




Garfield Park Walkable Community Workshop



May 2012

Sponsored by WILMAPCO
and New Castle County

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Introduction

WILMAPCO

The Wilmington Area Planning Council (WILMAPCO) is the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware. We are charged with planning and coordinating transportation investments for the Wilmington region.

The Wilmington region is home to nearly 640,000 residents, most of whom (84%) live in New Castle County. Wilmington, a financial hub supporting a population just over 70,000, serves as the principal city. Urbanized development stretches outside of Wilmington along the I-95 corridor, from the Town of Elkton to the Pennsylvania border. Natural and rural landscapes, sprawling suburbs, and small towns blanket the rest of the region.



WILMAPCO's mission is to create the best transportation Plan for the region, one that meets all the requirements mandated by the Federal Clean Air Act and its Amendments (CAAA) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

About the Workshop Series

WILMAPCO's *2040 Regional Transportation Plan* calls for improving quality of life, efficiently transporting people, and supporting economic activity, growth and goods movement. Making our communities more walkable achieves all of these goals and more.

WILMAPCO was selected for the Walkable Community Workshops (WCW) program—part of the *National Center for Bicycling & Walking* - to work directly with communities. Walkability considers how well an area facilitates safe foot traffic. The WCW program seeks to ensure that people of all ages and abilities can walk, as well as bike, easily, safely, and regularly.



Why Walkable Communities are Important

We are all pedestrians. Whether we think so or not, we are all pedestrians. We may walk to work, walk for exercise, walk to do errands or simply walk from the car to the store; we all need safe facilities for walking.

Walking is crucial to give those who don't drive a travel choice. Many in our region are too young to drive, have a permanent or temporary disability which prevents them from driving, have no access to a car, or choose not to drive. In New Castle County, Delaware, 26% of the population is under 18, 12% is over 65 (this number is expected to grow rapidly in the years to come), 16% of the population has a disability, and 8% of households have no available vehicle. In total, 50% of the county's population does not drive because of age, physical inabilities, and lack of vehicle access. Many people in these population groups need to walk in order to lead active and independent lives.

Walkable communities are healthier communities. Americans' waistlines are getting wider, triggering a rise in related illnesses including heart disease and diabetes. In Delaware, 22% of adults are obese; only 65% of adolescents engage in the recommended amount of physical activity; only 26% of adults get the recommended amount of physical activity; and 27% of adults engage in no leisure-time physical activity at all (according to the Centers for Disease Control). Pedestrian-friendly communities make it easier for people to integrate physical activity into their daily lives.

Everyone benefits from walkable communities. Even if you don't personally enjoy walking, you still benefit from living in a walkable community. Approximately 40% of all trips are less than two miles away. More people walking and bicycling reduces overall levels of vehicular congestion, which benefits drivers too. Less driving also reduces air pollution and greenhouse gas emissions. There are economic benefits as well, with higher property values and greater sales in commercial areas.



Walkable Community Workshops

A WCW is typically a three-hour session that includes an educational presentation on what makes a community walkable, a walking audit of a specific area, and a mapping session, where participants engage in brainstorming solutions. Focusing on a particular area's walkability, participants study sidewalks, pathways, inviting streetscape, crosswalks, destinations, etc. The process gives everyone the tools for making a community walkable and provides realistic next steps that can be used to achieve their goals.

There are **three main parts of a workshop:**



Part 1 – The presentation reviews topics such as sidewalk design, crosswalks, traffic calming, community design, and other tools that communities need to create a walkable environment.



Part 2 – The walking audit gives participants a chance to survey the area, identify issues and think about how to apply what they learned from the presentation. Getting out and walking is key to illustrating the challenges that people face when pedestrian facilities are not available.



Part 3 – In the mapping exercise people share ideas for improving walkability. Participants end the session by committing to specific next steps to continue the process started at the workshop.



Issues and Potential Solutions

Issue:

Unsafe Pedestrian Crossings:

There is a notable lack of safe opportunities for pedestrians to cross both Memorial Dr. and SR 9 in Garfield Park. The workshop examined two intersections on Memorial Dr.; one at Bizarre Dr., which included a crosswalk and pedestrian signage, and one at Karlyn Dr., which did not have any pedestrian infrastructure. Although Memorial Dr. does contain a median, it does not extend into the crosswalk to serve as a pedestrian refuge. This makes accessing the Activity Center unsafe for residents who live east of Memorial Dr. Americans with Disabilities Act (ADA) compliant curbs are also lacking at many of the intersections within Garfield Park. Additionally, the intersection at Memorial Dr. and SR 9, leading into Garfield Park does not provide safe pedestrian crossing amenities, which can make accessing shops and bus stops difficult.



