MILFORD-SLAUGHTER BEACH SHARED USE PATH FEASIBILITY STUDY

September 2025

This Study was reviewed and endorsed by:

Dover/Kent County MPO Public Advisory Council (PAC), August 14, 2025
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SLAUGHTER Beach DELAWARE

THE CITY of Milford DELAWARE

THRIVING COMMUNITIES PROGRAM

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

WRA

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Preface

Dover Kent MPO is pleased to share the *Milford-Slaughter Beach Shared Use Feasibility Study.* Funded by the U.S. Department of Transportation Thriving Communities Program, this resource is intended to describe the existing transportation conditions along Cedar Beach Road between the City of Milford and the Town of Slaughter Beach and explore various alternatives to improve bicycle and pedestrian access in the surrounding area.

Dover Kent MPO is responsible for developing transportation plans and protecting the public's tax dollars in regards to transportation spending. As such, the MPO appreciates continued support from FHWA, DelDOT, and local partners in transportation planning studies like this one. We are pleased to acknowledge the following collaborators on this project:

Stakeholders

City of Milford

Town of Slaughter Beach

Delaware Department of Transportation

Delaware Department of Natural Resources and Environmental Control

University of Delaware Institute of Public Administration Grant Assistance Program

Bike Delaware

Delaware Greenways

Delaware Sea Grant

Downtown Milford

DuPont Nature Center

Sussex Cyclists

USDOT Thriving Communities Program

Main Street America

Rails to Trails Conservancy

CTL Engineering

Whitman, Requardt & Associates, LLP (WRA)

Contents

Tables

Figures

Executive Summary

In March 2023, the City of Milford and the Town of Slaughter Beach were awarded a U.S. Department of Transportation Thriving Communities Program (TCP) grant to evaluate the feasibility of a shared use path along Cedar Beach Road (Delaware Route 36). This study was a collaborative, multi-disciplinary effort supported by the City of Milford and Town of Slaughter Beach with support from the University of Delaware Institute for Public Administration (IPA) Grant Assistance Program (GAP), the Dover/Kent County Metropolitan Planning Organization (MPO), and other key stakeholders. A shared use path would provide people walking, biking, and rolling with a safe, connected, and accessible transportation alternative for residents and visitors—supporting active transportation, eco-tourism, and regional livability.

The feasibility study builds upon recommendations from previous plans. The proposed route includes approximately 5.75 miles of Cedar Beach Road, from South Rehoboth Boulevard in Milford to Dockside Drive in Slaughter Beach. The study area includes diverse environments such as agricultural land, residential properties, major highway interchange, wetlands, and flood-prone zones.

The study process involved thorough data collection, field inventory, and desktop analysis, followed by a robust public engagement effort. Community input was gathered through regional focus group meetings, pop-up events, in-person and online surveys, and a public workshop. Bicycle Level of Traffic Stress (LTS) analysis, environmental features, roadway safety standards, and right-of-way assessments were used to guide the development of potential alternatives. Key constraints were identified as limited right-of-way, overhead utility lines, 100-year floodplain, stream crossings, wetlands, and agricultural preservation easements.

Four alternatives were considered and shared with stakeholders:

- Option A – No Build (maintain existing conditions)
- Option B – Add shoulders
- Option C – Construct a shared use path
- Option D – Construct a shared use path with roadway reconstruction

Public feedback showed interest in safety and connectivity improvements, though many residents preferred to maintain the current rural character of the roadway. Among all options, Option A (No Build) received the most support, though roughly one-third of respondents expressed interest in infrastructure enhancements.

While no immediate improvements are recommended, the study identifies conditions under which upgrades—such as a shared use path or widened shoulders—should be pursued. These include future capital projects (e.g., flood mitigation), new private development, or implementation of nearby planned active transportation improvements.

The study concludes with recommendations to preserve future flexibility, coordinate with ongoing development plans, and monitor public and environmental conditions. Any future design should align with Delaware's focus on developing a network of safe, Complete Streets that accommodate all road users and climate resiliency goals.

Background

In November 2022, the University of Delaware IPA GAP hosted an information session on the U.S. Department of Transportation (USDOT) TCP Program. Following that information session, the Town of Slaughter Beach and the City of Milford came together to develop a multi-jurisdictional TCP application which the GAP team supported. The intent of that application was to seek technical assistance to understand the opportunities and constraints to implementing a shared use path along Cedar Beach Road that would connect the two communities. The study corridor is shown in Figure 1. In addition to training opportunities, access to resources, and a site visit from Main Street America (MSA), the applicant communities sought a feasibility study for the project that included robust community engagement and conceptual recommendations that could be used for additional community engagement and subsequent funding applications. A study to understand the feasibility of a shared use path connecting the two communities was recommended by three other planning efforts – primarily the Milford Bicycle Plan (pg. 9, 2021), *Milford Strategic Plan* (pg. 24, 2023), and the *Waterways Infrastructure & Investment Network Investment Strategy Report* (pg. 37, 2022). The original grant application is included as Appendix A.

Additionally, the *Town of Slaughter Beach Comprehensive Plan* (2018) supports efforts 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 of the respective municipalities. The town is also part of the Delaware Bayshore Byway and would like to expand and improve opportunities for active recreation, transportation and encourage eco-tourism in the area.

In March 2023, Milford and Slaughter Beach were awarded a grant through the U.S. Department of Transportation Thriving Communities Program – Main Streets Cohort and administered with the assistance of the University of Delaware's Grant Assistance Program and Dover/Kent County Metropolitan Planning Organization (MPO).

Prior to the start of the feasibility study, multiple meetings and engagement activities were held. From January 17-18, 2024, a multidisciplinary team conducted a two-day on-site assessment to better understand the local context, gather stakeholder input, and evaluate opportunities for a shared use path between Slaughter Beach and Milford. The team included national and local experts in planning, transportation, and economic development.

On January 17, the team met at Fire House Station 89 and facilitated a focus group with Slaughter Beach staff, elected officials, and community organizations to discuss local priorities. Project leads also guided a tour of Slaughter Beach and Milford. Team members met with staff and board members of Downtown Milford Inc., Delaware Main Street, and the Delaware Division of Small Business to explore downtown development trends and priorities. They also held a focus group with City of Milford staff and department heads to discuss key priorities and transportation challenges.

On January 18, the team held a wrap-up session with project leads to summarize key findings, discuss preliminary priorities, and explore options for future technical assistance and next steps.

Figure 1. Aerial of study area

Study Description

The purpose of the study is to assess the feasibility of a shared use path connecting the City of Milford with the Town of Slaughter Beach to provide a safe transportation alternative for residents of the respective municipalities. The secondary purpose of the study is to provide a regional recreational amenity that will encourage eco-tourism in the area and opportunities for active recreation (walking and bicycling) that is accessible from the City of Milford and the Town of Slaughter Beach. The study area consists of the approximately 5.75-mile length of Cedar Beach Road between South Rehoboth Boulevard and Dockside Drive. This study is needed to improve safety and connectivity for all road users, including people who walk, bike, and drive. Expanded connectivity to a low-stress transportation network will increase access to local destinations and recreational amenities. This study will:

1. Evaluate and recommend appropriate bicycle facilities along Cedar Beach Road between South Rehoboth Boulevard and Dockside Drive
2. Evaluate and recommend appropriate bicycle and pedestrian facilities to connect to key destinations in the Communities of Milford and Slaughter Beach
3. Recommend signage and safety improvements
4. Have a robust community engagement process to assess the sentiment and desire for improvements

Overview of Study and Engagement Process

The study was guided by the Project Team and Technical Assistance Team. The Project Team included key representatives from Milford, Slaughter Beach, University of Delaware IPA GAP, DelDOT, Delaware Greenways, and led by the consultant team, Whitman Requardt and Associates, LLP (WRA) with assistance from the Dover/Kent County MPO. The Technical Assistance Team included representatives from Main Street America, Rails to Trails Conservancy, and CTL Engineering.

A kickoff meeting was held in September 2024 with members of the Project Team and Technical Assistance Team to review the project scope, schedule, and task deliverables. The consultant (WRA) provided an overview of the proposed outreach strategy and included a draft Regional Leaders Focus Group and Stakeholder List.

After the kickoff, WRA inventoried the study area along Cedar Beach Road, noting travel lane widths, shoulder widths (where applicable), sidewalks (if any), utilities within the right-of-way, environmental features, and other key roadway elements. Right-of-way width was estimated based on GIS data. Other features including DelDOT's Level of Traffic Stress (LTS), roadway classifications, and parcels with special designations (i.e. agland preservation, conservation easements) were mapped. Environmental constraints, including wetlands, waterways, and floodplains, were also mapped. WRA drafted website content to be hosted on DelDOT's Public Input website, initial project feedback survey, targeted property owner outreach, and a press release to kickoff the outreach efforts. Additionally, past studies and engagement efforts were inventoried and analyzed as part of the study.

A Regional Leaders Focus Meeting was held in October 2024. This was the first opportunity to introduce the study to a broader group. The meeting included project background, scope, schedule, existing conditions assessment, public engagement approach, and next steps. Further details are included in the Existing Conditions and Public Engagement section of this report.

In November 2024, the Project Team hosted pop-up events in Milford and Slaughter Beach to introduce the study. One event was held at Gigante International in Milford and the second event was held at the fire station in Slaughter Beach. These events provided community members with an opportunity to learn about the project, ask questions, share concerns with project representatives, complete a feedback survey in person or online, and sign up for project updates. All event materials and the survey were made available online through DelDOT public input page. The survey remained open for at least 30 days to encourage robust community feedback. Results from the survey are included in Appendix B – 2024 Public Engagement Results.

After the survey closed for the initial feedback, the Project Team compiled and analyzed all the comments to help inform the direction of the potential alternatives. In February 2025, a presentation that included the recap of the public feedback and potential alternatives was shared at a second Regional Leaders Focus Meeting consideration and review. Refinements were made prior to the public workshop.

A public workshop was held in March 2025 where the potential alternatives were presented to the community. The workshop gave the community the opportunity to review the alternatives, have discussions with project representatives, and complete a survey in-person or online through DelDOT's public input page. Details and results from the survey are included Appendix C – 2025 Public Engagement Results.

Existing Conditions

Milford-Slaughter Beach

The City of Milford is a growing community with a population of 11,190 as of April 1, 2020. It is located at the western end of Cedar Beach Road (Route 36) along the Mispillion River and plays an important role in regional economic activity, residential development, and environmental stewardship. The study area is within Census Tract 501.03 which includes a diverse population in terms of income, race, and housing status. Milford encourages the use of alternative modes of transportation such as walking and biking as part of its broader goals for health, sustainability, and community connectivity. Popular destinations in Milford include Downtown and the Milford Riverwalk.

Slaughter Beach, a small coastal town in eastern Sussex County with 220 residents as of July 1, 2022, lies at the eastern terminus of Cedar Beach Road along the Delaware Bay. The town is recognized for its ecological importance, scenic shoreline, and environmental commitment. Slaughter Beach is home to unique natural destinations including the DuPont Nature Center, Cedar Creek Public Boat Ramp, the beach, and the Marvel Saltmarsh Preserve—a 108.91-acre tidal marsh with an accessible boardwalk that supports environmental education and public access.

Both Milford and Slaughter Beach are designated Discovery Zones along the Delaware Bayshore Byway, and both communities share an interest in nature-based tourism and environmental preservation.

Connecting these two communities is Cedar Beach Road (Route 36), two-lane roadway that is part of the Delaware Scenic Byway and governed by the Bayshore Byway Corridor Management Plan. The Plan recommends “Expand[ing] pedestrian and bicycling friendly facilities where appropriate along the Byway so that Discovery Zones can be explored on foot and bicycle.” Despite the narrowness and frequent flooding of Cedar Beach Road, this corridor plays a critical role in local mobility, providing a direct route between Milford and Slaughter Beach and linking both towns to State Route 1 (SR 1) and the regional transportation network.

A visitor profile and traffic analysis report for Slaughter Beach was completed by Main Street America as part of this effort. The report highlights growing visitation, with 195,500 total visits in 2024—a 9% increase from 2023. The town attracts 56,100 unique visitors annually, many from the surrounding region, particularly Milford, which alone accounts for 18% of total visits. Peak visitation occurs in July, with weekends being the busiest days. The visitor base includes a mix of young singles, retirees, suburban families, and blue-collar households, with greater racial diversity, lower education levels, and lower median incomes compared to Sussex County residents. Traffic patterns show Cedar Beach Road and Slaughter Beach Road as the primary access points, with modest average daily volumes (390 and 480 vehicles, respectively). Cedar Beach Road and Slaughter Beach Road are consistently used for both arriving at and departing from Slaughter Beach. The full report is included in Appendix D – Visitor Profile and Traffic Analysis Slaughter Beach

Cedar Beach Road Overview

Cedar Beach Road (Route 36) is classified as a minor arterial between Rehoboth Boulevard to SR 1 and a minor collector from east of SR 1 to Dockside Drive as shown in Figure 2. According to Average Annual Daily Traffic (AADT) data from DelDOT, traffic

volumes on Cedar Beach Road west of SR 1 have an approximate AADT of 2,000 and 600 east of SR 1. There are no public transit options along this route.

Crash data available for Cedar Beach Road on DelDOT's Gateway Portal was reviewed for the period of August 5, 2019–August 5, 2023. There are 10 vehicle crashes reported during this period west of SR 1 along Cedar Beach Road. Of the ten crashes, six were due to driver inattention which involves leaving the travel lane and causing property damage. Two of the crashes involved deer and one involved two cars near the intersection at Rehoboth Boulevard. A cluster of crashes were noted at the Rehoboth Boulevard intersection, outside of the study area. East of SR 1 along Cedar Beach Road, sixteen crashes were reported during this period. Of the sixteen crashes, six were caused by deer, six were due to driver inattention, three were due to driving under the influence, and one was caused by mechanical defects. East of SR 1 has a lower AADT and saw more accidents than west of SR 1. Of these crashes recorded during this period, none were fatal, and none involved pedestrian or bicyclist injuries.

Desktop analysis and a site visit were used to collect information on the existing conditions along Cedar Beach Road in the study area. Right-of-way widths were estimated using GIS data since survey was unavailable and not part of the project scope. The road consists of one drive lane in each direction, with intermittent shoulders between Rehoboth Boulevard and McColley Road and no shoulders east of McColley Road. Cedar Beach Road's right-of-way varies; majority of the right-of-way is 50 feet. The right-of-way widens around the SR 1 interchange.

For the purposes of potential phasing and funding opportunities, should this project progress beyond a feasibility study, the corridor was divided into five segments for existing conditions analysis and development of potential alternatives. The five segments are depicted in Figure 3 and include:

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

The following includes a typical section view for each segment along with a table that includes existing conditions information. The intention of the existing conditions analysis was to identify which side of the road had greater constraints that would impact potential future transportation improvements. For the majority of a corridor, fewer constraints were identified on the north or westbound side of the road.

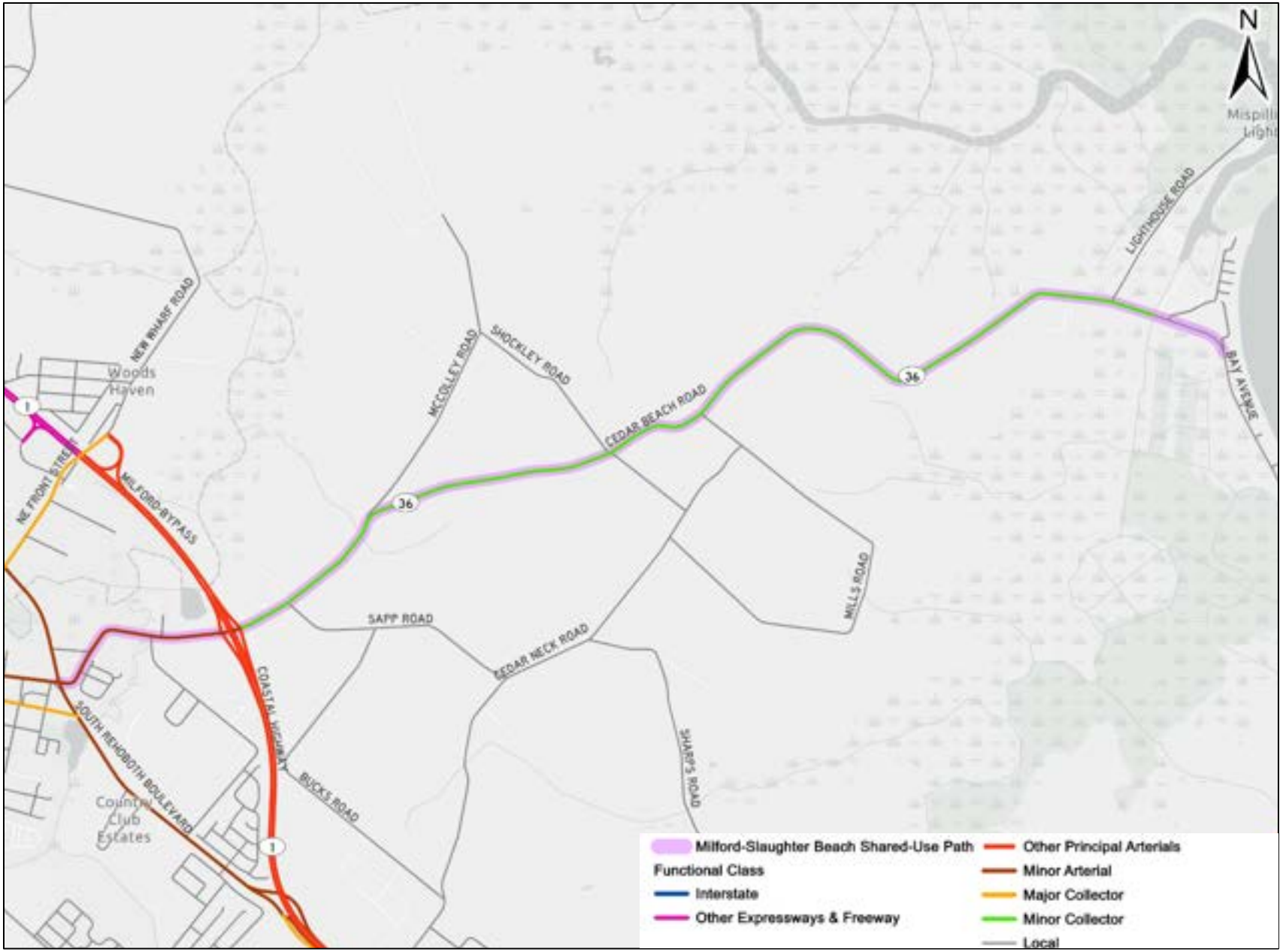

Figure 2. Map of existing street network

Figure 3. Study corridor segments

Section 1: S. Rehoboth Boulevard to SR 1

Section 1 includes Cedar Beach Road from the intersection at S. Rehoboth Boulevard to the SR 1 overpass. Based on desktop analysis, the existing right-of-way for this section is 50 feet with the right-of-way widening at the SR 1 approach. This segment features one travel lane in each direction, with lane widths of 11 feet and varying shoulder widths. For most of the section, shoulders are 3 feet wide or less, expanding up to 8 feet near the SR 1 approach. The posted speed limit is 25-35 mph.

The area is primarily residential, consisting of single-family homes with direct driveway access to Cedar Beach Road as shown in Figure 4. Currently, there are no pedestrian or bicycle facilities on the north side of the roadway. On the south side, a sidewalk is present near Camberly Drive along the Fork Landing development. Key constraints in this section include overhead utility lines on both sides, limited right-of-way near homes and mailboxes, and a stream crossing. An existing conditions inventory is included in Table 1, and a typical section is shown in Figure 5.

Figure 4. Photo of Cedar Beach Road looking eastbound showing typical context in Segment 1

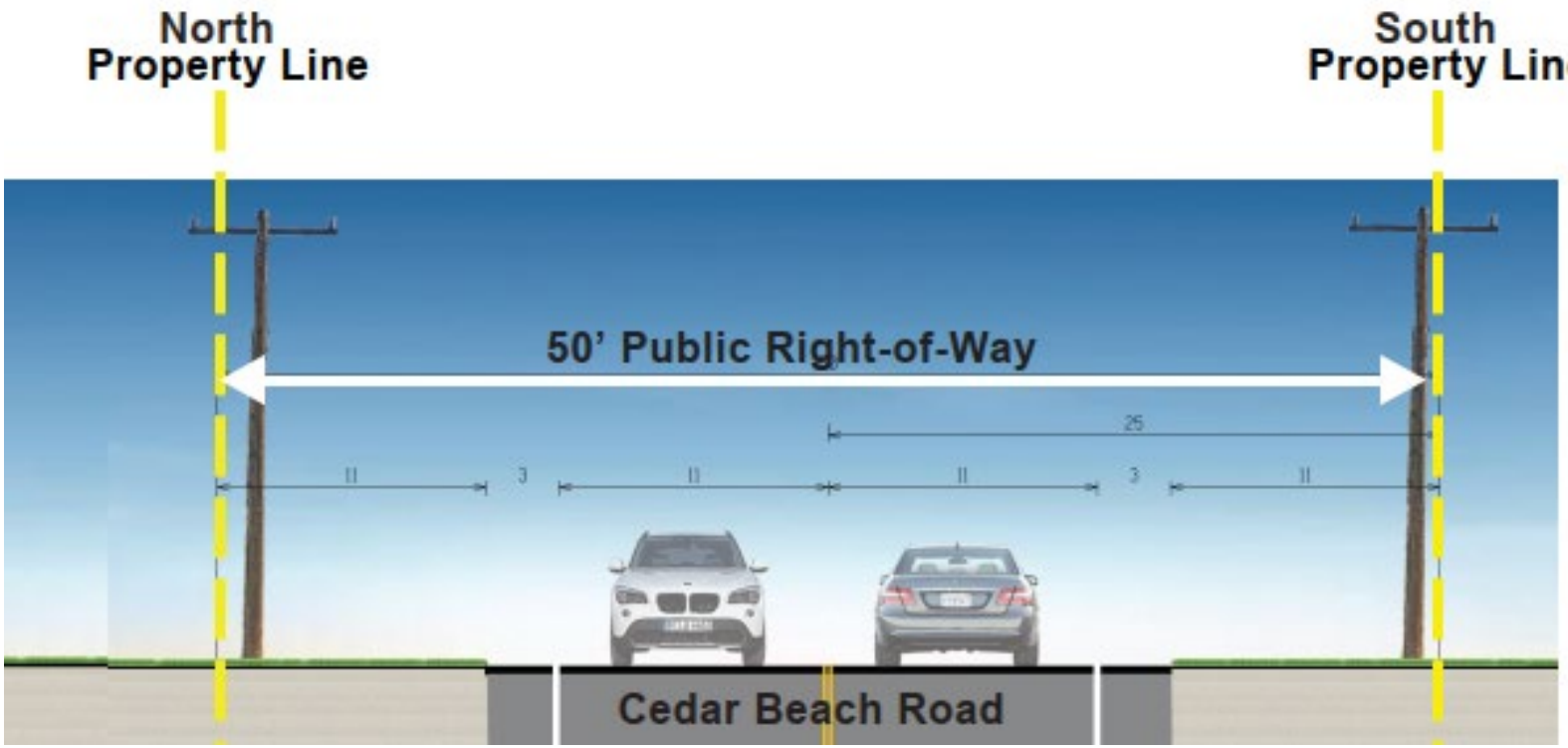

Figure 5. Segment 1 existing typical section looking eastbound towards Slaughter Beach

Table 1. Segment 1 existing conditions inventory

	Cedar Beach Road - **North**	Cedar Beach Road - **South**
Properties (total parcels)	23	28
Ag Land Preservation (LF/parcels)	N/A	N/A
Driveways (total number)	14	19
Road Crossings (total number)	2	2
Overhead Utility (LF)	4,295'	1,750'
Stream Crossing	Yes	Yes
Difficult Slope/Ditch (LF)	~410'	~950'
Wetlands (LF)	Potential at stream crossing	Potential at stream crossing

Section 2: East of SR 1 to McColley Road

Section 2 includes Cedar Beach Road east of SR 1 overpass to McColley Road. The existing right-of-way is 50 feet. This segment consists of one travel lane in each direction, with shoulder widths varying between 2 and 10 feet. The posted speed limit is 40 mph. Delaware FirstMap GIS data shows the speed limit changes to 50 mph approximately 1,000 feet after the Rd 208 intersection.

