bridge Treatments Evaluation



2. Potential Interchange Improvements over SR 1

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

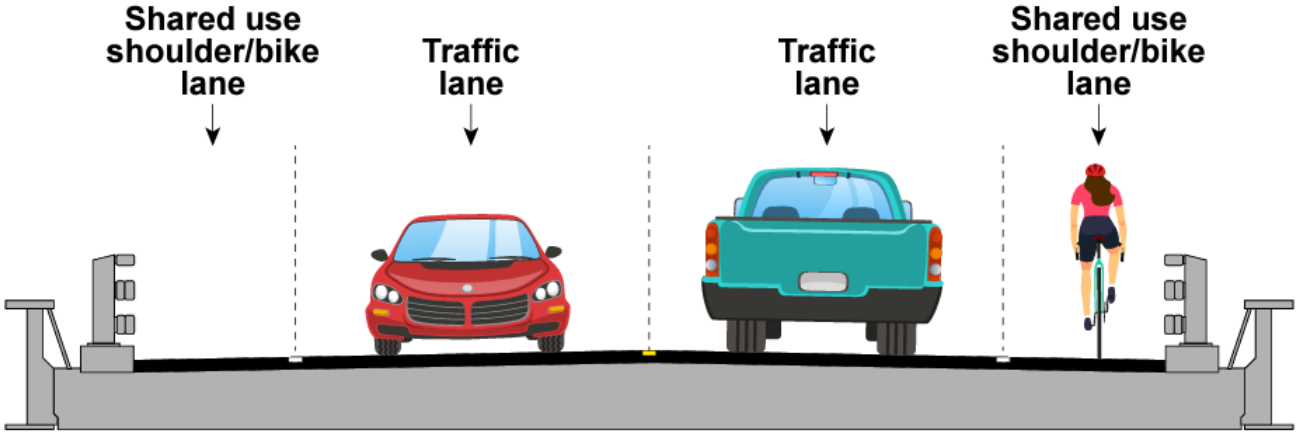


2. Potential Interchange Improvements

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



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



CROSS SECTION OF NEW BRIDGE

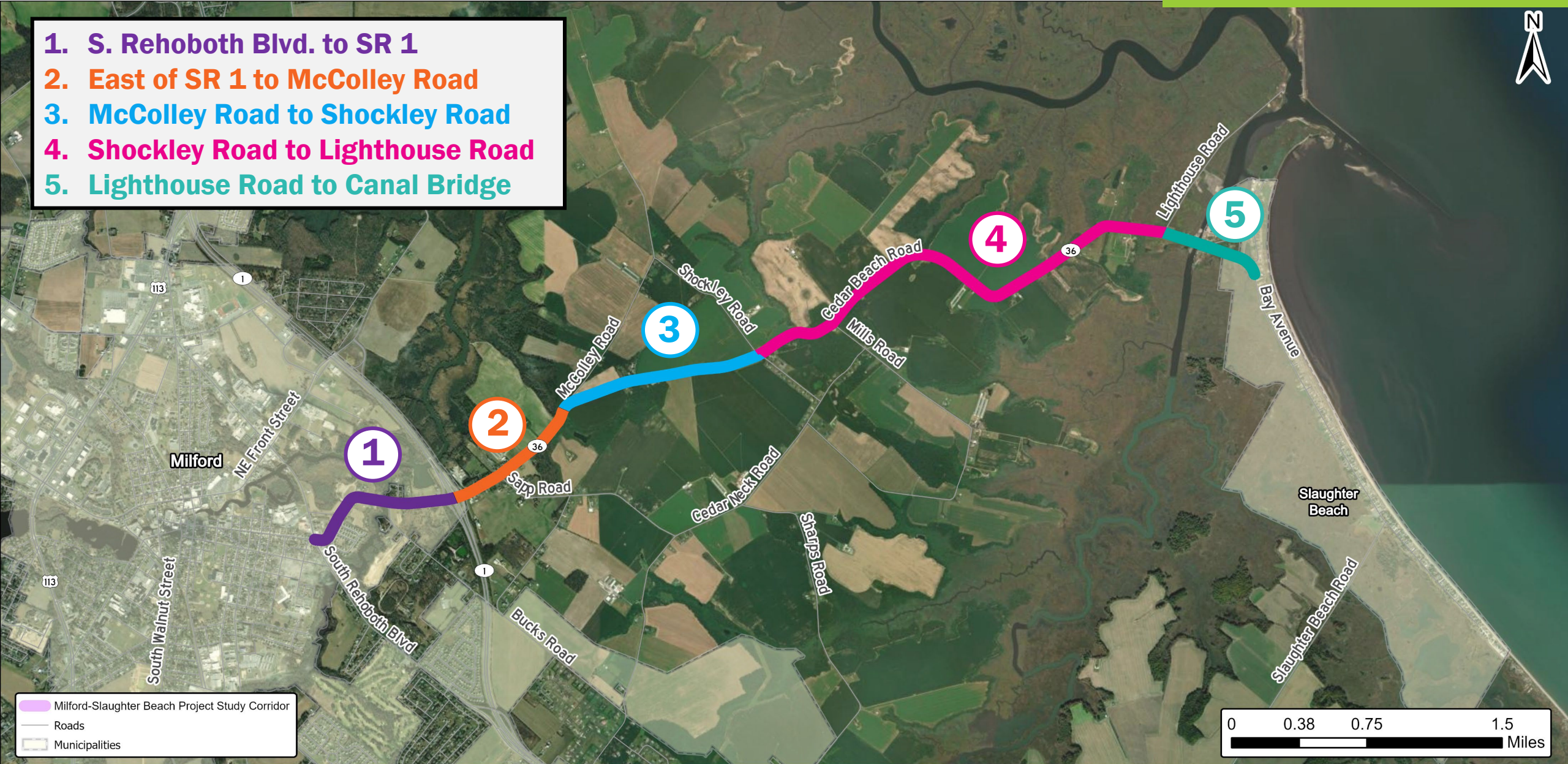


Potential to address other known issues

- Mitigate flooding by raising roadway
- Improve water management via drainage improvements
- Improve water quality by capturing nutrient runoff from farmland and the roadway
- Address roadway safety concerns
 - Better accommodate larger vehicles including farm equipment, fire trucks, and boat trailers
 - Reconfigure intersection improvements
 - Improve lines of sight

Corridor Segments

- 1. S. Rehoboth Blvd. to SR 1
- 2. East of SR 1 to McColley Road
- 3. McColley Road to Shockley Road
- 4. Shockley Road to Lighthouse Road
- 5. Lighthouse Road to Canal Bridge



Schedule and Next Steps



Source: Compass Realty

Schedule

Month	Task
February	Refine alternatives based on feedback received today
	Schedule and advertise Public Workshop (30-day minimum notice)
March 19	Hold Public Workshop & Open Survey #2
April 21	Close Survey & Process Results
April-May	Refine alternatives & draft Study
May	Post Study for public comment
June	Finalize Study

Contacts

Marilyn J. Smith, MPA SPHR
Executive Director
Dover Kent County Metropolitan Planning
Organization
302-387-6030
Marilyn.Smith@doverkentmpo.org
<http://www.doverkentmpo.org>

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

Information

Visit the project website

www.publicinput.com/milford-slaughterbeach



Scan Here!