

Townsend Walkable Community Workshop

Summary of Workshop and Final Report

PAC Meeting
October 18, 2021

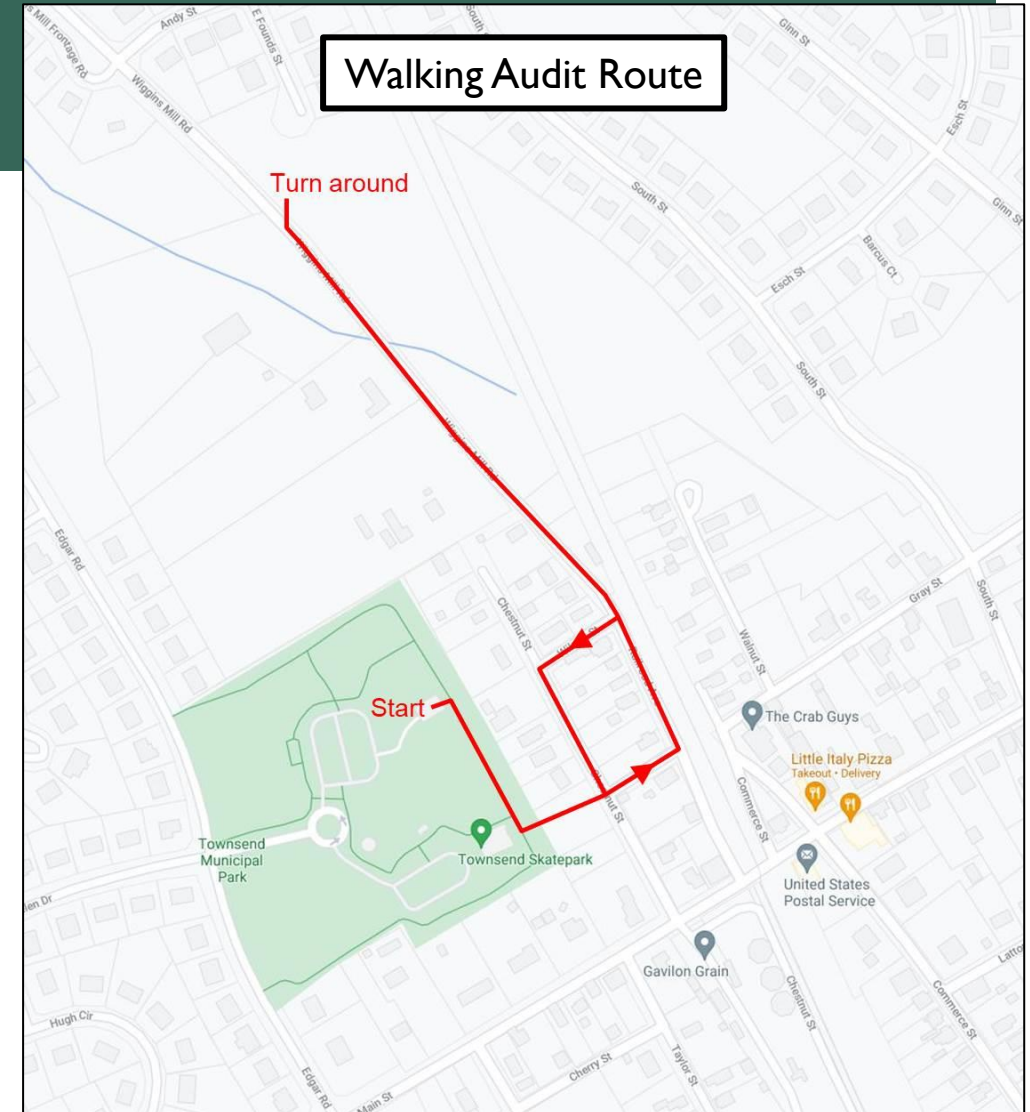
What are Walkable Community Workshops?

- Citizens become planners
 - Experts in their own community
- **Part 1: Presentation**
 - Sidewalk design, crosswalks, traffic calming, and other tools to improve walkability
- **Part 2: Walking Audit**
 - Participants survey the area
 - Identify issues and opportunities
- **Part 3: Mapping Exercise**
 - Group shares ideas for improving walkability
 - Ideas go into the report



Townsend Walkable Community Workshop

- July 12 at the Townsend Municipal Park pavilion
- 11 participants
 - Residents, town officials, WILMAPCO staff
- Began with a presentation
- Walking audit
 - Started at pavilion
 - Wiggins Mill Road to Townsend Village II
 - Returned to pavilion for the mapping exercise



