

Walkable Community Workshops Summary Report

December 2009

Participating Agencies:
Jewish Family Services
Wilmington Senior Center
Brandywine Senior Center



Walkable Community Workshops Report

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INTRODUCTION

WILMAPCO

The Wilmington Area Planning Council (WILMAPCO) is the bi-state Metropolitan Planning Organization (MPO) serving New Castle County, DE and Cecil County, MD. Our policy-making body, the WILMAPCO Council, consists of state, county and municipal representatives. We have the important role of educating and involving the public and local agencies in the transportation decision-making and funding process.

Jewish Family Services

Jewish Family Services (JFS) of Delaware is a non-profit organization with the mission to help people, on a non-sectarian basis, improve their lives and life prospects. This is accomplished by promoting independent community based living and adaptive functioning. More recently, JFS has partnered with Christiania Care, University of Delaware, Wilmington Senior Center, Brandywine Senior Center, and Fox Rehabilitation, to form a program known as Support for Independent Living and a Vital, Energetic Retirement (SILVER). This program coordinates a broad range of social and health care services to support aging-in-place communities in New Castle County. The initiative seeks to meet the challenges associated with aging-in-place and helps provide the foundation for feelings of dignity, quality of life, and independence. SILVER assists adults age 60 and older with access to community services, maximizing health and well-being, fostering safe and healthy ways to age-in-place.

About the Workshops Series

WILMAPCO's *2030 Regional Transportation Plan* calls for improving our 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 2005 Walkable Community Workshops (WCW) program—part of the National Center for Bicycling & Walking effort to work directly with communities. Walkability is a measure of how well an area facilitates safe walking. Thus, the program's effort is to change the way communities are planned, designed and managed to ensure that people of all ages and abilities can walk, as well as bike, easily, safely, and regularly.

Through the SILVER initiative, Jewish Family Services has identified three zip codes in New Castle County with high concentrations of seniors: Claymont, 19703; Talleyville, 19803; and Wilmington, 19802. These areas were targeted by JFS to identify what resources seniors need to allow them to live independently. In step with addressing the goals of SILVER, a series of three half-day workshops were facilitated by WILMAPCO focusing on pedestrian friendliness for seniors. Through walking audits, participants were able to understand and identify walking obstacles for seniors and brainstorm solutions.

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 their driving, have no access to a car, or choose not to drive. In New Castle County, Delaware, 25% of the population is under 18, 12% is over 65 (this number will grow rapidly in the years to come), 16% have a disability and nine percent 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.

Zero Car Households in 2000

	Occupied Housing Units	Zero-Car	Percent
USA	105,480,101	10,861,067	10.3%
New Castle Co., DE	188,935	16,684	8.8%
Cecil Co., MD	31,223	1,869	6%
WILMAPCO	220,158	18,553	8.4%

Source: U.S. Census

Walkable communities are healthier communities. Americans' waistlines keep getting bigger, along with a rise in related illnesses including heart disease and diabetes. In Delaware 22% of adults are obese according to the Center for Disease Control (CDC); 65% of adolescents engage in the recommended amount of physical activity; 26% of adults get the recommended amount of physical activity; and 27% of adults engage in no leisure-time physical activity. Yet, pedestrian-friendly communities make it easier for people to integrate physical activity into their daily lives. Indeed, those who report having access to sidewalks are 27% more likely to be physically active.

The estimated annual cost of obesity and overweight health issues in the U.S. is approximately \$117 billion. The potential savings, if all inactive American adults became physically active could be \$76.6 billion per year.

