

Welcome to the
N. Walnut St./N. Rehoboth Blvd./10th St. Intersection
Study

Public Workshop #2

March 23, 2023



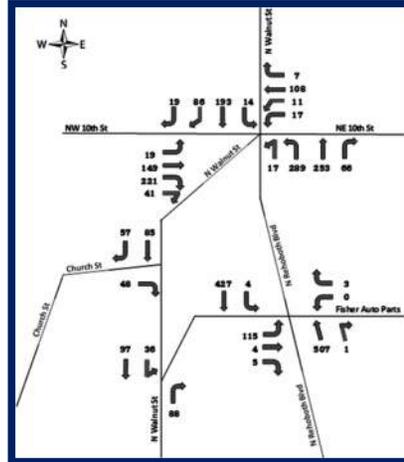
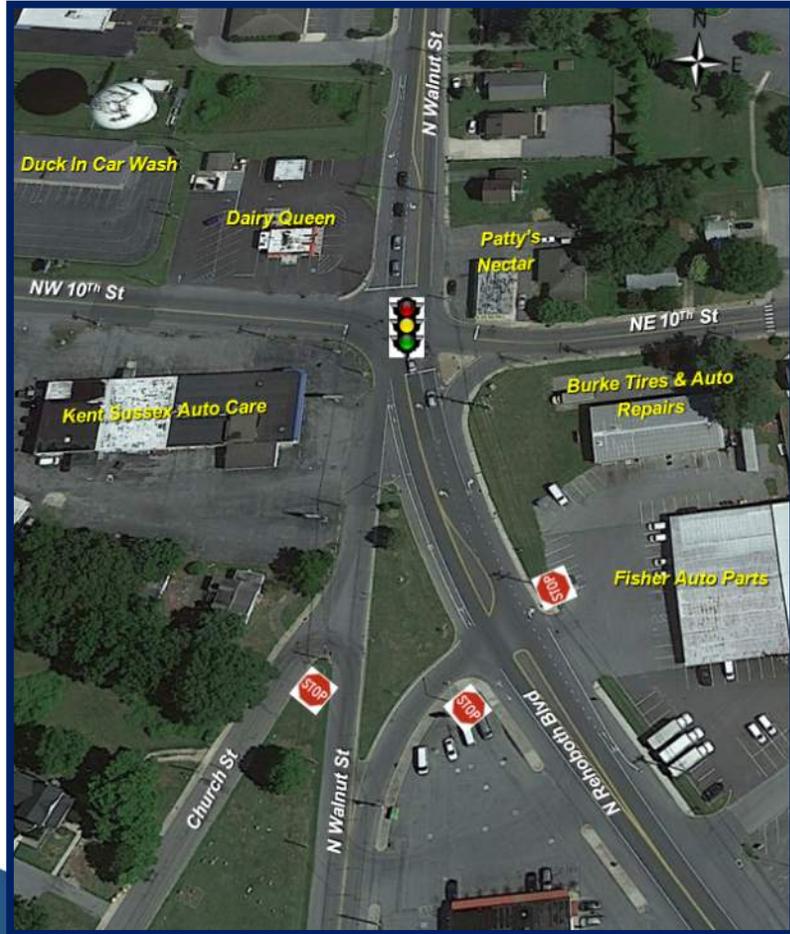
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Project Goals

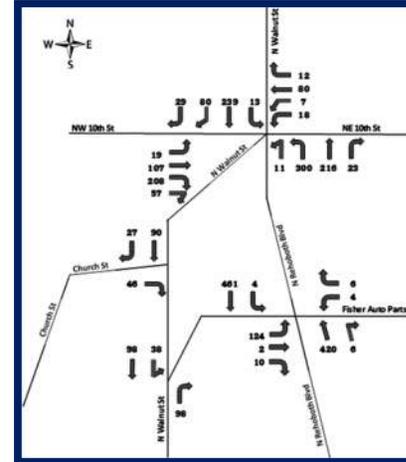
- Analyze connectivity between Milford Senior High School, Milford Central Academy, and residential communities to the south
- Evaluate intersection improvements and/or road reconfigurations to improve mobility for pedestrians, cyclists and motorists
- Implement elements from the Milford Bicycle Master Plan and the Milford Comprehensive Plan

