

Wilmington Area Planning Council

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Tigist Zegeye

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE NEW CASTLE COUNTY PRIORITIZATION OF 2024 CANDIDATE PROJECTS FOR THE DELDOT BICYCLE AND PEDESTRIAN FUNDING POOL

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, WILMAPCO and other MPOs are entrusted with project selection; and

WHEREAS, funding is limited and many proposed projects exist; and

WHEREAS, the Prioritization Process was adopted by Council May 11, 2006; and

WHEREAS, the prioritization process will continue to be refined as experience is gained in using the system and as better scoring criteria are developed; and

WHEREAS, the Technical Advisory Committee has reviewed the technical scoring; and

WHEREAS, the Delaware Department of Transportation uses this project ranking to assess WILMAPCO priorities when ranking projects statewide;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council approves the project prioritization for the candidate Bicycle/Pedestrian Funding Pool projects for submission to the Delaware Department of Transportation.

Date:

John Sisson, Chairperson
Wilmington Area Planning Council



Partners with you in transportation planning

New Castle County Bicycle/Pedestrian Priority Project Applications

Draft Project Prioritization

DRAFT RANK	1	2	2	4	5	6	7
Project	Washington Street Bicycle and Pedestrian Improvements	Foulkstone Pathway	Hockessin Colored School #107 Pathways	Glasgow to Lums Pond Pathway	Townsend Walkability Improvements	Commons Boulevard Pathway Phase IV	Southern Park to Cedar Lane Pathways
Sponsor	Jefferson Street Center	New Castle County	New Castle County	New Castle County	Town of Townsend	New Castle County	New Castle County
Cosponsor	Urban Bike Project						

Applications and Draft Rank

DRAFT RANK	1	2	2	4	5	6	7
Project	Washington Street	Foulkstone Pathway	Hockessin Colored School #107	Glasgow to Lums Pond Pathway	Townsend	Commons Boulevard Pathway Phase IV	Southern Park to Cedar Lane
Sponsor	Jefferson Street Center	New Castle County	New Castle County	New Castle County	Town of Townsend	New Castle County	New Castle County
Cosponsor	Urban Bike Project						
Prioritization							
<u>Transportation</u>							
Bus Stops (0-2)	2	2	2	2	0	2	0
Bus Stops - Frequent (0-2)	2	0	0	0	0	0	0
Bicycle Route (0/2)	2	0	2	2	2	0	2
Greenway (0-2)	2	2	0	2	0	2	1
Safety (0-5)	2	1	0	2	0	0	0
Abandoned RR (0-1)	0	0	0	0	0	0	0
Gap (0/4)	4	4	4	4	4	4	4
<u>Land Use</u>							
Community Center (0-2)	2	0	2	0	0	0	1
Library (0-2)	2	2	2	0	0	0	0
School (0-2)	2	2	0	0	2	0	0
Park (0/2)	2	2	2	2	2	0	0
Municipal/HTO (0-1)	1	0	1	0	1	0	1
Historic Element (0-1)	0	0	1	0	0	0	0
<u>Demographics/Equity</u>							
Density (0-1)	1	0	0	0	0	0	0
EJ (0-2)	2	0	0	0	0	2	0
Mobility Challenged (0-2)	2	1	0	0	0	0	0
Black Concentration (0/2)	2	0	0	0	0	0	0
Total	30	16	16	14	11	10	9

Bus stops The project is located in close proximity to an existing bus stop.

2 – within .125 mile

1 – within .25 mile

The project is located in close proximity to a frequently-used bus stop (New Castle County projects only).

2 – within .125 mile

1 – within .25 mile

Community Centers The project is located nearby a community center or post office.

2 – within .25 mile

1 – within .5 mile

Libraries The project is located nearby a library.

2 – within .25 mile

1 – within .5 mile

Schools The project is located nearby an elementary, middle or high school.

2 – within .5 mile

1 – within 1 mile

Parks

2 – The project is located alongside a park.

Bicycle Routes

2 – The project is located on or alongside a designated bicycle route.

Greenways The project is located nearby an existing greenway or pathway.

2 – within .25 mile

1 – within .5 mile

Municipalities and Hometown Overlays

1 – The project is located within an incorporated municipality, or hometown overlay zone (New Castle County only)

Prioritization criteria

Population and Employment Density

1 – The project is located within a dense ((population + employment) / area) Traffic Analysis Zone.

