# *DE 8 Concept Plan and Operations Study*

City of Dover Safety Advisory and Transportation Committee Meeting
December 1, 2008

Dover/Kent County MPO
Metropolitan Planning Organization

# *Purpose*

- Develop a concept plan describing the aesthetic qualities of the corridor as a gateway to Dover
- Analyze and recommend improvements to address current and future operational problems
- Create an action plan to address future growth in the corridor and the associated transportation impacts.
- Develop a document that DelDOT can use to start the project development process for implementing recommendations

# *Study Limits*




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# *Methodology*

- Establish Existing Conditions
- Conduct Traffic Analysis
- Develop a Purpose and Need Statement
- Develop Concepts and Alternatives
- Prepare a Technical Memorandum

# *Alternatives Analysis*

- **Improvements included in all alternatives:**
  - Realign Artis Dr. to 90º intersection
  - Two access points to proposed high school
  - New road connectors: to Hazlettville Rd., Artis Dr. and Chestnut Grove Rd
  - Change to protected-only left turn signals
  - Add eastbound right turn storage lane at Mifflin Rd.
  - Add on-road bike lane through all intersections
  - Add six foot shoulders from Saulsbury Rd. to Gibbs Dr.

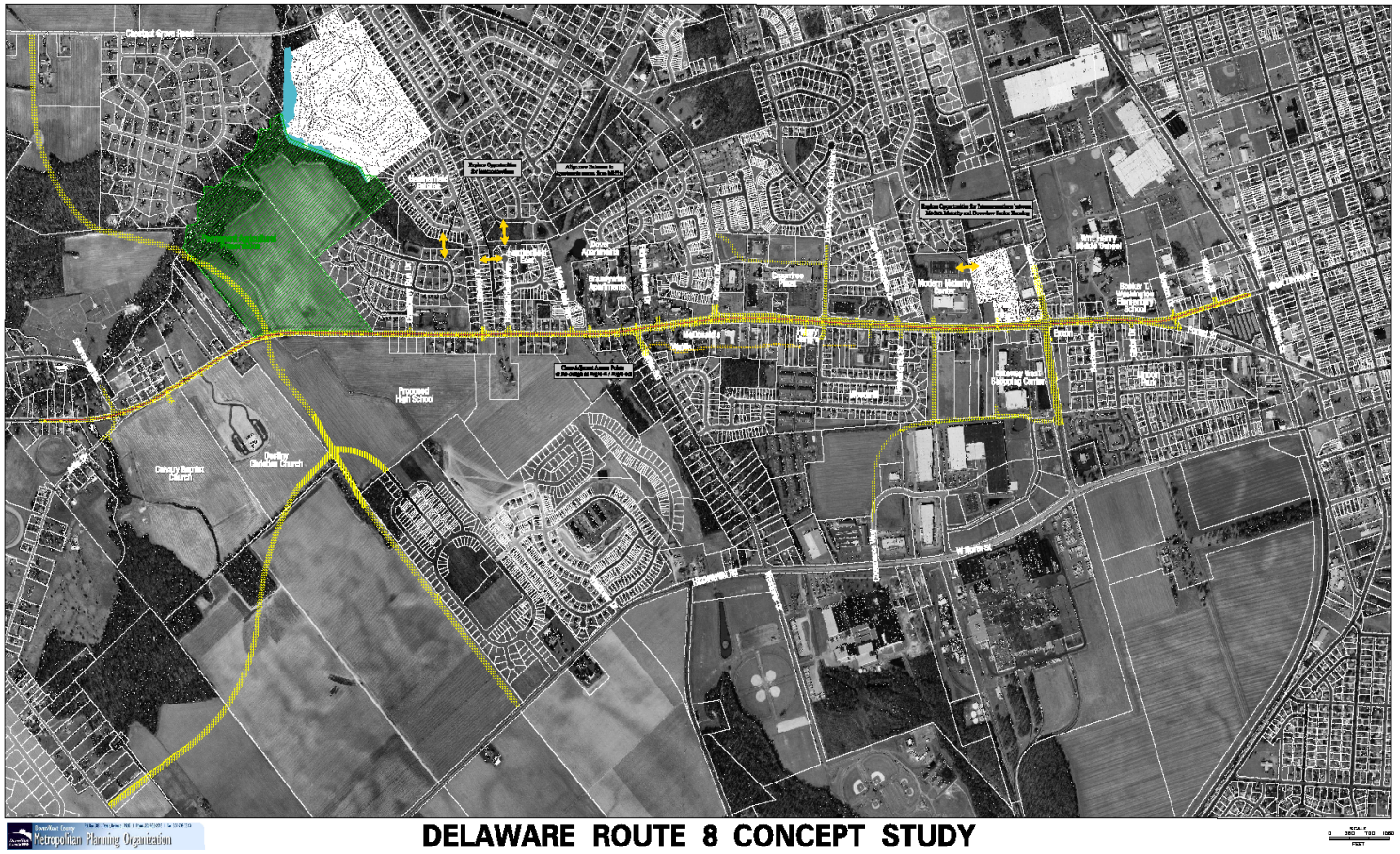
# *Alternatives Analysis*

- **Improvements included in all alternatives (cont.):**
  - Install cross walks, handicap ramps and pedestrian signals at all signalized intersections
  - Improve existing shared use path on north side of DE 8 and extend from Kenton to Mifflin Rd.
  - New connection McDonald's and Arby's
  - Add outside shoulders on DE 8 from Mifflin to Saulsbury
  - Incorporate landscaping & streetscaping elements into plan

# *Alternatives Analysis*

- **Improvements Considered – Two Alternatives:**
  - Shared-use path vs. sidewalks from Artis Dr. to Mifflin Rd.
  - Landscaped median vs. center turn lane from west of Mifflin Rd to Saulsbury Rd.
  - Widening the Kenton Rd. intersection vs. connector to Independence Blvd.
  - Widening the Saulsbury Rd. intersection vs. additional connector roads on the south side of DE 8
  - Roundabout vs. traffic signal at DE 8 and Weston Dr.
  - Do nothing (no-build)