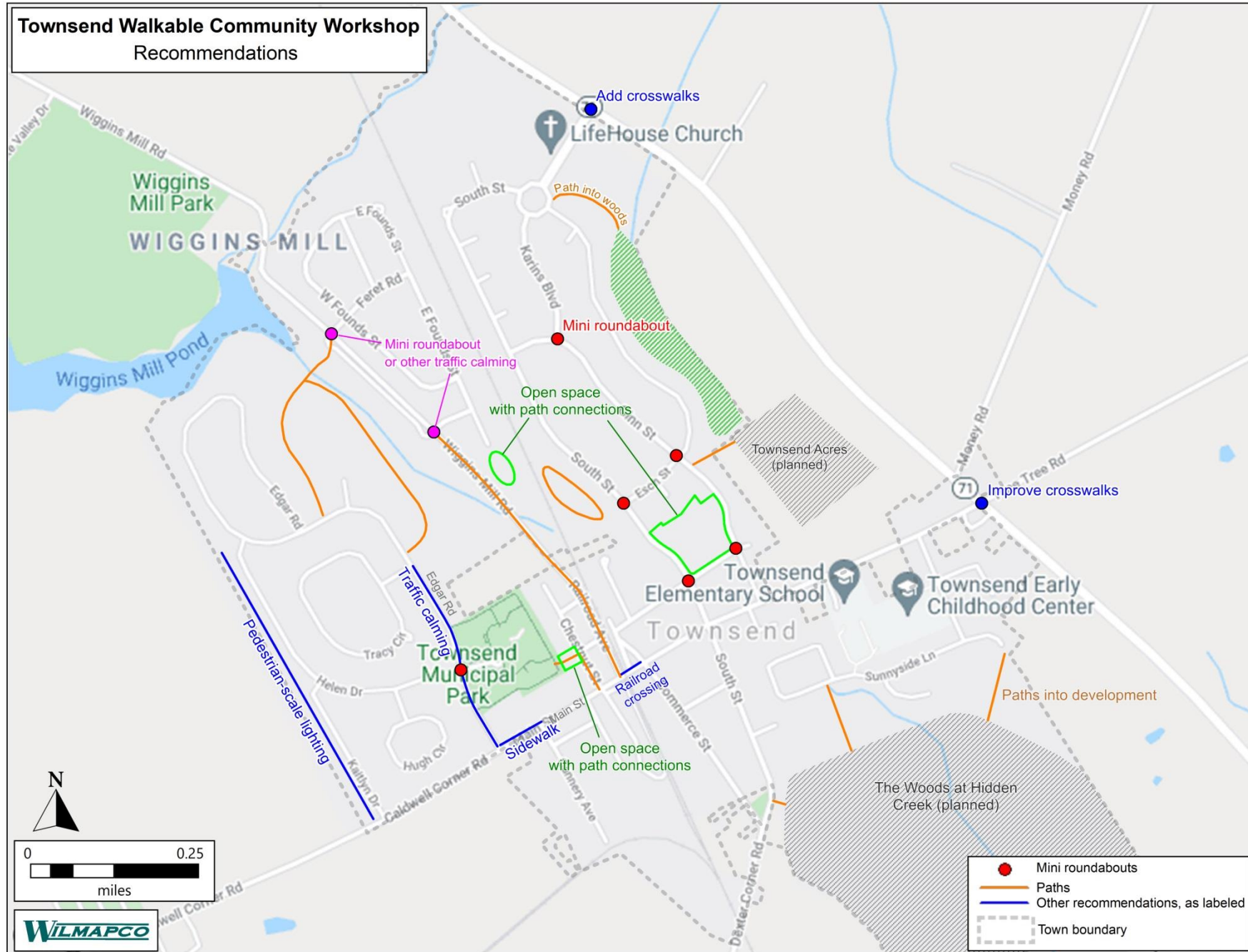
Mapping Exercise

- Group discussed challenges to walking around town and ideas to improve walkability



Walkability Ideas

- New paths between neighborhoods, to open spaces, and to new developments
- Traffic calming measures
- New public open space
- Filling in sidewalk gaps
- Improving crosswalks

