

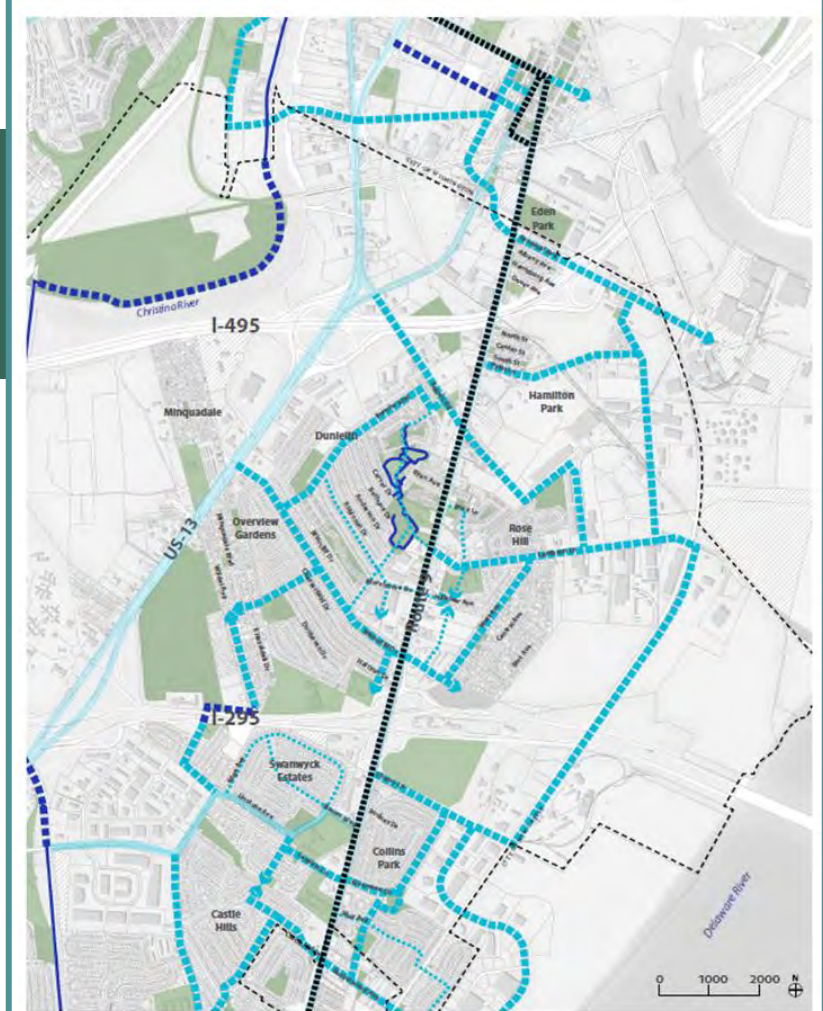
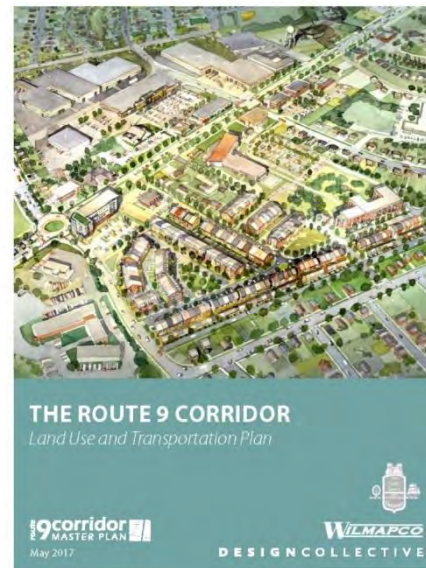
Route 9 Paths Plan

Bicycle and Pedestrian Pathways in the Route 9 Corridor

PAC Meeting
December 14, 2020

Route 9 Paths Plan

- New plan branching off of Route 9 Corridor Master Plan
- Proposed network of walking and biking paths
- Expand on and refine bicycle/pedestrian recommendations
- Develop new recommendations for network of paths in the Route 9 corridor



Existing and Recommended Bicycle On- and Off- Road Routes

Key

- EXISTING ON-ROAD ROUTES
- PROPOSED PRIMARY ON-ROAD ROUTES
- PROPOSED SECONDARY ROUTES
- PROPOSED PRIMARY OFF-ROAD ROUTES
- EXISTING SECONDARY OFF-ROAD ROUTES
- HARRIET TUBMAN SCENIC BYWAY

Master Plan
page 59



Progress so far

Completed

- Map of bike/ped recommendations from recent plans in corridor
- Collected background data
 - Demographics, transportation facilities, socioeconomic/health factors
- Used background data to prioritize road segments
- Applied prioritization process to draft recommendations
- Missing links analysis – identify missing connections between neighborhoods