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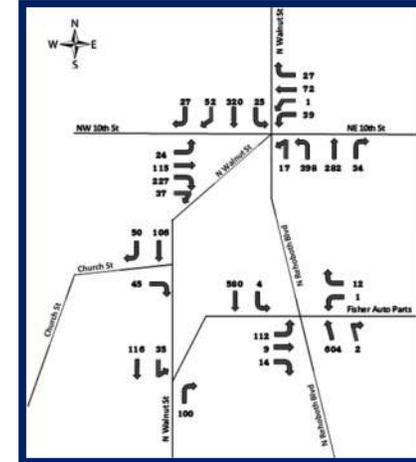
Existing Traffic Volumes



A.M. Peak



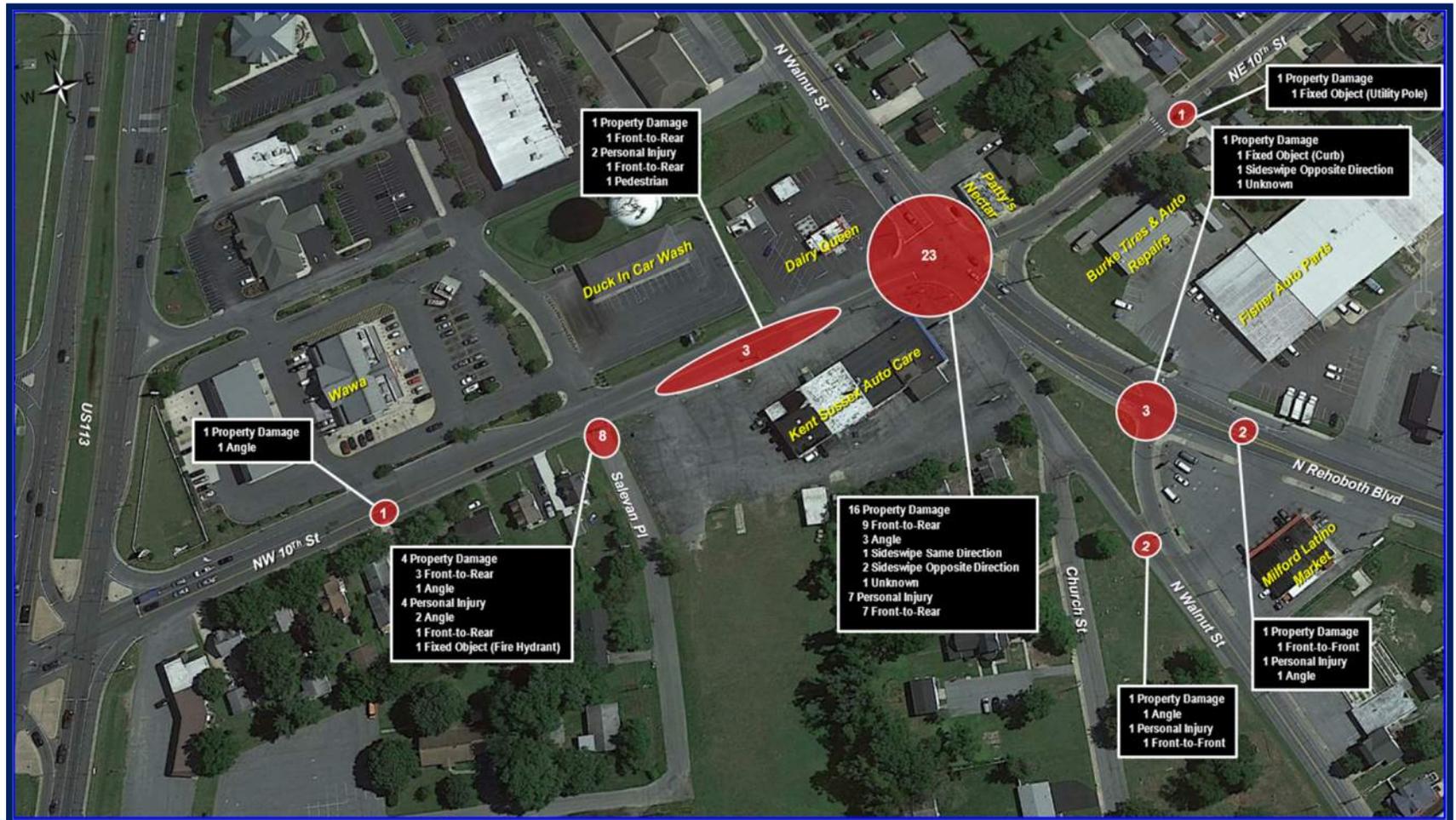