Figure 1: Pedestrians crossing SR9 near the intersection with Memorial Dr.

Solutions:

The addition of marked crosswalks and pedestrian signage at the Memorial Dr. and Karlyn Dr. intersection and crosswalks and pedestrian crossing signals at the Memorial Dr. and SR 9 intersection will make crossing safer for pedestrians. Extending the median on Memorial Dr. to create a pedestrian refuge could also make crossing safer by providing a place for pedestrians to pause while crossing the four lanes. A pending repaving of SR 9 is set to improve pedestrian conditions at each signalized intersection.

Contacts for addressing unsafe pedestrian crossings:

- Safe Routes to School (SRTS) is a national program whose goal is to improve the health and safety of children by enabling and encouraging them to walk and bicycle to school. This program can help fund crosswalks or pedestrian signage that would help kids more easily walk to school.
http://deldot.gov/information/community_programs_and_services/srts/index.shtml
Sarah Coakley, DeIDOT
Sarah.Coakley@state.de.us
302.760.2236

- Transportation Enhancements is a DelDOT sponsored program which provides funding for non-traditional, transportation related projects that encourage development of a more balanced, multi-modal approach to mobility and accessibility.
http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml
Jeff Niezgoda, DelDOT
Jeff.Niezgoda@state.de.us
302.760.2178
- Local elected officials
 - County Councilman Jea Street
 - County Councilman Bill Bell
 - State Representative James Johnson
- Community Transportation Fund - CTF funding provides a fixed amount of funds annually to each State Senator and House Representative to be used as they and their constituents believe is best for transportation improvements within their district.
http://deldot.gov/information/pubs_forms/brochures/pdf/ctf_brochure.pdf
Jennifer Pinkerton, DelDOT
Jennifer.pinkerton@state.de.us
302.760.2071

Issue:

Pedestrian Connectivity: The Garfield Park area is made up of several disconnected neighborhoods. The lack of pedestrian cut-throughs forces pedestrians and bicyclists to take long, round-about routes or to travel through private property. This issue is most obvious for Minquadale, the community directly behind the Activity Center, which does not have any direct connection to the center despite its proximity. Because of this issue a “goat path”, or informal dirt trail, has been created by pedestrians cutting through a private property that leads to the back of the Activity Center. Residents have noted that the location of this path has led to vandalism behind the center. Additionally, the entrance of the Activity Center lacks sidewalks, forcing pedestrians to walk in the road.



Figure 2:
“Goat path” behind the
Activity Center

Solutions:

A formal pathway between the activity center and the neighborhood behind it should be created. This may involve formalizing the current path or purchasing unused property to create a path. Having a conventional and lit pathway will encourage more pedestrians to visit the Activity Center and discourage vandalism behind the building. Additional sidewalks and ADA curbs should also be added to the entrance of the Activity Center.

Contacts for addressing pedestrian connectivity:

- Safe Routes to School (SRTS)
http://deldot.gov/information/community_programs_and_services/srts/index.shtml
Sarah Coakley, DelDOT
Sarah.Coakley@state.de.us
302.760.2236
- Transportation Enhancements
http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml
Jeff Niezgoda, DelDOT
Jeff.Niezgoda@state.de.us
302.760.2178
- Local elected officials
- Community Transportation Fund
http://deldot.gov/information/pubs_forms/brochures/pdf/ctf_brochure.pdf
Jennifer Pinkerton, DelDOT
Jennifer.pinkerton@state.de.us
302.760.2071



Figure 3: Graffiti behind the Activity Center

Issue:

Speeding/Unruly Vehicle Traffic: Garfield Park residents report that because Memorial Dr. serves as a major connector road between SR 9 and US 13 many motorists drive too quickly, making it unsafe for pedestrians to cross. Participants on the walk noted many speeding vehicles.

Solutions:

Traffic calming measures such as adding a speed trailer or reducing lane widths and improving the streetscape may encourage motorists to drive slower. Additionally, pedestrian signage or a flashing yellow light at intersections could make drivers more aware of their speed at pedestrian crossings. Another solution is to consider enforcement opportunities. Local law enforcement can help to ensure motorists, bicyclists, and pedestrians abide by traffic laws, which will improve overall pedestrian safety.