# *Preferred Alternative*

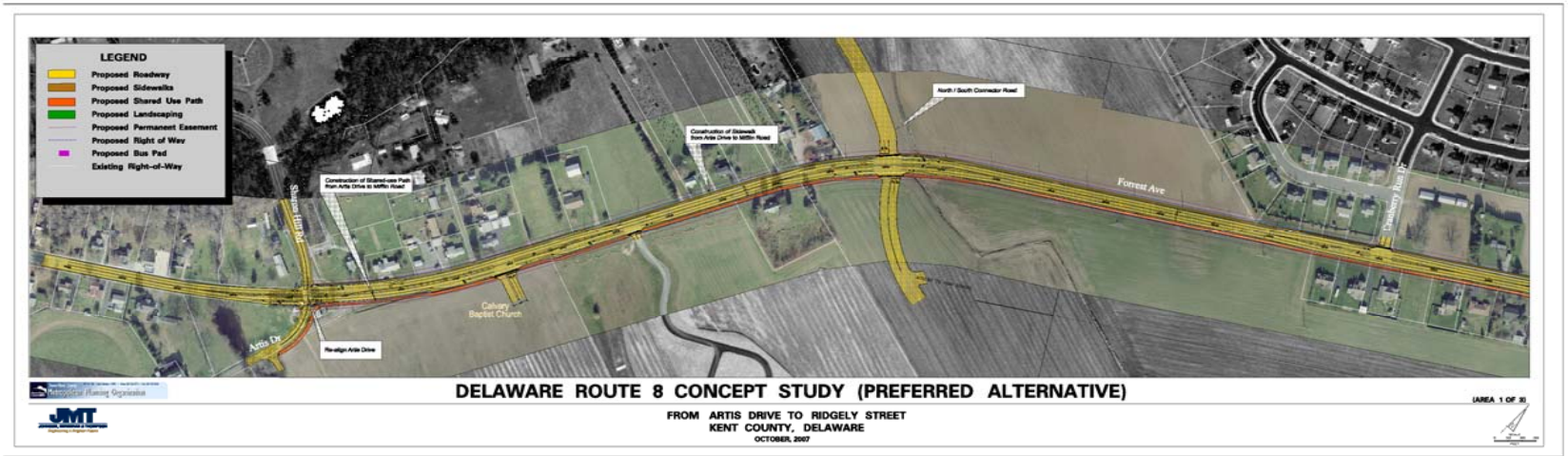


# *Preferred Alternative*

- All common improvements
- Reconfigure entrance to Brandywine Apartments
- Pedestrian crossing at Forest Street
- Shared-use path from Artis Dr. to Mifflin Rd.
- Landscaped median from Mifflin Rd to Saulsbury Rd.
- Connector Kenton Rd. to Independence Blvd.
- Widening the Saulsbury Rd. intersection and additional connector roads on the south side of DE 8
- Traffic signal at DE 8 and Weston Dr

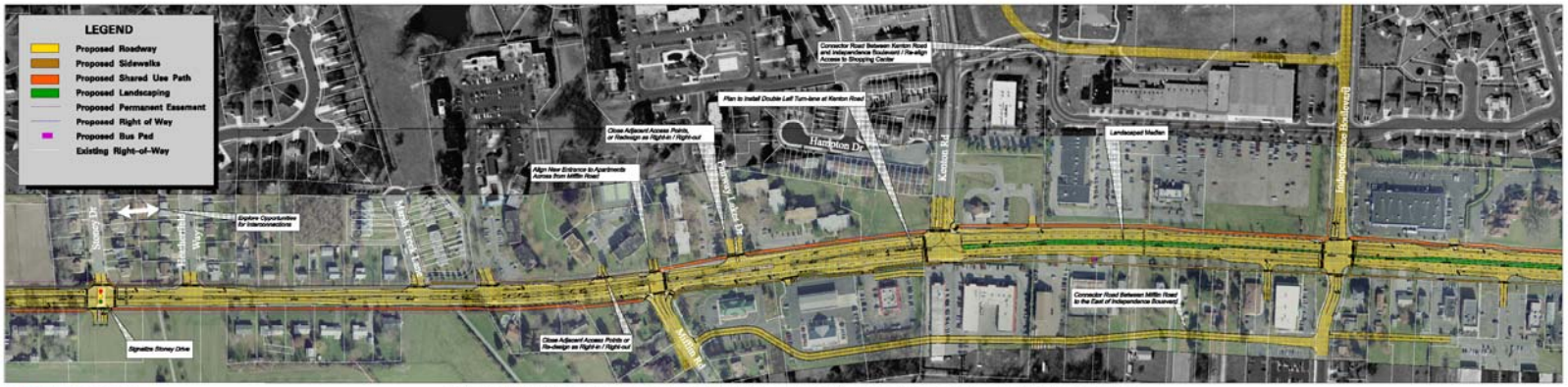
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# *DE 8 Corridor*