Transportation Equity and Access The project is located within an Environmental Justice (EJ) or Mobility Challenged (MC) neighborhood.

2 – within significant EJ area

1 – within moderate EJ area

2 – within significant MC area

1 – within moderate MC area

2 – within a residential Black concentration

Safety The project is located along a road segment with pedestrian and bicycle crashes during the past three years of data. Projects may receive a maximum of 5 points, based on this sub-index:

3 - fatal 2 - injury 1 - crash

Abandoned Railway Corridor

1 – The project is located along an abandoned railway corridor.

Historic Element

1 – The project boasts an historic element, expressed within the submission.

Nonmotorized Gap Analysis

4 – The project closes a pedestrian or bicycle system gap, such as connecting two existing pathways.

Prioritization criteria

Washington Street Bicycle and Pedestrian Improvements

Prioritization	
<u>Transportation</u>	
Bus Stops (0-2)	2
Bus Stops - Frequent (0-2)	2
Bicycle Route (0/2)	2
Greenway (0-2)	2
Safety (0-5)	2
Abandoned RR (0-1)	0
Gap (0/4)	4
<u>Land Use</u>	
Community Center (0-2)	2
Library (0-2)	2
School (0-2)	2
Park (0/2)	2
Municipal/HTO (0-1)	1
Historic Element (0-1)	0
<u>Demographics/Equity</u>	
Density (0-1)	1
EJ (0-2)	2
Mobility Challenged (0-2)	2
Black Concentration (0/2)	2
Total	30

Description

- Bi-directional bike lane on the southbound side of Washington street between 18th and 8th Streets
- Reducing the lanes from 2 to 1 travel lane in each direction between 18th and 12th Streets to slow traffic, reduce pedestrian crossing distance, and improve overall safety for bicyclists and pedestrians
- Pedestrian signal phase improvements such as leading intervals at Washington/11th Streets

Existing



Interim



Long-Term (potential)

