



US 40/SR 72 Walkable Community Workshop



June 2012

Sponsored by
WILMAPCO and New Castle
County Community Services

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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* effort 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. 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 their 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. 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 28% of adults are obese; only 25% of high school students engage in the recommended amount of physical activity; 48% of adults get the recommended amount of physical activity; and 29% 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 four-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 ideas.

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 walkable communities.



Part 2 – The walking audit gives participants a chance to survey the area, identifying issues and thinking about how to apply what they have 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.

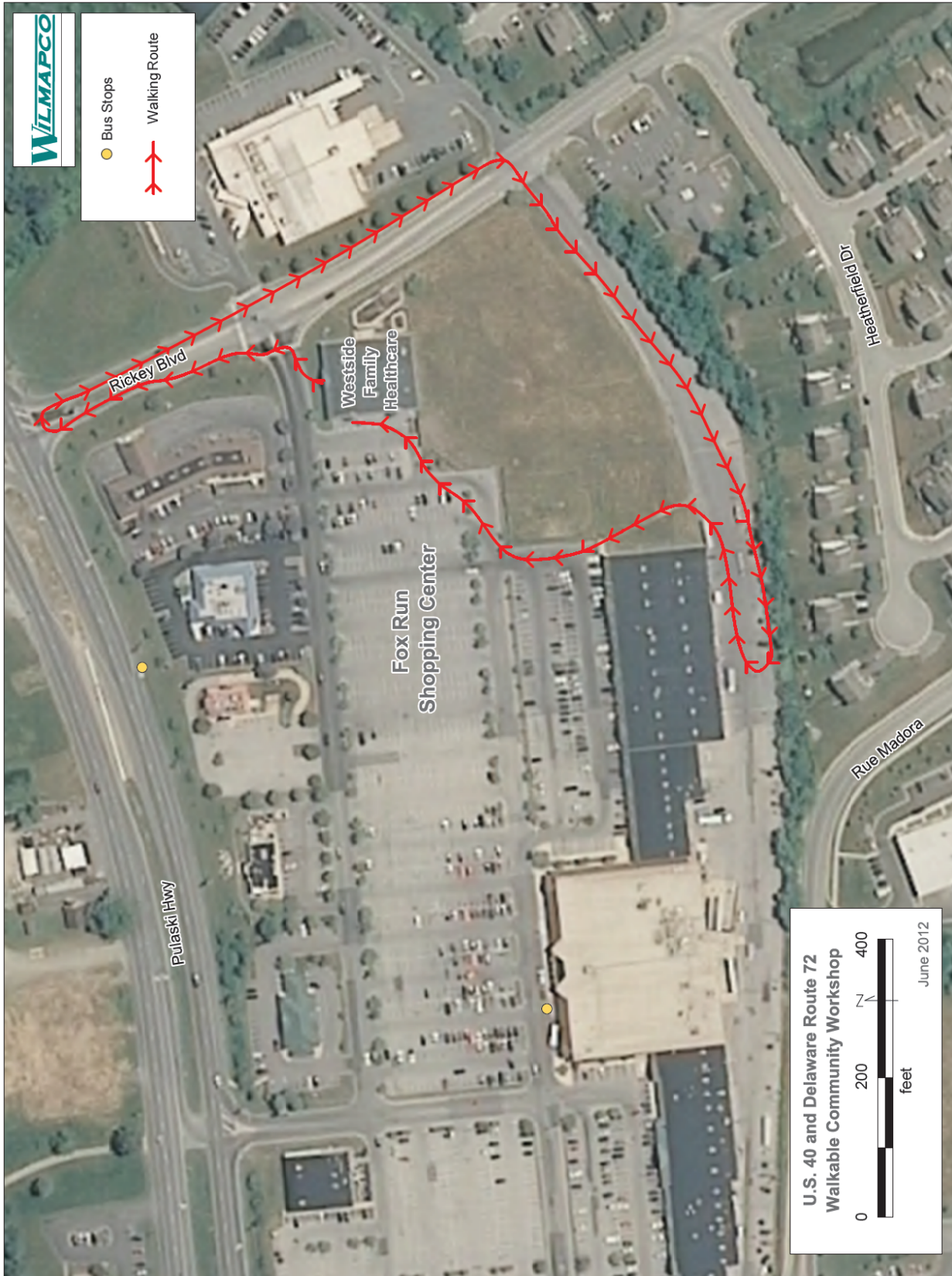
Report Background

The intersection of US 40 and Delaware SR 72 is located in Glasgow, a census-designated place with roughly 14,000 residents over approximately 10 square miles, situated in central New Castle County near the Fox Run Shopping Center and housing development. The area's largest recreational facility is Glasgow Park, located just northwest of the intersection. Many dining, entertainment, and shopping options also exist along US 40 in Glasgow. In addition to providing access to these many local amenities, US 40 also serves as a major east-west thoroughfare.

Area residents have expressed safety concerns related to heavy vehicle volumes on this stretch of US 40, along with vehicles traveling at a high rate of speed. Residents have also expressed interest in improving the pedestrian environment and increasing non-motorized connections to the area amenities, especially Glasgow Park. These concerns have been addressed in the Route 40 Corridor 20-Year Transportation Plan, developed as a result of a partnership between DelDOT, New Castle County, and WILMAPCO. One project in the plan includes the construction of sidewalks on SR 72 near the intersection with US 40, with funding expected to become available in fiscal year 2015.

To help gather more ideas for improving walkability in the area a WCW was held in partnership with New Castle County Community Services on June 13, 2012. This document presents the findings of that workshop.

About 13 residents, WILMAPCO planners, and representatives of New Castle County attended the workshop, which was held at Westside Family Healthcare, located in the Fox Run Shopping Center. After participating in a walking tour, residents and planners identified several walkability issues during a mapping exercise and offered suggestions for improvements. In addition to the general issues listed below, more specific ones are represented on the Core and Area-wide maps shown on pages 12 and 13. The walking route taken by workshop participants is shown on the Base Map on the next page. The walking route is highlighted in red.