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# *DE 8 Corridor*



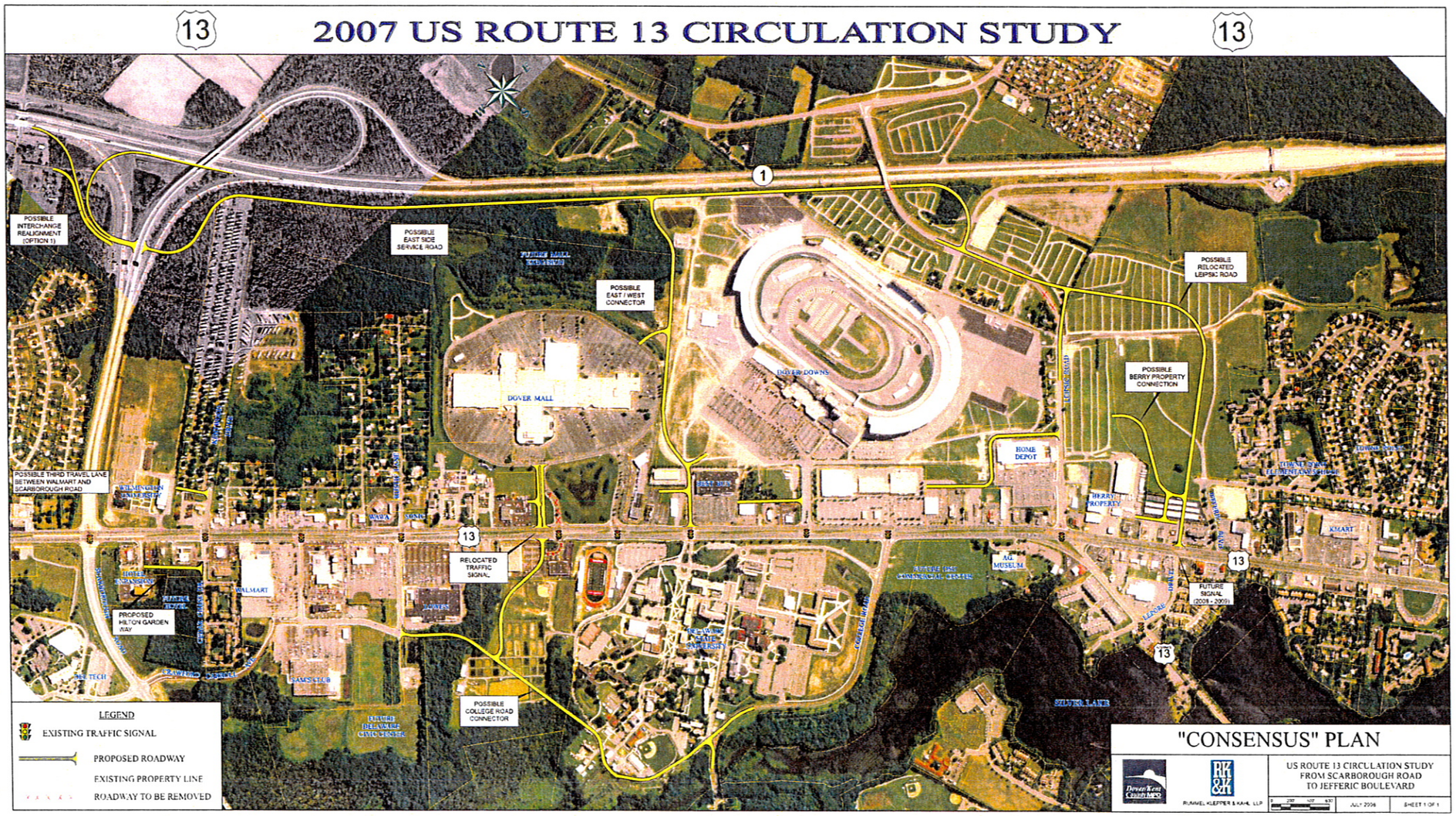

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# *Completed Final Steps*

- Agency and Public Review
- Incorporate Comments and Changes
- Issue Report

# *Next Steps*

- Begin Implementation
- Include Elements of the Plan in the long range Regional Transportation Plan
- Include Appropriate Elements in the shorter range Transportation Improvement Plan




**ATTACHMENT #2**
Special SA&T Committee Meeting of 12/01/2008

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# Dover/Kent County RTP

## Regional Transportation Plan Update





ATTACHMENT #3
Special SA&T Committee Meeting of 12/01/2008

Dover/Kent County MPO

# What is a Regional Long-Range Plan (RTP)?

- RTP is a **comprehensive** strategy for transportation and development in a region
- It is **required** by USDOT as a prerequisite for **funding**
- **Vision** of everyone in the region **drives** the RTP
- The RTP is a collaborative process involving state, county and local officials as well as **input from the public**