Midday Peak



P.M. Peak

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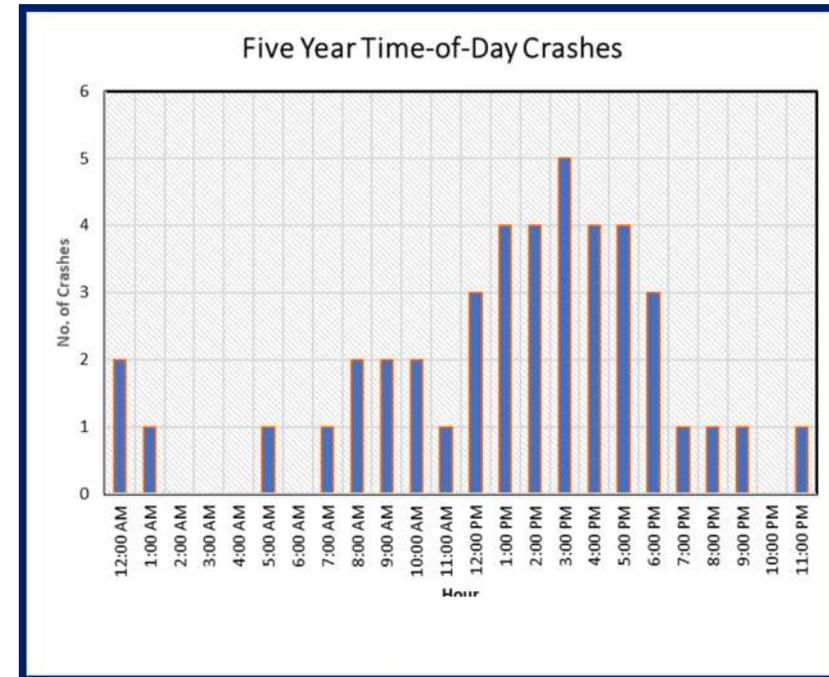
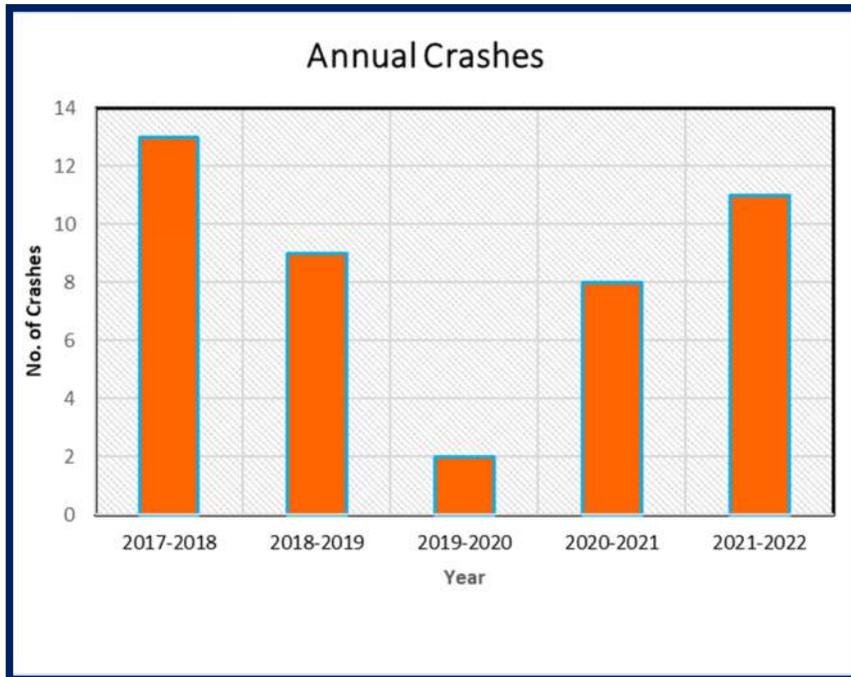
Existing Crash Data