2000, U.S. Census Bureau

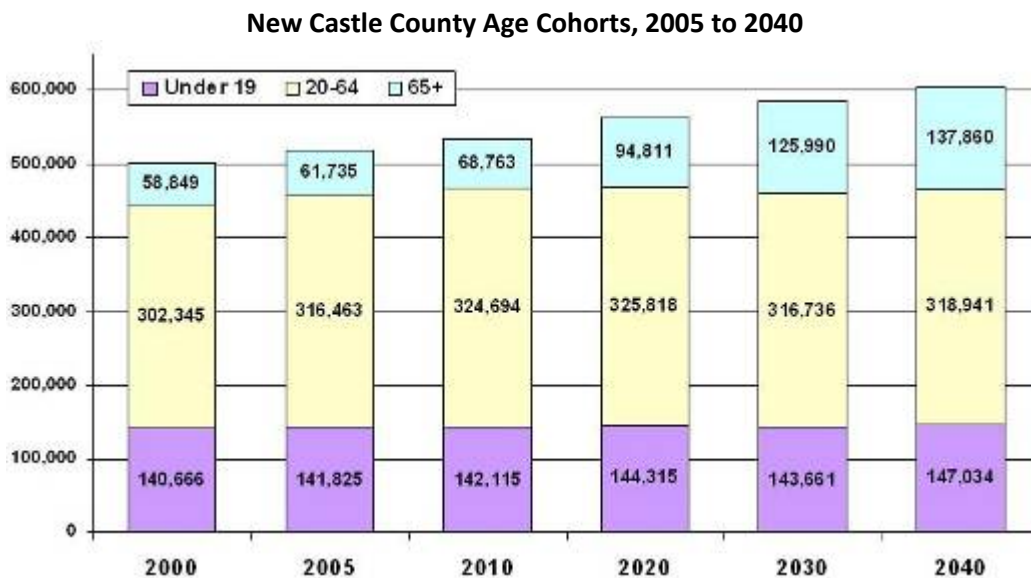


Everyone benefits from walkable communities. Even if you don't personally enjoy walking, you still benefit from living in a walkable community. Approximately 40% of all trips are less than two miles away. More people walking and bicycling can help reduce overall levels of congestion, which benefits drivers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

WALKABILITY FOR SENIORS

The 65+ Cohort

In 2005, residents in New Castle County aged 65 and older comprised 12% of the total population. By 2040, this figure is expected to represent 23% of the population. Lack of sidewalks, degraded existing sidewalks, unfriendly intersections, and poor access to transit places this sensitive and expanding age cohort at risk. Studies have shown that although the rate of older adults involved in pedestrian crashes is much lower than younger adults, they are at a greater risk for severe injuries or death when struck by motor vehicles, because their bodies are less resistant to impacts. Safer pedestrian facilities and better access can help to protect the longevity of the elderly.



Source: Delaware Population Consortium, 2009

Aging-In-Place

Seniors face more mobility challenges as they age, and may be forced to leave their home or give up driving, which can be a major concern. The elderly desire and should be able to age-in-place—that is, grow older without having to move. Non-motorized access and mobility is one key component to fostering aging-in-place. Aging-in-place also includes active aging, and an easy way for seniors to stay active is to stay mobile. Mobility is essential in combating isolation of seniors who can no longer drive to a medical doctor, to visit a friend, or to enjoy other social activities. For this to happen, community design must include pedestrian facilities and destinations to walk to in order to lead an active and independent life. Age-friendly communities should have access to services that will let people maintain the highest quality of life for all residents.



WHAT IS A WALKABLE COMMUNITY WORKSHOP

A WCW is 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.

Three parts of the 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 write down on paper their vision and realistic actions for improving the study area. Participants end the session by committing to specific next steps to continue the process started at the workshop.

WORKSHOP 1: THE WILMINGTON SENIOR CENTER

Area Background

The Wilmington Senior Center is located in the historic neighborhood of Brandywine Village in the City of Wilmington. Residents there are concerned about quality of life, historic preservation, and wants revitalization to maintain its urban character. The senior center is surrounded by dense mixed uses making the area ideal for walking. There are some problem areas, however, that place pedestrians at risk and discourage others from walking. Enhancing the pedestrian environment will support eateries, barbershops, a daycare center, and other businesses, which line Market Street. Better pedestrian facilities will also create safer connections to nearby parks and churches and sites along the neighborhood's historic walking tour.

Walking Audit Study Area



KEY ISSUES AND POTENTIAL SOLUTIONS IDENTIFIED

Issue:

Sidewalk Condition. Sidewalks should be level, continuous, have a proper width, and most important, lead to destinations. Otherwise, lack of sidewalks can discourage residents from walking, even to destinations that are in close proximity. Near the Wilmington Senior Center, some sidewalk infrastructure is insufficient. For instance, west of the Senior Center along 19th Street (adjacent to Market St.), poorly maintained brick sidewalks are difficult to traverse and force wheelchair residents into the street. This strip of sidewalk should be repaired or replaced with material such as sidewalk pavers that do not shift as easily as brick. Sidewalks should be a minimum of five feet wide, but six feet is preferred; however, existing sidewalks in the area meet the minimum requirement. Overall, the area needs better maintenance of sidewalks and buffers.

Solutions:

The City of Wilmington Charter mandates that the City Department of Public Works shall design, construct, repair and maintain city streets (Article V, Chapter 4, Section 5-400). The Charter states that this responsibility shall include footways.