In progress

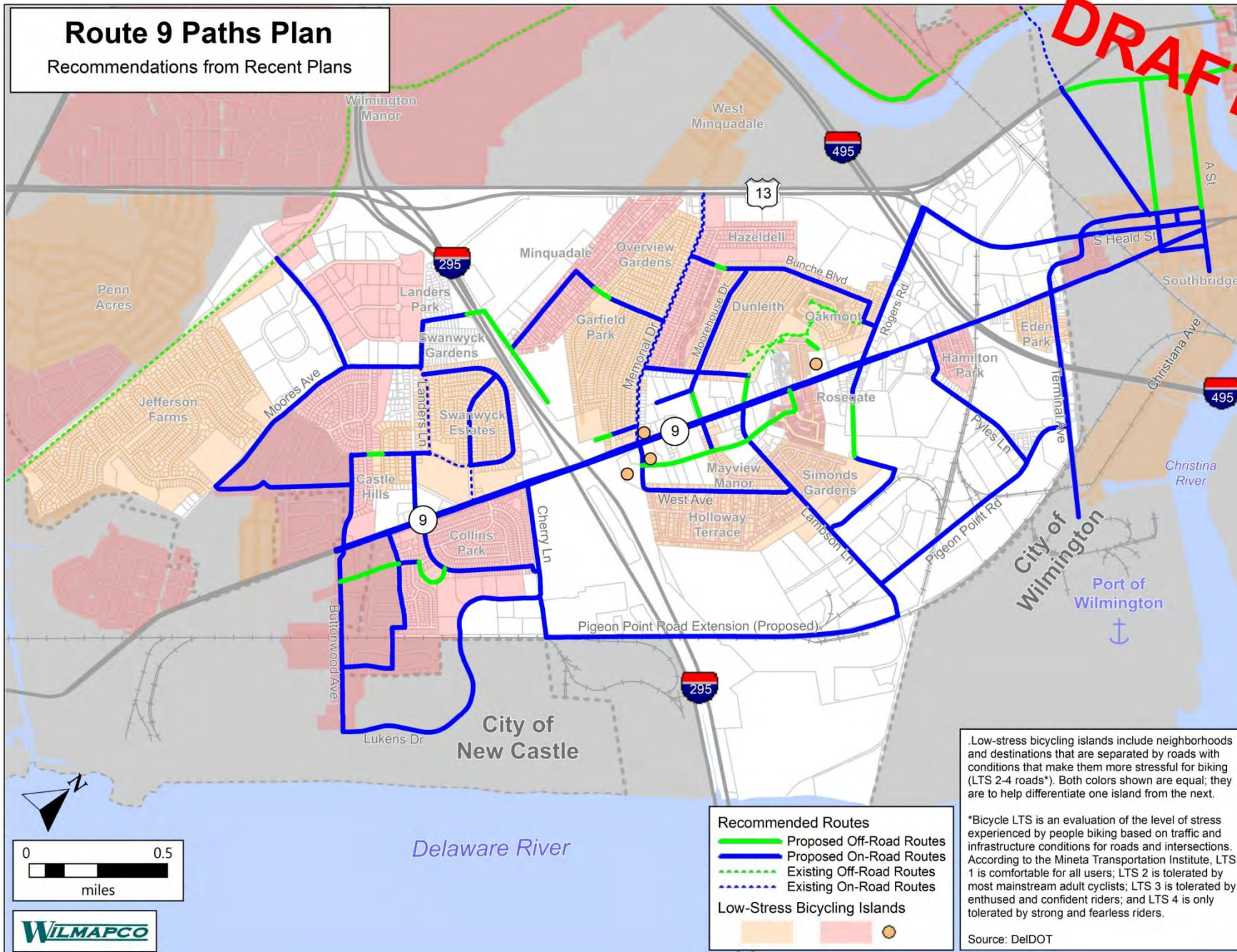
- Public outreach
 - Primary method: online public survey
 - Paper version of survey being distributed
 - Goal of hearing from all neighborhoods and demographics

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Recommendations from Recent Plans