Issues and Potential Solutions

Issue:

Pedestrian Connections: Many areas around Fox Run Shopping Center and Glasgow Park are missing sidewalk connections to key destinations. US 40 has very few spots that have sidewalks and there are large gaps between them. More sidewalks on US 40 would provide residents with better connections to amenities and to Glasgow Park. SR 72 also lacks sidewalks but there are currently plans to add them, with funding expected to become available in fiscal year 2015. Rickey Boulevard has sidewalks in some places but not between the entrance to the Fox Run Shopping Center and US 40. Many of the neighborhoods have multiple streets terminating in a cul-de-sac, exacerbating the lack of connectivity. While on the walking tour the group encountered some children who expressed their desire for better connections to both Glasgow Park and the bus stops located along US 40.

Solutions:

Missing links in the existing sidewalk network should be filled and new sidewalks and pathways should be pursued to improve pedestrian connectivity. One idea that is articulated in the US 40 Corridor Plan is the addition of sidepaths along US 40. Also, there are multiple locations throughout the area that were identified by the WCW attendees as possibilities for multi-use trails. These trails would help connect both pedestrians and bicyclists to area amenities, including the elementary school, YMCA, Fox Run Shopping Center, and Glasgow Park. Trails and pathways that improve connections to Keene Elementary School may be eligible for funding through the Safe Routes to School program.

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
Jeff Niezgoda, DelDOT
Jeff.Niezgoda@state.de.us
302.760.2178
- 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
- Local elected officials

Issue:

Unsafe Pedestrian Crossings: There is a notable lack of safe pedestrian crossing opportunities in the area. US 40 is a major barrier because of its high speeds, width, and distance between traffic signals. Due to a lack of safe crossings many people were observed crossing US 40 illegally between intersections. Also, the Rickey Blvd./US 40 intersection is not designed to be a pedestrian crossing and the US 40/SR 72 intersection is very wide, which may make pedestrians feel unsafe when crossing there (Figure 1) .



Figure 1: Intersection of US 40 and SR 72

Solutions:

Plans to improve the US 40/SR 72 intersection currently exist, with the intent of making the intersection safer and more efficient for all travelers. One possible solution that is not currently in the plan would be to extend the median on US 40 into the crosswalk at this intersection, providing a safe pedestrian refuge.