- ☐ Contact the City Public Works Department to develop a program to assess the physical condition of sidewalks and develop a funding program to repair substandard facilities. The Public Works Department can be reached at (302) 576-3086.
- ☐ Solicit funding through the Transportation Enhancement (TE), Safe Routes to School, Municipal Street Aid, or Community Transportation programs to complete missing sidewalks.
- ☐ Monitor efforts to amend this section of the Charter. The 2004 Supreme Court of Delaware decision of *Schadt vs. Latchford* invalidated the City sidewalk maintenance ordinance (City Code Section 42-42), which requires landowners to share in the duty to maintain and repair abutting sidewalks, footways and curbs. This decision relieved landowners of the burden of having to maintain sidewalks and shifted the liability of failing to do so to the entire community that benefits from the public walkways.
- ☐ Following the Court decision, the City requested that the Delaware General Assembly amend the City Charter; this legislation was introduced, but was not acted upon. Any such amendment should be accompanied with funding grants for low-income property owners to comply.



Brick sidewalk on 19th Street, adjacent to Market Street, should be repaired or replaced.

- ❑ Replace storm grate at the Wilmington Senior Center driveway entrance on 20th Street to increase safety, particularly for bicyclists. The drain could be a tripping hazard for pedestrians as well. Also, uneven sidewalk southeast of the storm grate should be replaced.
- ❑ Repair the deteriorated sidewalk at 19th and Market Streets.

Issue:

Pedestrian Signals and Crosswalks. Pedestrians are most vulnerable at intersections, mid-block crossings, and driveway entrances. Striped crosswalks show pedestrians the shortest route across an intersection, with the least conflict with vehicular traffic. In the study area, several intersections lack pronounced striped crosswalks, which should be in place to increase safety and pedestrian visibility. At 20th and Market Streets there is no lighting or directional sign for pedestrians making it difficult to determine which light is red or green, and the standard crosswalk pattern is worn and ineffective.

A good example in the area can be found on 20th Street adjacent to the Senior Center, which has on-street parking and street trees that provide traffic calming effects. Also, at 20th and Market Streets there are truncated domes, wide sidewalks with a buffer, street trees, trash receptacles, pedestrian lighting, basement pits that are level with the sidewalk, and many shops to access while walking.



Faded advanced stop bars and pedestrian crosswalks should be enhanced and repainted.

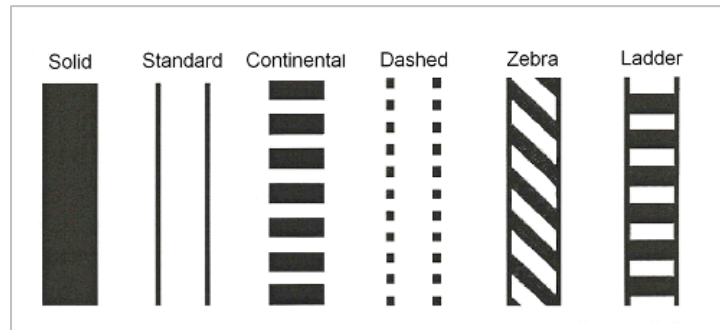
Solutions:

- ❑ Typically, once the Delaware Department of Transportation (DelDOT) installs crosswalks, the City of Wilmington will maintain them. Wilmington's Transportation Division can be contacted at (302) 576-3086 to enhance the existing standard crosswalk patterns at these locations: 20th and Market Streets; 19th and Market Streets; and Concord Pike and Market Street. Zebra striping or wide stripes in reflective paint are most noticeable to drivers and make pedestrian more visible.



Pedestrians are put at risk when crosswalk patterns are not highly visible.

Examples of Crosswalk Marking Patterns



- ☐ Contact DeIDOT Planning at (302) 760-2111 to incorporate a mid-block crosswalk from the Cathedral Church of St. John to the parking lot across the street on Concord Pike to accommodate safe crossing for pedestrians who currently jay-walk to reach the church. The crosswalk could be raised or textured to better catch the attention of motorists.
- ☐ Contact the City of Wilmington Public Works to repaint the fading advanced stop bars for motorists at the intersection of 19th and Market Streets. The Director for Transportation and Streets, David Blankenship, can be contacted at dblanken@ci.wilmington.de.us or (302) 576-3084.
- ☐ In conjunction with marked crosswalks, fluorescent pedestrian crossing signs can be used to increase safety.
- ☐ At 20th and Market Streets, add a pedestrian count down signal, which is a crosswalk signal that indicates to pedestrians how many seconds are available to cross an intersection. This results in more predictability for everyone in the intersection and a safer environment. According to DeIDOT standards, every new pedestrian signal installed will include this count down feature.