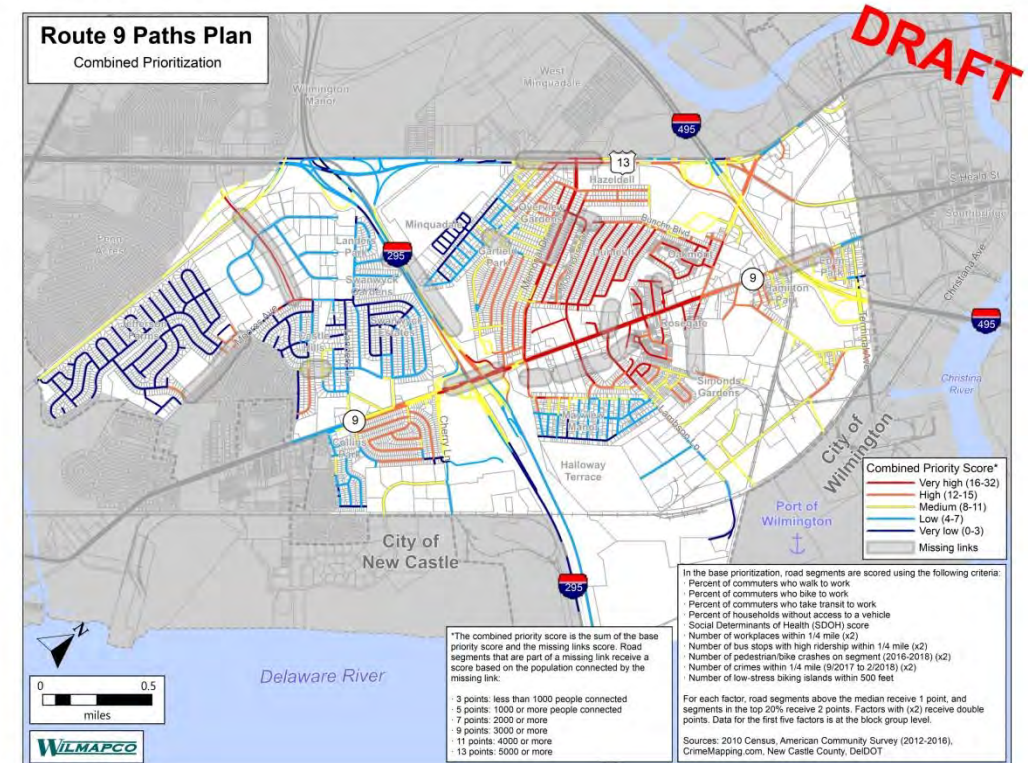
DRAFT

- Bicycle and pedestrian recommendations from recent plans, including the Route 9 Corridor Master Plan
- Draft – will be updated as the plan progresses
- Final version will propose a network of neighborhood paths for the Route 9 corridor



Prioritization of Road Segments

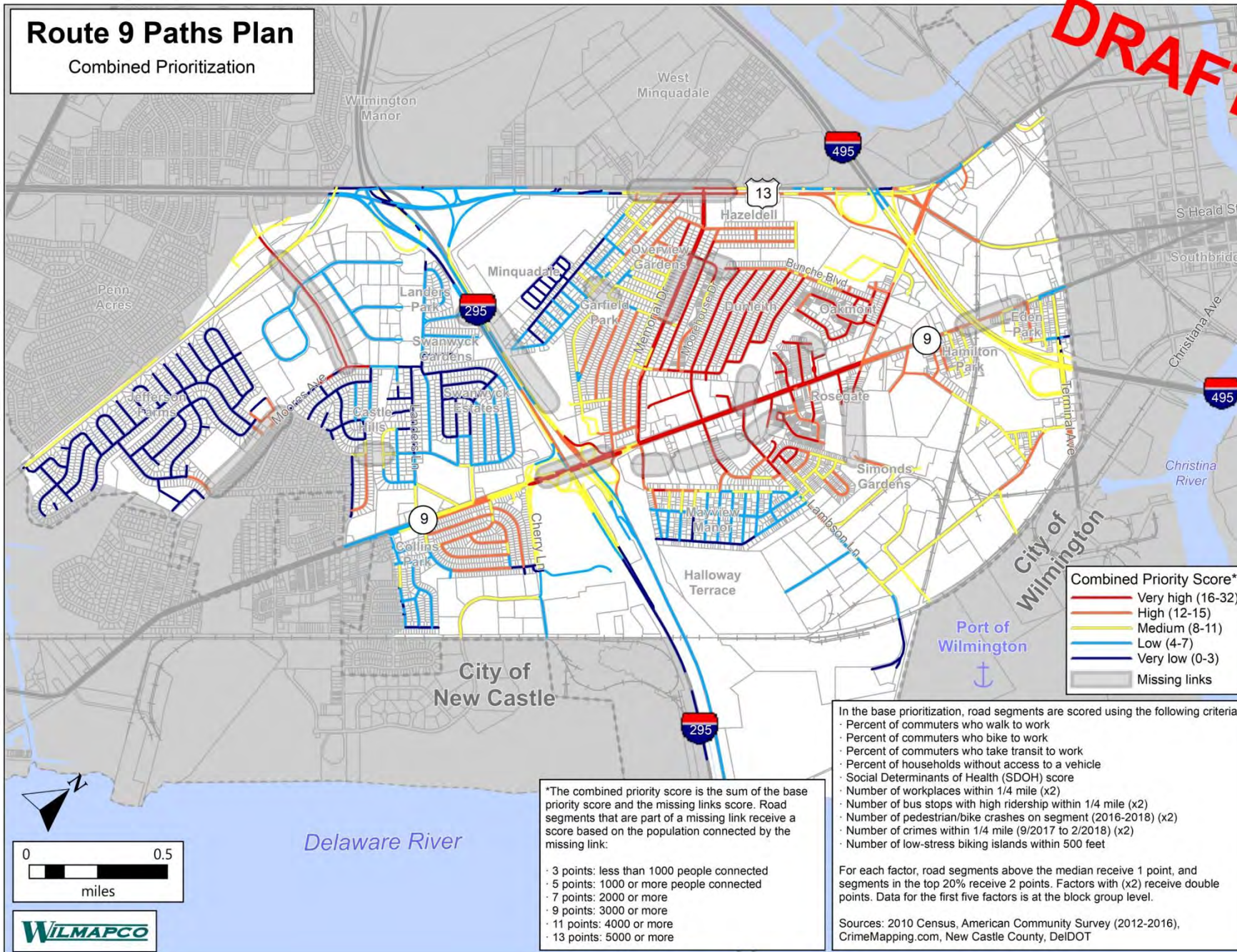
- Technical scoring process
- Uses a series of transportation and demographic data to give a score to each road segment in the study area
- Data points that indicate need for biking and walking improvements
 - % of people who walk/bike/take transit to work
 - Number of workplaces nearby
 - Number of bus stops nearby
- Higher score = area will benefit more from improvements
- Helps ensure that communities most in need of improvements have their needs addressed



