



Ardens Walkable Community Workshop: Creating Livable Places that Work

August 8, 2022

Today's Agenda

- 15 minutes – Introductions
- 1/2 hour – Building Blocks of a Walkable Community Presentation
- 1 hour – Walking Audit
- 1 hour – Plan of Action
- 10 minutes – Wrap up and Evaluation



Introductions



Tell us your:

- Name
- Affiliation
- What is your main concern or hope about walking in the Ardens?

Walkable Community Benefits

- Less traffic, pollution & noise
- Better sense of community
- Less crime – “Eyes on the street”
- Good for business
- Affordable travel choices for all--kids, seniors, people with disabilities, people w/out cars
- Healthy communities



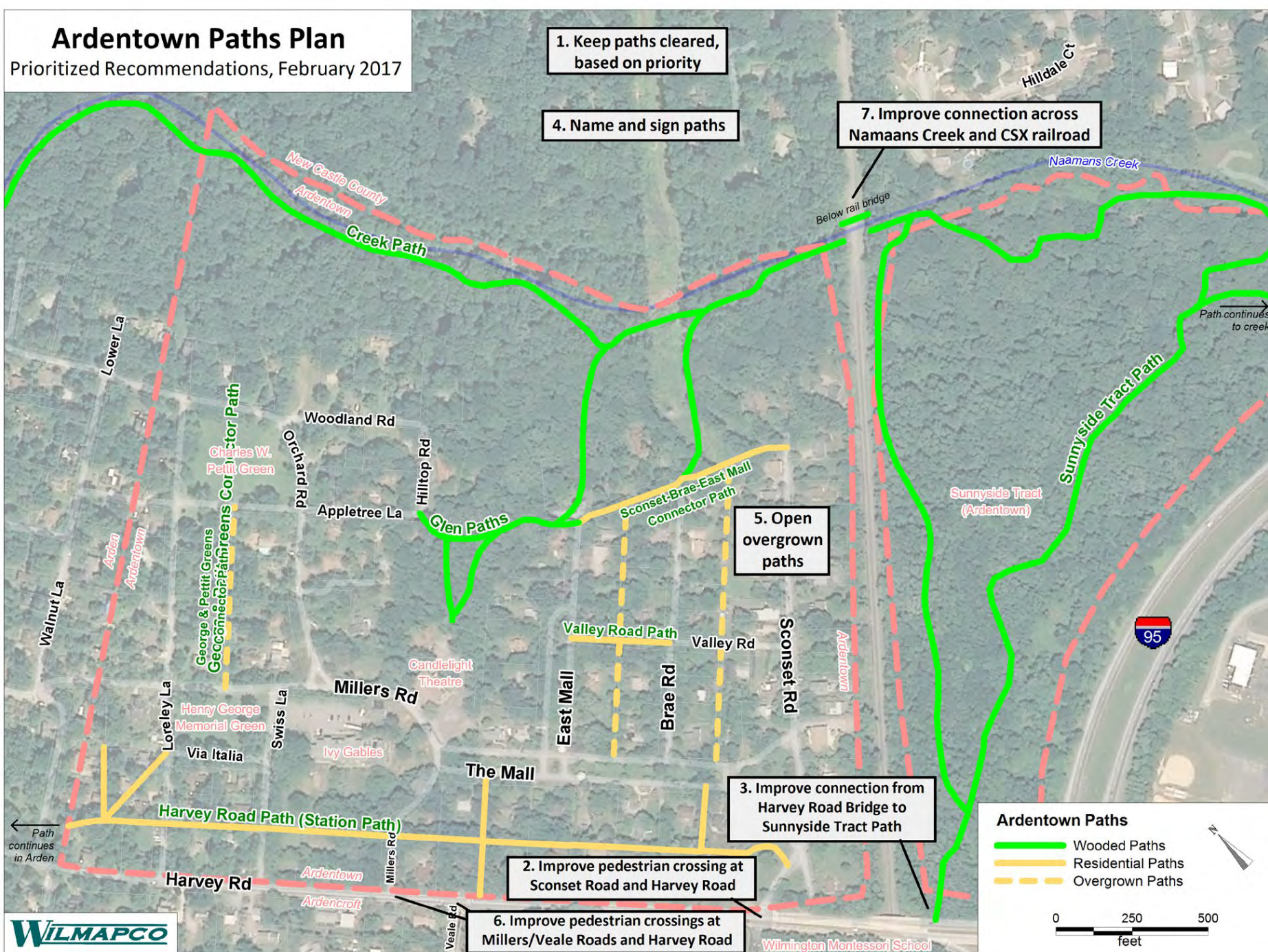


The Ardens' Progress

- Community places and parks linked by walking trails
- 2017 Ardentown Paths Plan
- Wilmington Montessori Safe Routes to School
- Marsh Road & Harvey Road/Grubb Road Intersection Improvements
- Ardens Transportation Plan