N. Walnut St./N. Rehoboth Blvd./10TH St. Intersection Study

Existing Crash Data

- Crash data analyzed from November 10, 2017 through November 10, 2022
- Crash data study area 0.1-mile radius from intersection
- 43 crashes occurred / 23 crashes occurred at the intersection
- No fatal crashes



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INTERIM IMPROVEMENTS



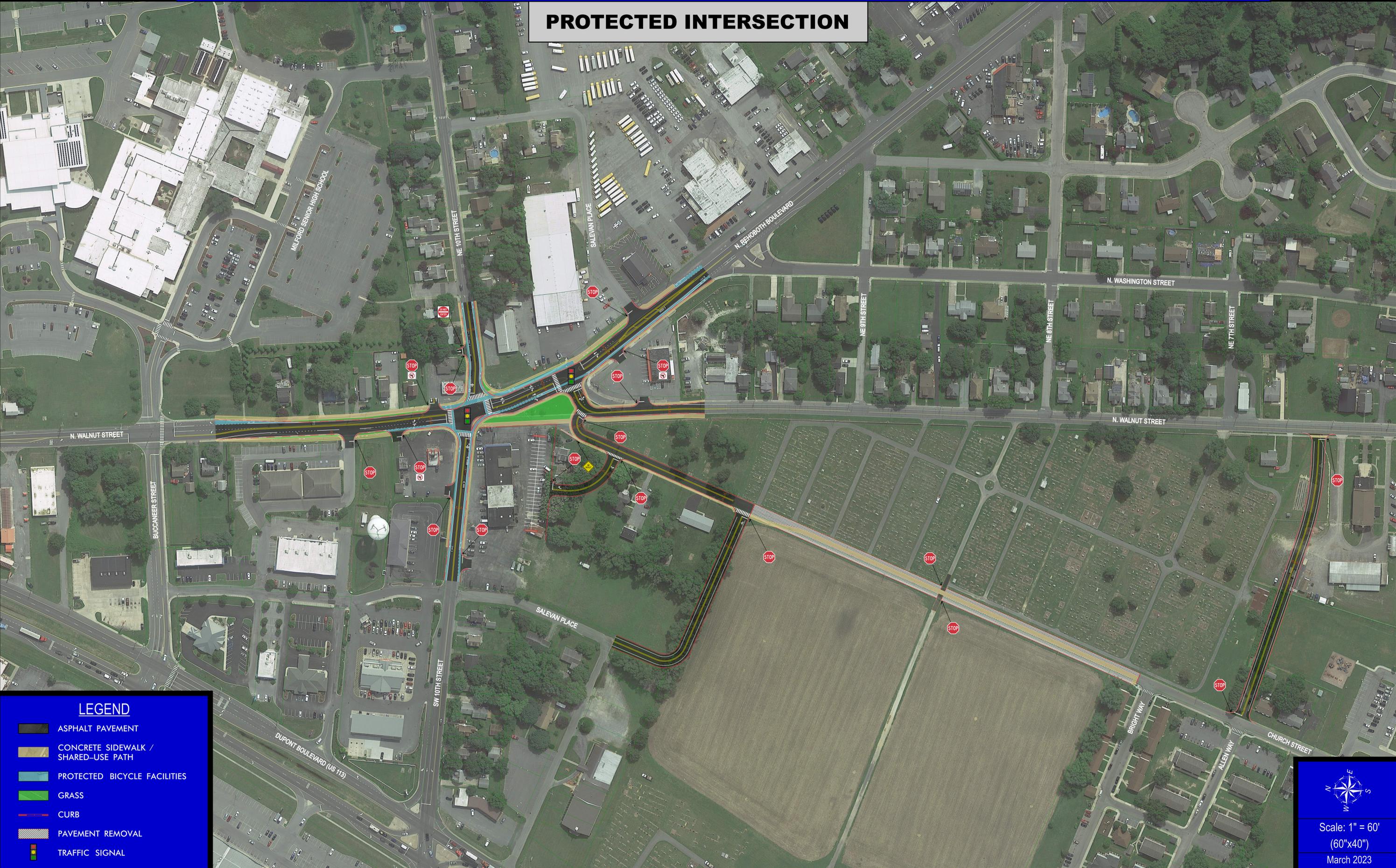
LEGEND

-  ASPHALT PAVEMENT
-  CONCRETE SIDEWALK / SHARED-USE PATH
-  CURB