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Combined Prioritization

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Criteria include:

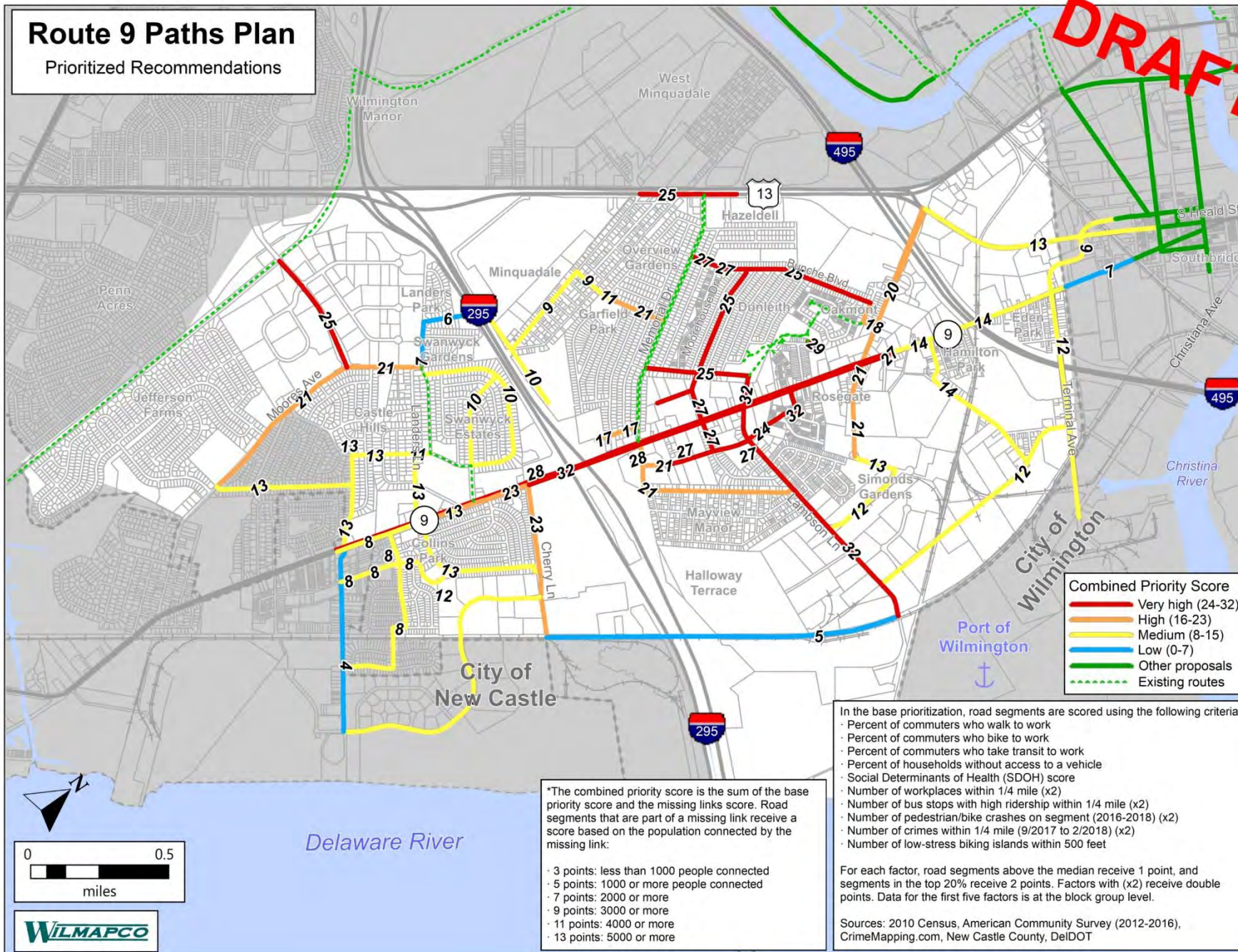
- % walk to work
- % bike to work
- % transit to work
- % of households without access to a vehicle
- Social Determinants of Health (SDOH) score
- Low-stress biking islands within 500 feet
- Workplaces within 1/4 mile (2x points)
- Bus stops (25+ daily riders) within 1/4 mile (2x points)
- Crashes involving pedestrian or cyclist (2x points)
- Crimes within 1/4 mile (2x points)
- Missing links analysis