Fluorescent yellow/green signage directs people to the designated location to cross and alerts drivers that pedestrians are crossing traffic.

- ❑ Crosswalks and signs should be coupled with curb ramps and truncated domes at intersections to comply with standards for the Americans with Disabilities Act (ADA). Inadequate ramps without level crossings pose a tripping hazard to all pedestrians, and create instability for people who use wheelchairs or walkers. Curb ramps are often incorporated into paving and rehabilitation projects constructed by DelDOT. Transportation Enhancement (TE) or Congestion Mitigation and Air Quality (CMAQ) funding may be used for separate curb ramp projects. DelDOT's TE Program Coordinator, Jeff Niezgoda, can be reached at Jeff.Niezgoda@state.de.us.
- ❑ Contact DelDOT Transportation Enhancements at (302) 760-2095 to incorporate missing curb ramps at 20th and Market Streets to complement existing curb ramps at this intersection.

Issue:

Traffic Signals and Signs. The ability to right-turn-on-red at a traffic signal is known to increase conflicts between pedestrians and motorists, and running a red light is one cause of fatal crashes at intersections. To reduce the number of red light violations and crashes, the City of Wilmington has equipped many intersections, including Concord Pike and Market Street, with a camera for the video enforcement of red light violations. However, signage at this intersection could be strengthened. Changing motorists' behavior at intersections will help to reduce the risks to pedestrians who are attempting to cross the roadway.

Solutions:

- ❑ Since pedestrian volumes are high in this area, contact the City of Wilmington Transportation Division at (302) 576-3086 to add a *No Turn on Red* regulatory sign for traffic traveling south on Concord Pike onto Market Street, and incorporate a *One-Way* sign to indicate to motorists who are turning from Market Street that 20th Street is a one-way street.

Issue:

Intersection Design. Roadway and intersection designs should safely and efficiently accommodate not only motorists but pedestrians and cyclists. The intersection of Concord Pike and Market Street is also dangerous for pedestrians. Observations at Concord Pike, Market Street and Vandever Avenue included no pedestrian signals, faded paint on crosswalks, and an excessively wide turn radius. This poor intersection prevents the area from being a high-quality pedestrian environment because pedestrians have to contend with vehicle traffic. Since 2003, three pedestrian crashes that resulted in personal injuries have occurred at this intersection.



Intersection design should be optimized for all modes of travel.

Solutions:

- ❑ Contact DelDOT Planning at (302) 760-2111 to pursue redesigning the intersection at Concord Pike and Market Street. The project should include reducing the turning radius for traffic traveling southbound on Concord Pike and turning onto Market Street to prevent high speed turns. However, reducing the curb radius too much may inhibit turning movements by trucks. The project should create a safer environment for all modes of travel, slow vehicles turning right onto Market Street, improve sight lines, and shorten crossing distances for pedestrians across the intersection.

Issue:

Improve Pedestrian and Bicycle Linkages. A walkable community should also be a bikeable community. Creating solid links between and among all forms of non-motorized transportation provide better mobility for residents and enhance travel options. Residents of Brandywine Village and members of the Wilmington Senior Center should have safe connections to nearby parks and sites along the Brandywine Village historic walking tour. Parks in proximity to the Wilmington Senior Center include the Brandywine Village Park (a “pocket park”), Fletcher Brown Park and the Brandywine Park and Zoo. Other connections should be made to access the existing East Coast Greenway along the Brandywine Park and proposed Wilmington Greenways.

The Wilmington Bicycle Plan, endorsed by the Wilmington City Council and adopted by the WILMAPCO Council, calls for safe and convenient bicycle transportation for commuters and recreational riders in the City. The Plan identifies Market Street as a segment included in the proposed citywide bicycle network. Although travel lanes and on-street parking prevent bicycle lanes from being striped, *Share the Road* signage and painted sharrows on the road could create safer conditions for cyclists.