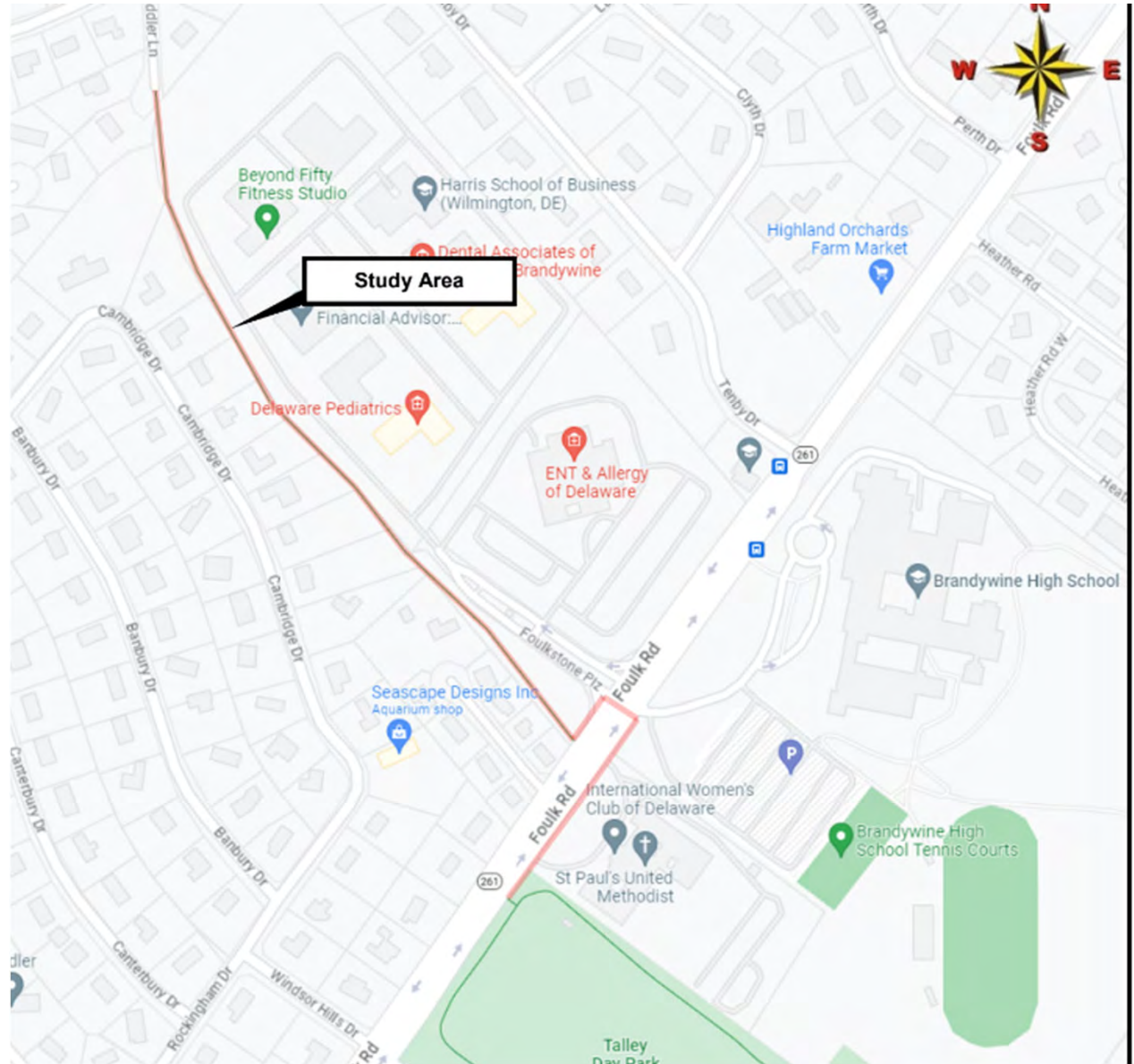


Foulkstone Pathway

Prioritization	
<u>Transportation</u>	
Bus Stops (0-2)	2
Bus Stops - Frequent (0-2)	0
Bicycle Route (0/2)	0
Greenway (0-2)	2
Safety (0-5)	1
Abandoned RR (0-1)	0
Gap (0/4)	4
<u>Land Use</u>	
Community Center (0-2)	0
Library (0-2)	2
School (0-2)	2
Park (0/2)	2
Municipal/HTO (0-1)	0
Historic Element (0-1)	0
<u>Demographics/Equity</u>	
Density (0-1)	0
EJ (0-2)	0
Mobility Challenged (0-2)	1
Black Concentration (0/2)	0
Total	16

Description

Upgrade connection
near Foulkstone
Plaza with 5' to
8' wide bike-ped
facility
connecting between
Saddler Lane and
Foulk Road



Hockessin Colored School #107 Pathways

Prioritization	
<u>Transportation</u>	
Bus Stops (0-2)	2
Bus Stops - Frequent (0-2)	0
Bicycle Route (0/2)	2
Greenway (0-2)	0
Safety (0-5)	0
Abandoned RR (0-1)	0
Gap (0/4)	4
<u>Land Use</u>	
Community Center (0-2)	2
Library (0-2)	2
School (0-2)	0
Park (0/2)	2
Municipal/HTO (0-1)	1
Historic Element (0-1)	1
<u>Demographics/Equity</u>	
Density (0-1)	0
EJ (0-2)	0
Mobility Challenged (0-2)	0
Black Concentration (0/2)	0
Total	16

Description

- Expand the pathway/sidewalk network in Grant Avenue and immediate vicinity in Hockessin area
- Help tell the history of those who --particularly one Sarah Bulah-- once walked these routes to Colored School #107, because they weren't permitted to ride the school buses by virtue of the color of their skin