The surrounding area is predominantly agricultural, interspersed with residential properties, mainly single-family homes that have direct driveway access onto Cedar Beach Road as shown in Figure 6. At present, there are no dedicated pedestrian or bicycle facilities on either side of the roadway. Additionally, the shoulder width is inconsistent and often too narrow to safely accommodate bicyclists.

Key constraints within this section include overhead utility lines, limited right-of-way near residential properties and mailboxes, a stream crossing, and properties enrolled in agricultural land preservation programs. The existing conditions inventory is presented in Table 2 and a typical section is shown in Figure 7.

Figure 6. Photo of Cedar Beach Road looking eastbound showing typical roadway context in Segment 2

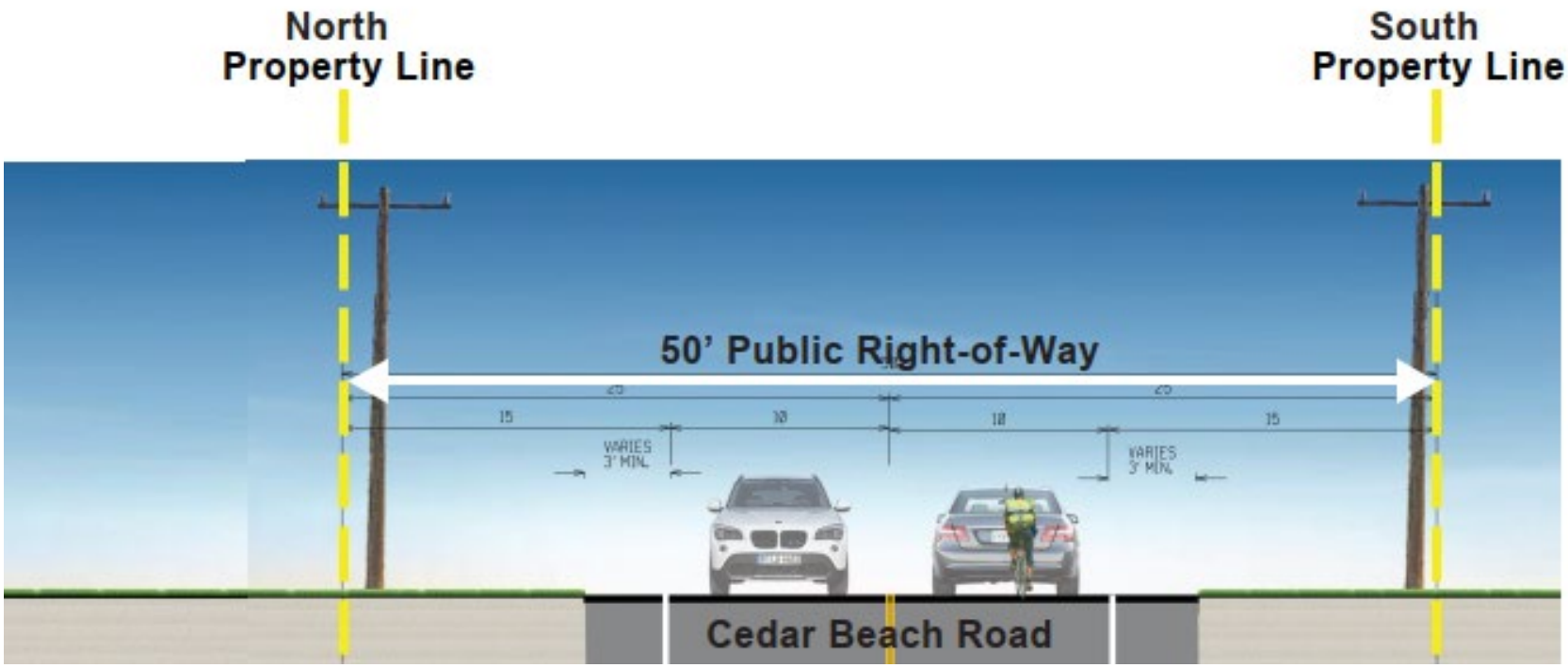

Figure 7. Segment 2 existing typical section looking eastbound towards Slaughter Beach

Table 2. Segment 2 existing conditions inventory

	Cedar Beach Road - **North**	Cedar Beach Road - **South**
Properties (total parcels)	17	26
Ag Land Preservation (LF/parcels)	~1,800' – 2 parcels	50' – 1 parcel
Driveways (total number)	17	22
Road Crossings (total number)	1	1
Overhead Utility (LF)	~3,375'	~9 poles
Stream Crossing	Yes	Yes
Difficult Slope/Ditch (LF)	~180'	~260'
Wetlands (LF)	N/A	N/A

Section 3: McColley Road to Shockley Road

Section 3 includes Cedar Beach Road from McColley Road to Shockley Road and has an existing right-of-way of approximately 50 feet. This segment consists of one 10-foot-wide travel lane in each direction, with no shoulders. According to Delaware FirstMap GIS data, the posted speed limit is 50 mph.

The area is primarily agricultural lands as shown in Figure 8 with approximately 10 single-family homes. Currently, there are no pedestrian or bicycle facilities along this section. Bicyclists currently use the travel lanes with vehicles.

Key physical and planning constraints in this section include overhead utility lines, active farmland adjacent to the roadway, roadside drainage ditches, and properties enrolled in agricultural land preservation programs, which limit the potential for development. The existing conditions inventory is summarized in Table 3. Segment 3 existing conditions inventory Table 3 and a typical section is shown in Figure 9.

Figure 8. Photo of Cedar Beach Road looking eastbound showing typical roadway context in Segment 3

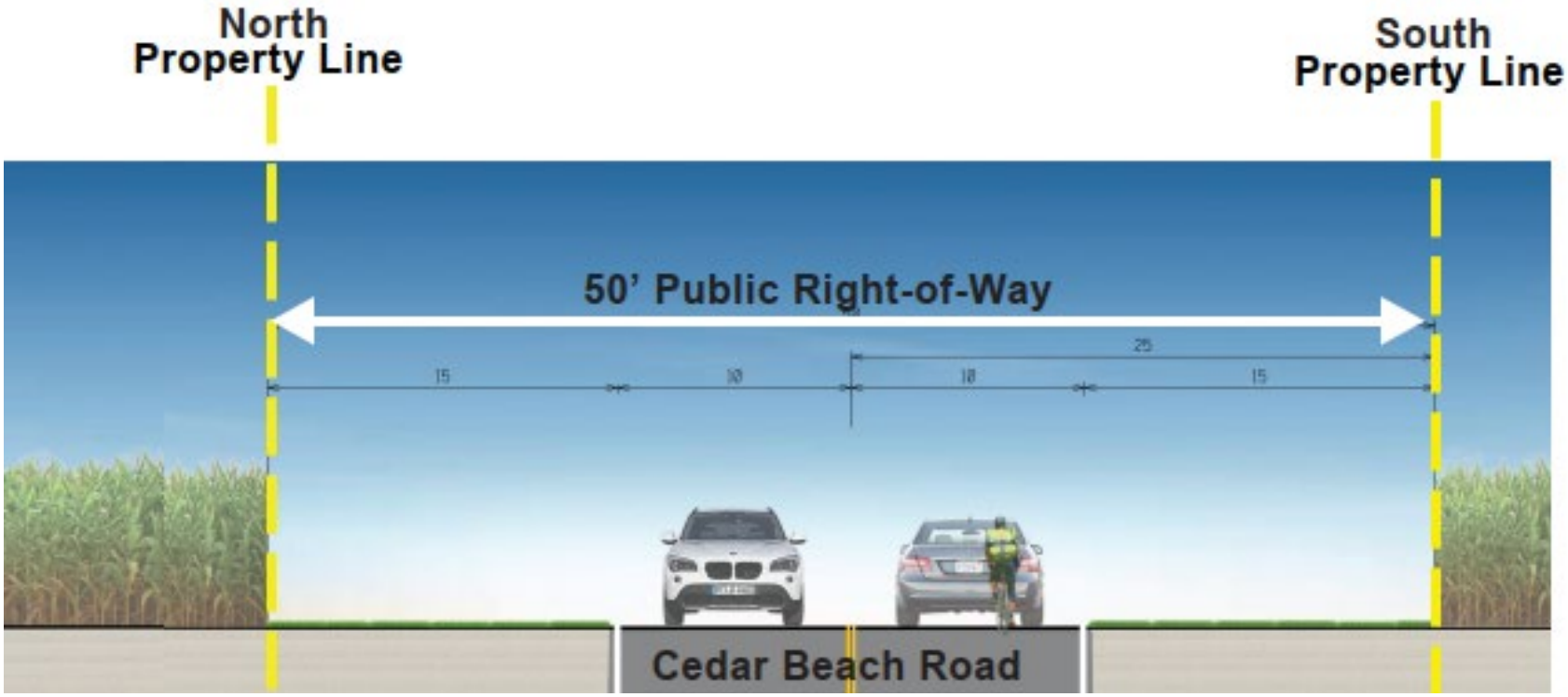

Figure 9. Segment 3 existing typical section looking eastbound towards Slaughter Beach

Table 3. Segment 3 existing conditions inventory

	Cedar Beach Road - **North**	Cedar Beach Road - **South**
Properties (total parcels)	7	13
Ag Land Preservation (LF/parcels)	0'	~2,150' / 2 parcels
Driveways (total number)	3	11
Road Crossings (total number)	1	1
Overhead Utility (LF)	0'	~2,000'
Stream Crossing	No	No
Difficult Slope/Ditch (LF)	0'	~700'
Wetlands (LF)	N/A	N/A
Other		Farm Equipment

Section 4: Shockley Road to Lighthouse Road

Section 4 includes Cedar Beach Road from Shockley Road to Lighthouse Road and has an existing right-of-way of 50 feet. Similar to Section 3, this segment consists of one 10-foot-wide travel lane in each direction and lacks paved shoulders. According to GIS data, the posted speed limit is 50 mph. There are no dedicated pedestrian or bicycle facilities along this segment, requiring bicyclists to share travel lanes with motor vehicles.

The roadway includes several curves that restrict sight distance—especially when adjacent crops are fully grown—which may contribute to safety concerns. Additionally, this area lies within the 100-year floodplain and has a documented history of flooding. The eastern quarter of this section is bordered by wetlands and roadside ditches, further complicating drainage and roadway improvements.

The surrounding landscape is primarily agricultural, with a few single-family homes and active farm operations. Notably, Cedar Neck Church and its adjoining cemetery are situated at the intersection of Cedar Beach Road and Shockley Road. Key constraints in this section include the presence of the church and cemetery, roadside ditches and wetlands, 100-year floodplain, overhead utility lines, and agricultural land preservation properties as shown in Figure 10, Figure 11, and Figure 12. The existing conditions inventory is presented in Table 4 and a typical section is shown in Figure 13.

Figure 10. Photo of Cedar Beach Road looking eastbound showing church and cemetery

Figure 11. Photo of Cedar Beach Road looking eastbound showing typical context in Segment 4

Figure 12. Photo of Cedar Beach Road looking eastbound showing adjacent wetlands in Segment 4

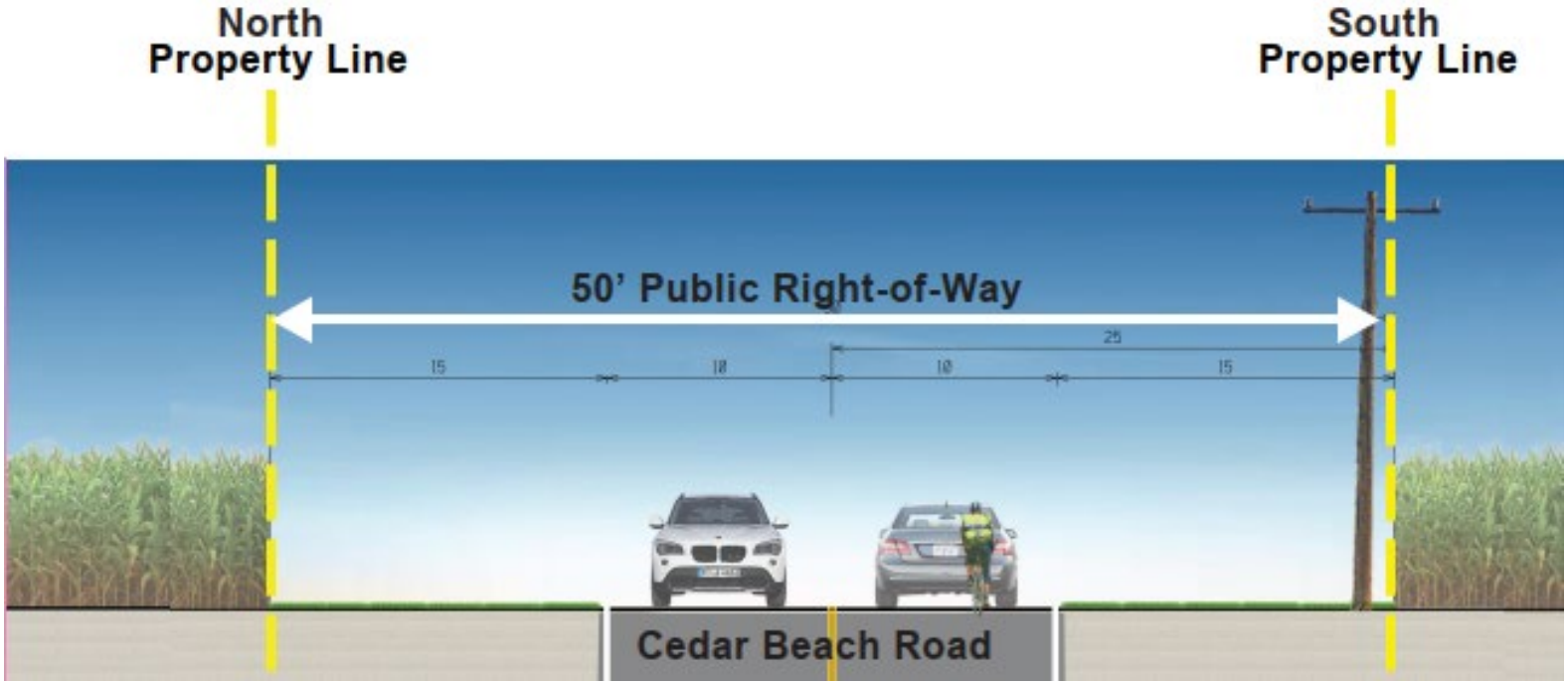

Figure 13. Segment 4 existing typical section looking eastbound towards Slaughter Beach

Table 4. Segment 4 existing conditions inventory

	Cedar Beach Road - **North**	Cedar Beach Road - **South**
Properties (total parcels)	16	16
Ag Land Preservation (LF/parcels)	0'	~1,300' / 1 parcel
Driveways (total number)	10	12
Road Crossings (total number)	1	1
Overhead Utility (LF)	~4,000'	~10,000'
Stream Crossing	Yes	Yes
Difficult Slope/Ditch (LF)	~290'	~440'
Wetlands (LF)	~4,500'	~3,500
Other	Church/Cemetery In floodplain	In floodplain

Section 5: Lighthouse Road to Canal Bridge

Section 5 is Cedar Branch Road from Lighthouse Road to the proposed replacement of Bridge 3-164 on Cedar Beach Road over Cedar Creek improvements. Consistent with the previous segments, this section includes one travel lane in each direction and lacks paved shoulders. The posted speed limit is 40 mph. There are no designated pedestrian or bicycle facilities, requiring bicyclists to share the travel lanes with vehicular traffic.

This area is located within the 100-year floodplain and has a known history of flooding. Much of the segment is bordered by wetlands and roadside ditches, shown in Figure 14, which pose challenges for drainage and potential roadway improvements.

The surrounding landscape is primarily composed of wetlands, with several single-family homes located on the north side of Cedar Beach Road and in the vicinity of Bridge 3-164. Key constraints in this section include the presence of wetlands and drainage ditches, floodplain limitations, overhead utility lines, a canal crossing, and residential properties situated near the existing right-of-way. The existing conditions inventory is summarized in Table 5, and a typical section is shown in Figure 15.

Figure 14. Photo of Cedar Beach Road looking eastbound towards Slaughter Beach showing typical context and adjacent wetlands in Segment 5

Figure 15. Segment 5 existing typical section looking eastbound towards Slaughter Beach

Table 5. Segment 5 existing conditions inventory

	Cedar Beach Road - **North**	Cedar Beach Road - **South**
Properties	10	5
Ag Land Preservation (LF)	0	0
Driveways (total)	11	2
Intersection crossings (total)	1	0
Overhead Utility (LF)	~975'	~113'
Stream Crossing (total)	Need to verify and canal	Need to verify and canal
Difficult Slope/Ditch (LF)	Yes	Yes
Wetlands (LF)	200'	710'
Other	All in floodplain	All in floodplain

Planned Improvements

This section briefly summarizes public and private planned improvements in and around Milford and Slaughter Beach that are relevant to this study.

Transportation Projects

Replacement of Bridge 3-927 on SR36 Cedar Beach Road - Milford

This project consists of bridge replacement, scour protection, and approach roadwork including raising the roadway. The proposed project will replace the existing concrete rigid frame with precast concrete beams and raise the road accommodating considerations for future sea-level rise. The profile of the roadway will be raised approximately 2 feet and consist of 11-foot travel lanes and 8-foot shoulders at the bridge. Bridge 3-927 is owned and maintained by DelDOT. The project was in final design when this report was developed.

For more information on the bridge project, visit Replacement of BR 3-927 on SR36 Cedar Beach Road Project Website - DelDOT.

DelDOT Milford Transportation Improvement District (TID) - Milford

The Milford Transportation Improvement District (TID) Briefing – March 2023, presented by DelDOT, outlines a comprehensive plan to address current and projected traffic challenges in southeastern Milford. This initiative aims to accommodate growth through 2045, focusing on infrastructure enhancements, developer contributions, and multimodal transportation improvements.

Planned improvements to S. Rehoboth Boulevard at SE Front Street and Cedar Beach Road include removing the channelized eastbound right-turn lane, adding auxiliary lanes on three approaches, and installing new sidewalks and shared use paths. These upgrades aim to enhance traffic flow and pedestrian safety, with an estimated cost of $5.2 million.

The briefing also identifies additional pedestrian and bicycle facilities proposed along Cedar Beach Road and Rehoboth Boulevard.

For more information, visit Milford TID Briefing.

Replacement of Bridge 3-164 on Cedar Beach Road over Cedar Creek – Slaughter Beach

This project consists of replacing an active movable bridge and approach. The existing structure has been subject to significant corrosion which has caused section loss and continuous maintenance issues. The proposed new bridge is a ditch bascule structure with operator house. The new bridge crossing will include two travel lanes, one each way, and a 5-foot shared use shoulder/bike lane on both sides to improve access for bicyclists. Bridge 3-164 is owned and maintained by DelDOT. The project was in final design when this report was developed.

For more information on the bridge project, visit Replacement of BR 3-164 on SR36 Cedar Beach Road Project Website - DelDOT.

NE Front Street, Rehoboth Boulevard to SR 1 - Milford

This project consists of a shared use path, 11' travel lanes, and shoulders along NE Front Street from Rehoboth Boulevard to the existing shared use path Silcato Parkway. This project strengthens the low-stress bicycle/pedestrian network in and adjacent to the City of Milford and is approximately 3,000 feet from the Cedar Beach Road and Rehoboth Boulevard intersection. The project is currently in final design at the time of this report.

For more information on this project, visit: NE Front Street, Rehoboth Boulevard to SR 1

NE Front Street Streetscape Improvements, Phase 2, NE 4th Street to Rehoboth Boulevard - Milford

This project consists of continuing a shared use path along the southbound side and a sidewalk along the northbound side along NE Front Street from NE 4th Street to Rehoboth Boulevard intersection. The goal is to connect into the NE Front Street, Rehoboth Boulevard to SR 1 shared use path. This project will also strengthen the low-stress bicycle/pedestrian network within the City of Milford and is located approximately 3,000 feet from the Cedar Beach Road and Rehoboth Boulevard intersection. The project is currently in final design at the time of this report.

For more information on this project, visit: NE Front Street, Phase 2, NE 4th Street to Rehoboth Boulevard

Private Development

Knight Crossing Subdivision, Beaver Dam Road – Milford

This private development project consists of residential development along Beaver Dam Road near Cedar Beach Road. 199 single-family detached homes are planned for this development. These numbers may change as the project evolves. As part of this project, a 10' wide shared use path is being built along the frontage on the north side of Beaver Dam Road from Beaver Dam Drive to approximately 400' feet before the intersection of Cedar Beach Road and Beaver Dam Road. Ultimately, this project's shared use path could continue to the intersection and connect to this study area. The development also includes sidewalks along the roads within the development.

For more information on this project, contact City of Milford.

Red Cedar Farms, Bucks Road – Milford

The development includes 200 single family lots. The development will include sidewalks on both sides of the road and interconnecting sidewalks along the open space areas. A shared use path is proposed along Bucks Road and Cedar Neck Road. Residents can reach Cedar Beach Road from using Bucks Road and Road 208. Phase I is under construction and is being developed by Schell Brothers.

For more information on the Red Cedar Farms, visit Schell Brothers.