Figure 4: Unruly traffic on Memorial Dr.

Contacts for addressing traffic calming and vehicular safety:

- Transportation Enhancements
http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml
Jeff Niezgoda, DelDOT
Jeff.Niezgoda@state.de.us
302.760.2178
- Traffic Calming
Michael Somers, DelDOT Traffic Calming
Michael.somers@state.de.us
302.659.2000
- Local elected officials
- New Castle County Police Department can help to enforce the marked speeds.
302.573.2800



Figure 5: Vegetation intrusion on Karlyn Dr.

Issue:

Sidewalk Maintenance: Much of the existing sidewalk infrastructure in the Garfield Park area is deteriorating or disturbed by vegetation. Residents especially noted vegetation intrusion on Karlyn Dr. and crumbled sidewalk across the street from the Activity Center, also on Karlyn Dr.

Solutions:

In Garfield Park, the property owner is responsible for sidewalk maintenance and repair. Funding from local elected officials may also be utilized.

Contacts for addressing sidewalk maintenance:

- Local Civic Associations
- Local elected officials

Issue:

Pedestrian Amenities: In order to feel safe and comfortable on a walking facility, pedestrians need certain amenities such as sufficient lighting, places to rest, and pleasant surroundings. Memorial Dr. has the potential for these comforts by adding trees, pedestrian lighting, banners and amenities for bus stops. The street environment along Memorial Dr. is a significant landscaping issue, which will require ongoing maintenance. Some communities have effectively used funds through homeowners associations or volunteer efforts of neighbors.

Solutions:

- Transportation Enhancements (TE) funding can be pursued for pedestrian lighting:
http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml
Jeff Niezgoda, DelDOT
Jeff.Niezgoda@state.de.us
302.760.2178
- Contact the Delaware Center for Horticulture for the installation of street trees:
Patrice Sheehan, Tree Program Manager
psheehan@dehort.org
302.658.6262 x 112
- DART can help address bus stop amenities:
Cathy Smith, DART
Cathy.smith@state.de.us
302.576.6071

Issue:

Bicycle Accessibility: Complete communities are not only friendly to pedestrians, but are also friendly to cyclists. To safely ride with motorized traffic, cyclists benefit from dedicated bike lanes, low vehicular speeds, and/or appropriate signage/ pavement markings. These features alert motorists to the presence of cyclists and their rightful place on the roadway.

Many local roads in Garfield Park have vehicle speeds that are slow enough to be safe for cyclists without additional signage or pavement markings. On Memorial Dr., more attention to cyclists is warranted and sidewalk riding should be discouraged. However, this task is made difficult because of the parking lane which limits width needed for a standard four foot wide bike lane. The Garfield Park Activity Center also lacks storage for bicycles, which may limit bicycle traffic to the center or encourage unconventional bike storage.

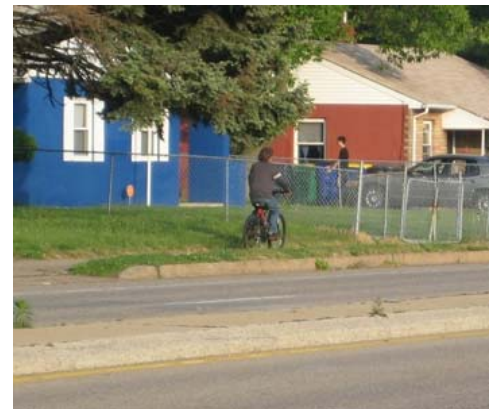


Figure 6: Bicyclist on sidewalk along Memorial Dr.

Solutions:

Without dedicated bicycle lanes, appropriate signage and pavement markings should be considered. A Bicycle Warning sign along with a Share the Road plaque could be installed to inform road users that bicyclists are present. Additionally, Shared Lane markings may be applied to inform road users that bicyclists may occupy the travel lane due to the absence of a bike lane and a narrow travel lane and adjacent shoulder.