School 107 Meeting Concept

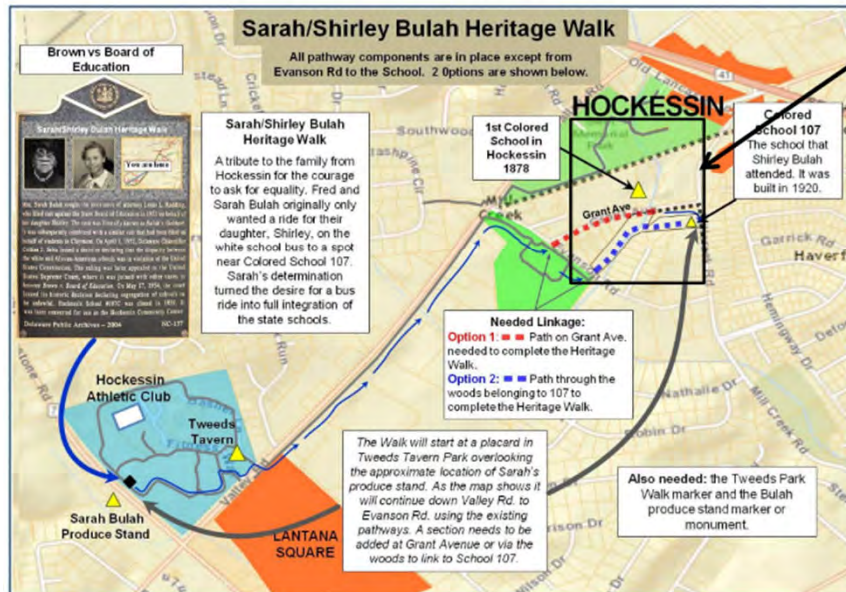
Connect the community to the library at the same time create the link to the Bulah Walk.

Link the Library to the 107 property via either the Poindexter Property or the Artesian Property.

We have been invited to present the Bulah Walk concept to the Friends of Colored School 107 board meeting on February 12.

In the interim we will submit a layout similar to the image on the right, so that Dave Wilk can make some preliminary inquiries to senior level contacts he has at Artesian.