Ardentown Paths Plan

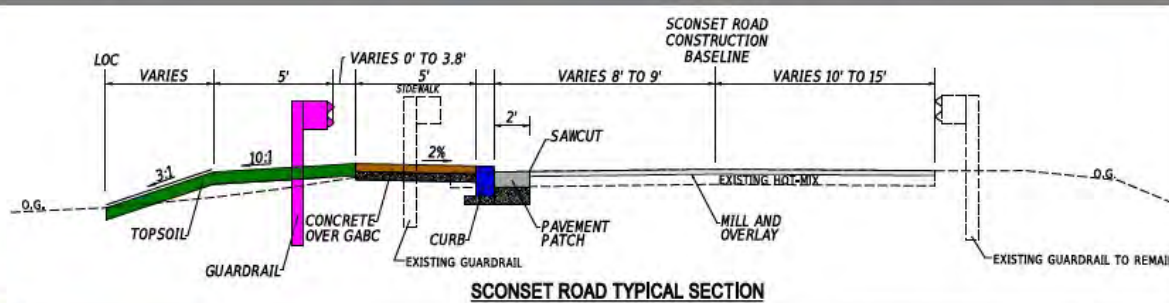
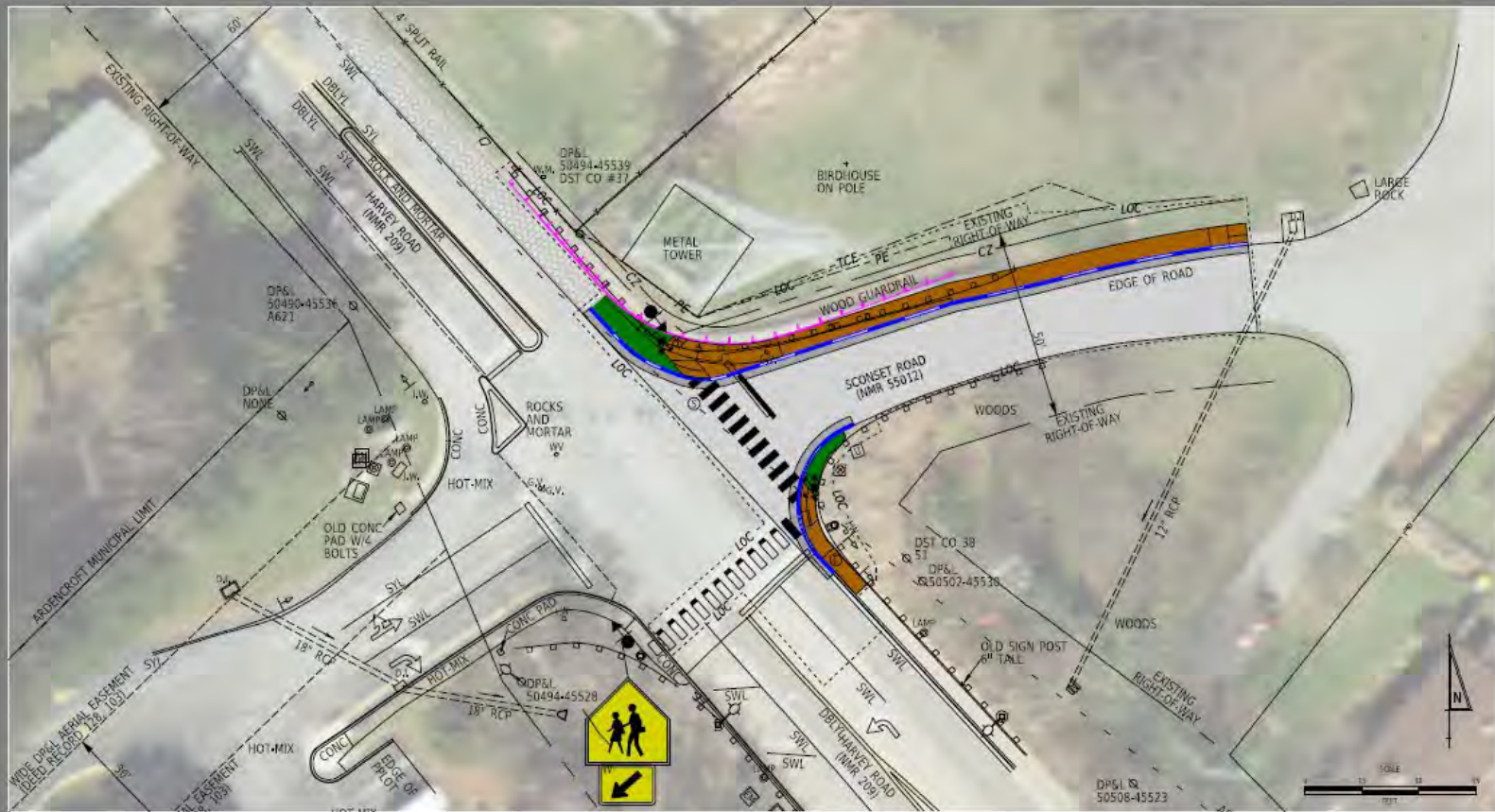
Prioritized Recommendations, February 2017



Path names are as identified by the Ardentown Planning Committee in the Report and Recommendations from the Planning Committee Regarding Village Paths, 2013.