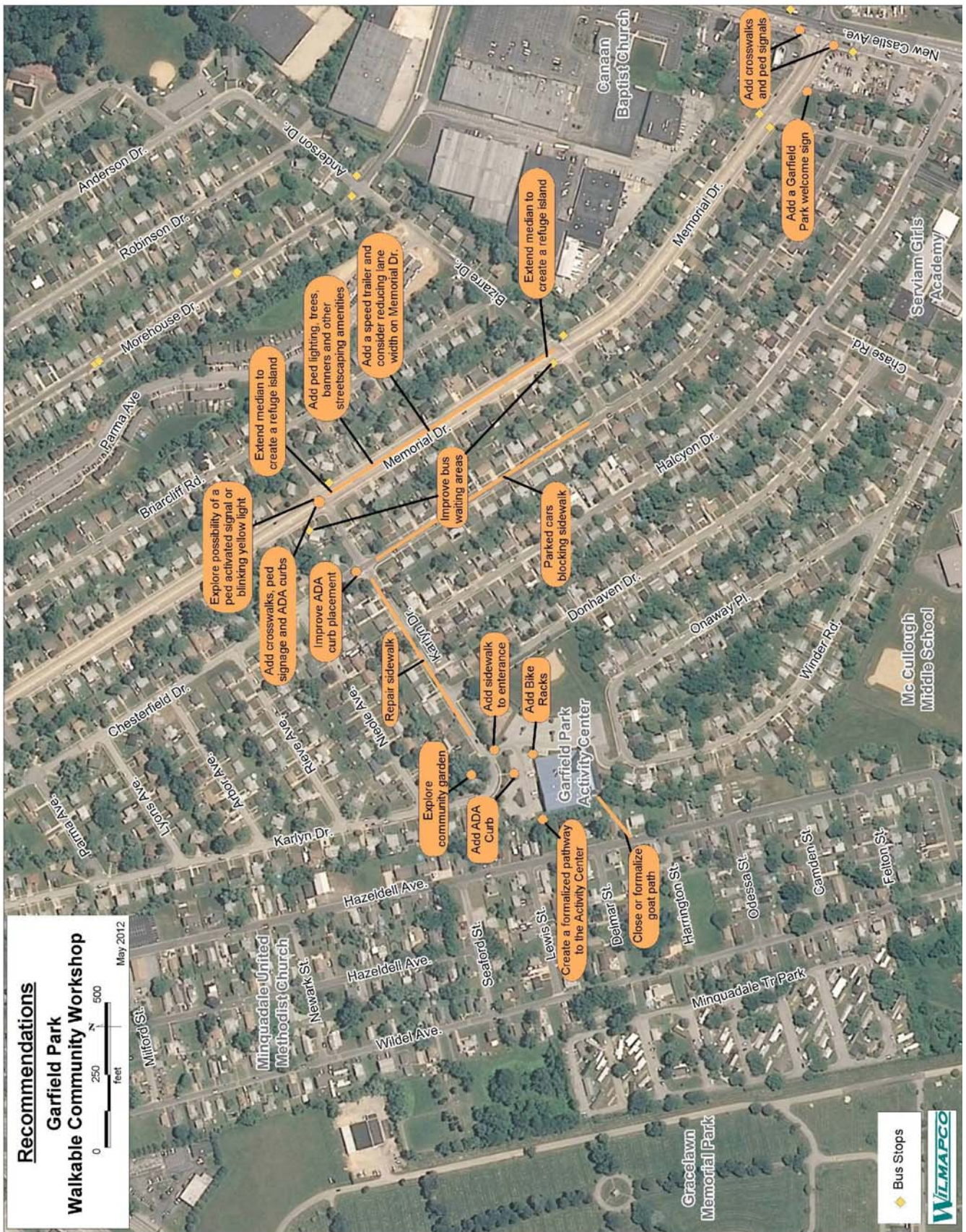
Properly designed bicycle racks should be securely anchored near the entrance of the Activity Center. To help with placemaking, a creative bike rack design that balances artistic features and functionality should be considered.

Contacts for addressing traffic bicycle accessibility:

- Transportation Enhancements (TE) funding can be pursued for bicycle improvements:
http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml
Jeff Niezgoda, DeIDOT
Jeff.Niezgoda@state.de.us
302.760.2178
- Contact DeIDOT's statewide bicycle coordinator, Anthony Aglio, for ideas and suggestions:
Anthony.Aglia@state.de.us
302.760.2121



Figure 7: Custom bike rack



Additional Recommendations

- The addition of a Garfield Park welcome sign at the entrance of Memorial Dr. from SR 9 was suggested as a way to calm traffic by alerting motorists that they are entering a residential area.
- The entrance to the Activity Center should have consistent ADA curb ramps for easy accessibility (*Figure 8*).
- Many ADA curb ramps in Garfield Park are at awkward angles for crossing and should be redesigned.
- The addition of a pedestrian activated signal or a flashing yellow light at the intersection of Memorial Dr. and Karlyn Dr. was suggested as a way to alert motorists of the pedestrian crossing.
- There is a possibility for the development of a Community Garden at the vacant lot across the street from the Activity Center (*Figure 9*).