-  PAVEMENT REMOVAL
-  TRAFFIC SIGNAL

Scale: 1" = 60'
(60"x40")
March 2023

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PROTECTED INTERSECTION



LEGEND

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK / SHARED-USE PATH
- PROTECTED BICYCLE FACILITIES
- GRASS
- CURB
- PAVEMENT REMOVAL
- TRAFFIC SIGNAL

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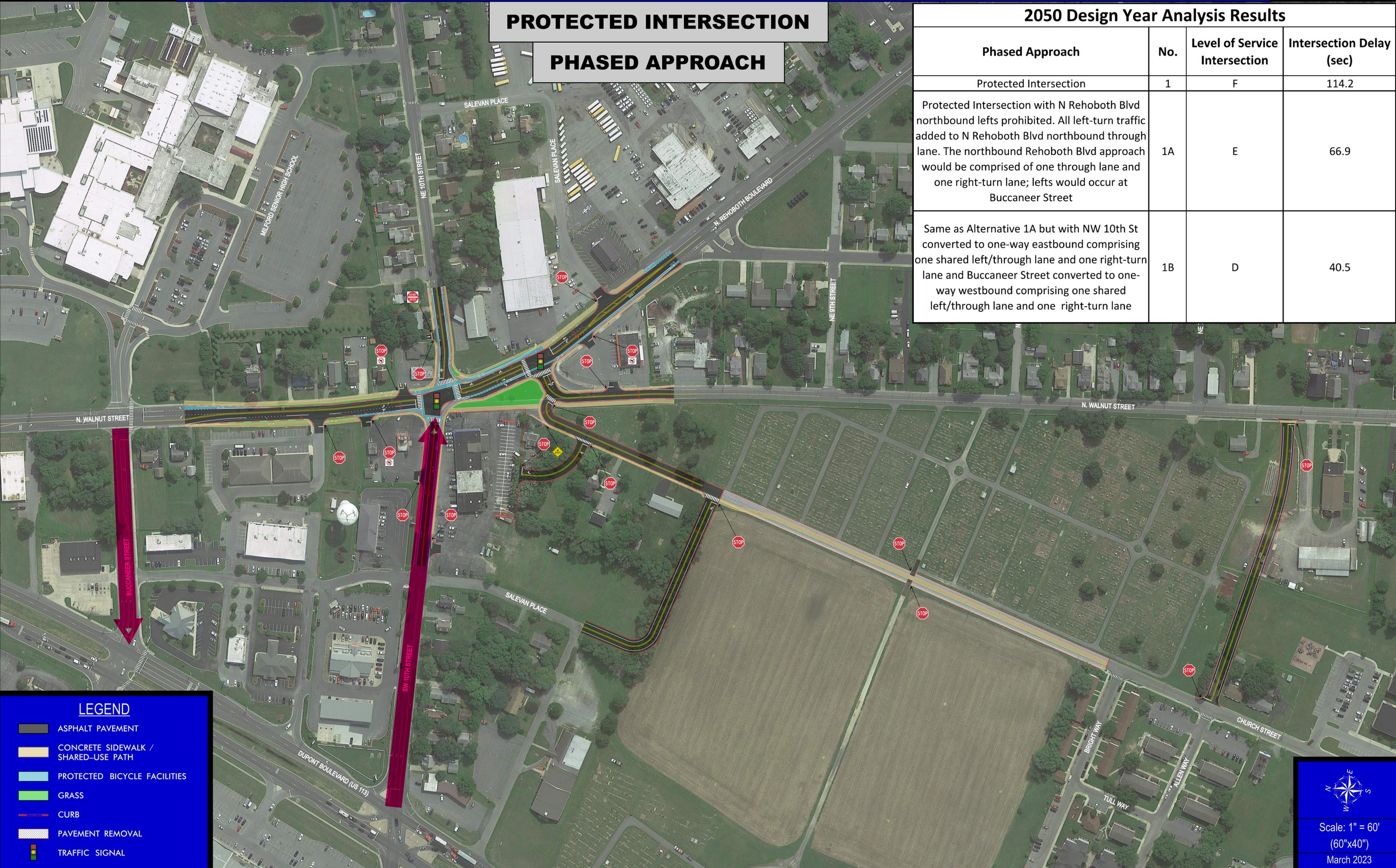
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PROTECTED INTERSECTION