Contacts for addressing unsafe pedestrian crossings:

- Work with DelDOT Division of Transportation Solutions as they continue to design improvements to US 40/SR 72 in the Transportation Improvement Program (TIP).
- 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
Jeff Niezgoda, DelDOT
Jeff.Niezgoda@state.de.us
302.760.2178
- 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
- Local elected officials

Issue:

Speeding/Unruly Vehicle Traffic: As a major east-west thoroughfare in New Castle County, US 40 accommodates a large amount of high-speed vehicular traffic. Data from 2010 reveals that about 33,000 vehicles travel on US 40 between SR 896 and SR 72 each day and over 35,000 vehicles travel on the segment of US 40 directly east of SR 72 each day. Additionally, about 15,000 vehicles use SR 72 in the area daily. Attendees at the workshop also noted that many cars travel fast through the Fox Run Shopping Center parking lot and ignore traffic laws, cutting across parking spaces instead of using the roadway.

Solutions:

Buffers should be utilized between the roadway and any sidewalks or sidepaths to provide a safe distance between the pedestrians and vehicles (Figure 2). Where buffers currently exist they can be enhanced with trees that would provide a higher level of protection and promote feelings of safety.

Installation of traffic calming measures within the Fox Run Shopping Center will help slow down vehicles in this parking lot. Possible options include speed humps and planters. Also, signage like that illustrated in Figure 3 could be utilized at all intersections to alert drivers of crossing pedestrians.



Figure 2: Wide sidewalk with buffer



Figure 3: Pedestrian signs at a crosswalk

Contacts for addressing traffic calming and vehicular safety:

- Transportation Enhancements
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

Issue:

Sidewalk Maintenance: While the existing pedestrian infrastructure is sparse, it is mostly in good condition where it exists. One location where intrusion of vegetation was observed was along Rue Madora, connecting the Forest Glen housing subdivision to SR 72 and the Fox Run Shopping Center.

Solutions:

Property owners are typically responsible for sidewalk maintenance and repair.

- Sidewalk maintenance issues can be reported to New Castle County's Property Code Enforcement hotline at (302) 395-5555.

Issue:

Public Transit: Several issues were identified regarding public transit in the area. First, transit-dependent residents have a hard time getting to bus stops that are not well-connected by sidewalks. While on the walking tour the group encountered some children that were playing behind the Fox Run Shopping Center. When asked if they ever played in Glasgow Park they said yes, but that it is difficult to get to the park on foot. One child said he sometimes took the bus, but that the bus stops were also difficult to reach.

Also, many of the DART bus stops along US 40 do not offer benches, shelters, or bus pads for waiting. This lack of amenities makes it unpleasant for transit riders, especially in bad weather. For bus shelter requests, a daily boarding threshold must be met in order for DART to install bus shelters. However, if other road work is in progress, the boarding threshold may be relaxed. Once installed, a sponsor organization or neighborhood group can help maintain the shelter through DART's Adopt-a-Bus Shelter Program



Figure 4: This bus shelter near the Fox Run Shopping Center has a pad but lacks a shelter or bench.

Solutions:

Contact the following for DART questions and suggestions:

- Cathy Smith, DART
cathy.smith@state.de.us
302.576.6071

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. Workshop participants noted the need for improved pedestrian lighting in key places such as along Rickey Blvd. between US 40 and Heatherfield Dr. It would also be helpful if there were benches installed in intervals along this stretch so the elderly and persons with disabilities will feel more comfortable using the pedestrian facilities.

As was mentioned in a previous section on speeding and unruly traffic, trees located in the buffer area between the sidewalk and the roadway help keep pedestrians safe. It should also be noted that trees help improve the pedestrian environment by providing attractive scenery and shade, and that tree-lined streets serve as a visual cue for motorists and help slow traffic.



Figure 5:
Pedestrian-Scale Lighting
Source: www.saferoutesinfo.org

Solutions:

- The addition of sidepaths on US 40 that would be separated from the roadway has been included in DelDOT's Route 40 Corridor 20-Year Transportation Plan. If funding becomes available to carry out this project then the community should pursue the addition of trees between the roadway and the sidepaths.
- Contact State Senators and Representatives to ask about funding through the Community Transportation Fund (CTF)
- 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
- Transportation Enhancements:
Jeff Niezgoda, DelDOT
Jeff.Niezgoda@state.de.us
302.760.2178

Issue:

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

Roadways such as Rickey Blvd. and Rue Madora would benefit from either dedicated bike lanes or a “Share the Road” approach to bikes that would include taking steps to make automobile operators more aware that bicycles have a right to use the road.