Figure 8:
ADA sidewalk inconsistency
outside of the Activity Center



Figure 9:
Vacant lot for a potential
community garden

Highlights from the Walking Audit



Goat Path behind the Activity Center

A “goat path” indicates the desire of pedestrians to reach the Activity Center. A formal pathway should be established to connect the Activity Center with the Minquadale community.



Outside of the Activity Center

Bicyclists are forced to lock bikes unconventionally because bike racks are not provided at the Activity Center.



Intersection of Memorial Dr. and Karlyn Dr.

The intersection of Memorial Dr. and Karlyn Dr. does not provide crosswalks or pedestrian signage, making crossing unsafe.



Intersection of Memorial Dr. and Bizarre Dr.

The intersection of Memorial Dr. and Bizarre Dr. has better pedestrian amenities. However, extending the median into the crosswalk to serve as a refuge island would still improve this experience.



Memorial Dr. can be made more pedestrian friendly through streetscaping and placemaking initiatives including the addition of pedestrian lighting, median vegetation and bus stop rest areas.



Chesterfield Dr.

Cars commonly block sidewalks on many of the interior roads within Garfield Park, forcing pedestrians into the road.



Some areas of sidewalk are deteriorating or overgrown with vegetation, such as here along Memorial Dr.



Many of the curb ramps in Garfield Park do not meet ADA requirements and are angled in a way that makes crossing difficult.

Outdated ADA ramp at Chesterfield Dr. and Memorial Dr. does not provide direct access.

Next Steps

- Prioritize short-term and long-term recommendations
- Contact agency representatives to express community concerns and potential solutions.
- Research funding opportunities and contact appropriate officials to pursue project implementation
- Explore starting a Safe Routes to School program with staff at the McCullough Middle School, and other eligible schools, to implement some of the recommendations
- Seek WILMAPCO Unified Planning Work Program (UPWP) funds for a further circulation study of Memorial Dr. <http://www.wilmapco.org/upwp/>



Contact WILMAPCO with any questions or concerns:

Address: WILMAPCO
850 Library Avenue, Suite 100
Newark, DE 19711
Phone: 302.737.6205
Fax: 302.737.9584
Web: www.wilmapco.org
Email: wilmapco@wilmapco.org

Appendix A: Workshop Participants

Garfield Park WCW Attendees (14)
Bill Bell, New Castle City Council
Dennecia Carter, NCC
Susan Eggert, NCC
Tamika Graham, WILMAPCO
Rev. W. Hall, Solid Rock Baptist Church
Bob Hanes, resident
Lee Jarmen, resident
Stu Jerue, NCC
Sudhr Kulkarni, resident
Eugene C. Petty, City of New Castle
Jal Petty, City of New Castle
Jenny Rowland, WILMAPCO
Bill Swiatek, WILMAPCO
Fred Tarburton, resident

Appendix B: Beyond the Walkable Community Workshop

See the following pages for Appendix B.

BEYOND THE WALKABLE COMMUNITY WORKSHOP: NEXT STEPS TO MAKE IT COUNT



A WILMAPCO Walkable Community Workshop is an important step in recognizing the need for walkability in your neighborhood. Yet, a workshop alone will not be enough to transform your community into a pedestrianfriendly environment overnight. To spur action, the next step involves creating a greater level of public awareness that increased walkability improves non-motorized safety, physical fitness, social interaction, and overall quality of life. The majority of action required is at the local level. Getting the results your community wants will take time, but is well worth the effort.

**Here's what you can do after your community's walkable workshop
to build interest, momentum and get desirable results:**



Be Active

- ❑ Share the report and brief neighbors, community leaders, and other stakeholders who could not attend the walkable workshop.
- ❑ Identify community and individual actions that can help move your community in the right direction towards implementation.
- ❑ Use your community's report as a resource. It includes contact information for agencies and individuals who can help.