PHASED APPROACH

2050 Design Year Analysis Results

Phased Approach	No.	Level of Service Intersection	Intersection Delay (sec)
Protected Intersection	1	F	114.2
Protected Intersection with N Rehoboth Blvd northbound lefts prohibited. All left-turn traffic added to N Rehoboth Blvd northbound through lane. The northbound Rehoboth Blvd approach would be comprised of one through lane and one right-turn lane; lefts would occur at Buccaneer Street	1A	E	66.9
Same as Alternative 1A but with NW 10th St converted to one-way eastbound comprising one shared left/through lane and one right-turn lane and Buccaneer Street converted to one-way westbound comprising one shared left/through lane and one right-turn lane	1B	D	40.5



LEGEND

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Alternatives Considered But Not Progressed

- ✓ Traditional Intersection
 - Does not meet project goals
- ✓ Roundabout
 - Single lane roundabout fails in Design Year 2050
 - Requires a two-lane roundabout
 - Does not meet project goals
- ✓ Remove Rehoboth Blvd. NB left turns using Salevan Place jug handle
 - Upgrade Salevan Plan to local road standards
 - Restrict left turns from N. Rehoboth Blvd onto NE 10th Street
 - Conflicts with truck restrictions
 - Does not meet project goals

N. Walnut St./N. Rehoboth Blvd./10TH St. Intersection Study

Schedule

Traffic Counts	Completed	Completed	Data Gathering
Alternatives Development	January 2023	December 13, 2022	First Public Workshop
Draft Report to MPO	Spring 2023	Late Winter 2023	Second Public Workshop
Final Report	June/July 2023	Late Spring 2023	Third Public Workshop

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Thank you for attending our workshop.
For future information please contact:

James J. Galvin, Jr. AICP

Principal Planner

Dover/Kent County MPO

james.galvin@doverkentmpo.org

<http://www.doverkentmpo.org>

Rob Pierce, Planning Director

City of Milford

rpierce@milford-de.gov

<http://cityofmilford.com>

Sonia Marichic-Goudy

Century Engineering

smarichicgoudy@kleinfelder.com