LEGEND

- EXISTING UTILITY POLE & GUY WIRE
- EXISTING SIGNAL POLE
- EXISTING PEDESTRIAN POLE
- EXISTING FENCE LINE
- EXISTING DRAINAGE INLET
- EXISTING DRAINAGE PIPE
- EXISTING EDGE OF ROADWAY
- EXISTING RIGHT OF WAY
- EXISTING GUARDRAIL
- EXISTING SIGN
- EXISTING CONCRETE PAVER
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT OVERLAY
- PROPOSED PAVEMENT PATCH
- PROPOSED GRASS
- PROPOSED CURB
- PROPOSED GUARDRAIL
- PROPOSED PEDESTRIAN POLE
- PROPOSED SIGN
- PE - PERMANENT EASEMENT
- TCE - TEMPORARY CONSTR. EASEMENT
- CZ - CLEAR ZONE



SCONSET ROAD TYPICAL SECTION

CONCEPT PLAN



- Reconfiguring lanes along northbound, southbound, and eastbound approaches to provide a shared through/right turn lane and a separate left lane.
- Providing crosswalks along all legs of the intersection, with pedestrian signals, push buttons, and pedestrian ramps.
 - The crosswalks along the south leg of Marsh Road, Sherwood Road, and Harvey Road are contingent upon the execution of a Right-of-Way Signal Agreement with adjacent property owners.