Get Involved

- ❑ Take small steps towards accommodating safe walking and biking, such as promoting safe crossing and cycling practices.
- ❑ Partner with local pedestrian and bicycle groups on events that promote safety and accessibility for non-motorized transportation.
- ❑ Advocate for necessary policy changes that support safe and walkable communities.
- ❑ Seek out ways to support changes in the way your community is planned and designed to ensure barriers to walkability are removed and new ones are not created.
- ❑ Work with your municipality to include provisions for non-motorized facilities in the transportation element of the Comprehensive Plan.



Find Support

- ❑ Contact WILMAPCO staff for further technical assistance and support.
- ❑ Attend government meetings to express interest in having more pedestrian and bicycle facilities and improvements to existing facilities.
- ❑ Contact your Legislators to address specific non-motorized concerns in your area.
- ❑ Develop support at your neighborhood level with groups such as civic associations and PTA's to assist in advocacy activities and implementation.
- ❑ Get the media involved in bringing awareness to the problems and highlighting solutions. Be specific about the issues and use a variety of communication strategies.



BEYOND THE WALKABLE COMMUNITY WORKSHOP: IMPLEMENTATION STRATEGIES



Together community members and partner agencies can take part in necessary activities to improve the pedestrian and bicycle environment. Strategic actions, both large and small, will help your community evolve over time to become more walkable and livable. And the more comprehensive the approach, the more likely your community will achieve long-term success.

Strategies and Solutions

Plans and Policies—Develop a plan that conveys the vision for your community and include prioritized short- and long-term goals based on greatest need and most benefits. For example, your community can create a Pedestrian Safety Plan which includes specific measures that reduce risks for pedestrians. Evaluate policies that support walkability. New policies or changes to existing policies may be necessary before implementation can begin.

Design and Engineering—Explore various designs that accommodate safe multimodal facilities. Consider appropriate designs that will control vehicle speeds where necessary, such as traffic calming techniques. Other measures may include reducing roadway width, incorporating raised medians, sidewalks, curb ramps, and other pedestrian-centered facilities. Better design practices encourage walking and bicycling.

Educate Drivers and Pedestrians—Education and awareness are tools that reshape the travel behavior of pedestrians, bicyclists, and motorists. Create education and outreach materials to raise awareness and encourage proper use of roadway and non-motorized facilities. Educational programs can be tailored to various age groups. Information should be disseminated in many forms such as flyers, non-motorized facility maps, public meetings, and forums.

Improve Access to Transit—Since transit users are pedestrians, walkability should include access to key destinations and to transit facilities. It is important that transit stops and their surrounding areas be safe and accessible for transit users. This will protect transit riders as well as providing support for and encouraging transit use.

Promote Physical Activity—Studies show that physical activity is increased with more walkable places. A walkable place gives people choices to walk along sidewalks in good condition and greenways, or bicycle along safe bike routes. Walking and biking can be promoted through plans and policies, community events, and school programs.

Seek Funding and Build Support—Finding funding to support and sustain necessary transportation improvements is often challenging. Moreover, financial constraints make project prioritization a key step. To help narrow down priorities, projects with an identified local and/or private funding match should take the lead in the development process. And for a greater advantage in implementation, consider tying non-motorized improvements into roadway projects that are already planned.



BEYOND THE WALKABLE COMMUNITY WORKSHOP: FUNDING RESOURCES



Pursuing necessary funding for project implementation is perhaps the most important step to make your community vision materialize. Since funding mechanisms to implement projects can vary try, not to limit your potential projects to federal and state resources. In addition to traditional funding streams, seek out grants, private sponsorships, and think of creative funding alternatives.



Funding Resources for Implementation

Safe Routes to School—The SRTS Program provides funding for a wide variety of programs and projects, such as creating safer street crossings and establishing programs that encourage children and their parents to walk and bicycle to school safely. This program requires local community support.

Transportation Enhancements—The TE Program provides funding opportunities to help expand transportation choices through activities related to surface transportation. Eligible projects include pedestrian and bicycle infrastructure, safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. A local match is required.

Community Transportation Fund—This fund is designated by individual legislators for specific transportation related projects. This fund allows individual legislators to address small transportation projects that may not meet department priorities. Commonly funded projects through this grant allocation are new sidewalks and repairs, curb-cuts, repaving, and drainage repairs.

Congestion Mitigation and Air Quality—The CMAQ Program funds projects that improve air quality and reduce congestion. Eligible bicycle and pedestrian projects include paths, bike racks, support and other facilities that reduce vehicle trips.