On US 40 and SR 72 the shoulders serve as bike lanes and are painted with pavement markings indicating this fact. However, the pavement markings are sparse and both roadways would benefit from increased markings and signage.

Solutions:

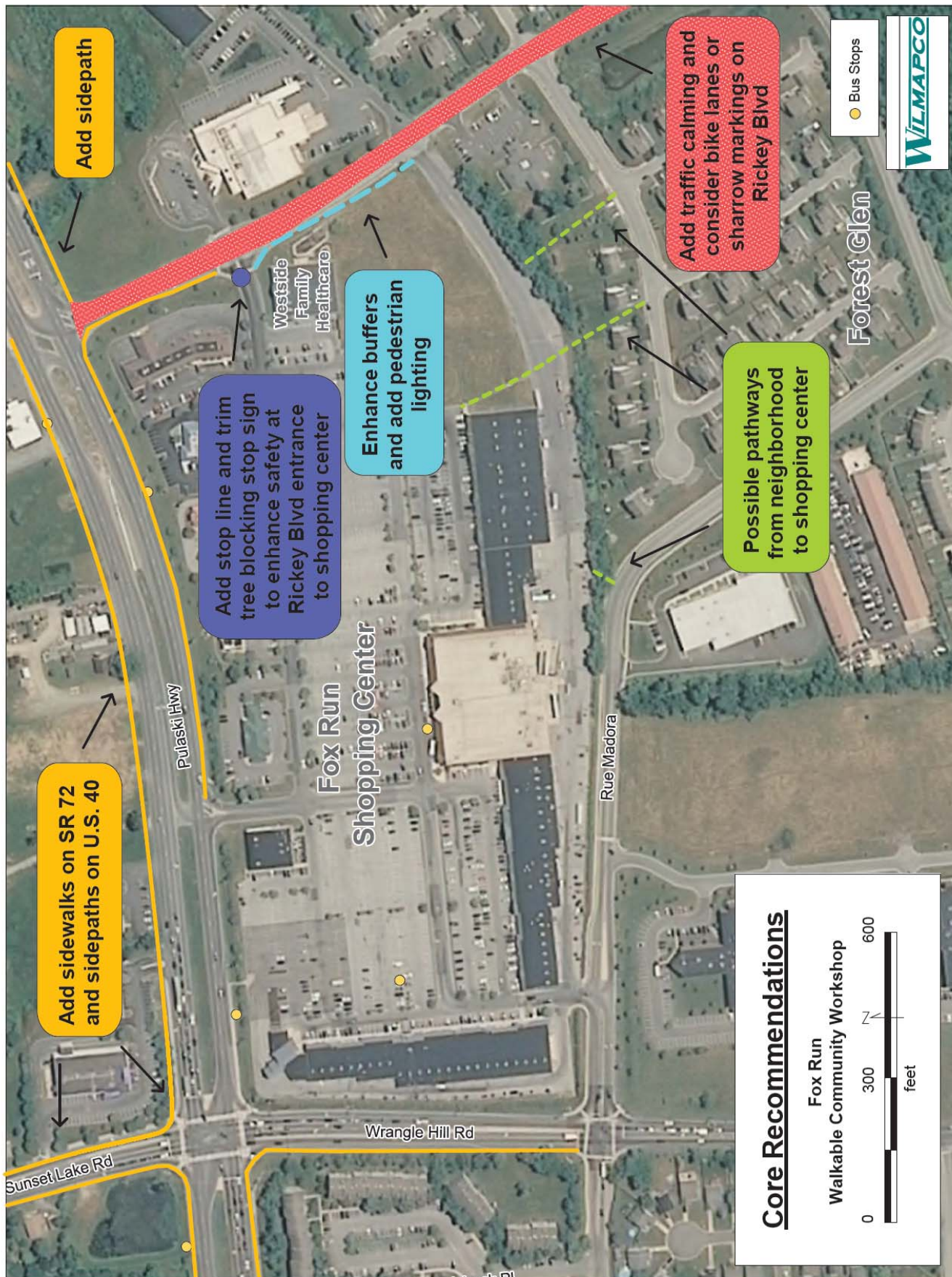
- Appropriate signage and pavement markings should be considered in locations where bicyclists may be present. “Share the Road” signs and “Sharrow” lane markings could be installed to alert drivers to be careful of cyclists on the roadway (see Figure 6).
- Transportation Enhancements (TE) funding can be pursued for bicycle improvements:
http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml
Jeff Niezgoda, DelDOT
Jeff.Niezgoda@state.de.us
302.760.2178
- Contact DelDOT’s statewide bicycle coordinator, Anthony Aglio, for ideas and suggestions:
Anthony.Aglia@state.de.us
302.760.2121