Recreation and Utility Projects

Deep Branch Park – Milford

The City's Parks and Recreation Department is working with an engineering firm to prepare a preliminary plan for the property. If approved and built, the 19.43+/- acre park will include a walking/biking path, playground, pavilion, pickleball courts, basketball courts, parking lot, restrooms, and open lawn area. The park entrance is approximately 2,400 feet from the S. Rehoboth Boulevard and Cedar Beach Road intersection and most likely would be visited by residents on and along Cedar Beach Road and within Milford.

To follow the progress of this project, visit the City of Milford website.

Slaughter Beach Sewer Project – Slaughter Beach

Since 2014, the Council has been working to position the town to take advantage of potential funding opportunities in order to strengthen our infrastructure and better protect the town against coastal storm damage. The Town Council's intent is that Sussex County explore those funding opportunities on the town's behalf, and establish a sewer district to construct and maintain a centralized system that serves the Town of Slaughter Beach.

For more information on the Slaughter Beach Sewer Project, visit Wastewater - Slaughter Beach - Sussex County Delaware.

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (LTS) is a measure being used by DelDOT to better understand how comfortable streets are for bicycle riding. Transportation planners use LTS to analyze the existing bicycle network and determine the appropriate bike facility for a given context. LTS analysis uses factors such as the speed of traffic, volume of traffic, and the number of lanes to rate each roadway segment on a scale of 1 to 4, where 1 is a low-stress place to ride and 4 is a high-stress place to ride. Streets with higher LTS have higher traffic speeds and volumes and more intense lane configurations. They provide a higher stress cycling experience; therefore, a smaller proportion of people are comfortable riding a bicycle on them. Figure 16 defines each LTS category and Figure 17 shows the characteristics that impact bicyclist comfort. The LTS methodology provides a quantitative way to assess the amount of stress a person on a bike experiences when riding on any given roadway.

As outlined in the *Blueprint for A Bicycle Friendly Delaware, A Statewide Policy Document* (2018), DelDOT uses LTS to score bike infrastructure projects based on improved low-stress access to public transportation, employment, schools, community centers, and existing parks and trails. The goal is for new bicycle facilities to be low-stress and accessible to bike riders of all ages and abilities.

For studies like this one, LTS can be used to analyze the bike network and to guide the selection of the appropriate bikeway type to close “gaps” in the low-stress network and create a comfortable riding experience.

Using LTS for Bicycle Network Analysis

When mapped, LTS shows the total connectivity of a network and enables the evaluation of how many destinations can be accessed using low-stress routes (LTS 1 or 2). LTS acknowledges that most adults are comfortable riding a bike on the road in low-stress circumstances but that high-stress roadways create barriers between “islands” of low-stress connectivity. The “islands” can be observed in Milford where most of the local streets are LTS 1 or 2 with many of the main streets being high-stress or LTS 3 and 4. Cedar Beach Road is high stress (LTS 3 and 4) due to higher speeds and volumes as shown in Figure 20. This means that it is possible to bike around a neighborhood relatively comfortably, but it is not possible to go on rides through the town and beyond without being exposed to a high degree of traffic stress. Slaughter Beach is accessible via two main roads—Cedar Beach Road and Slaughter Beach Road—both of which are classified as high-stress routes. Within the town, the majority of Bay Avenue is designated LTS 1 or 2, indicating a generally comfortable biking environment. However, the curved section of Bay Avenue is rated as LTS 3. Several other roads in Slaughter Beach also fall within the LTS 1 category. While biking within the town is relatively low-stress, exiting Slaughter Beach requires traveling on high-stress roads, which may be a barrier for less confident cyclists.

Level of Traffic Stress	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility	
4	Only tolerated by strong and fearless riders; cyclists must interact with high volumes or speeds of auto traffic.	

Figure 16. Level of Traffic Stress descriptions. Source: Blueprint for a Bicycle Friendly Delaware.

Number of Lanes	Average Daily Traffic	<25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
2-way street (no centerline)	0-750	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	751-2000	LTS 1	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	2001-3000	LTS 1	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
	3001+	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
1 through lane per direction (1-way street or 2-way street with centerline)	0-750	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	751-2000	LTS 1	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	2001-6000	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
	6001+	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
2 through lanes per direction	0-6000	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	6001+	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
3+ through lanes per direction	any ADT	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

Figure 17. Characteristics that impact bicycle comfort in mixed traffic situations (no bicycle infrastructure). Source: Blueprint for a Bicycle Friendly Delaware.

> *"Traffic stress... is a combination of perceived danger and other stressors... associated with riding a bike close to motor traffic."*
>
> -Northeastern University Professor Peter Furth, 2012

Using LTS for Bikeway Facility Selection

Guidance for selecting the appropriate facility for any given corridor type is provided by the Federal Highway Administration (FHWA) *Bikeway Selection Guide* (2019). A robust bicycle network requires thoughtful planning in order to provide good connections and access to destinations. The *Bikeway Selection Guide* identifies three different bicycle user profiles that roughly corelate with the LTS levels: interested but concerned (LTS 1), somewhat confident (LTS 1 or 2 preferred; 3 tolerated), and highly confident (can ride LTS 1-4). The guide highlights the fact that different types of users are comfortable using different types of infrastructure, as shown in Figure 18.

With user groups in mind, the guide offers seven principles of bicycle network design, which are shown in Figure 19. Following these principles will result in a bicycle network that provides a safe and convenient transportation alternative for all users.

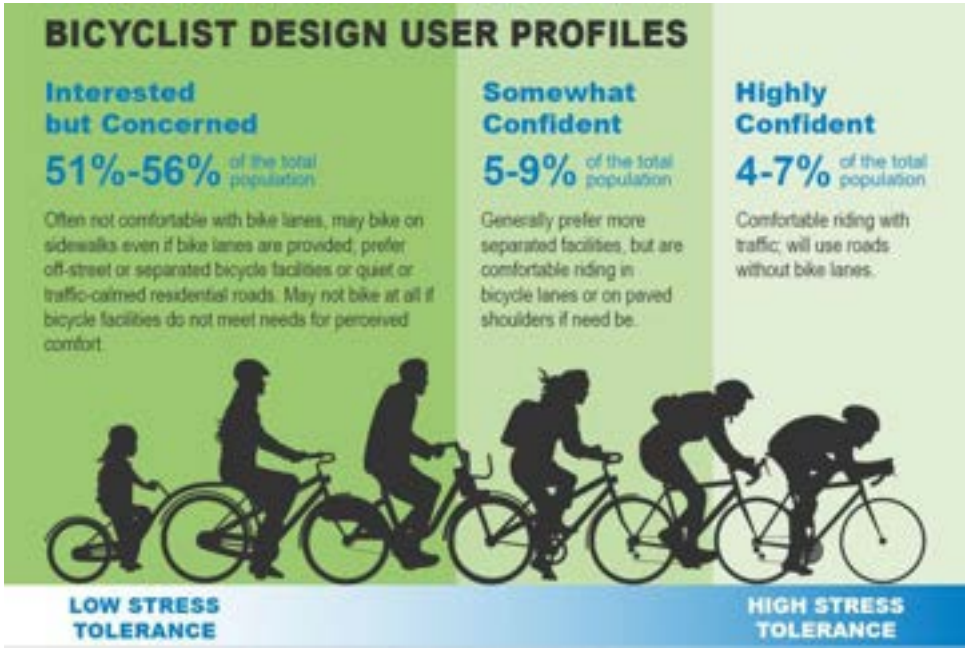

Figure 18. Bicyclist Design User Profiles. Source: FHWA Bikeway Selection Guide.

Figure 19. Seven Principles of Bicycle Network Design. Source: FHWA Bikeway Selection Guide

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The principles outlined in this guide combined with an LTS analysis of the local transportation network provides a useful way to determine what types of bicycle and pedestrian facilities are appropriate for each segment of the study area. This methodology was used to determine the appropriate bicycle and pedestrian facility types for Cedar Beach Road.

Figure 20. Bicycle Level of Traffic Stress (LTS) for the study area and surroundings

Key Environmental Considerations

Ecological Significance of the Mispillion River Watershed and the Milford-Slaughter Beach Region

The study area is located within the Mispillion River watershed which plays a central ecological role in the region, providing essential habitat and ecosystem services for both the City of Milford and the Town of Slaughter Beach. The Mispillion River flows eastward from Milford through a diverse landscape of freshwater streams, tidal wetlands, and coastal marshes before it meets the Delaware Bay. These environments are critically important to local and migratory wildlife.

The lower reaches of the Mispillion River, near its confluence with the Delaware Bay, contain one of the most intact and productive estuarine habitats along the Mid-Atlantic coast. One of the most critical ecological roles of the Mispillion River's estuarine area is its function as a prime spawning ground for horseshoe crabs. The sandy shores along the lower Mispillion River and adjacent Slaughter Beach are internationally recognized as one of the most important horseshoe crab spawning sites in the world. Additionally, these tidal wetlands provide critical stopover habitat for shorebirds, most notably the threatened red knot, which feeds on horseshoe crab eggs during its migration from South America to the Arctic. The DuPont Nature Center, located at the river's mouth, serves as a key public education and monitoring site for these species.

Cedar Creek is a vital tidal tributary of the Delaware Bay located just south of the Mispillion River and west of Slaughter Beach. Flowing through marshes, wetlands, and forested areas, Cedar Creek plays a critical role in the ecological health and resilience of the Milford–Slaughter Beach region. The creek and its surrounding habitats support a range of native species, including birds, fish, amphibians, and reptiles. Its tidal wetlands act as a natural nursery for fish and shellfish and provide essential stopover habitat for migratory birds, complementing nearby conservation areas like the Marvel Saltmarsh Preserve and Prime Hook National Wildlife Refuge.

Cedar Creek and Mispillion River are also important for flood mitigation and water quality, as its extensive marshlands absorb stormwater, buffer against coastal flooding, and filter pollutants before they reach the Delaware Bay. In addition, the creek connects inland agricultural and natural landscapes with coastal ecosystems, making it a critical component of the Delaware Bayshore's environmental corridor.

These ecological functions help enhance the climate resilience of the Milford-Slaughter Beach region. With much of the area lying within the 100-year floodplain, the preservation of floodplain connectivity and wetland integrity is essential for reducing flood risk and protecting infrastructure from storm-related damages.

The Milford-Slaughter Beach region is also a focal point for eco-tourism and recreation in the region. Boardwalks, trails, and observation points offer public access for birdwatching, environmental education, and nature-based tourism, which support the local economy and raise awareness about conservation priorities.

Given its role in both environmental protection and community resilience, any future infrastructure or recreational development along Cedar Beach Road should consider the Mispillion River's ecological importance and seek to minimize impacts to its wetlands, waterways, and wildlife habitats.

Flooding Challenges on Cedar Beach Road

The eastern portion of Cedar Beach Road is located within the 100-year floodplain and portions of the road are prone to frequent flooding, particularly during heavy storms, high tides, and coastal events. Due to its low elevation, the road experiences significant water accumulation, making it impassable during storm surges or severe weather. Regular tidal flooding further exacerbates road conditions, affecting traffic and access to Slaughter Beach and Milford.

DelDOT ranks roadways based on their resilience to climate impacts and sustainability. Cedar Beach Road is identified as a priority within the top 10% of roadways needing mitigation due to its vulnerability to flooding and storm damage. This prioritization emphasizes the need for infrastructure improvements to ensure long-term road safety, reliability, and resiliency. Figure 21 depicts the 100-year floodplain, wetlands and streams along the study area and beyond.

Figure 21. Map of environmental constraints including Delaware wetlands, streams, the 100-year floodplain

Agland Preservation and Conservation Easements

Figure 22 illustrates parcels along Cedar Beach Road that are part of the State's Aglands Preservation Program which aims to maintain the state's agricultural viability and open space. Two parcels on the north side and four on the south side of Cedar Beach Road are part of a Preservation District, which is a ten-year voluntary agreement whereby the landowner agrees to utilize their land for agricultural purposes only. This is considered Phase 1 of the Aglands Preservation Program. Phase 2 of the program is an Agricultural Conservation Easement designation which is a voluntary but permanent step to preserve farmland by selling the development rights. One additional property on the north side west of Lighthouse Road has a conservation designation. Both designations provide tax benefits and protection against nuisance lawsuits. These designations limit the potential for private development and must be considered when evaluating infrastructure improvements or alignment alternatives in the corridor.

Figure 22. Map of Agland Preservation Districts and Conservation Easements

Coastal Resilience

In the *2020 Delaware Strategies for State Polices and Spending* document, Delaware's policies and spending strategies focused on enhancing coastal resilience, particularly in communities like Milford, Slaughter Beach, and areas along the Delaware Bay. These initiatives aimed to address the escalating challenges posed by climate change, rising sea levels, and coastal erosion. Figure 23 shows areas where state funds are designated to support growth. Levels 1 (red) and 2 (orange) are currently more developed, and reflect areas where the state will support growth, level 3 (yellow) areas are areas that are currently developed but lower density, and the state anticipates less growth or spending. Spending in level 4 (white) areas will support preserving rural character, and gray areas are considered out of play, or not appropriate for development.

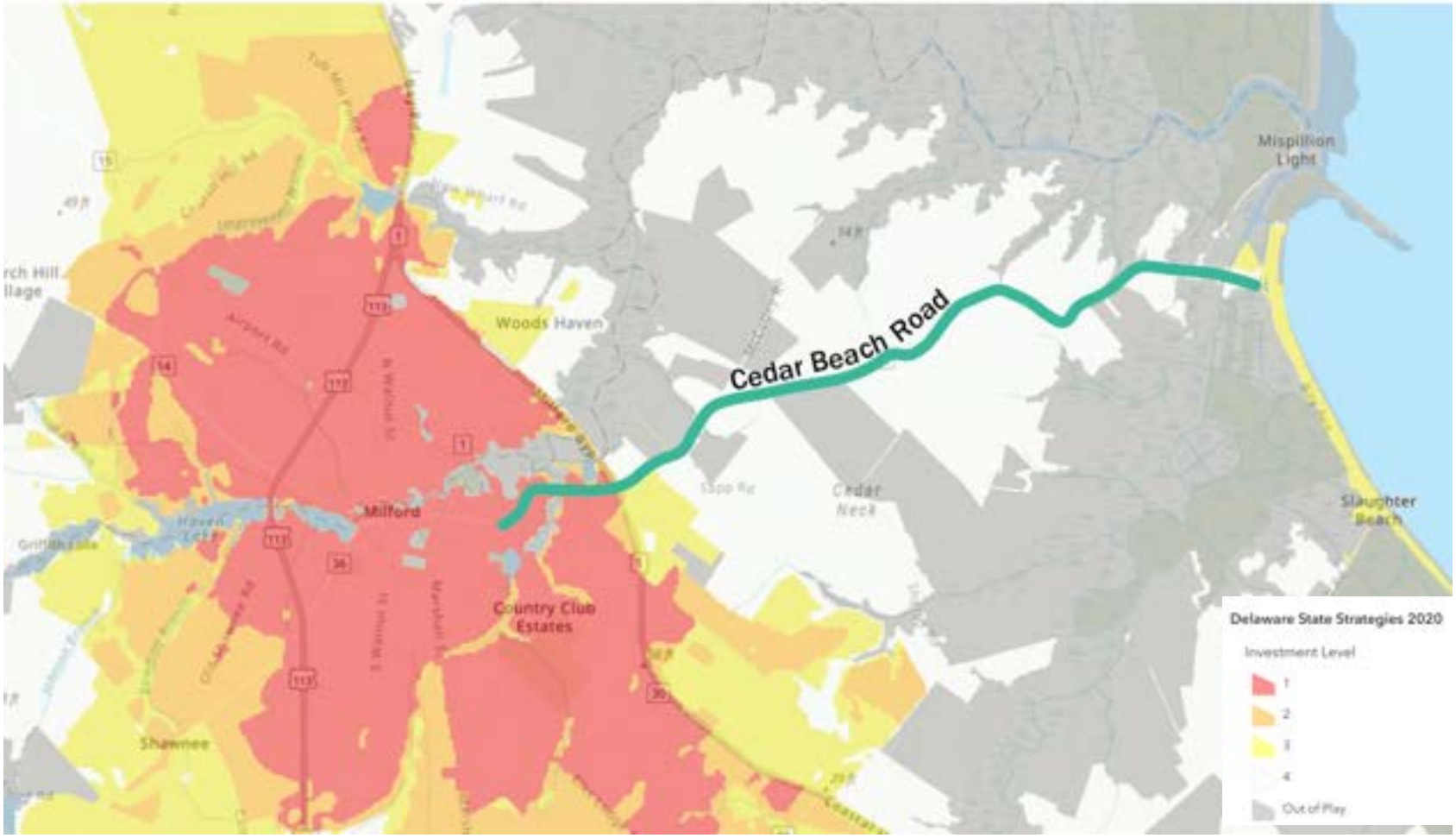


Figure 23. Map of Delaware State Strategies 2020 for planned spending and growth

Public and Private Property

Most of the parcels along Cedar Beach Road are privately owned. These properties include a mix of residential, agricultural, and undeveloped lands. While some parcels are protected through agricultural preservation programs as detailed above, most are zoned Agricultural Residential AR-1 which allows for the development of up to two housing units per acre.

Any future infrastructure improvements would require extensive coordination with property owners as is required by the DelDOT project development process. Figure 24 shows the private properties along Cedar Beach Road grouped by the size of their frontage.

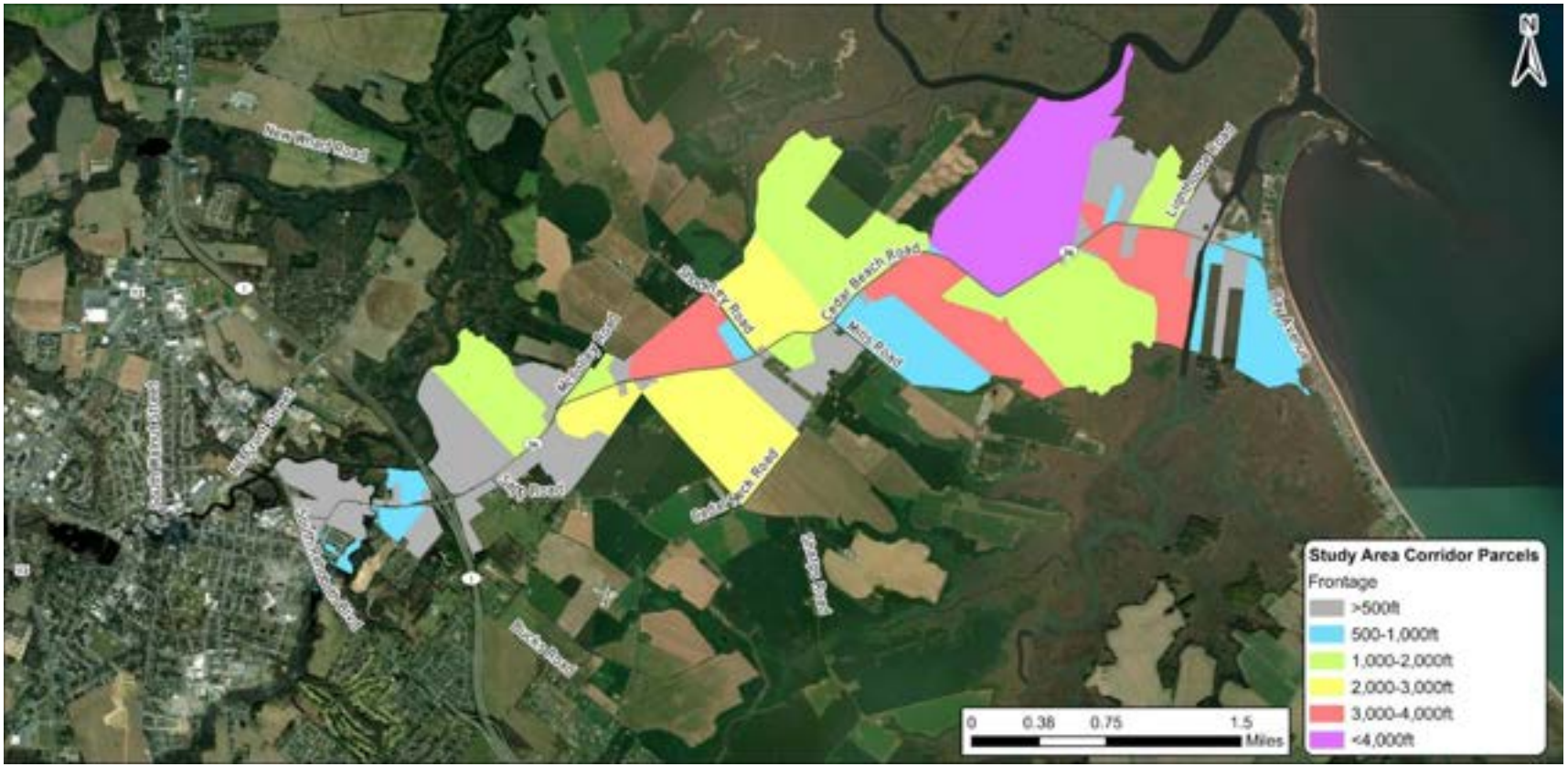


Figure 24. Aerial with private properties highlighted along Cedar Beach Road

Relevant Plans, Reports, and Policies

There are several relevant plans, reports, and policies in place that were taken into consideration when developing recommendations for this feasibility study. This section provides a high-level summary of each document, with a focus on recommendations or policies that impact transportation network within the study area.

Transportation

The City of Milford Bicycle Plan (2021)

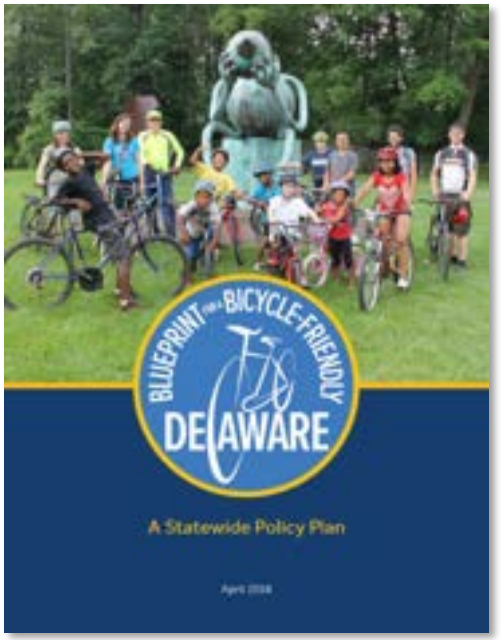
The City of Milford applied for and was awarded a Bicycle Master Plan Grant from the Delaware Department of transportation (DelDOT) to prepare a City-Wide Bicycle Master Plan. The Bicycle Master Plan builds on previous studies, particularly the 2011 Bicycle Plan, and is consistent with the City's Comprehensive Plan. The Plan seeks to improve the Bicycle Level of Stress (as defined by DelDOT) for cyclists within the city, reduces gaps in infrastructure, and provides recommendations for a comprehensive bicycle network for the City of Milford.