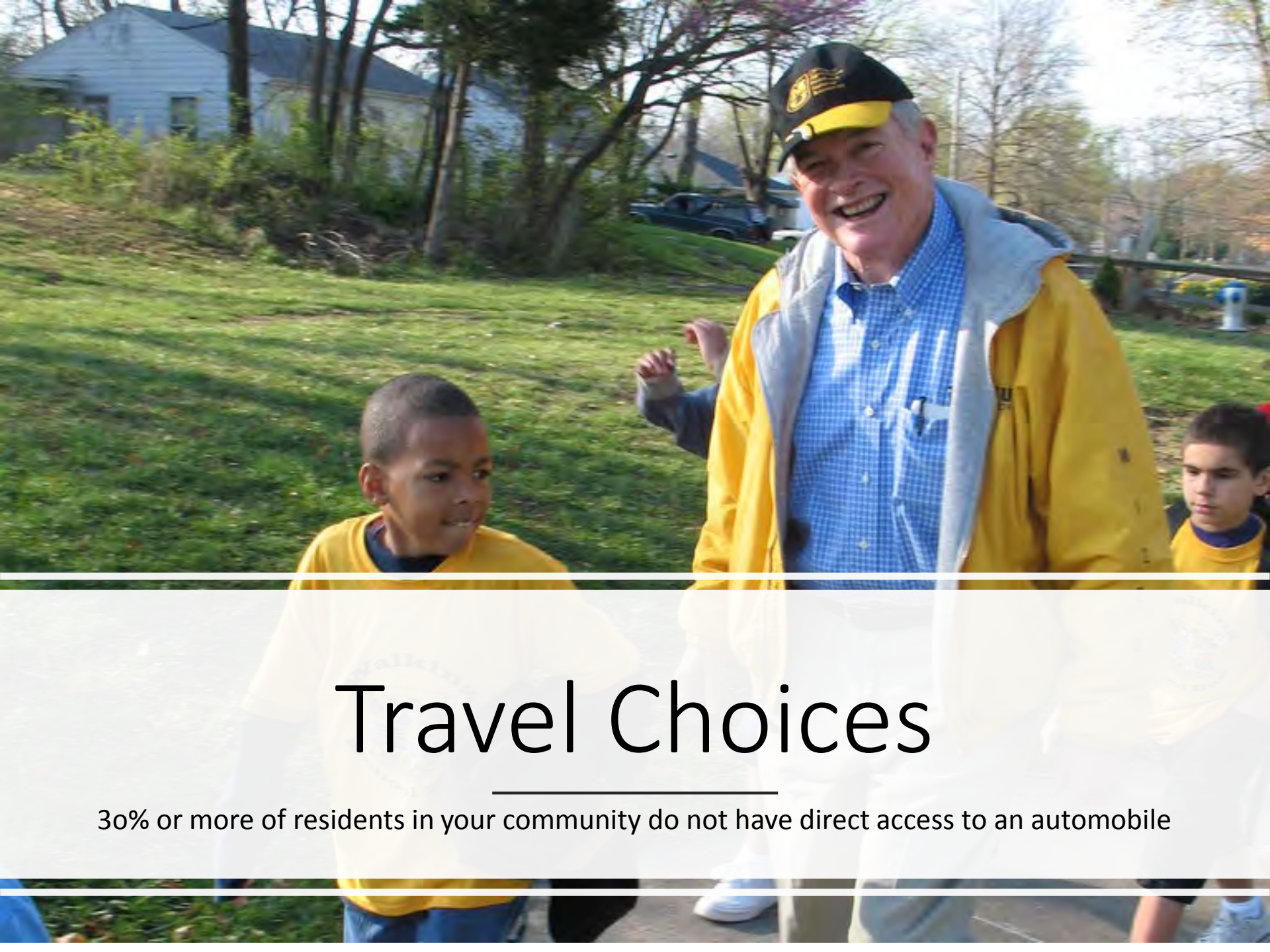


Ingredients for a Walkable Community

- Safety
- Aesthetics
- Access



- Equity/Prosperity
- Sustainability
- Health/Well-being



Travel Choices

30% or more of residents in your community do not have direct access to an automobile

Complete Streets



Space for **People**

Interconnected
curb ramps,
crosswalks,
sidewalks,
shared use
paths

Space for **Vehicles**

Design for safe
speeds and use,
provide for parking,
transit and on-
street bikes or bike
lanes as
appropriate

Space for **Comforts**

Street lighting,
landscape,
benches, art,
bike racks, utilities,
and gathering
places

Made with **Streetmix**

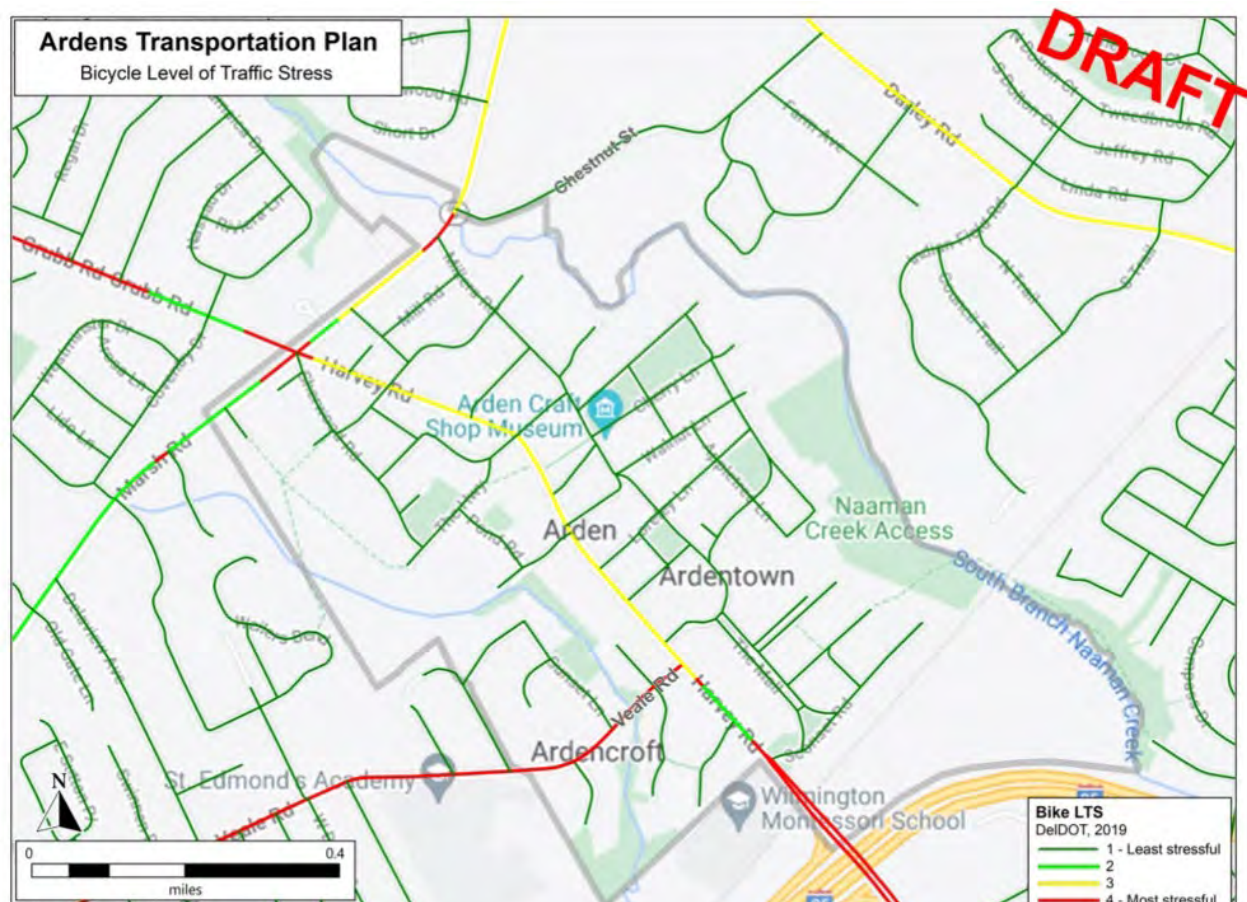
Focus on
low cost,
easy to
implement
solutions