Municipal Funding—Municipalities often set aside funding for small non-motorized projects such as sidewalk and curb repairs, bicycle lanes striping, or pedestrian signals. For instance, Wilmington has set aside some funding for sidewalk repairs throughout the city.

Private Funding—Private sector funding sources can include local non-profit organizations, foundations that provide community grants, land trusts that have set aside funding for land to purchase trails, and large corporations and businesses. In addition, a public-private partnership can be established to leverage limited public funding.

Community Fundraising—Another approach is to find creative ways to break a large project into small pieces that can be "purchased" by the public through community fundraising. For instance, a fundraiser can be held to raise cash donations to match Transportation Enhancements funds.

Creative Funding Examples

Portland, OR—Community members sold bricks from historic areas to fund local sidewalk projects. The fundraiser had a great publicity and community support. Donor names were engraved in each brick and proceeds purchased basic sidewalk construction materials.

Ashtabula, OH—The local trail organization raised one-third of the funding needed to buy the land for a trail by forming a "300 Club." Three hundred acres were needed for the trail and they set a goal of finding 300 residents who would finance one acre each. The land price was \$400 an acre, and they found just over 100 people to buy an honorary acre, raising over \$40,000.

Colorado Springs, CO—The Rock Island Rail-Trail is being partly funded by the Rustic Hills Improvement Association comprised of a group of local homeowners living adjacent to the trail. Ten miles of the trail was cleared of railroad ties by a local boy scout troop.

BEYOND THE WALKABLE COMMUNITY WORKSHOP: POST-WORKSHOP EFFORTS



The WILMAPCO Region

Edgemoor Gardens, DE—Following the workshop, residents used their walkable workshop report to evaluate the best means for implementation. Together, residents teamed up to find alternative resources to fund needed improvements. The community applied for and received a private grant that provided funding for small scale pedestrian improvements at several key locations.



Southbridge, DE—After reviewing their report, residents requested that WILMAPCO develop a neighborhood-level prioritization process to rank the proposed improvements. Gathering community feedback on the technical scoring led to local support to begin implementation. Many of the recommendations are being addressed through the Safe Routes to School and a Transportation Enhancements Program. The program provided \$125,000 in funding to repair pedestrian facilities near the community's elementary school. A \$1.2 million Transportation Enhancements project was also initiated to address the neighborhood's more pressing traffic-calming and streetscape issues.

Northeast, MD—During the walking audit, workshop participants generated a list of potential solutions to address a narrow bridge overpass that makes travel for pedestrians and bicyclists unsafe. Those solutions were presented before the Town Council, planners, and developers, who decided on one of the alternatives suggested.

Perryville, MD—During the workshop, the Town of Perryville requested WILMAPCO's assistance in creating a greenway plan. WILMAPCO is currently working with the Town to create the Perryville Master Trail Plan which will connect the local library, school, and senior center.

Other Regions

Dayton, OH—After taking inventory of barriers to non-motorized travel, residents formed a "Walk! Downtown Committee" that meets monthly to discuss activities to encourage residents to live, work, and play downtown. The group also focuses on painting crosswalks at intersections, adding public art on the sidewalks, and adding artistic displays to vacant storefronts.



Glen Cove, NY—The Mayor of Glen Cove, who attended the workshop, decided the City should take a proactive approach towards traffic safety and non-motorized issues. Along a major street known for speeding vehicles, the City has planned to install traffic restrictors (humps) made of recycled tire pavers to give the appearance of a raised crosswalk. They have also re-striped crosswalks area-wide, improved pedestrian-scale lighting, and applied for two grants to fund a roundabout in the central business district and traffic calming in a neighborhood that is slighted by extreme cut-through traffic.

For more information, go to:

www.activelivingresources.org • www.americabikes.org • www.americawalks.org • www.apbp.org • www.bhsi.org
www.bicyclecoalition.org/member/delaware • www.bicyclinginfo.org • www.bikeleague.org • www.bikesbelong.org
www.bikewalk.org • www.deldot.gov/information/community_programs_and_services/bike
www.fhwa.dot.gov/environment/bikeped/index.htm • www.fhwa.dot.gov/environment/te/ • www.ibike.org
www.pedbikeimages.org • www.pedestrian.org • www.railtrails.org • www.safety.fhwa.dot.gov/saferoutes
www.transact.org • www.walkinginfo.org • www.walktoschool-usa.org • www.wilmapco.org/walk