The goal of the Milford Bicycle Master Plan is "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 economic vitality in Milford."

To meet the goals of this study, a comprehensive list of improvement options which address gaps in the existing bicycle network, facilitate connectivity, and provides a complete overall bicycle network for the City of Milford has been developed. Existing infrastructure and future planned projects were evaluated including an assessment of origins and destinations, impediments, barriers, and if the future planned projects still meet the goals or should be revised. The network was also assessed to determine where there was a need for new infrastructure and what connections were needed to connect the system holistically to ensure connectivity between locations and routes.

Within the plan, Cedar Beach Road (State Route 36) from SR 1 to Slaughter Beach is identified as a regional route that should provide improved shoulders or signage for shared lanes. The western section of Cedar Beach Road within Milford is identified as a shared use path project.

Blueprint for a Bicycle Friendly Delaware: A Statewide Policy Plan (2018)



In 2018, DelDOT adopted the *Blueprint for a Bicycle Friendly Delaware: A Statewide Policy Plan*. As noted in the document, the plan "lays out a series of innovative strategies for planning, design, coordination and communication tools" to accomplish the following goals:

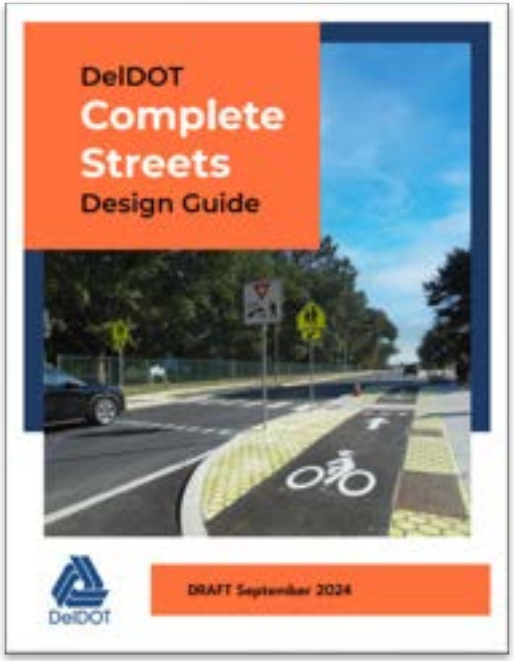
- Goal 1: Develop a complete, comfortable, connected bicycle network
- Goal 2: Improve bicyclist safety and confidence
- Goal 3: Foster a culture of bicycling that benefits all Delawareans

Those strategies are:

- Network Development: Creating local plans that identify the desired bicycle network
- Project Prioritization and Funding: identifying and prioritizing projects that expand the low-stress bicycle network
- Project Development and Design Guidance: Designing and constructing facilities that extend the bicycle network and produce a safer, more comfortable experience for bicyclists and other users

The plan also includes a "Tool Kit" to support municipalities with local bicycle network and project planning, of which this study is an example. Historically, bicycle projects in Delaware were often initiated at the state level in collaboration with local partners. This plan changes the funding process by requiring a locally driven participatory planning process to identify projects and funding priorities. Those projects are evaluated and prioritized by the state's Metropolitan Planning Organizations (MPOs), and the top three to five projects are submitted to DelDOT for funding. DelDOT reviews the projects to ensure they are "cost-effective, feasible, and connected to regional and statewide networks." The plan emphasizes using LTS in the evaluation of bicycle projects.

DelDOT Complete Streets Design Guide (Draft 2024)



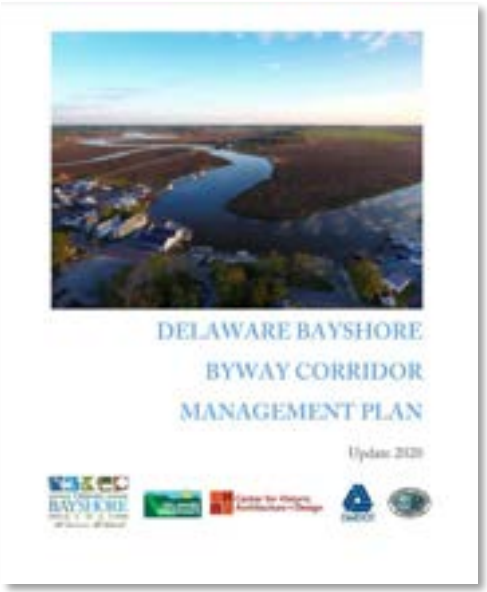
DelDOT published the Draft Complete Streets Design Guide to provide design guidance for state, county, and local transportation staff to create comfortable and viable Complete Streets transportation facilities. The guide includes tools and methodologies for designing Complete Streets in a variety of settings that can be customized to meet the needs of the surrounding communities and fit local context to support safer, more connected, and livable communities.

FHWA Small Town and Rural Multimodal Networks (2016)

This document applies existing national design guidelines in a rural setting and highlights small town and rural case studies. It addresses challenges specific to rural areas and focuses on opportunities to make incremental improvements despite the geographic, fiscal, and other challenges that many rural communities face. It provides information on maintaining accessibility and MUTCD compliance, while at the same time encouraging innovation.

Delaware Bayshore Byway Corridor Management Plan Update (2020)

This document is an update to the 2013 Delaware Bayshore Byway Corridor Management Plan. The Delaware Bayshore Byway is a scenic two-lane route that follows roads and views along the Delaware River and Bay Estuary. It extends from New Castle to the beach resorts outside of Lewes and is approximately 100 miles in length depending upon the selected route.



Milford and Slaughter Beach are Discovery Zones along the Delaware Bayshore Byway. The document includes information on Milford and Slaughter Beach including history, current amenities and initiatives as it relates to the byway, and recommendations for both Discovery Zones.

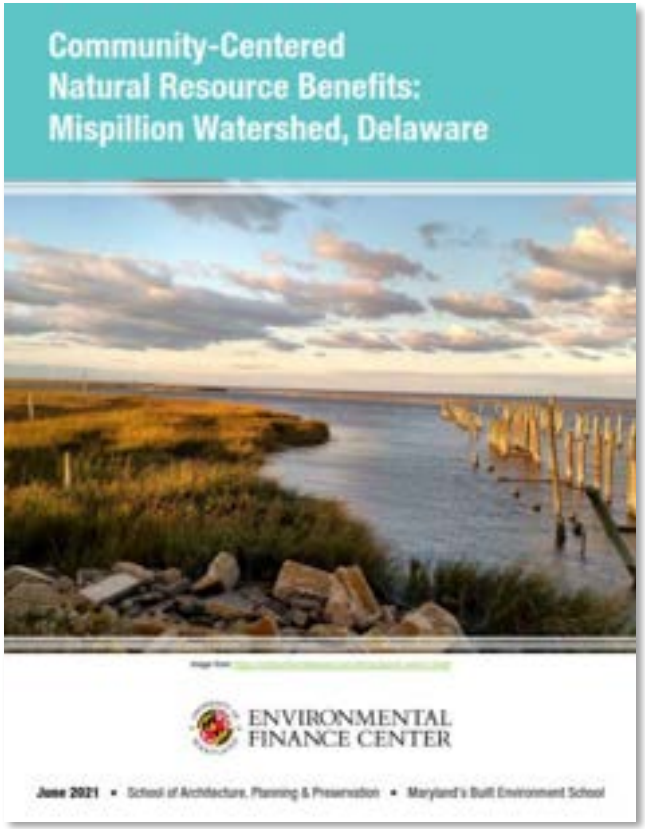
City of Milford Comprehensive Plan (2018 update)

The comprehensive plan includes improvements, including a proposed cycle path from Milford to the DuPont Nature Center via Cedar Beach Road (Route 36).

Environment/Resilience

Community-Centered Natural Resource Benefits: Mispillion Watershed, Delaware

The purpose of the study was to identify ecosystem services cited by key resource experts and local stakeholders knowledgeable about the Mispillion and Cedar Creek watersheds and conduct exercises to quantify and characterize those benefits. The estimated benefit values in the study area will assist local and state leaders in decision making and resource management.



Based on the findings, this report found that natural ecosystems and their services are valued at several million dollars per year for leisure and recreation alone. The values estimated are annual unless otherwise noted. Instead of deriving a "Total Economic Value" for the Watershed, researchers determined economic contributions and/or values for key components in each of three broad ecosystem categories:

- **Urban River Park and Inland**
  This includes recreational- and tourist-centered Abbott's Mill Nature Center, Mispillion Riverwalk Greenway, and the Vinyard Shipyard. Abbott's Mill visitation data indicates general recreation values between $313,000 and $6.3 million; and for greenway park leisure activities $465,000-$1.19 million.
- **Marsh, River, and Wetlands**
  The Marvel Saltmarsh Preserve Boardwalk is especially valued for shorebird viewing. The value of annual birding trips in 2020 is estimated at $428,000; protection by saltmarsh/ wetlands reduces monetary damage of storms by 10%. Using flood insurance claims, a sensitivity analysis between 10% and 50% marsh storm protection saves between $7,800 and $125,200 per event.
- **Marine, Harbor, Slaughter Beach**
  Mispillion Harbor Reserve and DuPont Nature Center and Slaughter Beach support wildlife, shorebird, and horseshoe crab viewing; bay beach recreation; recreational and commercial boating; and commercial shipping. Annual nature center and harbor shorebird viewing values: $574,000 to $1.15 million. The annual Slaughter Beach recreational accessed value is estimated to be $458,000.

Ecotourism and Resilience Investment Strategy for the Mispillion and Cedar Creek Watersheds Kent and Sussex Counties, Delaware (2023)

This document expands on the Natural Resources study listed above and is a collaborative initiative aimed at enhancing the economic and environmental resilience of the area including Milford and Slaughter Beach, Delaware. The strategy focuses on leveraging the region's natural resources to promote sustainable tourism, bolster local economies, and address climate-related challenges.

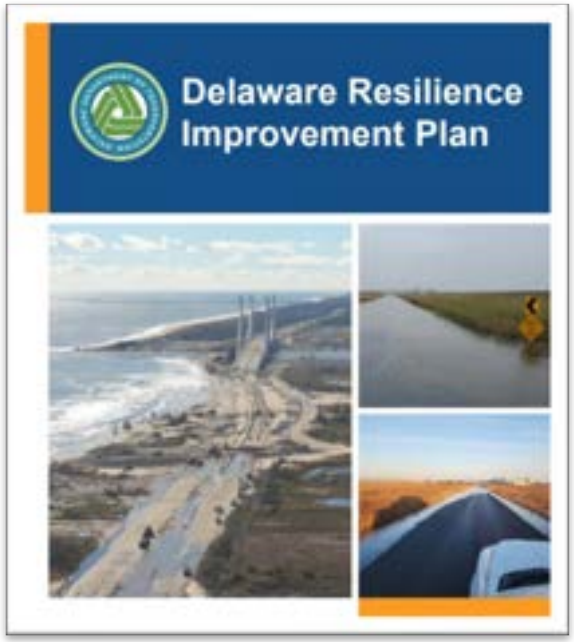
The Delaware Bayshore Initiative

According to its webpage, DNREC's Delaware Bayshore Initiative seeks to "collaboratively build on the region's reputation as a unique and beautiful natural resource and help improve the shoreline economy by encouraging more Delawareans and visitors to enjoy it through activities such as recreational fishing, hunting, boating, and ecotourism." The Bayshore Initiative identifies three major areas for improvement: land conservation, recreation and education, and community engagement.

Delaware Climate Action Plan (2021)

Delaware's Climate Action Plan is the State's playbook of actionable strategies and goals to reduce greenhouse gas emissions, produce energy from renewable sources and protect our natural resources, communities, and people from the impacts of climate change.

The plan states transportation is currently the largest source of greenhouse gas emissions within the state. Strategies presented in the plan seek to reduce emissions. One of the strategies is to increase opportunities for transportation choice, such as biking and walking. The plan states that about 6% of households in Delaware do not have access to a vehicle, and driving a vehicle is the most expensive mode of transportation when compared to car-sharing, transit, biking or walking. The plan recognizes the need to broaden the range and accessibility of affordable low-carbon transportation options for Delawareans.



Delaware Resiliency Improvement Plan (2023)

The Delaware Department of Transportation (DelDOT) has developed this Delaware Resilience Improvement Plan (DRIP) to serve as a roadmap for thoughtful investment in critical infrastructure, to proactively identify and address action items, and to tailor both adaptation and mitigation measures towards the agency's resilience goal through activities such as recreational fishing, hunting, boating, and ecotourism." The Bayshore Initiative identifies three major areas for improvement: land conservation, recreation and education, and community engagement.

Recommendations of Sea-Level Rise Planning Scenarios for Delaware: Technical Report (2017)

This in-depth technical report was prepared by the Delaware Sea-Level Rise Technical Committee for DNREC. It examines various sea level rise (SLR) planning scenarios for the State of Delaware. It includes information on the collection of SLR data, explorations of trends in the data, and predictions for SLR in Delaware. One of the sections most relevant to this study is a description of the consequences of SLR, which include erosion and loss of homes, conversion of wetlands to mudflats, effects on infrastructure and tourism, and evacuation costs. These consequences should be considered when carrying out bicycle and pedestrian improvements.

Cedar Beach Road Alternatives

Development of Alternatives

Potential alternatives were developed based on the existing conditions assessment and the community feedback received throughout the study process. The development of each alternative considered several key factors, including land use patterns, existing infrastructure, available right-of-way, environmental constraints, and a Level of Traffic Stress (LTS) analysis. These analyses help identify alternatives that minimize potential impacts to the environment, infrastructure, property, and other important factors. Alternatives that were shown to the public include the following:

- Option A – No Build (keep as-is)
- Option B – Add Shoulders (to existing roadway)
- Option C – Shared Use Path
    - At-grade paved path or elevated boardwalk path (in wetlands and 100-year floodplain) 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

Typical sections for each potential alternative were developed with an alternatives matrix and shared with focus group and stakeholders. The matrix includes the following categories:

- Travel Width Lane – the proposed width of the motor vehicle travel lane
- Shoulder Width – the proposed width of the shoulder, if proposed
- Bicycle Facility Type – none, on-road bike lane, or separate shared use path
- Pedestrian Facility Type – none, sidewalk, or separate shared use path
- Private Property Impacts – whether or not potential transportation improvements would result in private property impacts
- Stormwater Management – whether closed section (curb and gutter) or open section (drainage swale) stormwater management would be required
- Major Overhead Utility Impacts – whether utility poles would need to be relocated to accommodate the potential transportation improvement
- Environmental Constraints – notes if the segment is within the floodplain, wetland area, or has stream crossings
- Cost – lists relative costs from low to highest

All sections views are shown looking east towards Slaughter Beach.