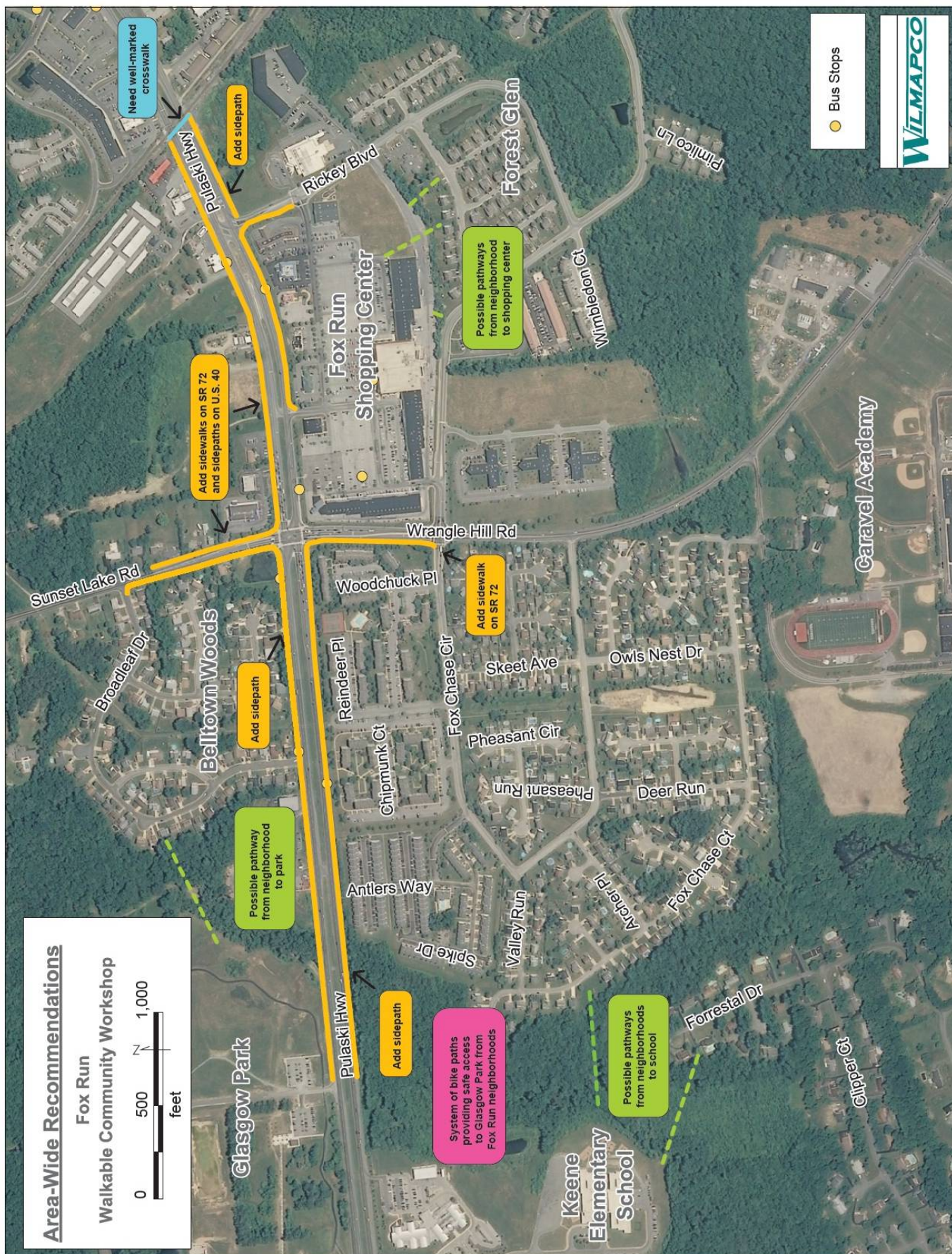


Figure 6:
Sharrow lane marking (above) and
“Share the Road” signage (below)