Signs

ADA
Ramps

Paint





Level of Traffic Stress



LTS 1

comfortable for all ages and abilities



LTS 2

comfortable for most adults



LTS 3

comfortable for confident bicyclists



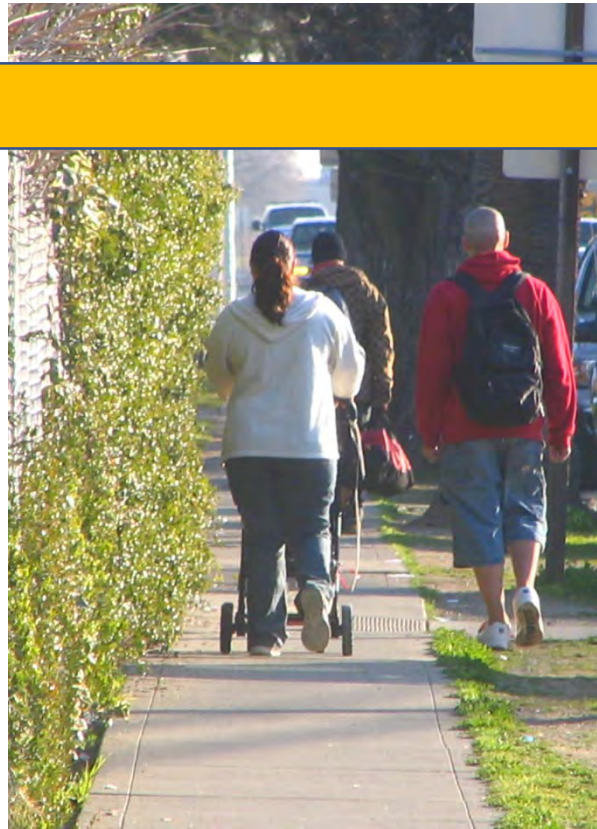
LTS 4

uncomfortable for most

Unfriendly



Friendly



Getting along the streets

Minimum width 5 feet, 6 feet preferred

Getting along the street: buffers

- Create space between traffic and people walking
- Space for trash cans, utilities, landscaping, parking, stormwater, bike lanes, etc.

Bike lane



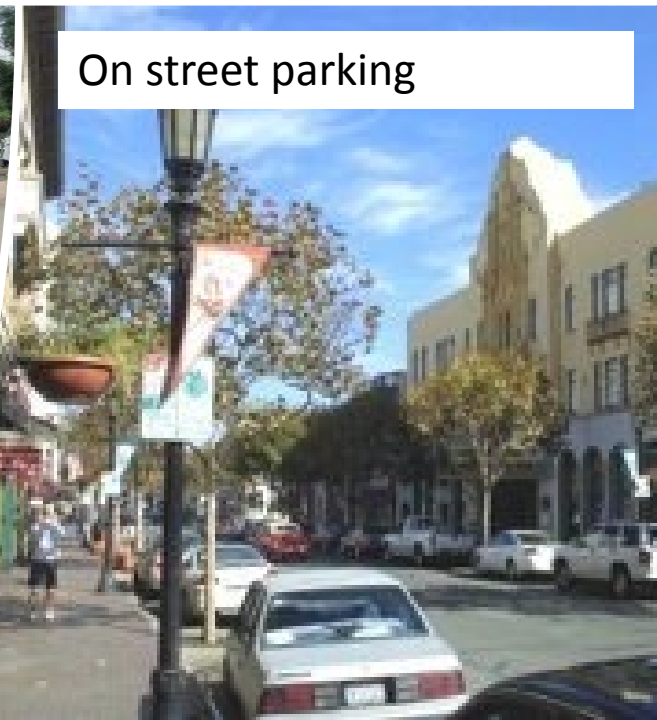
Landscaping/furniture



Planting strip



On street parking



Curb Ramp – Truncated Domes



Sidewalk continued across driveway



ADA = Universal Design

- It's About All of Us
- Look for ramp slopes, cross slope, detectable warnings, landing area, obstructions, uneven surfaces

Low cost sidewalk widening



Paint and bollards for walkway



Creating Space

Long-term interim options and reduce bottlenecks



Pathways

- Shared space for walking and bicycling
- 10-12 foot preferred, minimum 8 foot
- Can be in parks, along rivers or utility corridors, or adjacent street