Segment 1: S. Rehoboth Boulevard to SR 1 Overpass

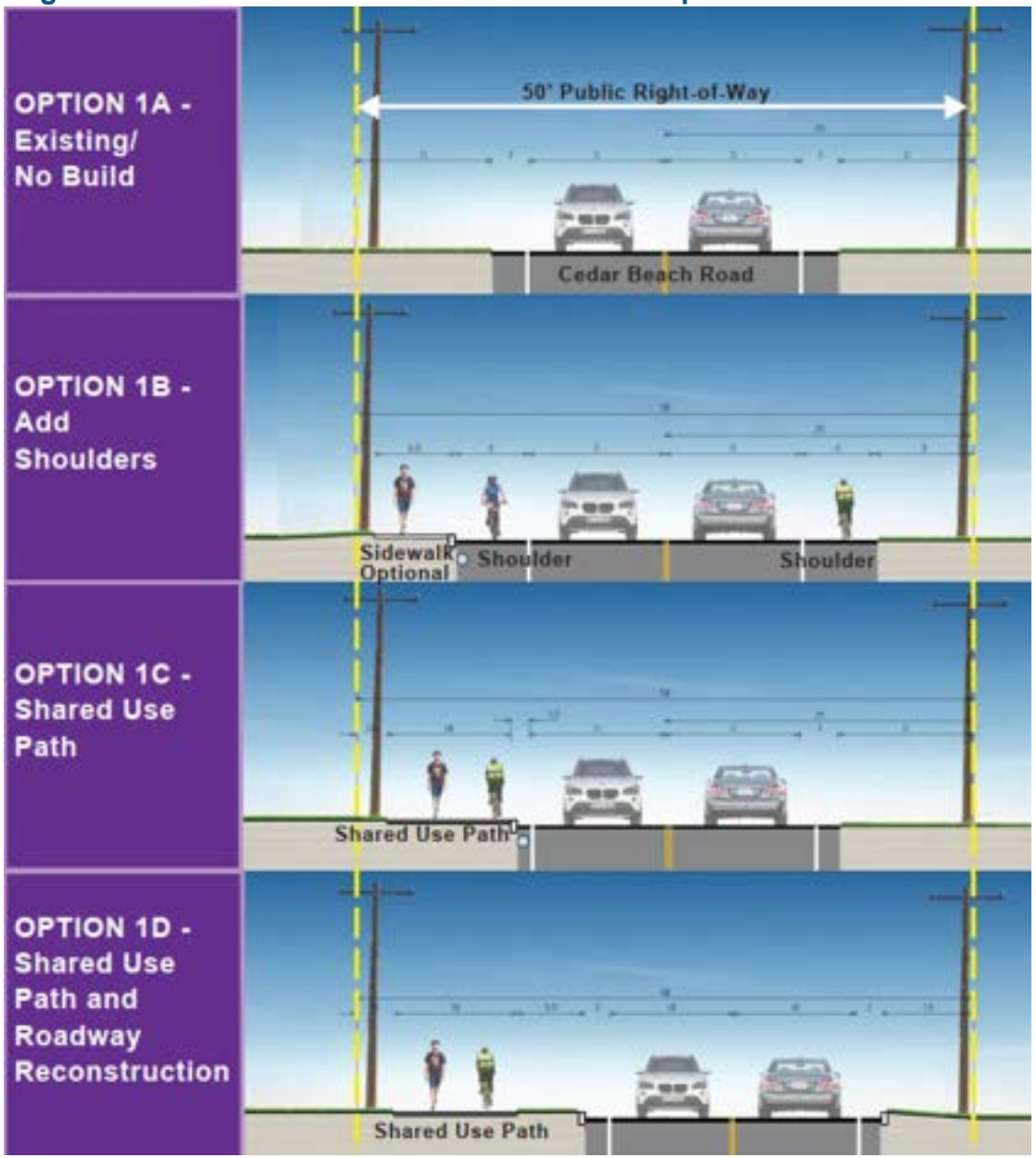


Figure 25. Potential alternatives for Segment 1

Table 6. Segment 1 Alternatives Matrix

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

Segment 2: East of SR 1 to McColley Road

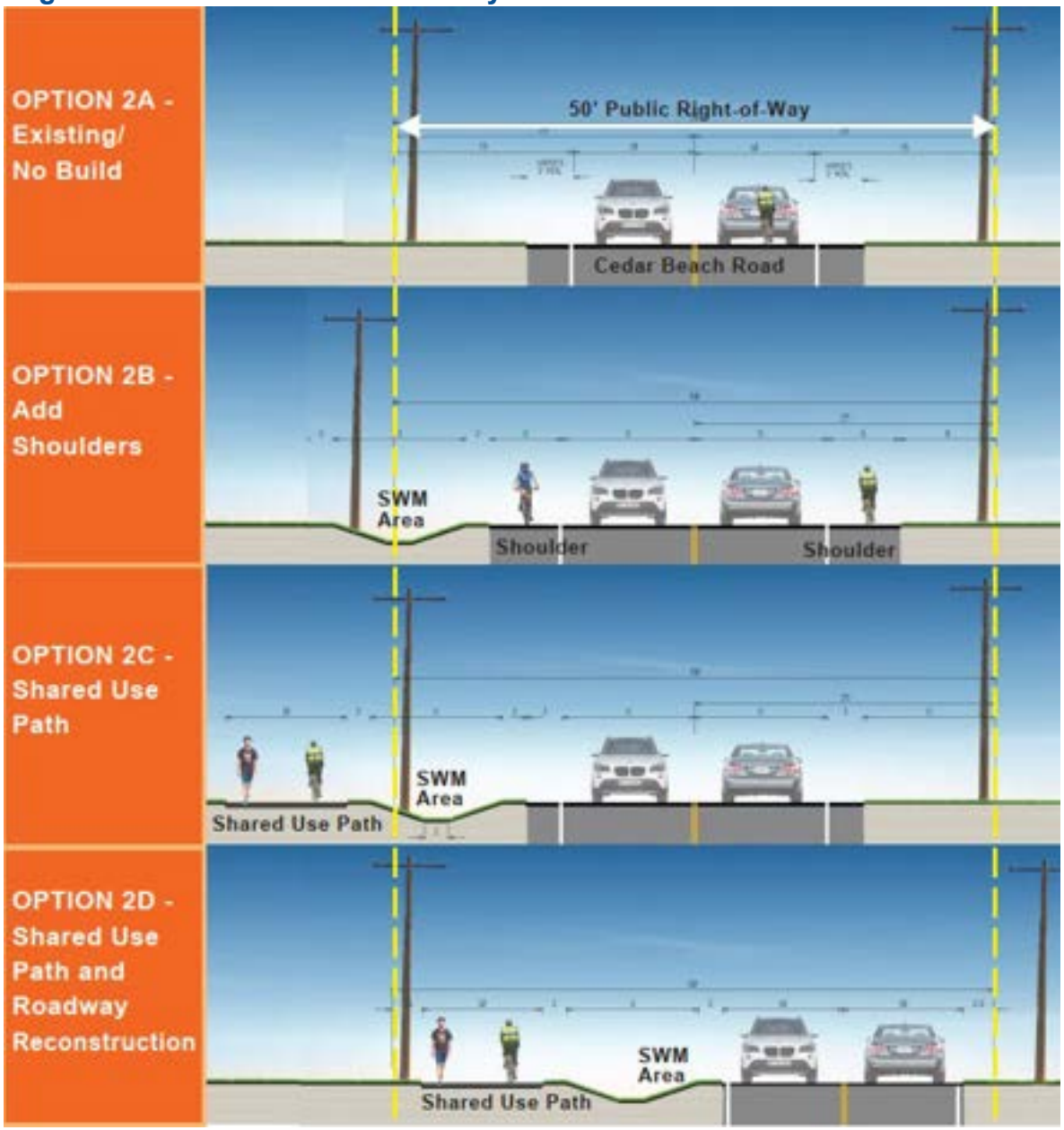


Figure 26. Potential alternatives for Segment 2

Table 7. Segment 2 Alternatives Matrix

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

Segment 3: McColley Road to Shockley Road

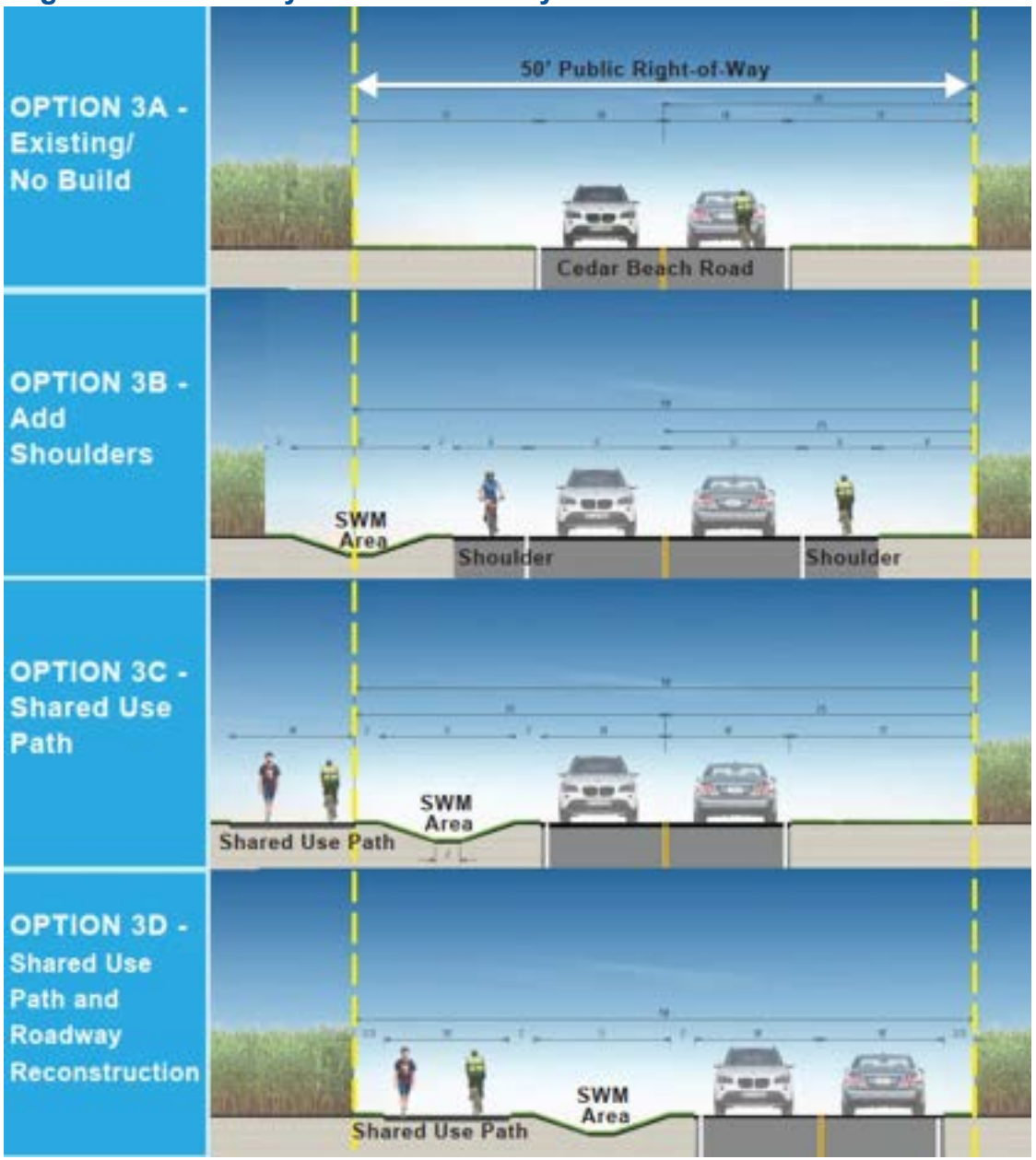


Figure 27. Potential alternatives for Segment 3

Table 8. Segment 3 Alternatives Matrix

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

Segment 4: Shockley Road to Lighthouse Road

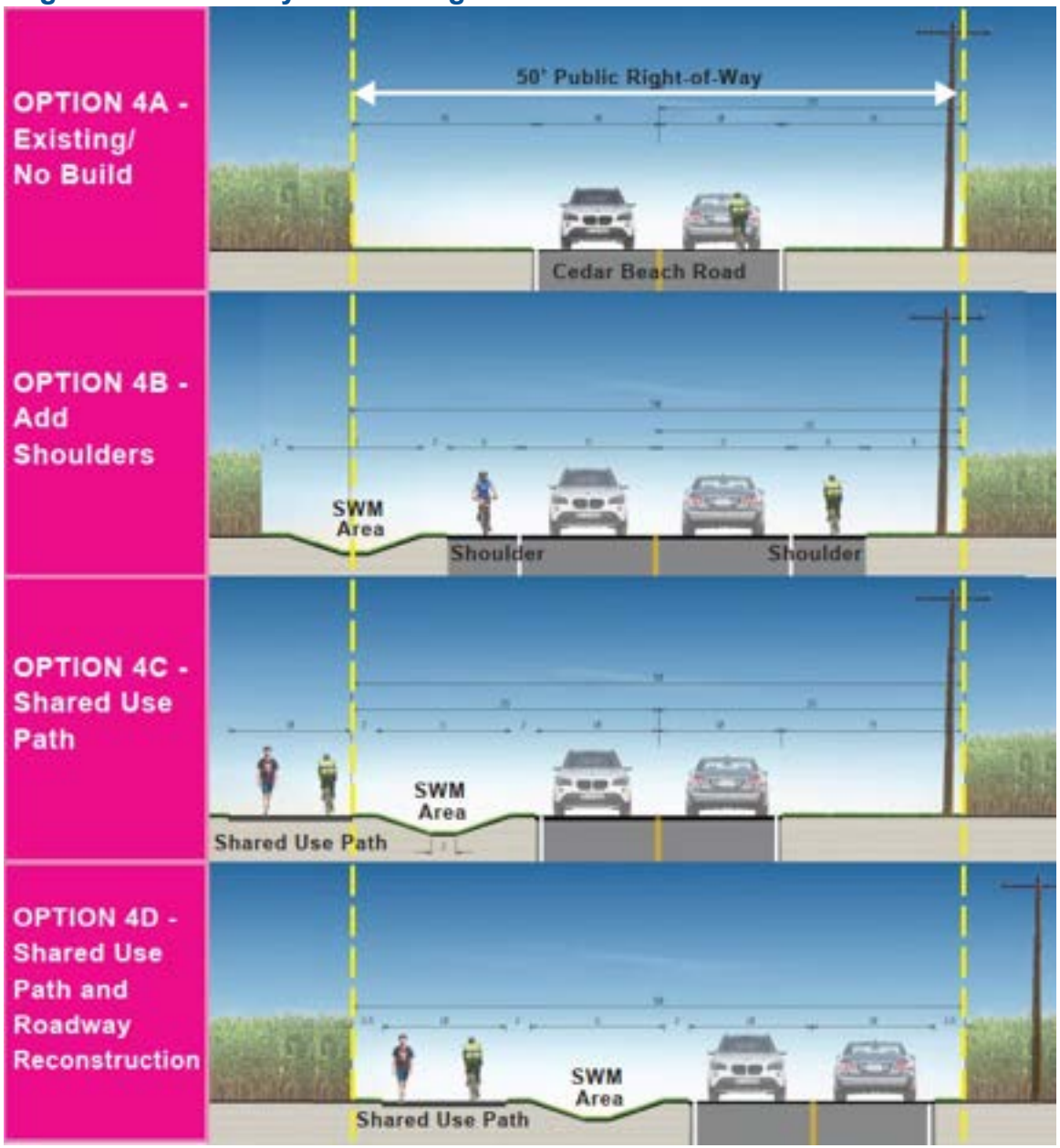


Figure 28. Potential alternatives for Segment 4

Table 9. Segment 4 Alternatives Matrix

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

Segment 5: Lighthouse Road to Canal Bridge

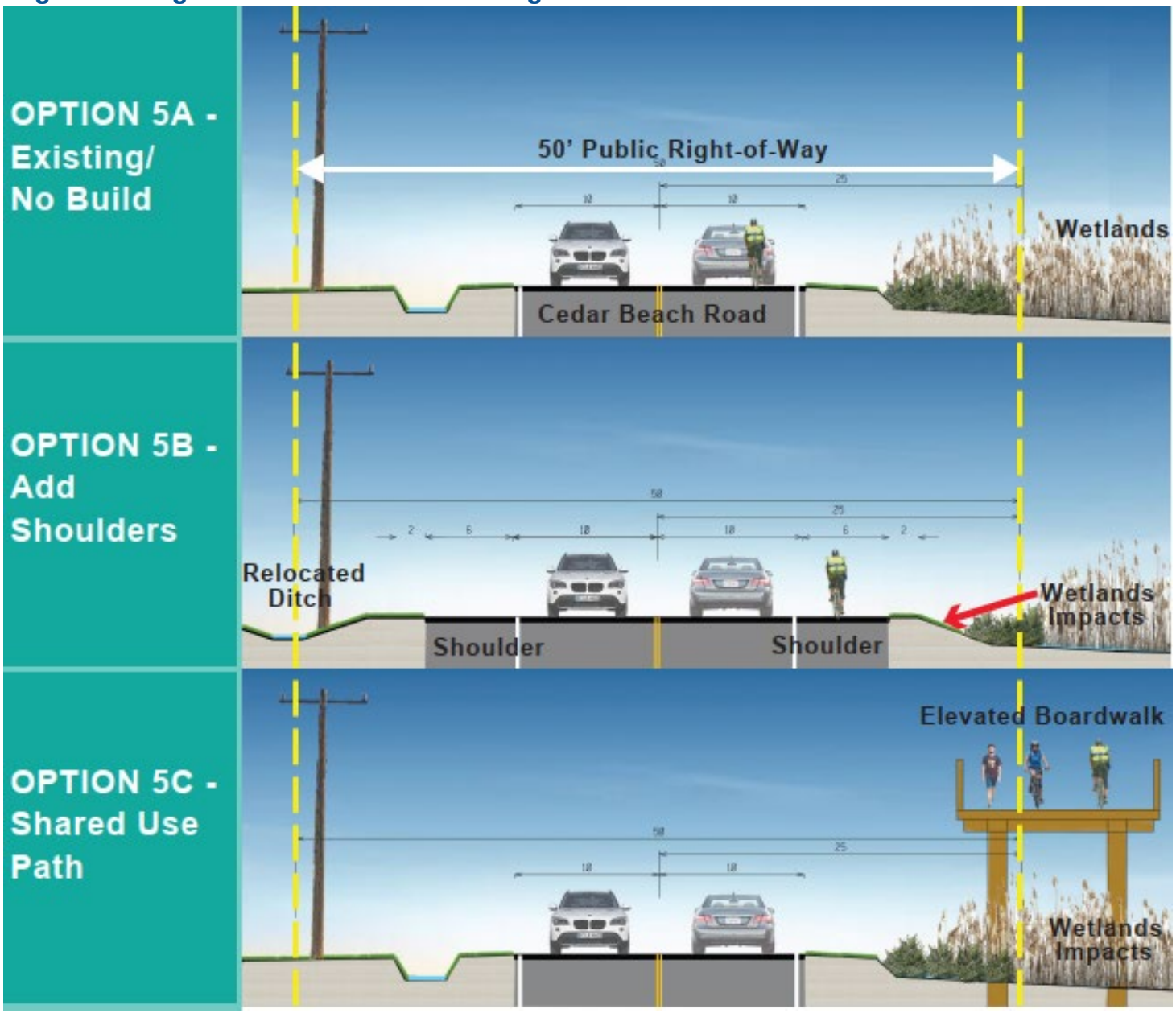


Figure 29. Potential alternatives for Segment 5

Table 10. Segment 5 Alternatives Matrix

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

Technical Assessments

In addition to the analysis of each roadway section above, a series of technical assessments were completed in order to understand the challenges, constraints, and additional analysis that may be necessary to advance any potential transportation improvements along Cedar Beach Road.

Water Resources

The project lies within the Mispillion River – Delaware Bay watershed. The corridor includes conveyance through open channel swales and ultimately discharges to tidally influenced Mispillion River and Cedar Creek.

Drainage area boundaries would be maintained to the maximum extent possible and would include conveyance of runoff to existing stable outfalls. Runoff from additional impervious area (resulting from the addition of shoulders or a shared use path) would be conveyed through open channel swales. A closed drainage system which would include curb and gutter may be feasible west of Route 1.

The improvements along the corridor would require stormwater management in accordance with the current Delaware Sediment and Stormwater Regulations (DSSR). Water quantity management would be met through non-erosive tidal discharges to Mispillion River and Cedar Creek. Water quality management requirements would be determined based on a Project Level DURMM (PLD) analysis. The PLD analysis focuses specifically on the areas within the limit of disturbance and considers the existing pavement, proposed pavement, and underlying Hydrologic Soil Group (HSG). Water quality management would be met through linear green technology best management practices (BMPs). Some potential BMPs include infiltration trenches, permeable pavement, bioswales, soil amendments or a combination. The middle portion of the project, from approximately Route 1 to Shockley Road, is predicted to have more feasibility for infiltrating BMPs as the groundwater table is expected to be around 9 to 16 feet below ground and the area lies within HSG A and B. The western portion, west of Route 1, and the eastern portion, east of Shockley Road, is mostly within the floodplains, wetlands or is expected to have a high groundwater table. These portions would likely be treated with bioswales and/or conveyance drainage swales.

Environmental Permitting Considerations and Agency Coordination

The study area includes jurisdictional wetlands and waterways, the 100-year floodplain, and potentially critical wildlife habitat. As such, environmental permitting and interagency coordination will be critical components if the project advances beyond the feasibility stage. The following permits and agency coordination steps are typically required.

- Wetlands and Waters of the U.S.
    - Initial desktop and field assessments indicate the presence of wetlands and waterways along several segments of Cedar Beach Road. If any project results in direct impacts to these resources, federal authorization under Section 404 of the Clean Water Act will be required. This permitting is administered by the U.S. Army Corps of Engineers (Philadelphia District). A formal Jurisdictional Determination would be necessary to verify the extent of regulated wetlands. Depending on the scope of impact, the project may qualify for a Nationwide Permit or may require an Individual Permit if impacts exceed established thresholds.

- State Wetlands and Subaqueous Lands
  - In addition to federal wetland permitting, Delaware Department of Natural Resources and Environmental Control (DNREC) Wetlands and Subaqueous Lands Section regulates activities in tidal wetlands, waterways, and submerged lands. If a project impacts any state-regulated features, a Subaqueous Lands Permit may be required.

- Wildlife and Habitat Coordination
  - Given the proximity of the study area to critical wildlife habitat, including wetlands, marshes, and the Delaware Bay, coordination with resource agencies will be necessary to identify and address potential impacts to protected species. This includes:
    - U.S. Fish and Wildlife Service (USFWS): Coordination under the Endangered Species Act (Section 7) may be needed if federally listed species (e.g., migratory birds, northern long-eared bat, or bog turtle) could be affected.
    - DNREC Species Conservation and Research Program (SCRP): An environmental review request should be initiated to identify any occurrences of state-listed rare or endangered species within the project area.

- Floodplain Impacts
  - Segments of the corridor fall within FEMA-designated 100-year floodplain, which are regulated at the state level by DNREC. Any modifications to the roadway or adjacent areas—such as grading, fill, or the construction of a shared use path—may require a Floodplain Development Permit and a No-Rise Certification to ensure that floodplain storage and flow conveyance are not negatively impacted.

- Additional Environmental Considerations
  - Depending on the final design and funding sources, the following may also be applicable:
    - Delaware Coastal Zone Consistency Certification, if the project is located within the Coastal Zone boundary.
    - NEPA (National Environmental Policy Act) Compliance, if federal funding or permitting is involved.
    - Section 106 Review for Cultural Resources, to assess impacts to historic or archaeological sites.

Should any part of this study move into the design and construction phases, comprehensive environmental permitting and agency coordination will be required. Early engagement with USACE, DNREC, USFWS, and other relevant agencies is recommended to streamline approvals and minimize potential impacts.

Agland Preservation Restrictions

In Delaware, farmland enrolled in preservation programs—such as the Delaware Agricultural Lands Preservation Program (DALPP)—is typically protected from development through agricultural conservation easements. These easements are voluntary legal agreements between the landowner and the state, but the specific restrictions may vary depending on the terms of the individual easement.

Under the Delaware Agricultural Lands Preservation Act, agricultural preservation easements can permit the granting of easements, licenses, and other property interests for utility, telecommunications, and access uses, including transportation purposes. However, such uses are subject to specific requirements. Should any part of this study that is adjacent to preserved farmland move into the design and construction phases, it is highly recommended to engage with the DALPP early in the planning process to understand the specific requirements and obtain necessary approvals. Additionally, the design of the project should aim to minimize disruption to agricultural activities and operations.

SR 1 Overpass

The interchange between SR 1 and Cedar Beach Road (Route 36) serves as a critical junction for north-south and east-west traffic for access to Milford and Slaughter Beach. The interchange lacks dedicated bicycle lanes or safe crossings, posing challenges for bicyclists. The interchange includes slip lanes that facilitate right-turn movements but this increases the crossing distances and exposure for pedestrians and bicyclists. The off-ramps have wide turning radii, encouraging higher vehicle speeds and reducing safety for non-motorized users. Figure 30 includes potential bicycle-friendly adjustments to the interchange. Adjustments include:

- Removing the slip lanes on the north side would reduce crossing distances, minimize conflits between vehicles and bicyclists, and improve visibility for all users
- Reduce turning radii at the ramps will encourage slower speeds with tighter turns, increase yielding behaviors, and enhance safety
- Adding signage and striping including crosswalks enhances awareness, reduces speeds, encourages predictable crossings, and increases yielding rates.

Figure 30. Sketch of potential SR 1 and SR 36 interchange improvements to accommodate bicyclists on the north/westbound side of Cedar Beach Road

Bridge 3-927 Replacement Overview and Bicycle Facility Considerations

DelDOT's replacement of Bridge 3-927 is in final design. In addition to a bridge replacement, the project also includes scour protection and roadway improvements on the bridge approach. The existing concrete rigid frame bridge will be replaced with precast concrete beams, and the roadway will be raised approximately 2 feet to address future sea-level rise and enhance resiliency. The updated bridge section will include 11-foot travel lanes and 8-foot shoulders, an improvement over the current bridge which has no shoulders.

As part of long-term planning, future bicycle and pedestrian accommodation may be considered in conjunction with this project or in subsequent phases. Potential options include:

- Converting one of the 8-foot shoulders into two-way cycle track, improving safety for bicyclists (Figure 31)
- Constructing a separate pedestrian and bicyclist bridge parallel to Cedar Beach Road(Figure 32)

A separate pedestrian and bicyclist bridge would result in greater impacts, including potential conflicts with overhead utilities, encroachment on private property, and disturbances to natural resources. Additionally, it would involve significantly higher construction and maintenance costs. These options should be evaluated further in coordination with any efforts to add continuous separated bicycle and/or pedestrian facilities along the corridor.

Figure 31. Sketch of cycle track in shoulder on Augustine Cut Off Bridge in Wilmington, Delaware

Figure 32. Example of pedestrian/bicyclist bridge along Paper Mill Road in Newark, Delaware

Mispillion Riverwalk Expansion to Slaughter Beach

During a Regional Leaders Focus Group meeting, participants raised the idea of exploring the potential feasibility of a shared use path connecting the existing Mispillion Riverwalk in Milford to the Town of Slaughter Beach along the Mispillion River. While conceptually appealing as a regional greenway or eco-tourism corridor, the route would present significant challenges. The proposed alignment would follow the Mispillion River (Figure 33) which has a naturally winding course that would result in a less direct route than a facility located along Cedar Beach Road. This will lead to longer travel distances and require more funding for construction and maintenance. The proposed alignment would traverse areas located entirely within the 100-year floodplain, requiring much of the shared use path to be constructed as an elevated structure to remain functional and resilient. The alignment could also potentially cross through sensitive environmental habitats, including critical areas used by red knot and horseshoe crabs, species of high conservation concern along the Delaware Bay. Additionally, the remote area would require additional emergency access points, and extensive planning and resources allocated to maintain public safety. Finally, accessing the facility would require traveling to a trail head and would not be readily accessible to those who live along Cedar Beach Road, making this a recreational facility as opposed to a transportation facility. The level of environmental mitigation required to address habitat disruption, water quality impacts, and construction-related disturbances would be substantial, making the feasibility and cost-effectiveness of this project not a viable option to pursue at this time.

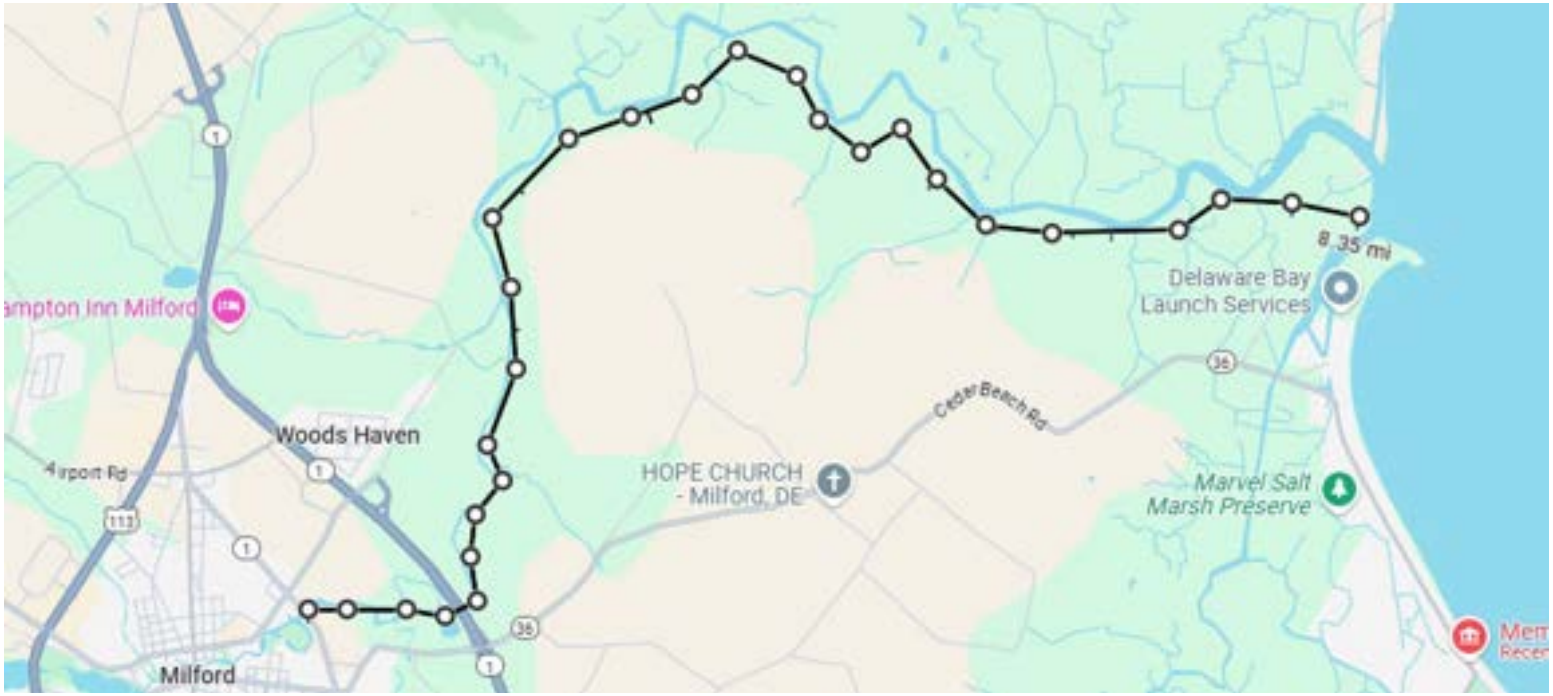


Figure 33. Map showing the route along the Mispillion River from Milford Riverwalk to the DuPont Nature Center

Wayfinding Signage Strategy

This study defers to the wayfinding signage strategies outlined in the *City of Milford Bicycle Master Plan* (2021) for the implementation of future wayfinding signage.