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Prioritized Recommendations

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- Applied prioritization score to recommendations
- After the recommendations are finalized, this will help guide implementation in order of priority



Bicycle Level of Traffic Stress (Bike LTS)

- Measures the level of traffic stress people experience biking on each road, based on traffic and infrastructure conditions
- Scores range from 1 (least stressful) to 4 (most stressful)
- Helps identify which areas can be improved to make biking and walking safer

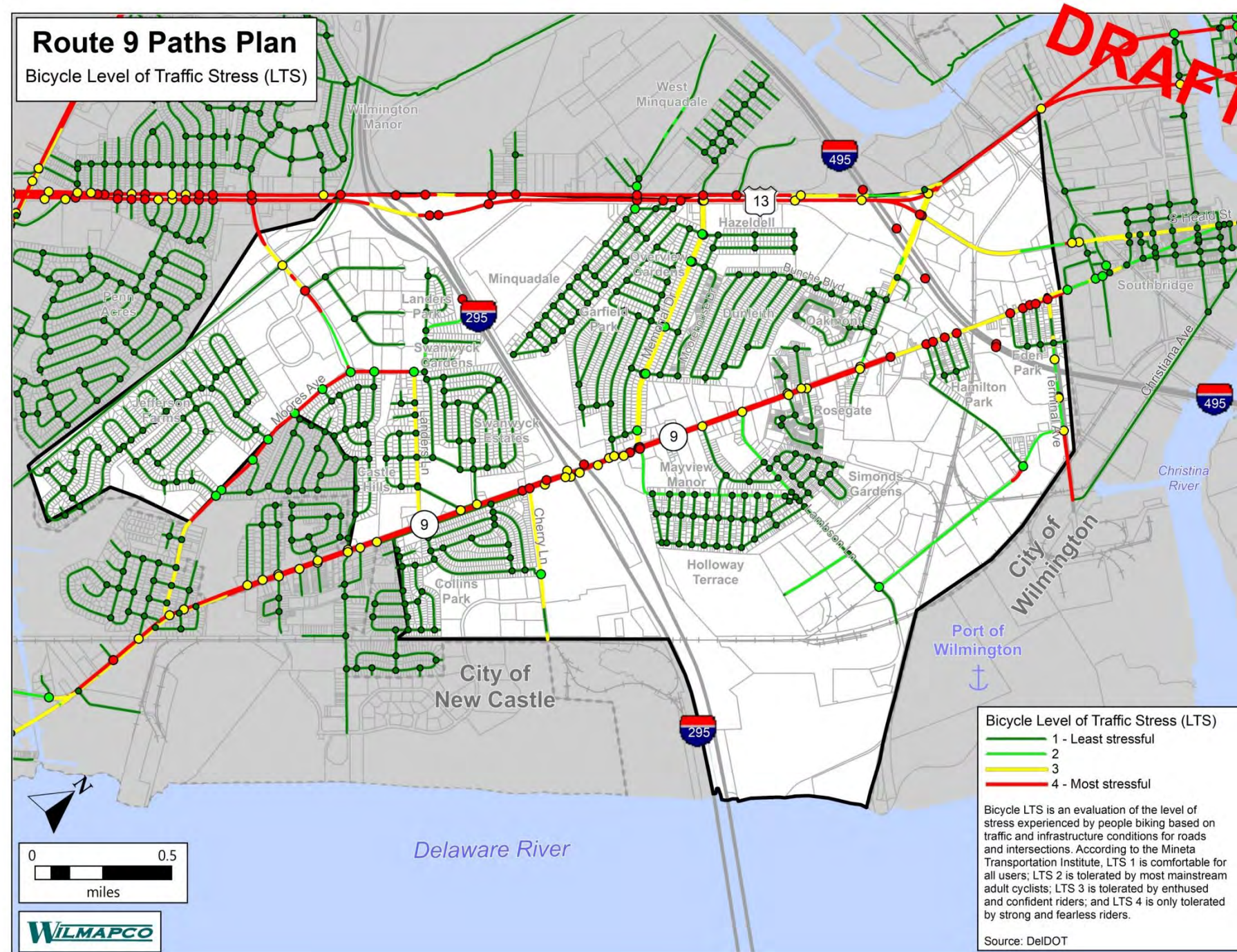
Level of Traffic Stress	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	 Photo by Bob Patten
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; 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.	