Solutions:

- ❑ To finance non-motorized projects organizations can solicit Transportation Enhancement Funds (TE), which are administered through DelDOT. TE funds can be used for pedestrian projects including new or reconstructed sidewalks, walkways, curb ramps; bike lane striping, bike parking, and off-road shared use, and non-motorized trails. Funds can also be used for landscaping along transportation facilities. The TE Program manager can be contacted.
- ❑ Contact DelDOT's Statewide Bicycle Coordinator, Anthony Aglio, Anthony.Aglio@state.de.us, who is the public's contact for bicycle information, performs bicycle related research and systems planning, reviews design plans, implements policy and procedural guidelines, and monitors major capital projects for bicycle compatibility. The Coordinator also manages safety, enforcement, and educational activities.
- ❑ Contact the City of Wilmington to adopt standards for bicycle parking and add bicycle racks for the many shops that line Market Street. The contact for the Public Works Department is David Blankenship, dblanken@ci.wilmington.de.us, or (302) 576-3084.

Issue:

Transit. Transit stop treatments are an important yet often overlooked component of pedestrian facility design. Transit trips are walking trips since most people walk to transit stops; therefore transit use should be directly linked to sidewalks. The Wilmington Senior Center is directly served by DART's Route 1 and 9. More amenities are needed to make using transit pleasant and convenient for riders. At a bus stop on the corner of 19th and Market Streets, transit riders regularly sit on private property as they wait for the bus to arrive. Overgrown vegetation behind the bus shelter at the intersection of Concord Pike and Market Street should be better maintained to improve safety.



Bus patrons wait at 19th and Market Street. To complement transit services, amenities are needed for riders who are also



Overgrown vegetation behind the bus stop at the corner of Concord Pike and Market Street does not have inviting access.

Solutions:

- ❑ Work with the Delaware Transit Corporation to enhance bus stop amenities along Market Street. Adequate seating, trash bins, and bus pads are desirable features at bus stops that help to encourage transit ridership. For more information contact DART at (302) 577-DART.

Issue:

Aesthetics. Streetscaping such as trees, flowers, and pedestrian-scale lighting help create a pleasant walking environment. Aesthetic improvements also provide a sense of place. These enhancements are often incorporated into transportation improvements and/or with renewal and revitalization projects. Any additions or enhancements should reflect the community's character and context.



Many businesses along Market Street would benefit from facade improvements.

Solutions:

- ❑ Work with the Greater Brandywine Village Revitalization, Inc., to encourage businesses to improve their physical appearance. Their mission is to improve the quality of life in the greater Brandywine Village area and to coordinate the effort of various civic and governmental organizations in revitalizing North Market Street and the Greater Brandywine Village area. Contact the Executive Director, Karen Marshall, at (302) 571-9050 or gbvr2@verizon.net, and visit www.brandywinevillage.org. Brandywine Village is also a participating community in Delaware's Main Street Program; more information on the statewide Main Street Program can be accessed online at <http://dedo.delaware.gov/MainStreet/httpdocs/index.htm>.
- ❑ Consider creative uses of limited spaces and promote public art in expected and unexpected places. For instance, add art and graphics to the gray utility boxes at the

corners of 19th and 20th Streets along Market Street. Organizations can contact the City of Wilmington at (302) 576-2489.



This utility box at 19th and Market Streets could be painted.



This utility box is a good example of interesting art along the street.

- ❑ Consider painting a mural along the blank walls on 19th Street near the Wilmington Senior Center parking lot entrance, and against the building at 1908 N. Market Street. Contact the building owner, McConnell-Johnson Developers, for permission to paint on the property. Contact the Delaware College of Art and Design at (302) 622-8000 for mural ideas and to reach student artists.
- ❑ Organizations can contact the Delaware Center for Horticulture for the installation of street trees and other vegetation. Contact the Tree Program Manager, Patrice Sheehan, at psheehan@dehort.org or (302) 658-6262, extension 112.

HIGHLIGHTS FROM THE WALKING AUDIT



The Wilmington Senior Center bus drop-off is located in a good area; it is at-grade, has an overhead covering, and a sitting area. The center could add signage to identify that this area is a drop-off location. Also, motorists sometimes use the driveway for access and it is difficult for approaching traffic to see the driveway entrance. An advanced *Driveway Entrance* sign should be installed.



Pedestrian scale lamp posts line Market Street and contribute to the neighborhood's character. However, the current design creates light pollution. The existing lighting should be retro-fitted to create a downward illumination and reduce light pollution for second-floor residents.