Trails for All People & Settings



Images: <https://www.posabilities.ca/>

Surfaces are
firm, stable,
and all-weather

Minimum
4' wide

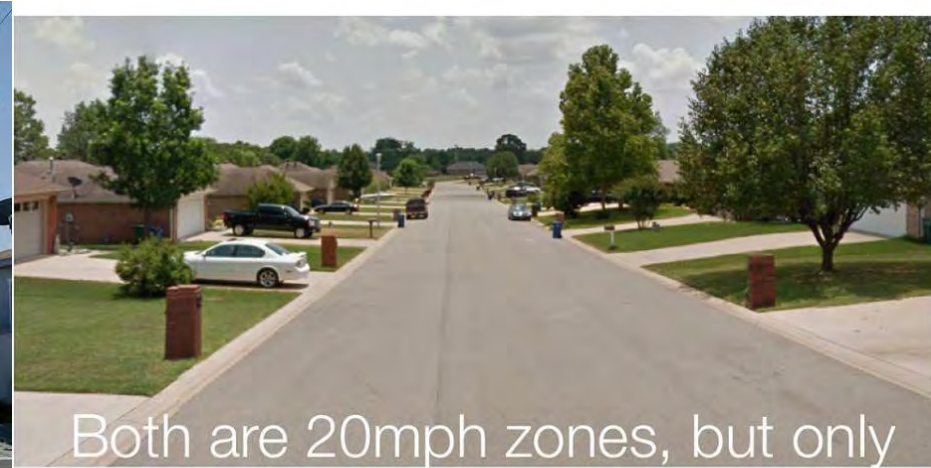
5% or less
incline / 2% or
less cross slope

Provide
information



Advisory Lanes

Slow speed streets carve out space for walking / bicycling by asking drivers to yield



Both are 20mph zones, but only one of them is designed like it.



Slow Streets

- Shared by people walking, bicycling and driving at very slow speeds
- Can be enhanced with traffic calming to slow speeding traffic

Bicycle Facilities

- Low stress is better: Design for all ages and abilities
- Higher speeds/more traffic requires greater separation

Bicycle boulevard



Bike lane - buffered



Pathway



Sidewalk/bicycle route issues

Missing / damaged sidewalk or bike route

Uneven / sloping walkway

Sidewalk blocked

Driveways

No bike lane or too narrow / wide

Network of paths for off-road trips

Accessible Trails

Getting Across the Street

- Reduce crossing distance
- Make crossing visible
- Manage speeds
- ADA



High visibility crosswalks

Raised crosswalk



In-street yield



Refuge island



HAWK Signal



 CROSSWALK 



CROSSWALK
STOP
ON RED



 CP

HAWK beacon (High-Intensity Activated crossWALK beacon)

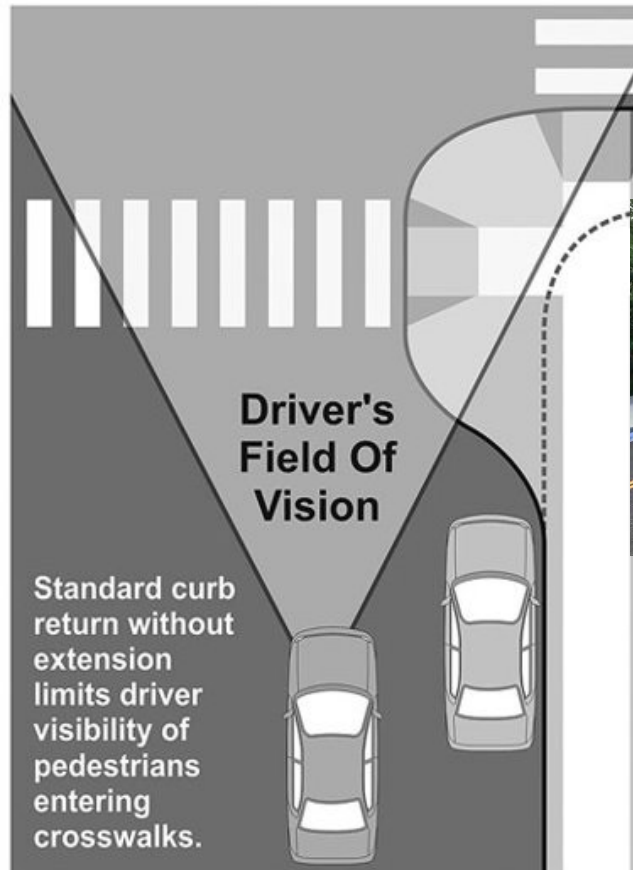
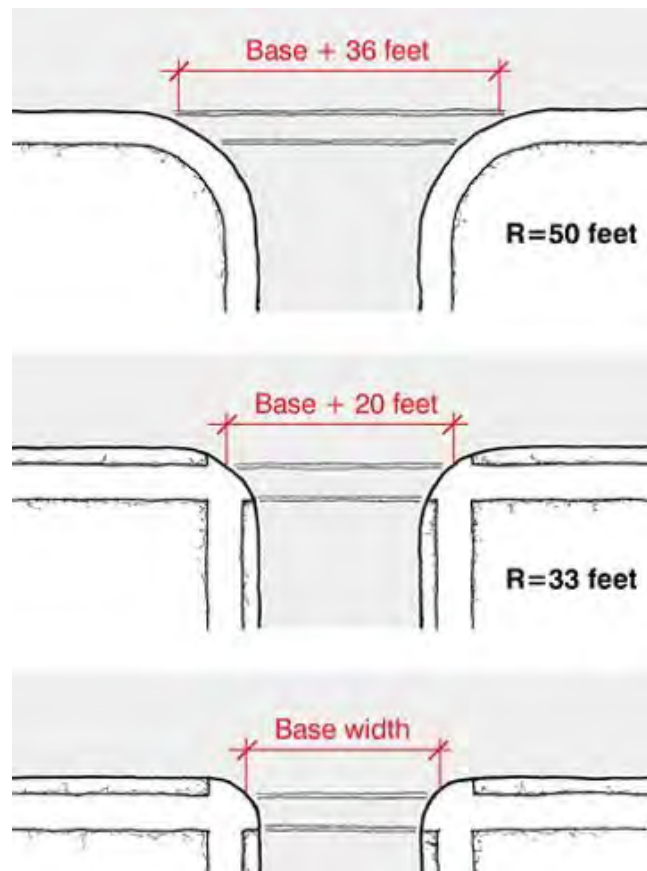