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Bicycle Level of Traffic Stress (LTS)

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- Most smaller neighborhood streets have a low bike LTS score
- Most neighborhoods are surrounded by higher stress roads, limiting how far people can comfortably walk or bike

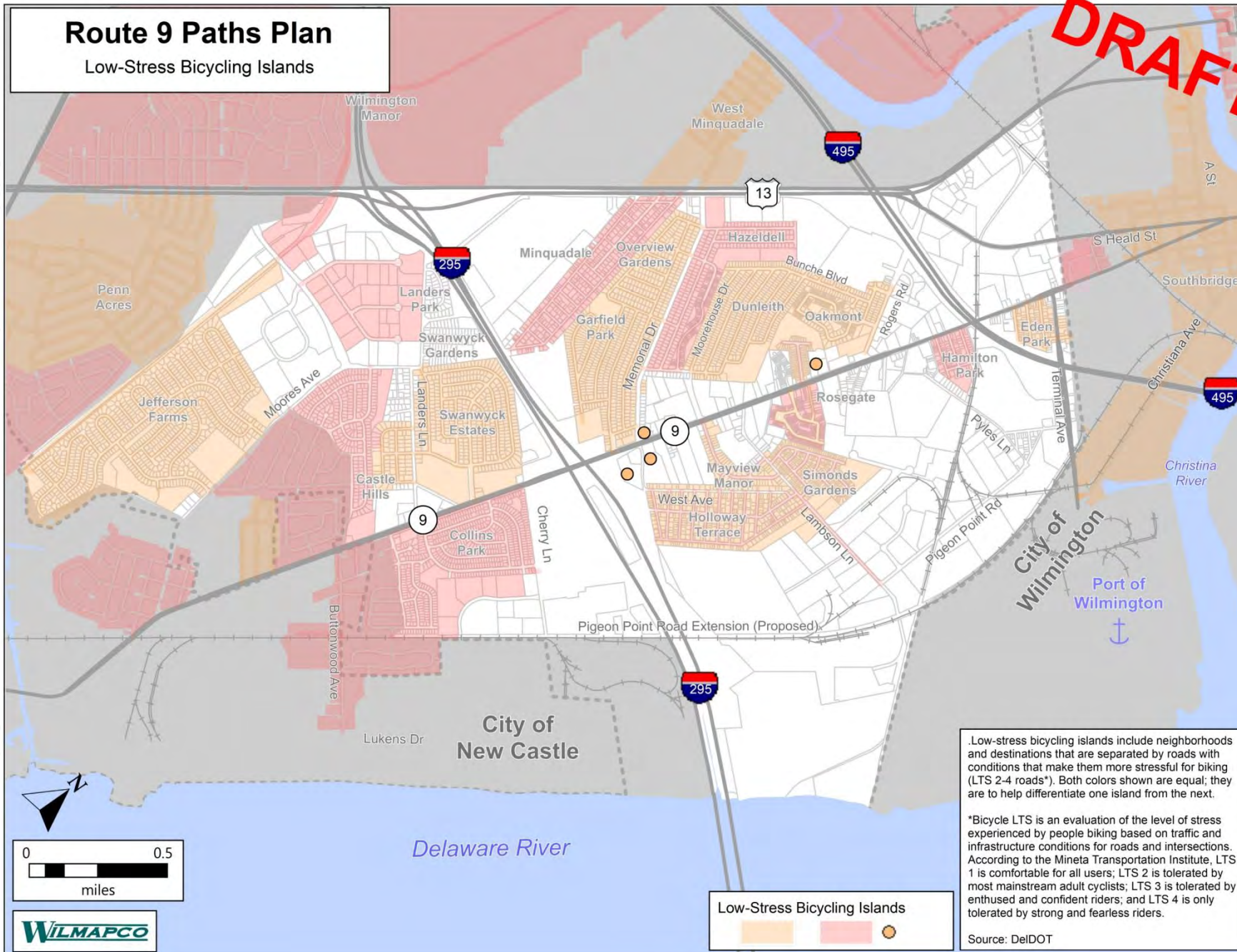


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Low-Stress Bicycling Islands

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- Contiguous sections of low stress (bike LTS 1) roads