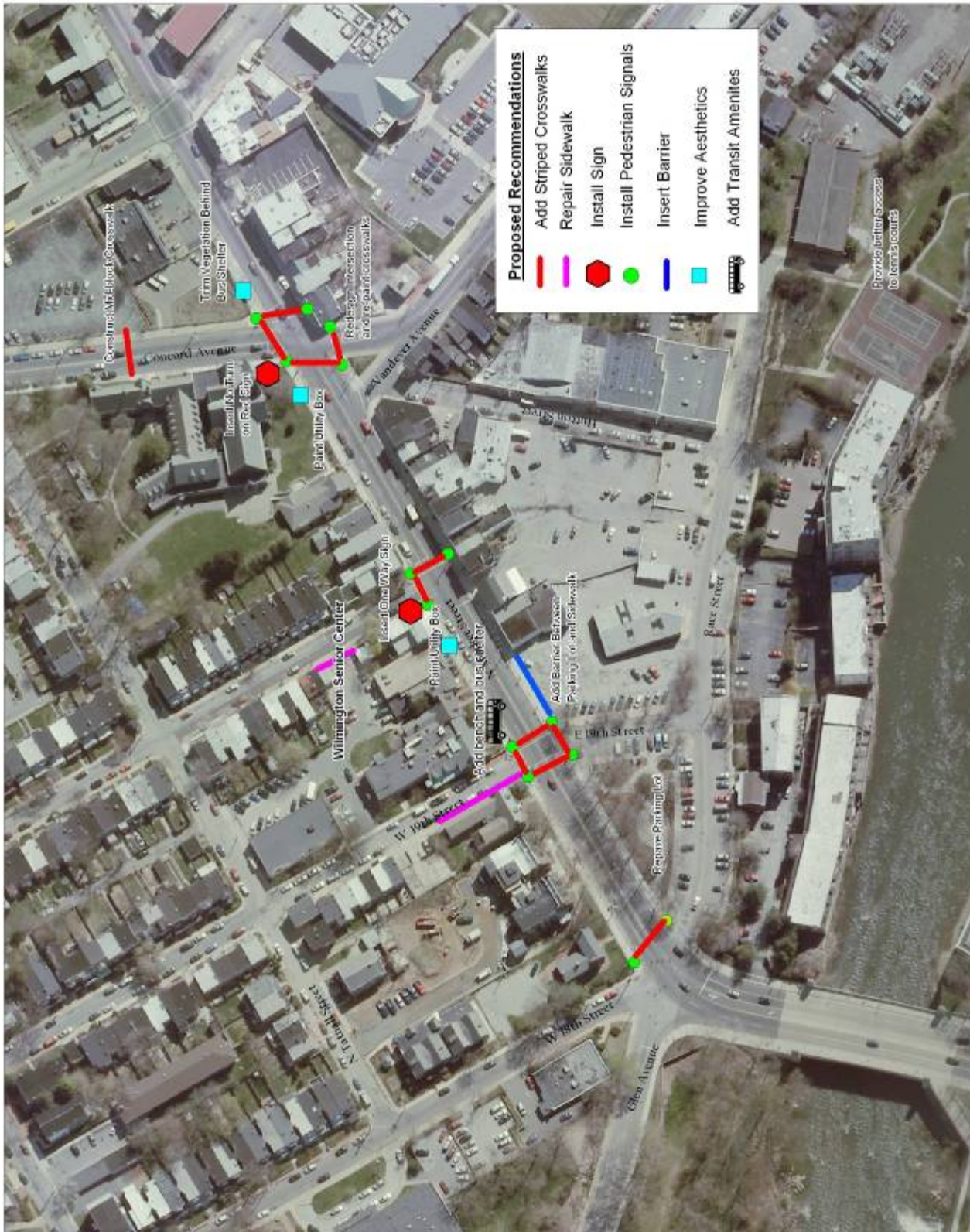


Many shops have a step at entrances, which makes it difficult for individuals with wheelchairs and walkers to navigate. Shop owners should be encouraged to provide ADA ramps for better accessibility.



At 19th and Market Streets there is a separation between the sidewalk and the parking lot; therefore there is a need to establish a sight line and delineation between the pedestrian facility and parked traffic. The parking lot is owned by McConnell-Johnson Developers, who intend to develop the property.

Community Recommendations



WORKSHOP 2: BRANDYWINE SENIOR CENTER

Area Background

The Brandywine Senior Center operates within the Claymont Community Center and both are located in Claymont, Delaware, an area undergoing community and economic development. The area is closely knit with residential units, a community center, a library, a church, and an elementary school. Concerns include safe accessibility for residents, especially children and seniors. Mobility enhancements will strengthen the neighborhood surrounding the Senior Center and promote more access and connections.