The Plan recommends a comprehensive wayfinding system that includes:

- Directional signage to key destinations such as parks, schools, commercial areas, and regional trail connections.
- Distance markers that inform cyclists of the mileage to upcoming intersections or destinations.
- Route identification signs that establish continuity across the bike network, particularly at decision points or transitions between facility types.
- Mile markers and interpretive signage, especially along scenic corridors such as the Mispillion Riverwalk, to improve user experience and orientation.

Any project that advances from this feasibility study should include consistent and visible wayfinding signage as a standard component, particularly for protected bicycle facilities such as shared use paths, two-way separated bike lanes, or one-way separated bike lanes.

In addition, all signage should follow the guidance provided in the Delaware Manual on Uniform Traffic Control Devices (MUTCD) Sign Book, which includes specifications for bicycle route signs, warning signs, and regulatory signage. This ensures statewide consistency, readability, and compliance with DelDOT standards.

Public Engagement Results

The potential options were presented at a public workshop held on March 19, 2025 at the City of Milford Public Works building, and were also made available on the DelDOT Public Input page. Approximately 20 members of the public attended in person where two short presentations were given, and visual boards of each recommendation were on display. Community members had the opportunity to provide feedback either in person at the workshop or online. The survey had 70 responses. The results are summarized in Figure 34. Complete survey results including comments are included in Appendix B – Public Engagement Results.

Overall, the public favored Option A, which maintains the road in its current condition. Approximately one-third of respondents in each section expressed a preference for some form of improvement. These survey results aligned with the feedback and sentiment gathered during earlier public engagement efforts.

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

	Option A: Maintain Existing Conditions/No Build	Option B: Add Shoulders	Option C: Add a Shared Use Path	Option D: Add a Shared Use Path and Roadway Reconstruction
Section 1: S. Rehoboth Boulevard to SR 1	70% Option A: Maintain Existing Conditions/No Build	13% Option B: Add Shoulders	13% Option C: Add a Shared Use Path	4% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 2: SR 1 to McColley Road	67% Option A: Maintain Existing Conditions/No Build	16% Option B: Add Shoulders	12% Option C: Add a Shared Use Path	4% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 3: McColley Road to Shockley Road	67% Option A: Maintain Existing Conditions/No Build	18% Option B: Add Shoulders	10% Option C: Add a Shared Use Path	4% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 4: Shockley Road to Lighthouse Road	69% Option A: Maintain Existing Conditions/No Build	15% Option B: Add Shoulders	10% Option C: Add a Shared Use Path	6% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 5: Lighthouse Road to Canal Bridge	71% Option A: Maintain Existing Conditions/No Build	14% Option B: Add Shoulders	12% Option C: Add a Shared Use Path	3% Option D: Add a Shared Use Path and Roadway Reconstruction

70 responses

Figure 34. Public workshop survey results for potential alternatives

Recommendations

Following a comprehensive review of existing conditions, roadway safety standards, Level of Traffic Stress (LTS), planned development in Milford, and public input, the recommendation is to maintain Cedar Beach Road in its current condition. No immediate improvements or projects are proposed at this time.

However, the addition of bicycle and pedestrian improvements along Cedar Beach Road should be considered if any of the following occur:

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

2. DelDOT Capital Improvements Projects
    A. Flood mitigation needs
        1) Cedar Beach Road, from Shockley Road to its eastern terminus, is located within a designated 100-year floodplain and is prone to frequent flooding. It has been identified as a high-priority candidate on the state's list for flood mitigation and climate resiliency improvements. A typical mitigation strategy would involve elevating the roadway and rebuilding the road to current standards which would include shoulders if feasible. Additionally, the project would implement stormwater management measures to minimize flood impacts.
    B. Noncompliance with roadway standards:
        1) As noted above, no DelDOT improvements are planned along Cedar Beach Road east of SR 1 at this time, however;
        2) Cedar Beach Road does not currently meet DelDOT's design standards for its functional classification. If upgraded as part of a capital project, the goal would be to bring the roadway into compliance through one of the following typical cross-section options, both of which options would improve safety and functionality for vehicles, bicyclists, and agricultural equipment:
            a) Option 1: 11-foot travel lanes with 6-foot shoulders (no shared use path)
            b) Option 2: 11-foot travel lanes with 2-foot shoulders and a shared use path
    C. Planned Improvements in the Milford Transportation Improvement District (TID):
        1) As presented in the March 13, 2023 Council Briefing, the TID includes improvements to the intersection of S. Rehoboth Boulevard and Cedar Beach Road. The pedestrian and bicycle improvements include sidewalks, crosswalks, and bike lanes. The concept plan shows a shared use path on Cedar Beach Road at the approach to the intersection. Additionally, the TID outlines further pedestrian and bicycle improvements along Evans Street, connecting Cedar Beach Road to State Route 1 (SR 1). These plans align with the City of Milford Bicycle Plan and are intended to support both current and future growth in the area.
        2) The council briefing also included improvements to the intersection of Cedar Beach Road and Sapp Road. A shared use path should be considered to connect from that intersection to the City of Milford.

Next Steps

Following the feasibility study, the corridor will be monitored by the Dover/Kent County Metropolitan Planning Organization (MPO) in coordination with local stakeholders for opportunities to implement future strategies that provide a net benefit to the community. Any potential improvements should provide safety improvements and be consistent with community preferences and support long-term climate resiliency goals.

Opportunities may include flood mitigation, bicycle and pedestrian infrastructure, or roadway upgrades linked to private development or capital improvement projects. These actions will be considered as needs arise and as resources become available.

These infrastructure improvements will likely require multiple funding sources from state and federal programs if they are not funded by private development. At the time of this study, funding opportunities are continually evolving; therefore, available funding options will need to be reevaluated should any recommendations advance to the design and construction phases.

Appendix A – Grant Application & Background

US DOT Thriving Communities Program Grant Background

US DOT Thriving Communities Program Overview

The US Department of Transportation Thriving Communities Program (US DOT TCP) was funded by the Bipartisan Infrastructure Law (BIL) and was rolled in the fall of 2022. The program provides two years of no-cost intensive technical assistance to under-resourced and disadvantaged communities to help identify, develop, and deliver transportation projects that strengthen communities. In addition, TCP recipient communities have access to the Thriving Communities Network, which is an interagency initiative among seven federal agencies.

The Thriving Communities Program prioritized the selection of disadvantaged communities – especially small, rural, and Tribal communities – that are working to advance projects to improve health outcomes, reduce housing and transportation cost burdens and improve housing conditions, preserve or expand jobs, and increase reliable mobility options for disadvantaged communities and households to better access health care, food, education, and other essential destinations.

Communities were eligible to apply to one of four "communities of practice," or cohorts:

- **Main Streets** – Focused on Tribal, rural and small-town communities and the interconnected transportation, community, and economic development issues they face.
- **Complete Neighborhoods –** Focused on urban and suburban communities located within Metropolitan Planning Organization planning areas working to better advance complete streets policies and coordinate transportation with land use, housing, and economic development.
- **Complete Transit-Oriented Neighborhoods** – Focused on urban and suburban communities located within metropolitan regions working to advance equitable transit-oriented development and improve safe, reliable and accessible transit service.
- **Networked Communities** – Focused on those communities located near ports, airports, freight, and rail facilities to address mobility, access, housing, environmental justice, and economic issues.

Main Street America – US DOT TCP Main Street Cohort Technical Assistance Provider

In March 2023, DOT announced Main Street America and a cohort of partners as one of the first selected capacity builders for the TCP, deploying resources and support to twenty communities. Their approach includes on-site community assessment; tailored technical assistance and training in areas of regional connection, equity, and placemaking; and direct financial support ($95,000) to selected communities.
MSA's intent is to enhance participating communities' capacity to advance priority projects holistically by enabling collaboration and reducing barriers. Overall, with their partners, TCP is helping 64 communities across three areas: Main Streets, Complete Neighborhoods, and Networked Communities.

University of Delaware Grant Assistance Program

Founded in 2022, The Grant Assistance Program (GAP) is a state-funded initiative that provides free technical grant assistance to local governments for infrastructure initiatives and other competitive and formula grant opportunities.

Milford – Slaughter Beach Thriving Communities Program Application

In November 2022, the Grant Assistance Program hosted an information session on the US DOT TCP Program. Following that information session, the Town of Slaughter Beach and the Town of Milford came together to develop a multi-jurisdictional TCP application which the GAP team supported. The intent of that application was to seek technical assistance to understand the needs and barriers of a shared-use path along Cedar Beach Road that would connect the two communities. In addition to training opportunities, access to resources, and a site visit from MSA, the applicant communities sought a feasibility study for the project that included robust community engagement and some conceptual designs that could be used for additional community engagement and subsequent funding applications. A project to understand the feasibility of a shared-use path connecting the two communities was previously supported in three other planning efforts – primarily the Milford Bicycle Plan (pg 9, 2021), Milford Strategic Plan (pg 24, 2023), and the Waterways Infrastructure & Investment Network – Investment Strategy Report (pg 37, 2022). **The original application is included at the end of this document.**

Award & Technical Assistance

In March 2023, the US DOT named Milford and 19 other communities to their first Main Street Community of Practice. The first year of technical assistance was primarily through monthly cohort meetings, workshops, and a paid-for in-person convening at US DOT in Washington, DC. Because the University of Delaware GAP Team has been involved and supporting the technical assistance aspects of this grant award, training, resources, and federal agency access through TCP has been used to support other Delaware communities beyond just Milford and Slaughter Beach.

The following shows the dates and times of various capacity building activities:

9/21/23 – Cohort Meeting
10/19/23 – Cohort Meeting 11/19/23 – Cohort Meeting
11/29/23 to 12/01/23 – Convening in Washing, DC.
12/14/23 – MSA Site Visit Preparation Meeting with MSA
12/21/23 – Cohort Meeting
01/10/24 – MSA Site Visit Pre-Visit Meeting with MSA
01/17/24 to 1/18/24 – MSA / Rails to Trails Site Visit to Milford & Slaughter Beach
01/23/24 – MSA Workshop: *Project for Public Spaces*
02/15/24 – Cohort Meeting
02/20/24 – MSA Workshop: *Role of Transportation in Building Communities*
03/19/24 – MSA Workshop: *Building partnerships to Support Transportation & Rural Development*
03/21/24 – Cohort Meeting
04/17/24 – MSA Workshop: *Out of Sight, Out of Mind: Underground Infrastructure*
04/18/24 – Cohort Meeting
05/06/24 to 05/09/24 – Main Street America Conference
05/16/24 – Cohort Meeting
05/22/24 – MSA Workshop: Successful Strategies for Trail Networks
05/29/24 – Subgrant Award Review
06/20/24 – Cohort Meeting 07/18/24 – Cohort Meeting
08/15/24 – Cohort Meeting
09/16/24 – MSA / Rails to Trails Check-In
09/19/24 – Cohort Meeting
10/17/24 – Cohort Meeting
10/24/24 – MSA Subgrant Workplan Alignment Meeting with MSA / Rails to Trails
11/21/24 – Cohort Meeting
12/10/24 to 12/11/24 - Convening in Washing, DC.
12/19/24 – Cohort Meeting
01/16/25 – Cohort Meeting

02/20/25 – Cohort Meeting
03/20/25 – Cohort Meeting
04/07/25 to 04/09/25 – Main Street America Conference
04/17/25 – Cohort Meeting
05/15/25 – Cohort Meeting
06/02/25 – Subgrant Closeout

Progress & Success

- In September 2023, the City of Milford submitted a grant application to the US DOT Reconnecting Communities and Neighborhoods program for a bike path along airport road. Although the submission was unsuccessful, this was a strong application that was supported by the University of Delaware and employed information gained through the TCP Community.
- In January 2024, MSA, Rails to Trails, and the Rural Community Accelerator Program technical assistance team visited Milford and Slaughter Beach to tour the community, meet with local and regional stakeholders, and present to the Councils of each municipality. **The presentation and site assessment report are included at the end of this application.**
- In February 2024, Slaughter Beach, with support from the University of Delaware, applied for and was awarded direct technical assistance from the Federal Emergency Management Administration (FEMA) to develop a project to address detritus buildup and coastal erosion.
- In May 2024, Chase Barnes (University of Delaware, Grant Assistance Program) was invited to attend the Main Street America conference to learn about community development trends and best practices to support the work of the GAP team and other local government initiatives in Delaware.
- Currently, the subgrant ($95,000) is being used for a feasibility study to understand whether or not a shared-use path connecting Milford and Slaughter Beach is viable. That feasibility study is being managed by the Dover Kent MPO and is being conducted by Whitman, Requardt, & Associates (WRA). The study is to conclude by June 2025. **The subgrant proposal is included at the end of this document.**

Barriers to Project

Despite this project being selected from planning documents and reports that incorporated significant community engagement within the City of Milford and the overall project area, there have been some challenges.

- In December 2023, the Milford Economic Development Director resigned from her position which remained vacant until November 2024. At the time of the original application, this person was the primary point of contact in the City of Milford.
- Beginning in 2023, Milford residents began to protest new public paths on private property especially as it relates to issues of eminent domain. This discontent toward one specific project within the City of Milford seems to have spread to other unrelated bike/ped projects. See below articles.
    - 02/05/24 - https://delawarelive.com/milford-condemns-widows-property-for-bike-path/
    - 02/12/24 - https://milfordlive.com/tag/2022-delaware-bond-bill/
    - 02/19/24 - https://www.wboc.com/news/support-grows-for-milford-resident-in- eminent-domain-dispute/article_9e961a78-cf78-11ee-8173-53d85ead6232.html
    - 02/24/24 - https://www.nbcphiladelphia.com/news/local/wanted-milford-del-billboard- calls-out-city-officials-efforts-to-seize-farmland/3781034/

News Articles Related to Project

- 05/31/23 – https://baytobaynews.com/stories/ud-secures-federal-grant-for-milford-slaughter-beach- pedestrian-pathway,109423
- 03/21/24 – https://www.udel.edu/academics/colleges/biden-school/mission-history/news/2024/march/us-dot-thriving-communities-program/
- 05/18/24 – https://cityofmilford.com/CivicAlerts.aspx?AID=1141&ARC=1593
- 05/28/24 – https://www.udel.edu/academics/colleges/biden-school/mission-history/news/2024/may/msa-conferen/
- 07/24/24 - https://www.transportation.gov/grants/thriving-communities/thriving-communities-action
- 11/04/24 – https://mainstreet.org/the-latest/news/1-8-million-awarded-in-sub-grants-through-usdot- thriving-communities-program
- 11/13/24 – https://cityofmilford.com/CivicAlerts.aspx?AID=1318
- 11/18/24 - https://www.wboc.com/news/exploring-new-paths-feasibility-study-underway-for-milford- slaughter-beach-path/article_8040d670-a5f2-11ef-bece-d393b4f5ae13.html
- 11/20/24 – https://milfordlive.com/shared-use-path-feasibility-study-informational-sessions-planned/

US DOT Thriving Communities Program Grant Application – Main Streets Cohort

Community Name: Milford – Slaughter Beach (Delaware)

Project Name: Milford - Slaughter Beach Shared Use Path

Sub Award Option: Bucket 1 - Grant Readiness

Contact: Chase Barnes (Administration / Coordination)

Date: July 2024 – May 2025

Project Proposal Description

The primary purpose of the overall project is 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 of the respective municipalities. The secondary purpose of the overall project is to provide a regional recreational amenity that will encourage eco-tourism in the area.

The first step in advancing this project is to conduct a feasibility analysis and create a concept plan for the path that is informed by robust community engagement. The planning process will include an assessment of existing conditions, a community engagement plan and two to three recorded community engagement events, feasibility study (easements, permitting, costs, timeline, project phasing, etc), and a conceptual design / overview of the recommended path route.

Proposed planning work will be contracted out to a consulting firm selected by DelDOT / Milford / Slaughter Beach. Proposed planning activities will commence in July 2024 and will conclude in May 2025. The final deliverable will be a Path Concept Plan document that can be used to guide future implementation of the project.

Schedule

Months 1-5: hired firm will analyze existing conditions by reviewing available data like average annual daily traffic (AADT) counts, property / easement records, plans, studies, and past community engagement from other planning efforts or community surveys. The hired firm will also create a community engagement plan (identify stakeholders, impacted populations, outreach strategy, etc) and carry out one to two community engagement events based on that plan.

Months 6-9: hired firm will identify the preferred path among the proposed alternatives and conduct additional community engagement to inform the path's conceptual design, feasibility, cost-estimate, and implementation timeline.

Month 10: hired firm will create a Path Concept Plan that organizes the aforementioned information into a document that can be used to guide future project development activities like engineering designs, easement access, environmental reviews, permitting, and recommended project phasing.

Deliverable

- Shared Use Path Feasibility and Concept Plan document that can be used to guide implementation of the preferred alternative.

Project Goals

- Analyze existing conditions based on available data, plans, studies, and past community engagement efforts.
- Conduct 2-3 community engagement activities with property owners, interest groups, and the communities at large to gain base-level community feedback.
- Identify potential path alternative routes, their general feasibility, and estimated costs based on existing conditions, community engagement, and trail planning best practices.
- Recommend preferred path from alternatives and provide conceptual design, feasibility, estimate, and timeline / project phasing.

Milestones

- 50% milestone - existing conditions assessment, 1 community engagement / public information sessions
- 75% milestone - path alternatives, 1 community engagement / public information sessions
- 100% milestone - recommended path, 1 community engagement / public information session OR final presentation of deliverable

Proposed Budget

Activity	**Amount**	**Timeline**
Analyze Existing Conditions	$10,000	Installment 1 (Months 0-2)
Community Engagement	$17,000	Installment 1 (Months 3-5)
Alternatives Analysis	$45,000	Installment 2 (Months 6-9)
Path Concept Design	$18,000	Installment 3 (Month 10)
Total	$90,000	

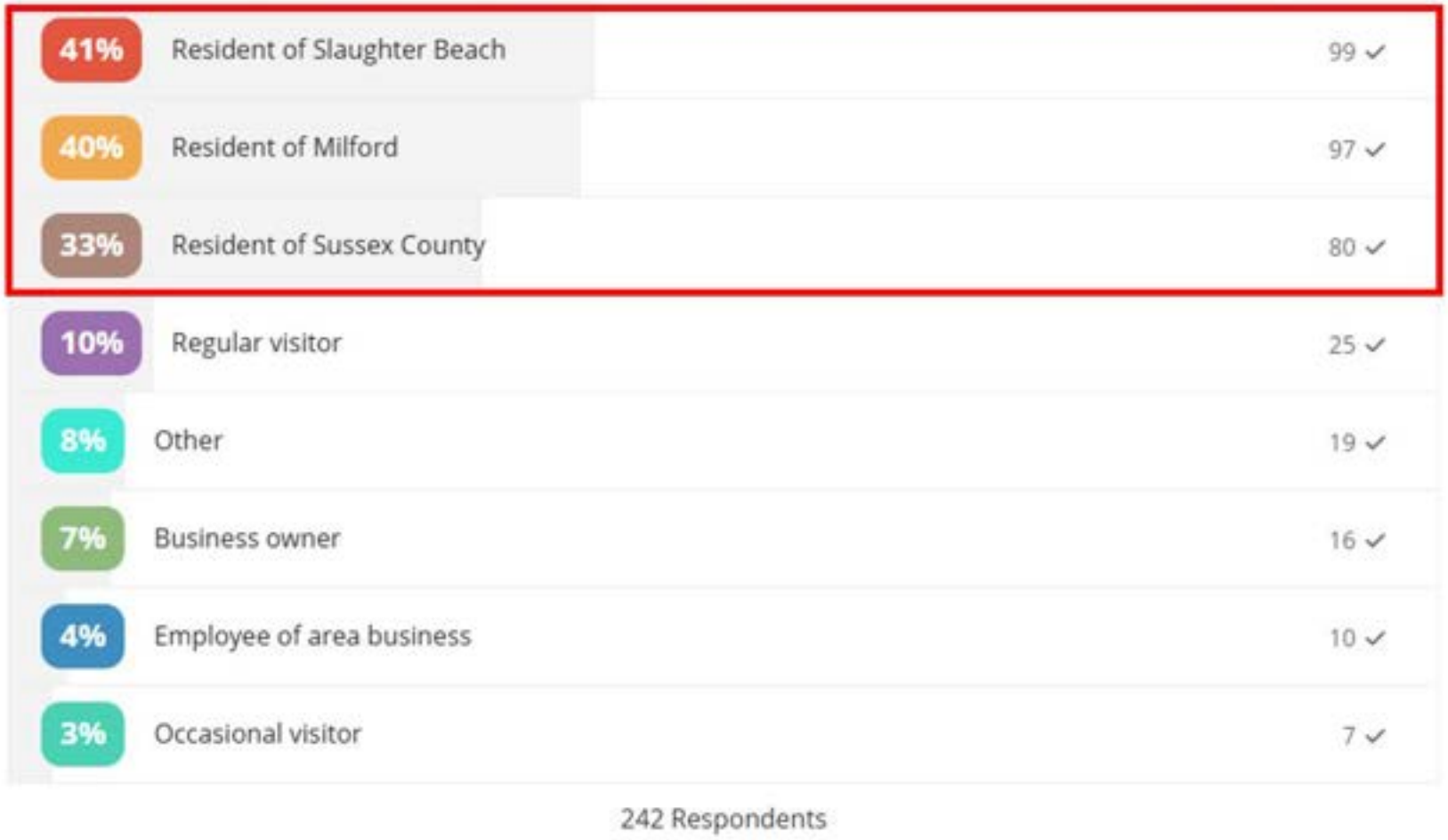
Potential Challenges

Procurement / payment of consultant based on MSA disbursement limitations.