- Islands are comfortable for everyone, but divided by higher stress roads
- Goal of the Paths Plan is to connect as many of these islands as possible

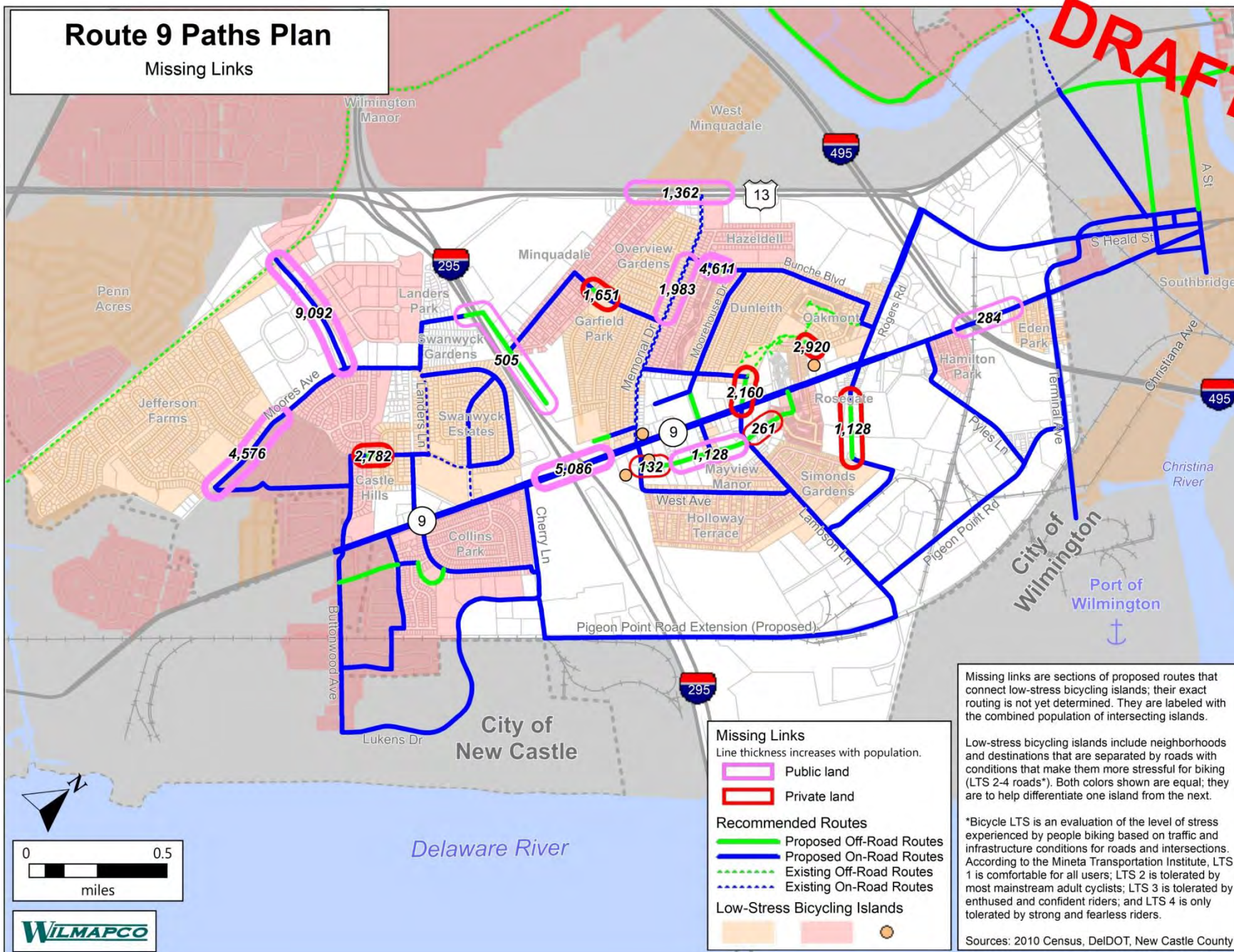


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Missing Links

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- Recommendations that could make crucial connections between neighborhoods and islands
- Identified population in immediate area of each missing link
- Missing links were scored and factored into the prioritization