Walking Audit Study Area



KEY ISSUES AND POTENTIAL SOLUTIONS IDENTIFIED

Issue:

Sidewalks and Curb Ramps. Good sidewalks make walking safer and easier and curb ramps connect sidewalks. Ideally, sidewalks should lead somewhere, and in this area, many of the sidewalks lead to the community center. However, some stretches of sidewalk surrounding the center are broken and the lack of adequate curb ramps makes it difficult for people in wheelchairs to get onto the sidewalk. During road work, many of these smaller fixes should be included.



Sidewalks directly across the street from the community center are narrow, broken, and should be replaced.

Solutions:

- ❑ Work with DelDOT to construct conforming ADA ramps. One main location in need of attention is at the intersection of Commonwealth Avenue and Green Street where there are four crosswalks, but only one curb ramp exists. Organizations may contact DelDOT's Statewide Pedestrian Coordinator, Jennifer Baldwin, at Jennifer.Baldwin@state.de.us for more information.
- ❑ Sidewalks are part of DelDOT's rights-of-way, however, DelDOT has no dedicated funding available for sidewalk repair. Homeowners are, therefore, left to maintain their sidewalks as best they can. Work with the Claymont Community Coalition to contact property owners adjacent to the community center on Green Street to maintain vegetation between sidewalk cracks. Also, work with property owners across from the community center on Green Street to re-construct, properly align, and regularly maintain their sidewalks. The Claymont Community Coalition promotes the interest of the residents of the greater Claymont areas, to maintain and improve their quality of life, and to promote civic improvements in Claymont. The coalition can be at contacted

at (302) 792-2071 and online at http://www.claymontrenaissance.org/cp-community_coalition.html.

Issue:

Pedestrian Crosswalks. Crosswalks in this area are very important because many older adults and young children walk in this area, but several intersections are missing this feature. For example, at the intersection of Commonwealth Avenue and Court Street, there is a depressed curb, but there are no marked crosswalks and the existing landscaped median does not accommodate pedestrians who are crossing the roadway. Pedestrian crosswalks should be maintained regularly, especially to avoid drainage and puddling problems.



Poor drainage causes problems for pedestrians.



Potholes should be filled and crosswalks striped in front of the community center.

Solutions:

- ❑ Address the drainage problem on the community center property, which creates puddles of water during rains within walking paths. Schedule regular maintenance checks to avoid clogs and identify low-lying areas that need to be physically raised. Individuals and associations can also get help in dealing with storm water runoff and flooding from New Castle County, DelDOT, or DNREC, depending upon the problem. For more information, go to the National Pollutant Discharge Elimination System (NPDES) website serving New Castle County at www.nccde.org/ncc-swnpdes/index2.asp.
- ❑ Contact the City of Wilmington Transportation Division at (302) 576-3086. Also, contact your elected officials to request Community Transportation Funds (CTF) to implement painted crosswalks. The CTF program provides funding annually to each State Senator and House Representative to be used in the best way for transportation improvements

within their district.

- ❑ Contact DelDOT Planning at (302) 760-2111, to explore having a mid-block crossing in front of the community center. Additionally, traffic calming measures should be explored to complement the mid-block crosswalk.
- ❑ Near the community center entrance install truncated domes, which are detectable warnings that enable people with visual disabilities to determine the boundary between the sidewalk and street. Also, include striped crosswalks across the parking lot entrance. DelDOT, however, will use pedestrian counts to determine if striped crosswalks are needed.

Issue:

Pedestrian and Bicycle Linkages. Underused open spaces sometimes result in littering and security concerns. The area surrounding the Brandywine Senior Center could be enhanced for better mobility on foot and bicycle. For example, the travel lanes along Commonwealth Avenue from Green Street are wide enough to accommodate bicycle lanes.

Solutions:

- ❑ The running track behind the senior center is underutilized and not well maintained. It could be used to create a garden or park to encourage more activity.
- ❑ Add *Share the Road* signs and paint sharrows on the road to communicate to motorists the presence of cyclists.
- ❑ Begin a Safe Routes to School (SRTS) program at the Claymont Elementary School. The program provides \$130,000 for infrastructure and education to improve non-motorized connections and safety to schools. Contact Delaware's Safe Routes to School Program Coordinator, Sarah Coakley, at (302) 760-2236 or Sarah.Coakley@state.de.us. For more information on the National SRTS Program visit online: www.saferoutesinfo.org.

HIGHLIGHTS FROM THE WALKING AUDIT



At the front entrance to the Claymont Community Center there is covered seating, bicycle parking, and directional signage to the senior center. However, there is no pedestrian-scale street lighting near the building.