Rectangular Rapid-Flashing Beacon (RRFB)



Intersection Design

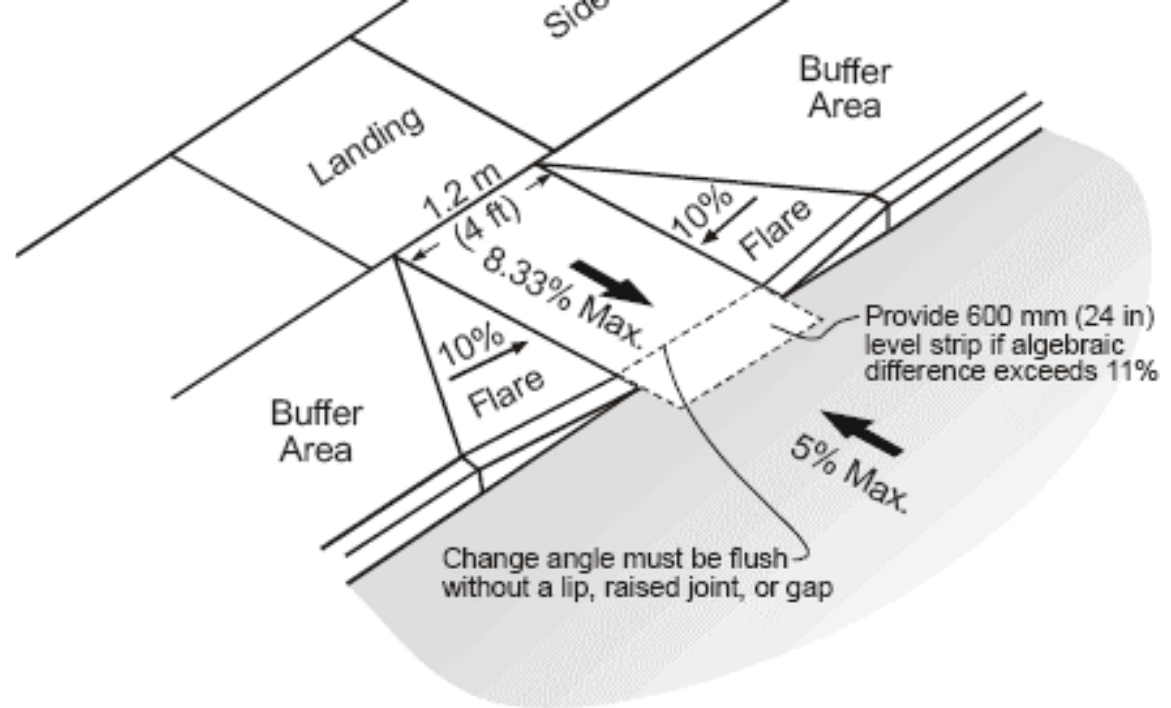
- Shorter crossing distance
- Slower turning vehicles
- More visible people



Interim intersection redesign

Curb Ramps

- Two per corner
- Truncated Domes



Crossing Issues

Broken or missing ramps

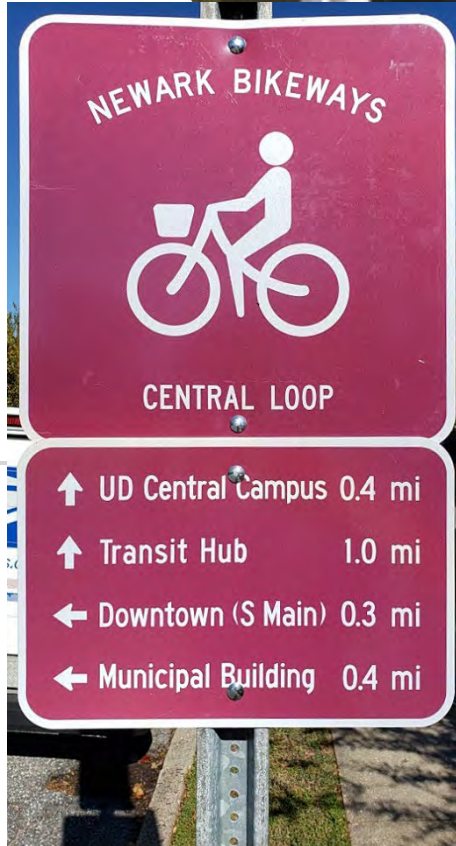
Faded or hard to see markings

Turning vehicles failing to yield

Poor draining or ponding in crosswalks

Aesthetics and Beyond

- Places to sit
- Lighting
- Public Art
- Trash Cans
- Bike Racks
- Maps / Directions