African-American History in Hockessin

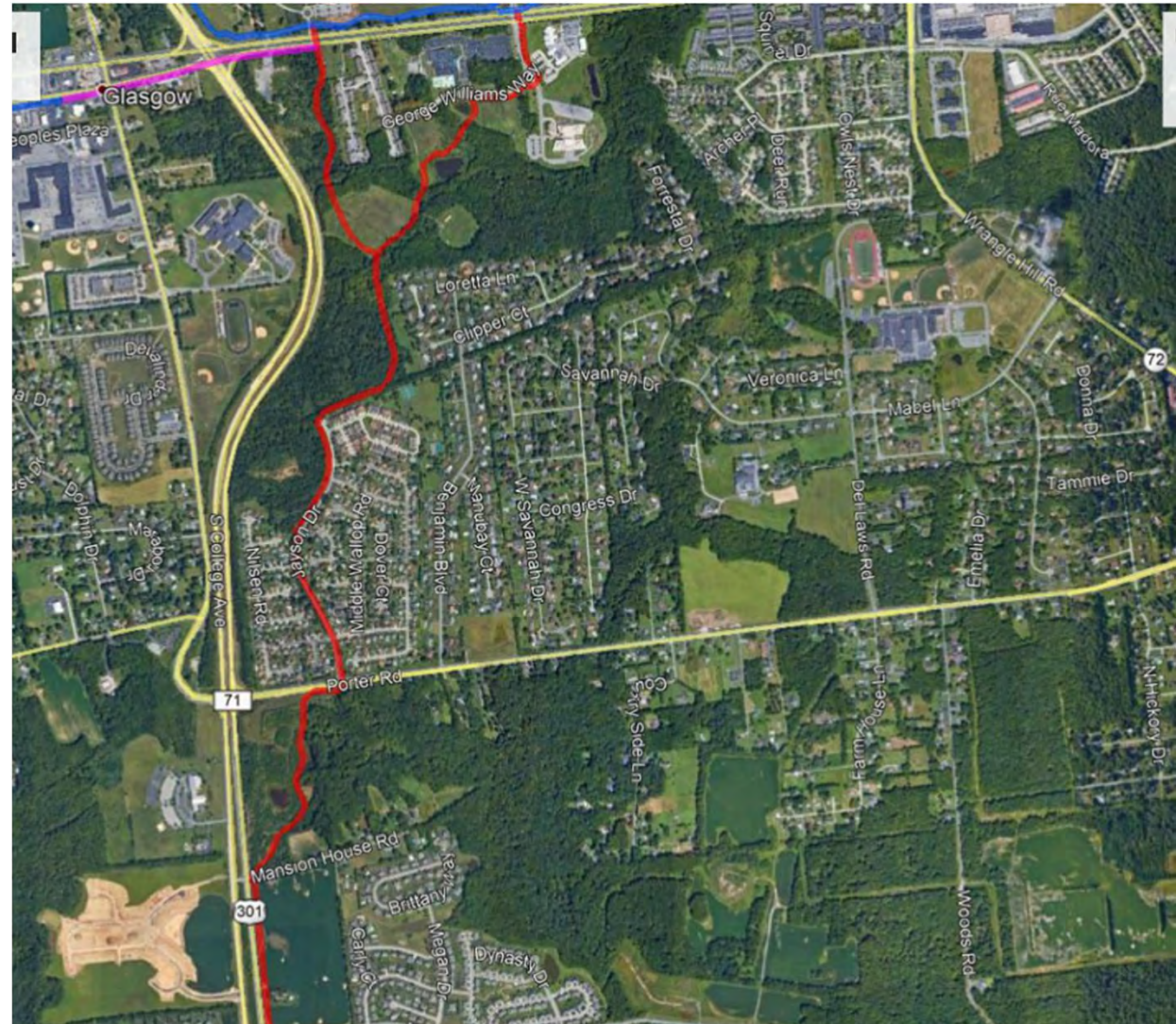


Glasgow to Lums Pond Pathway

Prioritization	
<u>Transportation</u>	
Bus Stops (0-2)	2
Bus Stops - Frequent (0-2)	0
Bicycle Route (0/2)	2
Greenway (0-2)	2
Safety (0-5)	2
Abandoned RR (0-1)	0
Gap (0/4)	4
<u>Land Use</u>	
Community Center (0-2)	0
Library (0-2)	0
School (0-2)	0
Park (0/2)	2
Municipal/HTO (0-1)	0
Historic Element (0-1)	0
<u>Demographics/Equity</u>	
Density (0-1)	0
EJ (0-2)	0
Mobility Challenged (0-2)	0
Black Concentration (0/2)	0
Total	14

Description

- A 2.5-mile paved shared-use pathway connecting from Glasgow Park (at US 40) to Lums Pond SP (at Howell School Road)