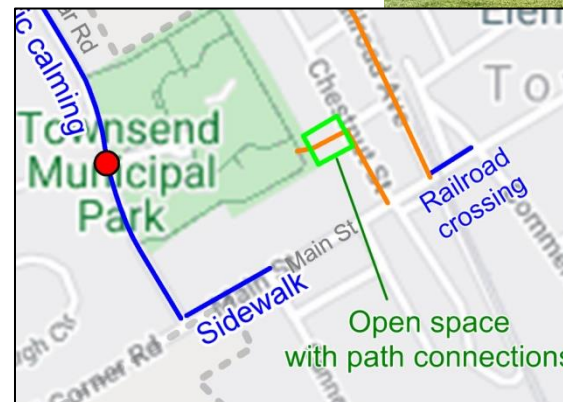


New Public Open Space on Chestnut Street

- Vacant lot adjacent to Townsend Municipal Park
- Clean and well maintained
- Frequently used as a shortcut to the park
- Town should acquire this property
- Opportunities for this space
 - Path extension from the park to Main Street
 - Tables, benches, recreational facilities
 - Best use of this space should be determined through public outreach



Vacant lot between the park and Chestnut Street



Location in Recommendations map

Path on Wiggins Mill Road

- High traffic speeds and lack of sidewalks
- Walking audit – police escort and safety vests
 - Shouldn't be necessary to feel safe
- Sidewalk, walkable shoulder, or pathway
- One-lane bridge over culvert
 - Wooden bridge or path through the woods
- Would connect Townsend Village II to Main Street and present opportunities for new walking routes



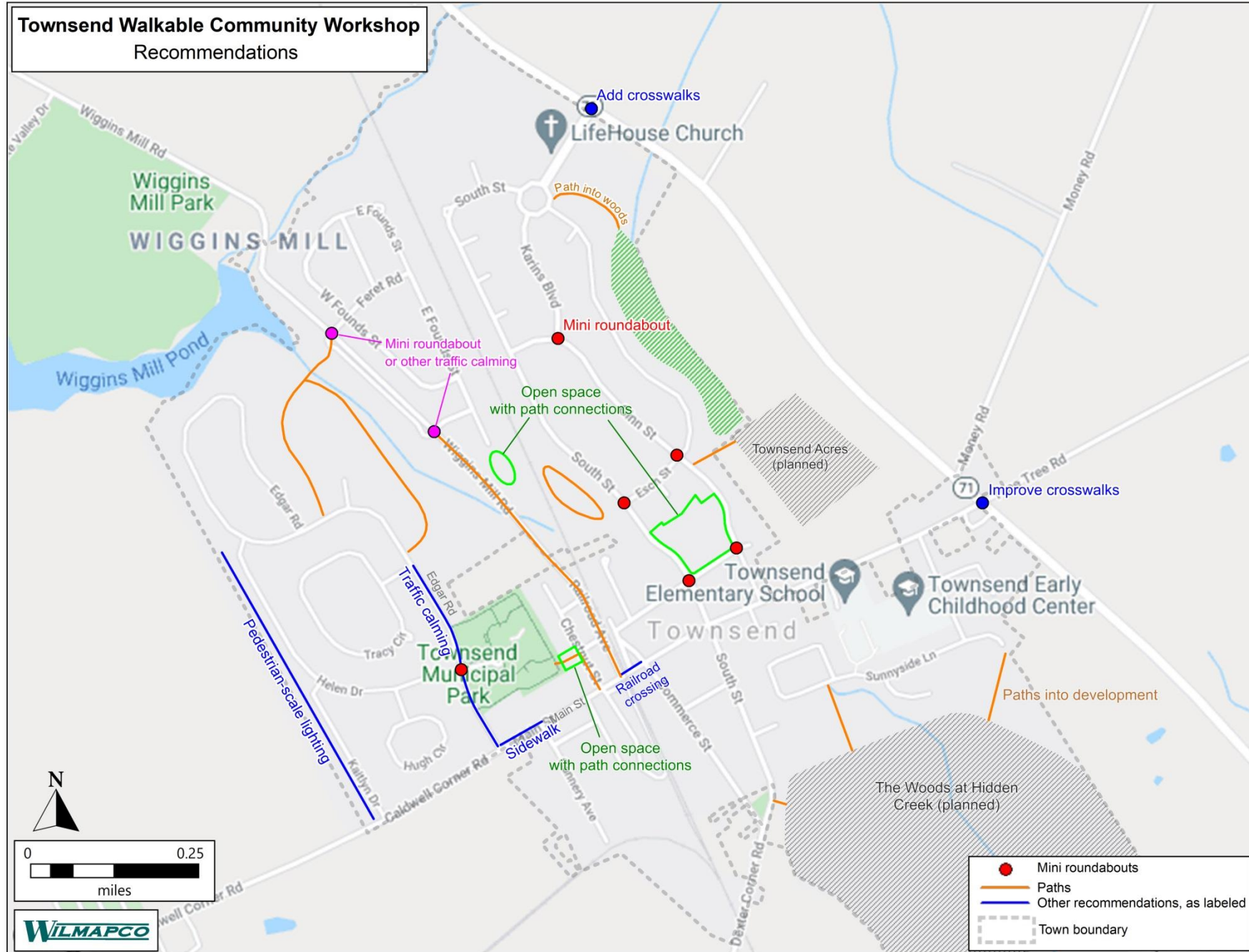
Wiggins Mill Road



Path retrofitted to bridge
(Source: Rural Design Guide)