Appendix B – 2024 Public Engagement Results

Results of First Survey – Open November 19, 2024- December 21, 2024

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



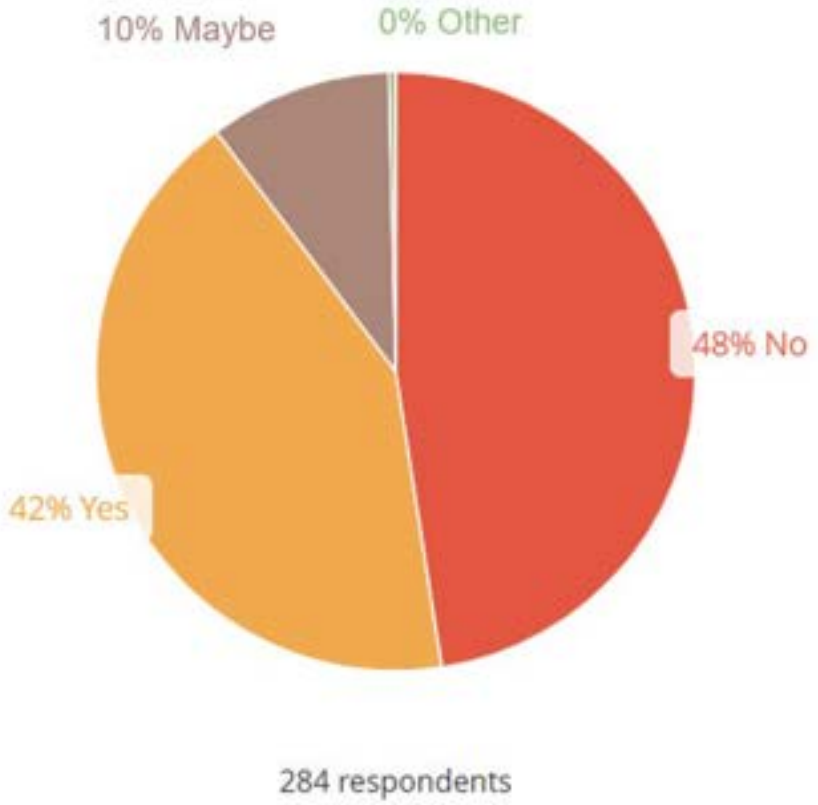
242 Respondents

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

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



4. Please provide any feedback you have that could assist with this planning effort.

Participants had the ability to "upvote" other's comments. The number of upvotes is reflected in the parenthetical following the comment.

- 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. (37 Agree)
- Complete waste! (30 Agree)
- Spend money somewhere else (27 Agree)
- Not sure if the farmers are going to give up land for this project...not to mention the safety issues of which there are many (24 agree)
- Leave our farmers alone. Leave our land alone. (20 agree)
- Anything to waste money (20 agree)
- This is a want , not a need. The road has many hidden curves, graveyards , personal property . This is a rural area that has traffic of live haul , farm machinery, boats going to the public boat ramp , hunters and crazy traffic. They put bike paths up there in Milford and I don't see people using them. Grant $.a joke I see the citizens of Slaughter beach riding bikes and walking dogs all the time along the road in front of their homes . Maybe use that grant $ and put the bike path there. Better yet , there use to be a boardwalk before the storm in 63. That's where I learned to ride my bike. Put a boardwalk back in then you could walk your dog without getting sand burrs and not worry about getting hit by a car ! (19 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! (18 agree)
- You would be taking 20 ft of peoples land that they have worked hard to pay for. What about the properties that have fences on the 20ft? Shame on you to the people who are willing to take someone's land and be okay with it. (18 agree)
- Waste of tax payer money (18 agree)
- Waste of money. (18 agree)
- If it is not broke don't fix it. The 50% saying the would use the path are a small sample size and does not out way the people who live there and people who just drive there. Stop taring things up we don't need to tare up. Stop wasting the millions of tax payers dollars for something maybe 10 people will use. (17 agree)

- I think the idea of taking land from the owners along the road (even if it is within the right of way) for the benefit of just a few bike riders is gross. It's their land, stay off of it. Also, part of the charm of Slaughter Beach is its seclusion, why bring even more people? (16 agree)
- This is a colossal waste of money as well as terrible for all the landowners who would be impacted. Very much against this plan. (16 agree)
- Nothing positive to say about this project. Give bikers a 4' shoulder. Don't destroy our properties, landscapes, vegetation, countryside with a 10' paved monstrosity. (16 agree)
- I live on cedar beach road and I oppose this. (16 agree)
- Fix the roads since 88% of the respondents of this survey answered that they drive regularly. (15 agree)
- It would be nice to have our roads fixed before a handful of people get a path. (15 agree)
- The roads in Milford need to be addressed -where's the funding for regular street repairs? Everyone is pushing these expensive bike paths, great for bikers but whose land are you taking for this many miles? Priorities are upside down, so many other issues needing funding to improve municipalities. (15 agree)
- The road is very long with many blind curves, intersections, speeding cars and prone to flooding. On top of that, how much road frontage land are they planning on taking from each person living on that road. Is the city then planning on trying to force the area to become part of the City of Milford so they can help pay for the infrastructure. (15 agree)
- This would destroy habitat for wildlife and infringe upon residents property. Currently visitors to the beach do not clean up their trash and are frequently disrespectful of property owners. An increase in visitors will only escalate these issues. (13 agree)
- Enjoy the nature of Slaughter Beach. We don't need to attract more people to negatively impact the quiet beauty and environment. (13 agree)
- The shared use path is not a good plan. I am a cyclist and would not use the path. We are road cyclists. Our group could not share a path that has walkers, strollers, etc.,in a safe manner. Not safe for them or for us. Even if such a path was constructed, we would not use it.
  Secondly, the impact on farmland and residential properties is unfair. Even though DELDOT has certain easement rights, this "path" is a pet project and not a necessity. The path would encroach on farmland that has been farmed for many, many years. The path would be almost situated in some residents front yard, almost to the front doors. Also, Slaughter Neck area is one of the FEW places left in Delaware that is still undeveloped. The natural habitat flourishes there. Any disruption to the wetlands would be departmental.
  Thank you for considering my views. But no thank you to a path.
  One last thought...please spend the money to repair existing roadways. (12 agree)
- I have lived next to the draw bridge for almost my entire life (60yrs). It is part of the unincorporated area called Cedar Beach. One of the last parts of Sussex County with a relatively tranquil surrounding. I can bet NO one on this road. What a foolish waste of tax payer dollars. The study alone is a waste. (12 agree)
- WASTE! (12 agree)
- No (12 agree)

- It would be great to have a safer option to walk or ride. Rt. 36 is a crowned road surface with many blind spots for oncoming traffic. No shoulders mean no escape from traffic. I jogged it a few years ago, and have biked along portions. Between trailered boats, farm vehicles, and speeding vehicles, it just isn't safe. (12 agree)
- Waist of money (11 agree)
- Not a good idea in my opinion (11 agree)
- I see no need to widen the road. Not many people are going to actually walk or ride a bike 7 miles into Milford. I like the natural, disconnected from civilization appeal of our town. Those that want to visit are going to take their cars the same way they do now. This would be a waste of money in my opinion. (11 agree)
- Leave our few remaining rural areas alone. (11 agree)
- We do not need to use country land for something local tax payers don't want. It's a waste. (11 agree)
- I am not for this! I think it is wrong to take property from people. Our farmers rely on their land for their livelihood so they can take care of their families. I also do not want anyone taking part of my land either. Cedar Beach RD is a busy road & this is not a good place for a bike route. There is always farm equipment, boats heading down to the public boat ramp, & chicken trucks. I mean this is the country after all. Plus we have some people that take this road faster than they should. There are many curves/bends along this road. That already makes it enough of an obstacle trying to back out of a driveway. We do not need walkers, runners, bikers or strollers to add to this. I feel it could be dangerous. It is NOT necessary AT ALL!! I agree with others that have said this money would be spent more wisely if it was used to fix roads. Some of these roads around here are so bad it feels like you're on a dam wagon trail! I think it's time to focus on getting priorities straight & taking care of the things that are necessary. NOT just because a grant is available! (11 agree)
- This is not necessary!! (11 agree)
- My concern would be of course taking land away from property owners. Plus I don't want slaughter beach roads to be higher we have enough flooding here already. Higher Roads means more rainwater in our yards. Plus I am not willing to give up 20 feet of my property for a walking path or bike path. (11 agree)
- It is unbelievable that the city of milford or slaughter beach would even entertain this study. Free or not. End it now. Grant or Not. (10 agree)
- I never saw a bike on the road going to Slaughter beach (10 agree)
- Taking people's land for the benefit of a few is just wrong. Maybe we should think about spending money and asking for grants for something that benefits more than a select few. Wrong on many levels. Will this include and impact on wildlife that will be disturbed while making a nice new path? (10 agree)
- Any project that would include any emanate domain property is a waste of money. People have worked hard to acquire their homes, and property. For any branch of government to then take ownership of said land is an absolute tragedy. The State of Delaware should be ashamed of itself! (10 agree)
- This is such a complete waste of time and money! (10 agree)
- I think this is a Huge waste of money. Our tax dollars would be better spent elsewhere. For example lower my taxes and I will spend my money at local restaurants and businesses. I don't need someone else deciding how my money is spent. (10 agree)

- This path is NOT in the city of Milford!!!! You are trying to take farm land and property from landowners and farmers!!! Shame on whoever came up with this insane and useless idea! They grant money should be used for property that is WITHIN the city of Milford!!!!! Get it together Milford!!!! (10 agree)
- Waste of funds. Ecotourism is a joke - not to be promoted until the basic infrastructure of SB is improved to accept it (10 agree)
- The road flooding is a concern and minimal people bike from Milford to Slaughter Beach. (10 agree)
- This is a complete waste of funding. The thought that we would take portions of residents' yards/farmers' farms to accommodate this ridiculous waste of money is insane. There are much more important and necessary improvements than this. No one is going to walk from Milford to Slaughter Beach. They're trying to turn Milford into a beach town or big city and it's just not it. (9 agree)
- I live on cedar beach road and I do not approve of this. (9 agree)
- I don't think many people are going to walk or ride a bike 7 miles each way to go to downtown Milford. I enjoy the more natural and unaffected by civilization appeal of our town. I think that whoever wants to come to town already does by car. I don't think having a bike/walking lane is going to attract more people to our community (9 agree)
- Build your bike/walk path in a different area, not Cedar Beach Road. This area is country and farm land. (9 agree)
- Taking 10’ plus of peoples property is absurd. First they people get told they can’t touch anything in their property with cattails and marsh grass. Now they are supposed to bend over and take a bike path. What’s next a wind farm in the bay ? Charging stations on the beach. (9 agree)
- It seems to me there are better uses for a grant than another bike path that would require private citizens to lose land. This might be a great idea in a true beach community - or in a big city - but why force this in an area where the attractions (like wildlife) can be more easily accessed by groups in vehicles. (9 agree)
- This is unnecessary waste of money (9 agree)
- This is a horrible idea. Cedar Beach Rd/Rt36 is dangerous as people normally travel well above the speed limit and often don’t pay attention to where they’re going, resulting in their tires leaving the roadway. They’re aren’t enough cyclists and/or walkers to make this a good idea and this grant money can be spent on more important matters. Terrible idea. (9 agree)
- If private farmland owners are unwilling to sell right of way then why waste public resources on doing a study? (8 agree)
- The area of land that would be taken by landowners is too much. (8 agree)
- This is crazy. Make sure you pack lots of bug spray when you walk on the path…. (8 agree)
- Total waste of taxpayer money!!! (8 agree)
- Do to curves and added traffic to RT 36 not safe to ride bike or walk . Speeding is bad and bad drivers, too. Lighting is very bad also. Use river walk it is safer. (8 agree)
- Please stop building limited use projects. Bike riding is a spring & summer activity. Also additional bikes will cause higher deaths. Bicycles do not contribute to road maintenance (gas tax) Bicycle should visit state or federal parks (8 agree)

- It's wrong to take so much land from every property along that road just for another walking path, if is has to be done it should be smaller 20 ft is ridiculous (8 agree)
- Na (8 agree)
- Taking someone's front yard for a recreational use bike path is not going to go well in our community! We want community use property but not by eminent domain! People live in the peaceful country to enjoy the peace- do not take their front yards!!! (7 agree)
- I can't see where this is necessary, the expenditure outweighs, the advantages of which I can't find any (7 agree)
- I can't see that is a necessary expenditure. Other things are much more important (7 agree)
- Complete waste of money (7 agree)
- Love this town the way it is! Please don't open it up to the rest of the world. (7 agree)
- Please don't (7 agree)
- When is the next meeting because Milford Neck is going to show up. (7 agree)
- our state rep from the 36th district needs to get involved (7 agree)
- Great idea but actual feasibility and maintenance are a concern, not to mention littering and reimbursement for the land use for the property owners. There would also be a wetland impact with this the closer to Slaughter Beach. What is driving this initiative and what funding. There are more infrastructure improvements that should be completed especially the draw bridge to handle this type of crossing. (7 agree)
- I would like to know why Farmers and local rural citizens that live on this road way are being attacked! This is where we live , work and provide food for our country. There are 5 poultry producers, cattle ranches and numerous grain farms that share this road with Livehaul trucks , feed trucks , farm machinery etc. There is hunting , why would you want to put people in an unsafe area ? There is also a 5 million dollar public boat dock that the state put in down here , we have a lot of trailered boats traveling this road with a lot of them being duck hunters with their Labrador retrievers.
  This area is a migratory bird resting stop for our endangered red knots whose population has been declining rapidly. And you think it would be a great idea to bring the public out here to help destroy it faster .
  Ecotourism you call it - what a joke ! It's more like echodestoyism . You probably don't know this either . Birds are disease carriers.. poultry farmers have to be diligent in keeping diseases out of their operations. And yet someone thought it would be a good idea to bring more traffic to our area . The Town of Slaughter Beach.(the mayor and town manager) The City of Milford (the manager and city planner) apparently applied for this grant. You would have thought they would have done a study before handing out $! But they didn't !
  What was it that they did not see during that eminent domain case . The citizens of Milford rose up and spoke up against bike paths and parks especially when it happens outside of the city limits . Was Rob Pierce and mark whitfield deaf and blind . As for Slaughter Beach's mayor and manager, let them put a bike path in their yards , don't think they would like that ! Also they like to complain about this road , they knew how this road was before they moved here. They can always take the straight run into slaughter Beach on the Argo's corner Way. That mayor likes to say that's where Mr Draper died . No it is not , he died from injuries that he sustained while riding his bike on that road. It was an accident accidents happen especially in this environment that we live in. Fast vehicles sharing road ways with pedestrians and bicycles is a risk that

you are going to take. Personally I would never ride or walk on this road because I don't want that risk.
People that think this bike path is a good idea are not looking at it realistically, sounds good but let me assure you unless you live out here you don't know . From may to September we have flying insects that will bite you , sheet flies , greenheads , mosquitoes, horse flies , house flies , and every kind of tick there is . Your bug spray is going to drip off in sweat before you reach the beach! This is a want by someone whose pockets are going to get lined . It is not needed. The state has plenty of safe places to walk and ride a bike . Slaughter Beach is a wild beach. It sits on the Delaware Bay., I wouldn't even swim there , can't swim there. It's not Rehoboth and stop trying to make it something it's not
We the citizens do not want people trashing up our area. Leave our wildlife alone . (6 agree)

- In all of my 66 years of living ion 36 . 4 miles as a crow flies to SB . I have never seen a turtle cross that Bay ave . But I'll tell you this. They cross in front of my house !
  This is an area for migratory birds that feast on Horseshoe crabs ! Need to leave what is left of our beautiful wildlife alone . Why do you want to destroy our area. (6 agree)
- 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. (6 agree)
- Love the idea of widening the road to make walking and bike riding easier and safer. (6 agree)
- Would love for the road to be widened, even driving it doesn't feel safe, but to have room to cycle would be wonderful. (6 agree)
- I live in NC County, but have owned Slaughter Beach property for many decades. I think the plan can be unsafe given plant life and road structure of route 36. (5 agree)
- Wanna do a bike path but most of us down this way can't even get good internet which is mostly for the kids (5 agree)
- Use the Money to help the homeless or family's struggling with grocery's (5 agree)
- I am retired and looking for more leisure/nature adventure/exercise opportunities. (5 agree)
- Would be great to have this (5 agree)
- Riding a bike to slaughter beach is dangerous! This path is much needed (5 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. (5 agree)
- Are potential routes for the pathway available for public viewing? Property owners between Milford and Slaughter Beach have concerns about the route especially in and around the Protected Agriculture zones. (4 agree)
- This is a distraction. We need sand on the beach. (4 agree)
- A bike path would be a great addition to Cedar Beach Road. Allows for Milford residents to visit Slaughter Beach and enjoy the beautiful scenery along the path, and vice versa. SB residents could bike to Milford for errands. It also helps those avid bike riders enjoy their trips safely. (4 agree)
- How will property owners along Rt36 be affected? Will the state take land from owners to make the path? (4 agree)

- Mutual benefit to the Slaughter Beach and Milford communities as well as improving quality of life. Yes, there are other ways to spend public funds, but making areas for livable and environmentally friendly is an important public benefit. (4 agree)
- This improvement is greatly needed! The road is narrow, no shoulders, no bike lane. It is difficult to pass bikes safely, and the brush is so close to the road, it is difficult to see wildlife before they enter the roadway! Even though car passing is allowed at some spots, it is not really a safe process due to narrow roadway and limited sight distance! (4 agree)
- Rt 36 is now dangerous to bikers/walkers (4 agree)
- I'm a lifelong resident of Slaughter Beach. I think a walk/bike trail would be an asset to both communities by providing a safe way to travel for walkers and cyclists alike. (4 agree)
- The road has many blind turns because of shrubs and trees. There is minimum foot and bike traffic on this road. Trim the brush and trees. People who walk are in town and 99% of the bike riders are also in slaughter beach. Why take the property and spend the money for this when it will have little use and there are other more needed projects (4 agree)
- This would be a great addition to this community (4 agree)
- Another multi use path in Delaware is a welcome addition. (4 agree)
- Delaware needs more roads and paths suitable for cycling. (4 agree)
- There is currently ZERO infrastructure to support any foot/bike traffic in the area of the proposed path. There are no gas/fuel stations, convenience stores (or stores of ANY kind for that matter), public restrooms, charging stations. Anyone familiar with this area knows there isn't even suitable road shoulders for vehicle emergencies. Couple that with the need to acquire land from owners in a community that very recently vehemently defended another local property owner from eminent domain, this has "bad idea" written all over it.
  Put your ear to the ground in this community. (3 agree)
- There is nothing in Milford that would allow for the use of a bicycle or path. It may be used by tourists but too far to walk or bike for existing residents. (3 agree)
- What a great addition to the area! I walk the Lewes Rehoboth Bike Trail now, and it will be FANTASTIC to have a trail close to home!!! (3 agree)
- I regularly see a decent amount of bike riders pass my house on Cedar Creek Road, but I personally would never ride a bike from my house to Milford. (3 agree)
- This would be a great idea for both communities and extremely safe (from my personal experiences) for cyclists, joggers and walkers who often avoid these healthy outdoor activities due to careless and unsafe driving habits. It would benefit the growth of the town, the residents and businesses as well. However if there are unfinished projects that deserve priority, complete them first by all means but be cost conscious and meet all needs to help Milford move forward. (3 agree)
- I regularly drive to Lewes to ride the lewes/georgetown trail but this would be way closer. Would love to be able to ride this trail before and after work at Dentsply Sirona. Hoping it's approved. (3 agree)

- This is an excellent and much needed option. With the number of distracted drivers cyclists are in danger when biking in the lane is the only option. I strongly support this, and any biking and walking path that would allow us to safely travel around Milford and surrounding areas. (3 agree)
- Milford could use a nice place for long bike rides. It's dangerous to bike around Milford. (3 agree)
- I think this would be a great addition to the area and a way to connect the two towns. (3 agree)
- A paved pathway would be a wonderful addition to our community! (3 agree)
- I'd just like to know how they would get around all of the land this is in state and federal preservation. Are they going to come and redo all of our pasture fences for us? (3 agree)
- I realize there are concerns but I believe we should promote SB's natural beauty, especially to folks who ride bikes (not vehicles) to SB. The current road configuration is very dangerous to ride or walk to Milford. Less vehicles means less vehicle congestion at SB, safer walking and riding in town, and less wildlife (e.g. turtles) killed at SB. Private property use is a fair concern, but there is precedent with other bike paths in Sussex County. I believe this can be equitable. (3 agree)
- I would definitely use the shared use path. I regularly bike on Slaughter Beach Rd. I used to bike Cedar Beach Rd but one to many close calls caused me to stop.
  I don't think we need to go to the extremes as planned. Replicating the wider shoulders done on Slaughter Beach Rd is all we need.
  If we had shoulders on our roads our car insurance rates would be reduced. Without shoulders our risks are higher since we have no where to pull off the road if broken down nor to avoid walkers, bikers, or wildlife. (3 agree)
- We are a growing community in a rural, agricultural setting. Many communities in other states use abandoned rail lines to build bike paths however we do not have old rail lines to convert so the only solution is eminent domain to build. Not connecting a large population center to the beach while improving safety of a dangerous situation would be short-sighted (3 agree)
- Lots of concerns about protecting wildlife and private property. As long as those two things can be protected and fairly compensated, I am very interested in this project (3 agree)
- Too dangerous (2 agree)
- This project doesn't address the needs or wants of the community. The community as a whole needs more than a bike path, that will only serve a few. (2 agree)
- I feel this is a waste of money. There are roads that need repair first and streets in disrepair that this money could be used for. (2 agree)
- Good idea for path would provide more safer bilking options in this area (2 agree)
- Wonderful opportunity to support eco tourism and quality of life for our beach/town (2 agree)
- Sounds like a great idea. Bikers regularly use 36 and it is dangerous with no shoulder to drive on. (2 agree)
- I believe this would be a wonderful addition to the area! I would love to be able to ride my bike in to Surf Bagel for breakfast in the summer. (2 agree)