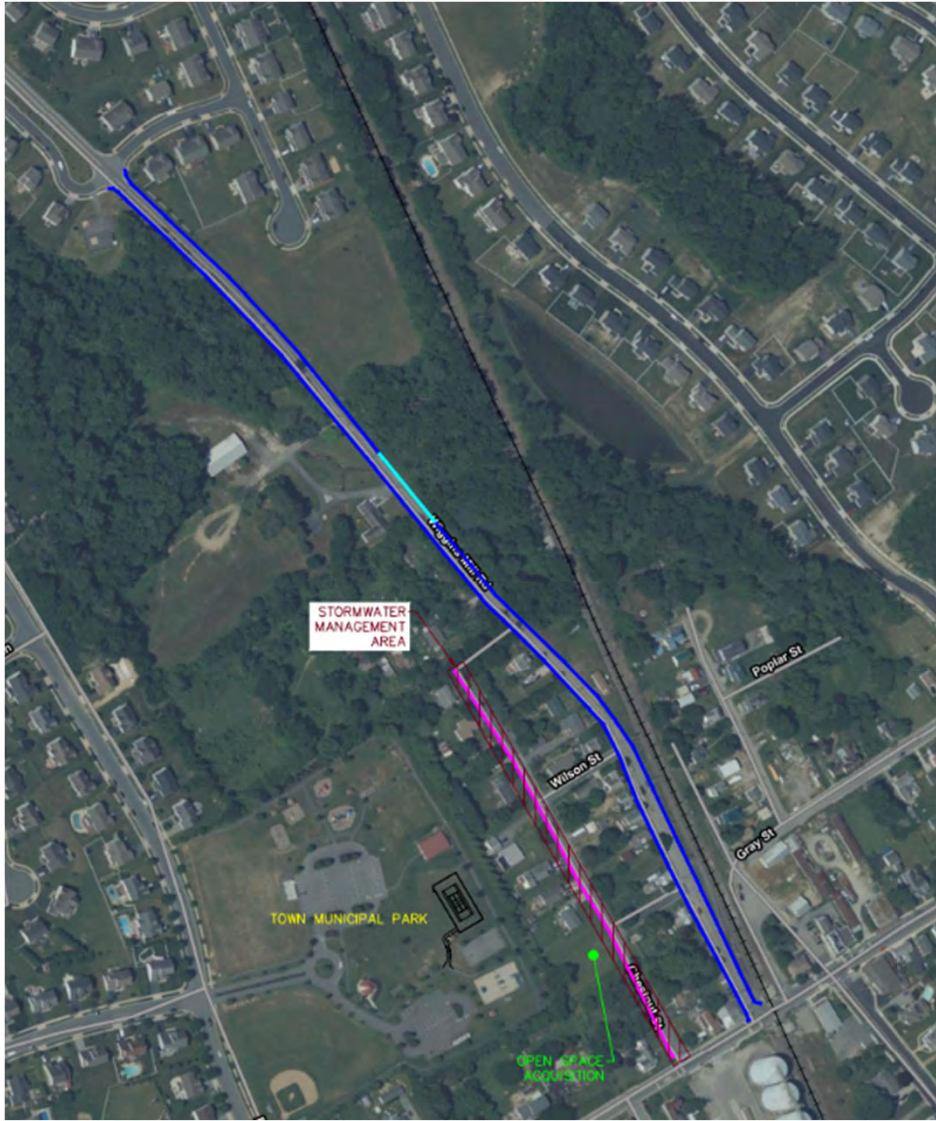


Townsend Walkability Improvements

Prioritization	
<u>Transportation</u>	
Bus Stops (0-2)	0
Bus Stops - Frequent (0-2)	0
Bicycle Route (0/2)	2
Greenway (0-2)	0
Safety (0-5)	0
Abandoned RR (0-1)	0
Gap (0/4)	4
<u>Land Use</u>	
Community Center (0-2)	0
Library (0-2)	0
School (0-2)	2
Park (0/2)	2
Municipal/HTO (0-1)	1
Historic Element (0-1)	0
<u>Demographics/Equity</u>	
Density (0-1)	0
EJ (0-2)	0
Mobility Challenged (0-2)	0
Black Concentration (0/2)	0
Total	11

Description

- The Town of Townsend is proposing to create a more walkable community for pedestrians by improving sidewalks and pedestrian paths throughout the Town.
- Proposed sidewalk construction/repair location: Railroad Avenue/Wiggins Mill Road from Main Street to Feret Road
- There are currently no sidewalks on most of this segment of Railroad Avenue/Wiggins Mill Road, and the existing sidewalks are in poor condition.
- Where wetlands are present on the eastern side of a segment of Wiggins Mill Road an elevated walking path will be constructed.



Commons Boulevard Pathway Phase IV

Prioritization	
<u>Transportation</u>	
Bus Stops (0-2)	2
Bus Stops - Frequent (0-2)	0
Bicycle Route (0/2)	0
Greenway (0-2)	2
Safety (0-5)	0
Abandoned RR (0-1)	0
Gap (0/4)	4
<u>Land Use</u>	
Community Center (0-2)	0
Library (0-2)	0
School (0-2)	0
Park (0/2)	0
Municipal/HTO (0-1)	0
Historic Element (0-1)	0
<u>Demographics/Equity</u>	
Density (0-1)	0
EJ (0-2)	2
Mobility Challenged (0-2)	0
Black Concentration (0/2)	0
Total	10

Description

Provide a bike-
ped facility
from Commons
Blvd at
Government
Center, along
Old Airport
Road, to the
Hope Center.



FIGURE 1: PROJECT AREA MAP



FIGURE 2: AREA CONTEXT MAP

Southern Park to Cedar Lane Pathways

Prioritization	
<u>Transportation</u>	
Bus Stops (0-2)	0
Bus Stops - Frequent (0-2)	0
Bicycle Route (0/2)	2
Greenway (0-2)	1
Safety (0-5)	0
Abandoned RR (0-1)	0
Gap (0/4)	4
<u>Land Use</u>	
Community Center (0-2)	1
Library (0-2)	0
School (0-2)	0
Park (0/2)	0
Municipal/HTO (0-1)	1
Historic Element (0-1)	0
<u>Demographics/Equity</u>	
Density (0-1)	0
EJ (0-2)	0
Mobility Challenged (0-2)	0
Black Concentration (0/2)	0
Total	9

Description

- North side of Middletown roughly bounded by Shallcross Lake, Marl Pit and Cedar Lane Roads
- Conceptual development for a new pathway network on the northside of Middletown.



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