Defining Place

- Great trees
- Lighting can reduce crime / improve safety
- Black surfaces opportunity for art



Safe Routes to School

- Safer, healthier students
- Reduced transportation costs
- Less congestion





Chicanes



Roundabout

Traffic Calming

- Right design invites right use
- Slow speeds – chicanes, roundabouts, speed tables
- Narrow the street—bumpouts, median, narrow lanes, parking

Test Ideas

- Mockup ideas before building
- Involve the community
- Seek feedback



Steps to a walkable community

Build ways to get along the street

Create ways to get across the street

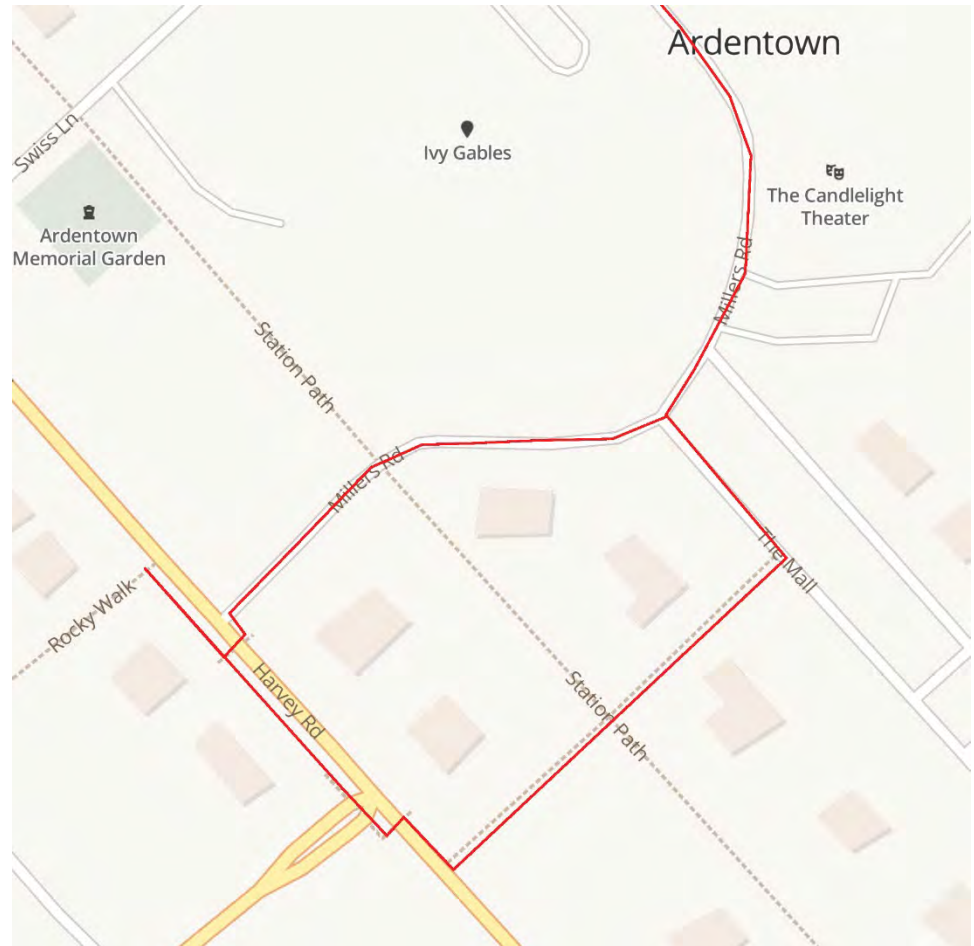
Plan nice design and places to walk or bike

Slow speeding traffic

Develop safe routes to schools (shops, jobs, parks, libraries, churches, ...)

Now let's get walking!

- Watch for traffic!
- Take notes
- Think creatively
- Observe:
 - Walkways—condition, maintenance, buffer, width, ADA
 - Crossing—markings, signs, width, condition, ADA
 - Bike facilities—markings, bike racks
 - Road--Driver behavior, width, speed
 - Overall experience



Thank you!

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- Heather Dunigan, 302/737-6205 ext 118, hdunigan@wilmapco.org
- Bill Swiatek, 302/737-6205 ext 113, bswiatek@wilmapco.org