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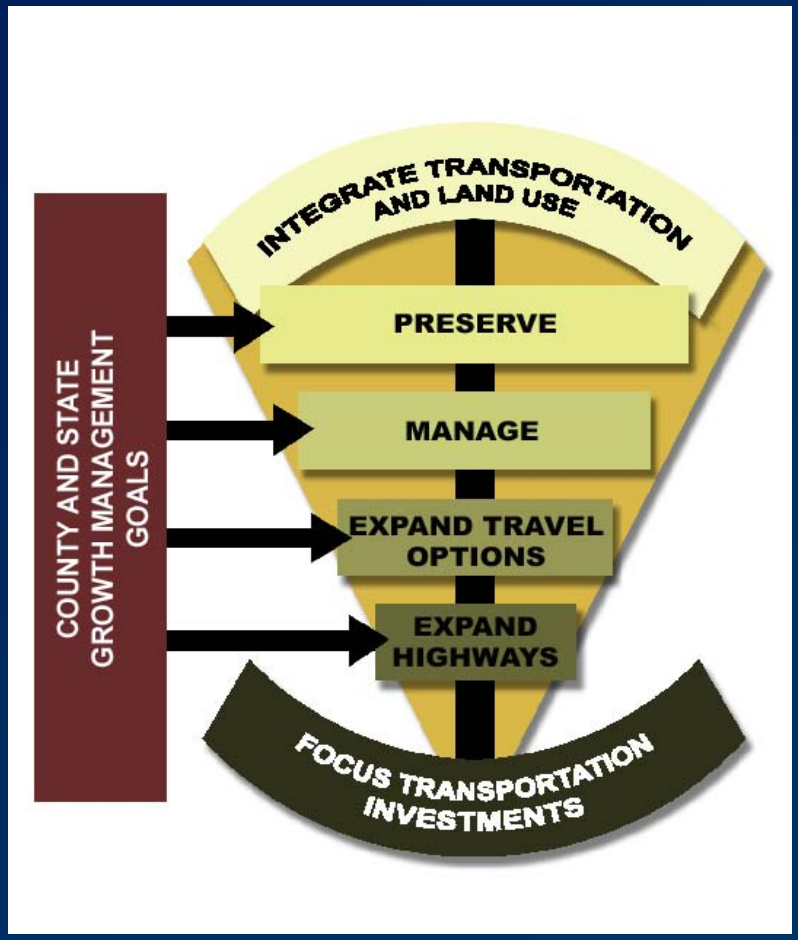
# Issues Facing the Region

- Increasing demands put on the transportation system due to the substantial **population growth** (predicted to be over 20 percent by 2010)
- Kent County has an **aging population** thereby increasing demand on services for the elderly
- **Congestion** in the county is predicted to get significantly worse by 2030 as traffic out-paces roadway capacity
- **Low density** development making it difficult to provide additional transit in the region
- With **limited funds** the need to prioritize projects is essential

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# Underlying Strategies of the Plan

- **Five fundamental strategies** form the framework of the RTP
- These strategies were developed to ensure that investments are made to **support the vision** of this RTP
- **Preserving and Maintaining the existing system is a priority**