Sources: www.bikehugger.com and
www.bikexpert.com







Additional Recommendations

- Ensure the provision of bike racks at Glasgow Park and at area businesses so that bicyclists have a safe place to park their bikes.
- Better signage should be installed throughout the area, so that drivers are more aware of bicyclists and pedestrians. Enhanced signage should be placed at intersections and bus stops.
- Buffers between sidewalks and roadways should be utilized to enhance safety for pedestrians. Where there are no buffers they should be added, and where buffers already exist they should be considered for enhancement by widening and tree planting.



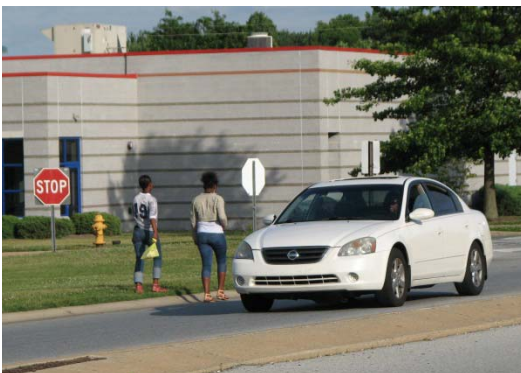
Figure 7:
This sidewalk has a buffer that could be enhanced by widening and/or planting trees between the sidewalk and the roadway.

Highlights from the Walking Audit



*Small section of sidewalk at Rickey Blvd.
entrance to Fox Run Shopping Center*

The sidewalk at Rickey Blvd. and the entrance to the Fox Run Shopping Center ends abruptly after just a few feet. A sidewalk along this road would provide a safe pedestrian connection to US 40.



Lack of sidewalk on Rickey Blvd.

These girls were forced to walk in the roadway. Sidewalks on Rickey Blvd. would also provide a connection to the Post Office, seen in the background of this photo.



*Children playing behind
Fox Run Shopping Center*

These children were forced to play in the space behind the Fox Run Shopping Center because of poor pedestrian connections between area neighborhoods and Glasgow Park.



Informal “goat path”

Many informal “goat paths” help make connections from the Forest Glen neighborhood to the Fox Run Shopping Center. Formal multi-use paths would be safer and more user-friendly than the current situation.



*Rickey Blvd. entrance to
Fox Run Shopping Center*

A lack of benches and other pedestrian amenities is noticeable throughout the area. In this case a man was forced to find a place to rest.



Bus stop on US. 40

This bus stop on US 40 lacks any pedestrian connections or a bus shelter. Providing for connectivity and protection from the elements, as well some attractive signage and a trash receptacle, would make this bus stop much more functional.



Lack of connectivity

Many sidewalks in the area abruptly end like this one at the entrance to the Fox Run Shopping Center on US 40.



Pedestrian crossing US 40

The lack of marked and signalized pedestrian crossings on US 40 force pedestrians to contend with traffic in order to cross the road.



A cyclist waits to cross US 40

Currently it can be very dangerous to bike on US 40 or SR 72 in the area. "Share the Road" signage and more shoulder pavement markings will help drivers be more aware of cyclists.

Next Steps

- Incorporate and expand upon these recommendations in future planning efforts
- Prioritize short-term and long-term recommendations
- Research funding opportunities and contact appropriate officials to pursue project implementation
- Explore starting a Safe Routes to School program with staff at Keene Elementary School to implement some of the recommendations



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

U.S. 40/SR 72 WCW Attendees (13)
Dennecia Carter
Susan Eggert
Jenn Ford
Tamika Graham
Doug Kenne
Kristin Macey
Deborah Neff
Randi Novakoff
Kathi Romesburg
Brandon Rudd
Linda Setizer
Bill Swiatek
Bill Wheatley

Appendix B: Beyond the Walkable Community Workshop

See 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