New Path Connections

- Connect between neighborhoods and to open spaces
- Path into the woods (from Karins Circle)
- Path around pond near South St.
- Paths/nature trails from Edgar Road to Wiggins Mill Road
- Paths into new developments
- Paths into open spaces



Traffic Calming Measures

- Mini roundabouts
 - Small, circular island in center of an intersection
 - Drivers slow down and yield
 - Stop signs or yield signs
 - Recommended at 6 intersections in town

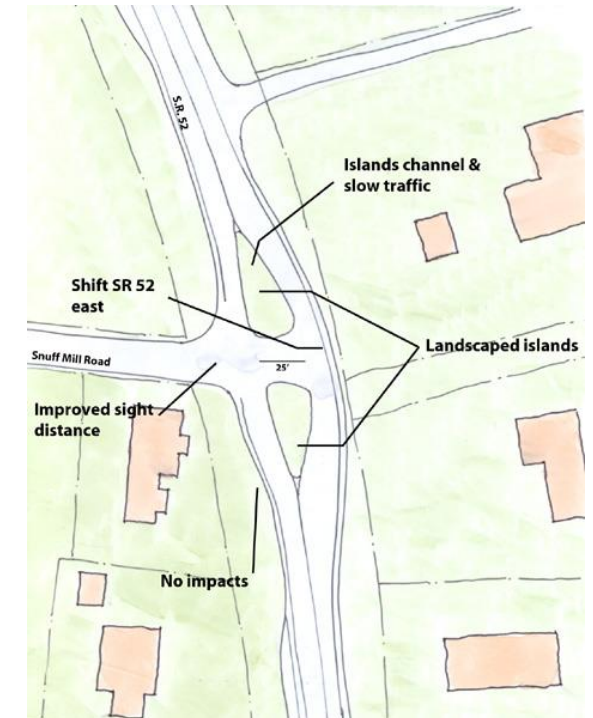


Mini roundabout
(Source: City of Long Beach, CA)

- Wiggins Mill Road – entrances to Townsend Village II
 - Mini roundabouts, or
 - Oval shaped islands
 - Crosswalks with pedestrian refuge within island



Crosswalk with median refuge island
(Source: NACTO)



T-intersection traffic calming
(Source: WILMAPCO, Centreville Village Plan)

Traffic Calming Measures

- Advisory shoulders
 - Potential for Wiggins Mill Road
 - Center for cars, shoulders for walking and biking
 - Drivers enter shoulder to allow oncoming traffic to pass
 - DelDOT must submit a Request to Experiment
- Marked shoulders (Edgar Road)
 - Calm traffic – narrow perceived width
 - Shoulders more comfortable for walking or biking – if no sidewalk
 - Textured pavement (more costly, but more effective)



Advisory shoulders
(Source: Rural Design Guide)



Shoulder with textured pavement
(Source: Alta Planning)

Traffic Calming Measures

- Curb extensions / bump-outs
 - Calm traffic, reduce crossing distances, make pedestrians more visible
 - High-visibility crosswalks (piano key)



Curb extensions with high visibility crosswalk
(Source: Minnesota DOT)

- Pedestrian-scale lighting
 - Better for sidewalks/paths than overhead streetlights
 - Improve public safety and personal comfort
 - Installed on Main Street
 - Recommended along Helen Drive and Kaitlyn Drive



Pedestrian-scale lighting
(Source: Alta Planning)

Improvements to Main Street

- No sidewalks from Edgar Road to Cannery Lane
- Railroad tracks need a marked crossing
- Ongoing streetscape improvement project
- Phase 2 was completed in 2020
 - ADA compliant sidewalks, curb ramps, bump-outs, and pedestrian-scale lighting
- Phase 3
 - Pending funding
 - Commerce St to Kaitlyn Drive
 - Should include these improvements



Next Steps

- Acquire vacant lot on Chestnut Street
 - Outreach to determine best use of this public space
- Ensure the planned Phase 3 Main Street improvements address concerns
- Funding and Implementation Resources
 - Capital Transportation Program (CTP)
 - Community Transportation Fund (CTF)
 - Transportation Alternatives Program (TAP)
 - Safe Routes to School (SRTS)



Questions?

For more information on
Walkable Community Workshops
and to view the Townsend WCW Report:
wilmapco.org/walkable

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