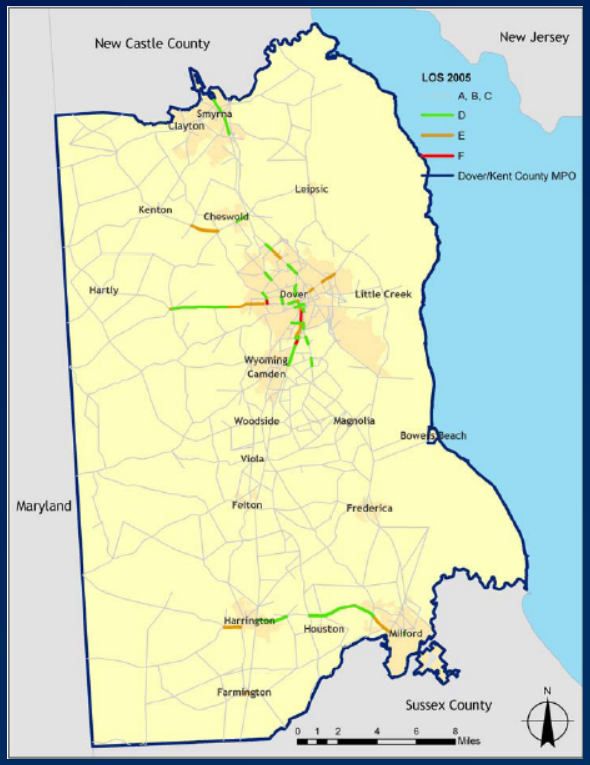


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# Congestion

- If development continues as is and only currently planned projects are implemented, the congestion will worsen on most north-south routes and some east-west roads