- I think this would be a great asset for us and would love to be able to ride into Milford, safely.
  Thank you all for considering this.
  DCG (2 agree)
- What ever happened to concerns about the Milford Post Office ? There has been such growth in Milford. Is it possible to creatively keep this in town, and walkable ?
  We have a new, much-needed police station. (2 agree)
- Better education is needed for people to understand land-use, property boundaries, easements, etc. When issues like this get raised with little education, the void is filled with conspiracies, falsehoods, and misinformation that creates fear and lack of trust. Then people get elected to positions that have no understanding of land-use, the process, jurisdiction control, or legal ramifications from their uneducated decisions. (2 agree)
- Very BUSY road especially during the warmer months. Many dangerous curves. (2 agree)
- I believe this path would be a huge benefit in fostering more recreational and health related engagement opportunities for residents of both Milford and Slaughter Beach by providing a safe and scenic byway for pedestrians and cyclists. This is the type of amenity that attracts more visitors to our communities and is community asset many businesses and families seek when looking for an area to invest as their new home. (1 agree)
- For a 2nd time this is a no, there are a vast amount of other problems to solve before building a bike path. This will impact owners, wet lands and more. Not to mention of is going to pay to maintain this. In the heat of summer I want to see people use it when getting attacked by green heads and with the new sewer project coming that should be prioritized and improve the infrastructure first and then decide if we need a bike path of this proportion. (1 agree)
- I am a long time Milford resident that regularly travels to neighboring towns to utilize designated paths and trails for exercise and mental health (Lewes, Georgetown, Rehoboth). These are recreation additions to a community that increase quality of life, health and truly make them more desirable places to live (which ultimately increases property values in the community). I would love to see an increase in recreational investments such as this in our town. (1 agree)
- Will be great for people living healthy lives and for attracting visitors to the area who enjoy biking and walking. The trail should stay as close to the river as possible rather than close to the road. (1 agree)
- i ride my bike on the roads from Milford to Slaughter regularly. A path separate from the roads would be safer and would most likely get alot more use by families with children. I think runners and walkers would also use the paths. (1 agree)
- In a general sense, I am not sure most people know or understand that when property is bought alongside a road that there was an easement in place for use of a portion of the land closest to the road. It might help people to know more about easements. As for my feedback specific to the proposal: Our area suffers from exceptional obstacles that would allow for a healthy lifestyle, predominantly because of our rural roads that have no shoulders, no county park and recreation program, and an overuse of the few state parks we do have. Our county is the largest, and is experiencing the greatest growth, yet we have the fewest parks and for those we do have, they are at over-capacity. (Not this issue, but the fact that we can't access state parks in Sussex indicates a need for more parks.) Sure, the people moving here who can afford a new home community might enjoy private paths, pools, courts and rec programs, but what about the majority of people who do not live in communities with these amenities? Where is it safe to push a stroller, learn to ride a bike or get

the necessary movement following an operation, such as a hip replacement or heart attack? It's no wonder our county has a high rate of preventable disease. The second roadblock to quality of life is access to affordable and safe transportation. If a person who had a transportation hardship needed to get to work, would they be able to walk, ride a bike or catch a bus? How much time would it add to their commute without safe access? Third, the more that new developments come to provide open space and recreational activities and organizations like the YMCA continue to cater to communities already having recreational activities, the wider the gap grows between the haves and the have-nots. Fourth, Delaware has the second highest pedestrian death rate in the country and Sussex continues to suffer from a majority of those deaths. Fifth, healthy communities are are attractive to professionals we want to move here, like doctors, nurses and teachers. Like many here, I am disappointed by the out-of-control growth our area is experiencing, mostly because of the affect it is having on our quality of life and that of the environment around us. I see land and farm preservation, as well as the establishment of paths, trails and parks as part of the solution for preventing more of the same. We can't expect our farmers to solve the problem of failing growth for us. I encourage the state and county to establish programs that help farmers sell their land for a park, sell or lease their farm to another farmer, or to help connect young ag graduates with farms that need a manager. They need more options than development. Hopefully, for the reasons stated here, residents might see that Sussex locals stand to gain the most through the creation of trails and paths such as the one proposed here. (1 agree)

- Please consider having a water station and a bike fixing station along the path. Encourage local small businesses to promote this investment (1 agree)
- A path would provide a closer and a much safer way to cycle vs. on the Milford City streets. Hopefully, this won’t take 10 years to implement! (1 agree)
- A wonderful project and I feel it would be appreciated and used by many. (1 agree)
- Much safer solution than current situation (1 agree)
- I think widening the road would not only increase speed, which is too fast in some areas but be a danger to people who ride bikes and walk. It would also be a danger to children living in Slaughter beach and wildlife. People speed too much as it is now going thru the town of Slaughter Beach now. It also would probable increase our tax base which has now just increased. Older people just can't afford anymore tax increases. (1 agree)
- Land would probably be taken in front of my property at Yuletide Lane. I am not opposed, but my house sits further from the road than the others near me. I would suggest land be taken on both sides in this area right off rt 1. Houses are already close to the road. Since there is grant money, use it! (1 agree)
- It's scary sometimes to even drive on that road not alone walk or ride a bike! (1 agree)
- Try to keep eminent domain out of controversy. This is primarily a recreational use project. (1 agree)
- This would be phenomenal, but i don’t know how you'll get the Right-of-Way (1 agree)
- Just add shoulders to the road
- Huge waste of money. The project is completely unnecessary and will force farmers to give up valuable farm land for now good reason.
- A nice idea for the area, encourages biking, and enhances tourism opportunities with minor impact on the environment

- This is called a " Thriving Communities Grant " .... what about the possibility of a "coffee house" that could offer a small stage for music / open-mike nights ? It could bring in good foot 'traffic' if an existing building in town [that is.... the Town of Milford].... could be repurposed ? By-the-by... I happily voted for Brian Shupe... my mind is not changed about that vote.
- Sea level rise. Spend the money elsewhere
- This is a country road and we have taken enough wildlife habitat away. The people that here do not want this. We ride golf carts, tractors, gators, four wheelers, dirt bikes etc with no need for a bike path. This road is frequented by tractors since it is farmland that people navigate around just fine. This is not wanted or needed by the people that here and if tourists want a bike path tell them to go to the beach they've taken over where there are plenty of bike paths. If they cannot afford to put fios wires for cable then they shouldn't take our land to put a path for someone else through our front yard. People hunt and shoot targets on their property in these country areas. Are They going to complain about that and suggest we should adjust our way of living for them? Are they going to properly maintain these paths and grass or is going to be like the city of Milford and the sidewalks that we will be responsible for maintaining. My grandparents and Aunt are buried at the cemetery by the church how do they expect to navigate that. We have dogs that are free to roam in our yard on our property because it is in the middle of the country and fields, are they going to have a problem being greeted by our fur babies when they ride through our front yard? Are they going to pay to relocate the fence and pay to tear up my driveway that we paid for to be laid???
- I think spending this time and money is a waste. Most people who visit the beach would not bike or use alternate transportation to get there. All the bike lanes in this area are hardly ever used.
- Ask Elon and Vivek if this is an efficient use of our money! I think not!!

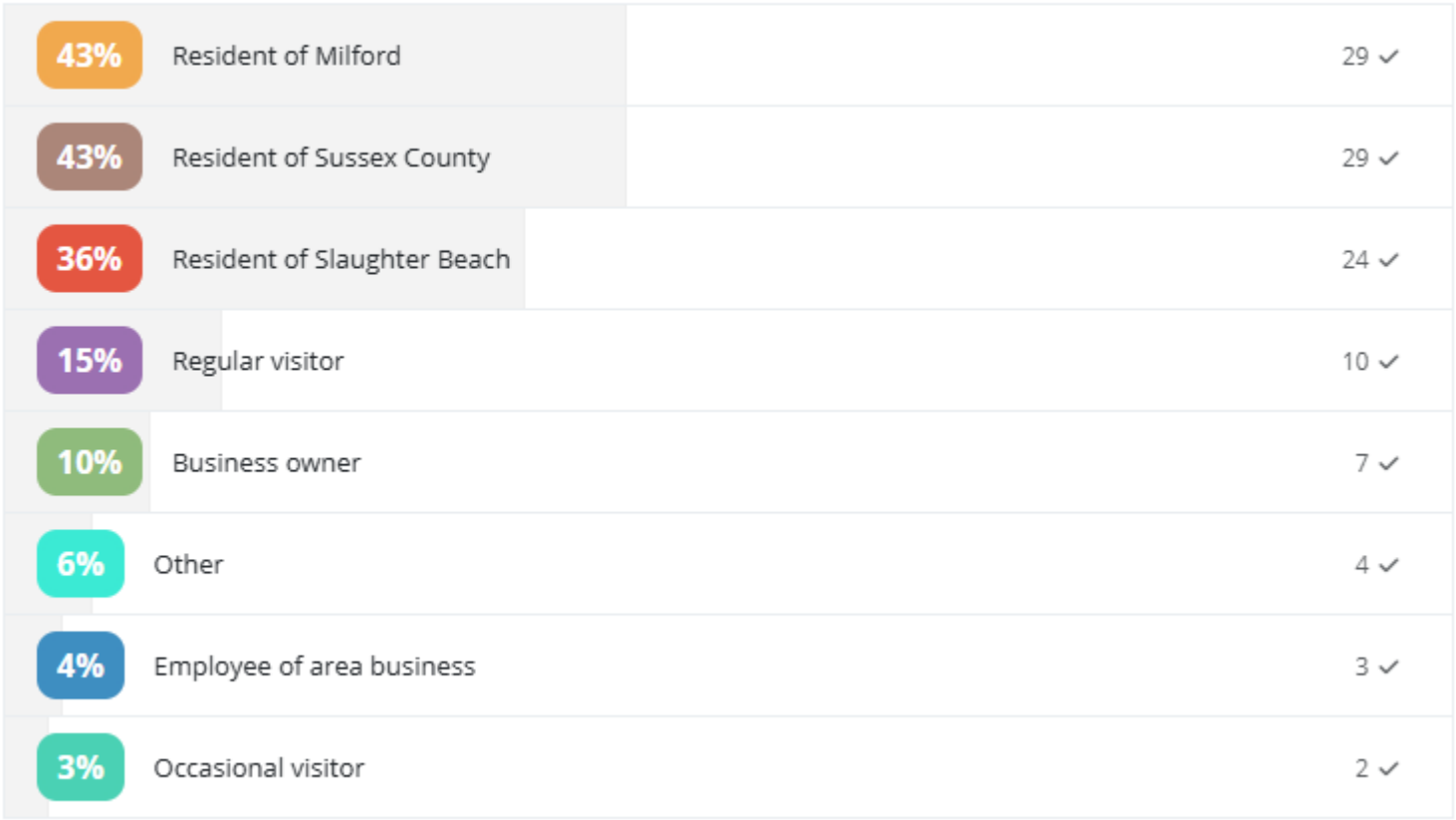
- I ride my bike from Milford to Slaughter regularly...I would love a bike bath.
- This path can't be finished soon enough for me!
- No land should be purchased by Eminent domain to achieve this project.
- Along with a separated bike path for casual cyclists, Rt.36 Should also have shoulders for avid road cyclists, since it is dedicated as a cycling route. Rt.36 should be brought up the Functional Classification Road Standards of a Major Collector, because that is its designation.
- Great idea, if it doesn't encroach on any of the land owners in target area.
- I am interested in knowing if the path will be open to golf carts and would like to see a map of the proposed path..
- This is a great idea and also should be done for Slaughter Beach Road.
- This would be an excellent alternative to beach walking/dog walking around the area. It would also be of interest if one could use a licensed low speed golf cart on the path.
- Cedar Beach road between Milford and Slaughter Beach is too narrow for cars and bikes, it is curvy with blind spots and no shoulders for cars or bikes, it needs to be widen for the safety of all.
- Not interested due to high traffic rural area, wildlife preservation and general land preservation
- great idea, good luck

- Our state REP Bryan Shupe advocated for this money
- Widening Rt 36 and lowering the speed limit would be helpful for biking. It might be lower cost to establish a separate ROW for a bike/pedestrian bikeway. It could be much lighter duty than a roadway widening. Use the bridge shoulder over Rt 1.
- Currently Rt 36 is to dangerous to bike west of the swing bridge at SB. High speed traffic, curves, and no shoulders are very bike unfriendly. Alternatively, the speed limit could be lowered to 25 and paint sharrows as a shared use road.
  SB road is wider, but no way to get across Rt 1 to Milford. Plus the high speed limit makes it dangerous even with the new shoulders. It's OK to get to Wells Road and over to Fowler Beach rd.
- I think that that road is too narrow and twisty even for two cars approaching each other
  Often there are cyclists and pedestrians on the road and I fear that with the increase in population we need a separate path
  There are also bicycle clubs using the road
  I would like to cycle from Slaughter Beach to Milford but would not attempt that unless it was on a bike path

Appendix C – 2025 Public Engagement Results

Results of Second Survey – Open March 19, 2025-April 21, 2025

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



67 Respondents

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

	Option A: Maintain Existing Conditions/No Build	Option B: Add Shoulders	Option C: Add a Shared Use Path	Option D: Add a Shared Use Path and Roadway Reconstruction
Section 1: S. Rehoboth Boulevard to SR 1	69% Option A: Maintain Existing Conditions/No Build	12% Option B: Add Shoulders	12% Option C: Add a Shared Use Path	6% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 2: SR 1 to McColley Road	67% Option A: Maintain Existing Conditions/No Build	16% Option B: Add Shoulders	12% Option C: Add a Shared Use Path	6% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 3: McColley Road to Shockley Road	67% Option A: Maintain Existing Conditions/No Build	17% Option B: Add Shoulders	10% Option C: Add a Shared Use Path	6% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 4: Shockley Road to Lighthouse Road	68% Option A: Maintain Existing Conditions/No Build	14% Option B: Add Shoulders	10% Option C: Add a Shared Use Path	7% Option D: Add a Shared Use Path and Roadway Reconstruction
Section 5: Lighthouse Road to Canal Bridge	71% Option A: Maintain Existing Conditions/No Build	13% Option B: Add Shoulders	12% Option C: Add a Shared Use Path	4% Option D: Add a Shared Use Path and Roadway Reconstruction

72 responses

3. Please provide any additional feedback you have that could assist with this planning effort.

- Keep the undeveloped land alone.
- Simple, don't do it.
- Does anyone recall how long 36 was closed for on/off ramp modifications and/or bridge improvements, as well as Mispillion bridge? The negative impact to property owners and potential use of right-of-way domain overtake is unacceptable for a useless, unnecessary and waste of money project. I am not a betting person but have every confidence that even with possible 95% negative input from the survey, the project will continue regardless, which is both disturbing and upsetting. In addition, I have personally seen how grant money, such as ARRA among others, can easily be squandered and better utilized elsewhere, which is shameful but not unusual.
- Stop destroying our natural habitats
- I think shoulders on existing right of way is more than acceptable for the few bicyclists that will use it
- How about no these tourist don’t need anything else
- Don't want to assist. Against a path
- I would suggest adding shoulders on curves specifically to allow both cars and individuals to safely go around blind corners when fields are grown and roadway is tight. It would reduce cost to build, improve safety significantly and come with a greatly reduced timeline to construct. A better use of tax dollars as the volume of bikes is relatively low, not because of safety but because of interest it seems. A safe shoulder in sections where a long visible straight is not present would be a win/win for cost, land owners, and pedestrians improved safety
- Any of the options that improve the roadway are OK
- Stop trying to steal land and go back to wherever you came from
- Alternative travel by dedicated paths is a great option and benefits outweigh objections
- Do not build. It's a waste of money.
- Leave mother nature alone. Leave our county alone. If you don't like how our area is set up, don't move here.
  The long term residents are painfully aware that this only benefits a small percentage of new transplants because the other bike paths that they've installed are barely used. They're an eye sore and a detriment to our wild life. This greedy massive over development is asinine at best, and abhorrent behavior to engage in for a county that prides itself on rural or farm lifestyles. Stop covering our county in asphalt!
- Stop stealing the taxpayer's money to line the connected pockets. Like you did with the newer industrial park. JUst to line Drapper Media's pockets.
- No more project that increase our cost.
- Putting a path through wetlands because of transplants is a slap in the face to anyone that actually lives here.
- Money could be better spent elsewhere. Who is going to maintain this path?

- Taking someone's front yard for a handful of bike riders doesn't make sense! We are not creating a bike path to open it up as part of a course for future riders.
- A path for cycling and walking improves the community. It could attract some tourism and dog walkers if promoted and draw small businesses along the trail to serve the cyclists. A nice tourist destination and revenue generator.
- A shared use path in our area would be a wonderful addition to our community! People WANT to be doing things outdoors, but around here biking, running, and walking are extremely dangerous thanks to the distinct lack of even shoulders on the road.
- I don't think this expenditure is necessary for the handful of people that may use a path a handful of times. I also don't think it's fair to take land from private land owners at all much less for a minimal benefit of a few. This is a long stretch of road and the idea of "connecting" the two towns for reasons of ability to access goods holds no validity as it's not feasible to think a person would bike that distance to run an errand. Lastly, any SB resident who would like a longer bike ride has the option of using Slaughter Beach Road which has a shoulder.
- I believe the use of such a trail and the expenditure for the same do not warrant the project
- A 3ft shoulder on these roads would be appropriate and acceptable but to impose what was being proposed is absurd. Use the money to fix the roads in Milford.
- Leave out rural areas , wildlife and way of life alone. We do not need this pollution.
- You should have made the area smaller to vote. Shockley road to Lighthouse road it to far. Some shoulders on curves would be ok but not that whole expanse of roadway.
- dont need
- Our road has a side that is black top. Needs to leave it. No bicycle path. Lose to much with our front yard. East 36, Cedar Branch Road. NO Build
- We are not interested. For minimal bike use. Use the money for the ice rink in Dover
- No No No!!
- The cost and view of this project only benefit a few, and not the local property owner
- There is not much biking riding opportunity in Milford. Not everyone is able to transport a bikes to Lewes.
- Cost of this project will be huge. I don't want any of my tax money spent this way
- I would like to see maximum safety for biking/running/walking, but I realize some parts of the route are not practical or extremely expensive. So I don't want to lose the good by inserting on the perfect. Best result would be separate path where possible, but shoulder path where necessary
- I'm a biker and find the shoulder adequate
- Shoulders are enough
- Thank you.
- I think option D would be nice, but do not think the money allotted will come close to covering the cost. Adding shoulders increases safety for both cars and bikers in the most economical way. If the state or county is going to offer supplemental funds, than option D would be preferable to address current/future flooding concerns.

- Fix the bridge before you start building new path or roadway.
- I do not think its a good idea at all. I believe that eventually someone will seriously be hurt or killed. Bicycle riders riders rarely ride in single file. They ride in packs. Blocking traffic .They are unpredictable and dangerous. Its a bad idea to add them to the traffic on Rt. 36. Tom Draper was killed on the road coming out of Slaughter Beach and look at the size of the shoulder where he was killed. And i live between town and Slaughter Beach. Your plan potentially is going to take land from farmers who make there lively hoods off that land. Another bad idea. The majority of the cost of this project is will have to be shouldered by people that will never use this path or think its a good idea.
- Slaughter Beach doesn't need this. Why can't we see the votes this time? How will we know they are accurate.
- We moved here for the quiet, out of town, surrounded by nature, type of community. We prefer the slow paced, quiet life that is presently here. It's a very nice, quiet area and we prefer it to stay that way.
- Who started this waste of time and money
- I do not support the use of residents property to build a bike pathway. There will be minimal people utilizing it and will be a waste of money.
- This is a great option to encourage physical activity for all ages.
- I really don't feel that this project is necessary. It won't benefit Milford or Slaughter Beach.
- Maintain existing conditions. No build.
- As a property owner along the route I do not support this project.
  This is a want, not a need. Don't waste money on projects that do not benefit the majority of the citizens.
  And based on the first survey responses this is not a feasible project for the amount of people who would use it.
  I would support the shoulder being paved, but that would be only on the existing right of way without impact on any property owner.
- We only need shoulders like they did on Slaughter Beach Rd.
- As a road cyclist I'm most comfortable on a road with shoulders. Shared use paths are difficult because they have more pedestrians to navigate. But I think shared use paths closer to slaughter beach would be great, draw visitors to that area and promote walking/running while enjoying the marsh views. An elevated boardwalk would provide views while protecting pedestrians from traffic as well as wetlands.
- Cyclists travel to Lewes to ride because of the shared use path. Businesses have started opening along the trail because of the additional walk/run/bike traffic. I feel this would make Milford safer for cycling and other similar activities, and draw more people here because it would be a destination for safe cycling/outdoor activities. Too many close calls happen when riding on local road and it is only a matter of time before someone here gets injured or worse.
- There is absolutely no need for this. The people in Slaughter Beach do not ride a bike to shop, eat or work in Milford. Quite frankly, there are probably less than 100 full-time residents in Slaughter Beach, most homes are summer homes and/or rentals - the people wanting the path in Slaughter Beach are the ones who want to capitalize and make more money from their rentals - whereas the people who live between Milford and Slaughter Beach are the ones who will pay the price by losing parts of their property, having the trash and etc. to clean up, and yet they receive no services from the City of Milford and/or the Town of Slaughter Beach.

- There is no room for this project. Farm machinery will not have room to share the road with bikers, walkers. Speed and current increased traffic is a negative factor. Mr. Tom Draper was killed on a neighboring road to Slaughter Beach which had shoulders on each direction. Heavy fog at times is also a factor in the Slaughter Beach area as well. We have a property along the route and this will negatively affect our property value. How will Milford allow more travel space along the Route 36 area in the Milford City limits? The road is crowded. Just not safe for increased foot and bike traffic. The road along North East Front Street is crowded as well and will not allow room for bikers and walkers to share the space. There is not a lane for emergency vehicles to pass along North East Front Street. This street has a few restaurants on it. As I read the statement from Mayor of Slaughter Beach, he mentioned many would ride their bikes 9 miles to reach the many restaurants in Milford. I am not support of this project
- We are not in either the city or town but you want to take our property for a bike path that will hardly be used - no thanks
- Such a waste of time and money.
- Not needed for number of people who ride
- I am a property owner and am not interested in the extra foot traffic in our rural community
- I can understand the desire for a bike path; however, I am not willing to give up the majority of my front yard to do so.
- waist of money and peoples time
- I appreciate the effort to create safer, more accessible biking and walking paths in our area, especially given the dangers of our road. However, I have very deep concerns about the potential impact on homeowners. There's been discussion that this project could involve acquiring land from property owners—possibly at below-market value or even through eminent domain. That feels like a significant overreach, especially given the characteristics of this road.
- I'd love to hear more about how land acquisition would be handled and what rights homeowners have in this proces. I believe that alternative solutions—such as improved road safety measures— should be fully explored before pursuing such a large-scale land use change. How will the project ensure that safety improvements don't come at an unfair cost to homeowners?

Appendix D – Visitor Profile and Traffic Analysis Slaughter Beach


SLAUGHTER
Beach
DELAWARE

THE CITY of
Milford
DELAWARE

THRIVING
COMMUNITIES
PROGRAM

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

WRA