Public Outreach

- Distribute information on website
 - Promoted via Facebook ads, WILMAPCO newsletter, Colonial Clippings
 - On the website – online Public Survey
 - Drawing for a \$25 Visa gift card
 - Overview Presentation – maps and data, with clear descriptions
 - Spanish translations of all materials
- Class session with AP Human Geography class at William Penn High School
 - Students have coursework in GIS and civic engagement
 - Students may help distribute the survey



Public Survey Questions

- How often do you bike/walk for transportation around the Route 9 area?
- Would you bike/walk more often if there were more car-free pathways between neighborhoods?
- Where would you like to bike/walk to, if you had a safe and convenient path to get there?
- Which neighborhood do you live in?
 - Do walking/biking conditions need to be improved in your neighborhood? Which areas of your neighborhood present safety concerns?



Route 9 Paths Plan Public Survey

Para cambiar el lenguaje a español, use el menú desplegable.

The **Route 9 Paths Plan** will expand on and prioritize the walking and biking pathway ideas in the Route 9 Corridor Master Plan. This survey is an opportunity for you to help ensure community needs are met. Respondents who fully complete the survey will have the option to be entered into a drawing for a \$25 Visa gift card. For more information on the Route 9 Paths Plan, visit <http://www.wilmapco.org/route9pathsplan/>.

We define the pathway network as a contiguous network of on and off road walking and bicycle facilities, including sidewalks, painted on road bicycle lanes, and paved off road trails. Ultimately, the network will enable residents to travel within and between neighborhoods to reach schools, parks, and other destinations.



Powered by
 SurveyMonkey
See how easy it is to [create a survey](#).

surveymonkeys.com/r/Route9PathsPlan

Public Survey Reach (as of 12/10/2020)

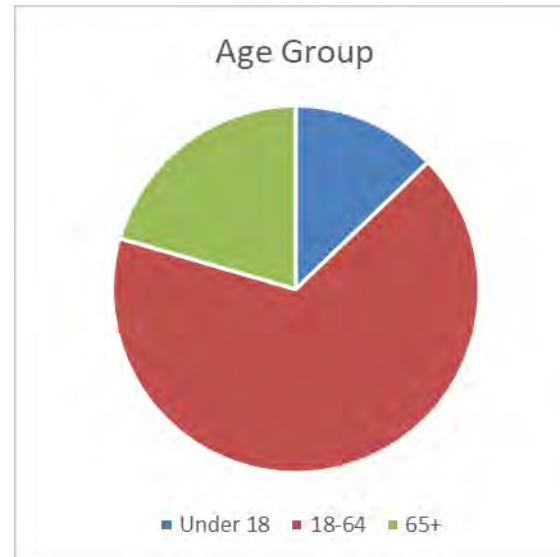
Location

- 60 responses so far
- About half local
- Clustered in central neighborhoods
- Neighborhood-targeted outreach



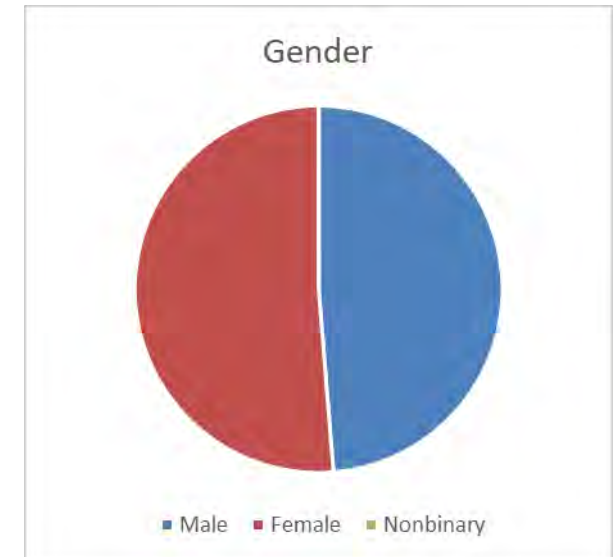
Age Group

- 67% adults under 65
- 20% seniors
- 13% children under 18



Gender

- Even responses



Next Steps

- Continue working with Colonial School District
- Community member distributing the survey door-to-door
 - Ms. Dora Williams, Rt. 9 Community Engagement Coordinator, New Castle Prevention Coalition
- Analyze the survey results in early 2021
- Refine recommendations based on public feedback and develop the draft report

Questions?



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