## 2005 Congestion



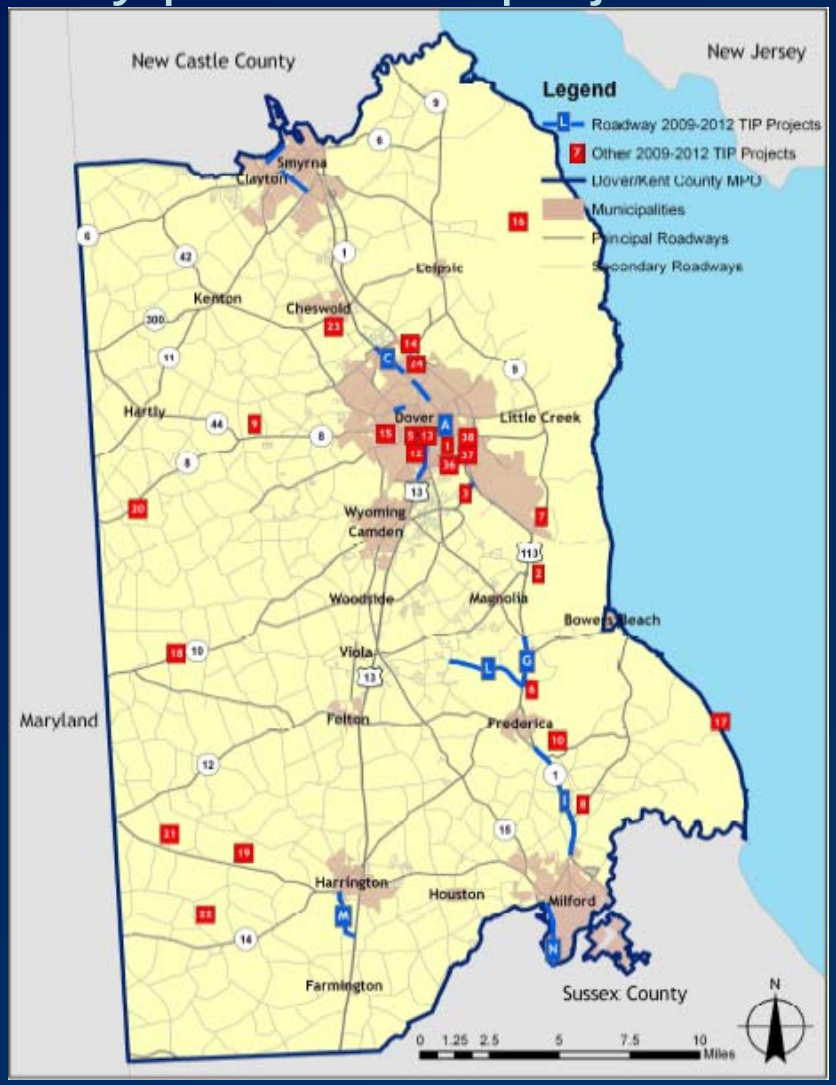

## 2030 Congestion



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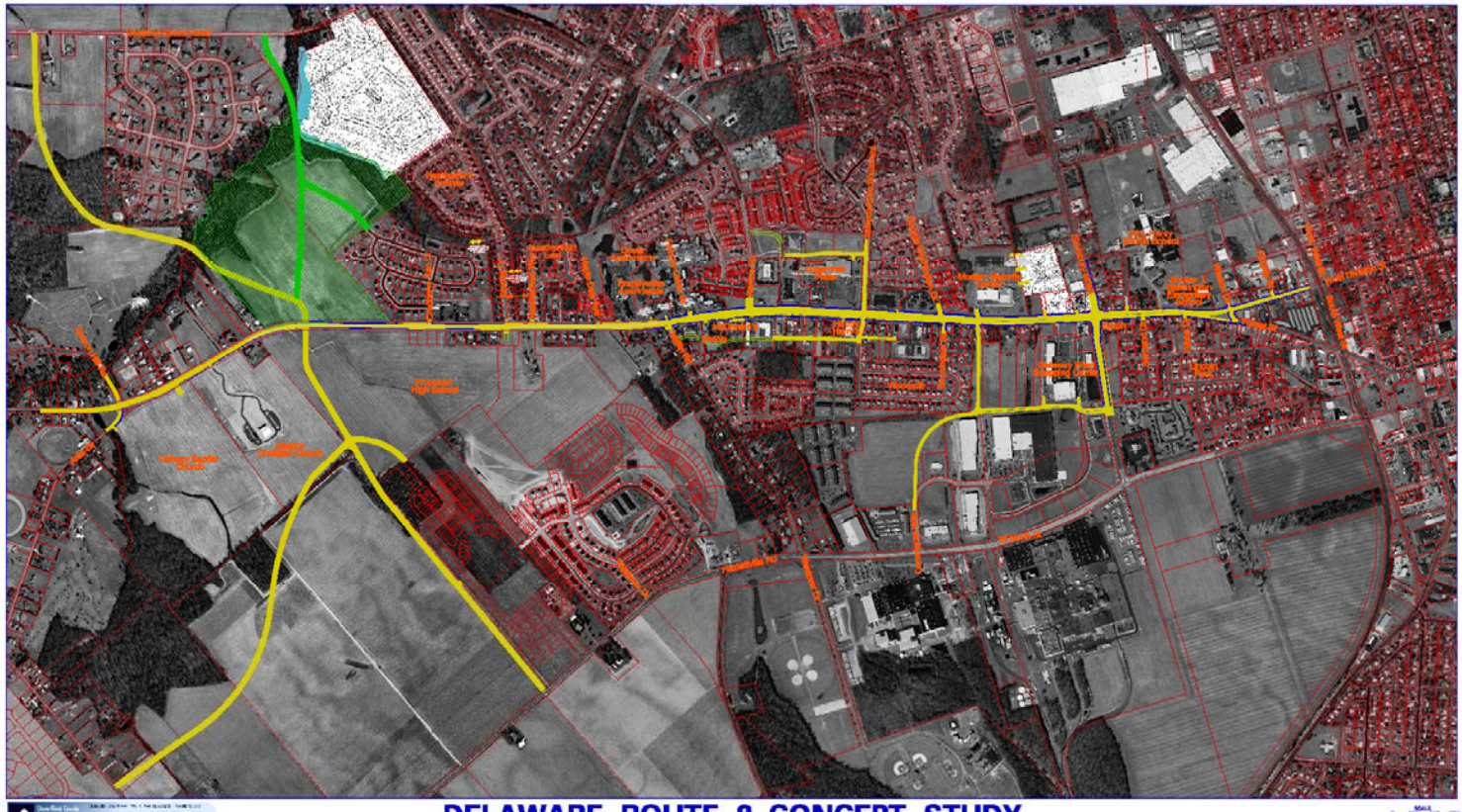
# TIP: 2009-2012

- What is currently planned for projects?



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# Major Dover Projects



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# Major Dover Projects

- North Dover Study "Consensus Plan
  - On the Handout