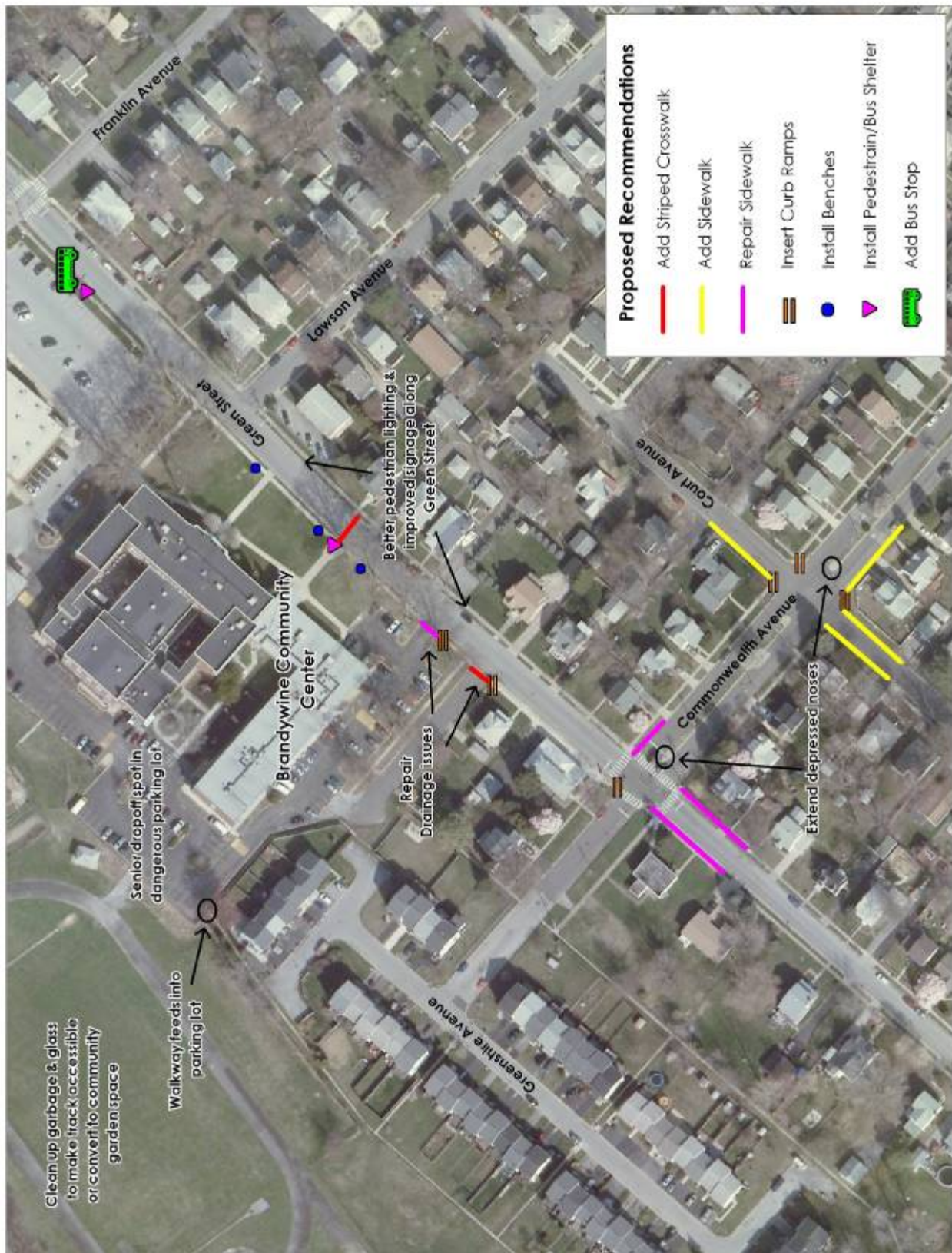


The drop-off area at the Senior Center entrance is well delineated and has wheelchair access. The Community Center should also consider assigning a drop-off area at the front of the building along with traffic calming measures.



Some observations at Commonwealth Avenue include a wide grass buffer, a landscaped center median, and sidewalks that continue across driveways.

Community Recommendations



WORKSHOP 3: JEWISH FAMILY SERVICES

Area Background

Nestled in the Brandywine Hundred area north of Wilmington, Jewish Family Services (JFS) is housed within the Weinberg office campus. Just off of US 202/ Concord Pike, JFS is within walking distance to the Concord Square Shopping Center, services, transit stops, a 55+ senior housing development, and a community center. Yet, many of these surrounding destinations are not accessible from the JFS site. This is largely due to the area's auto-dominated land use and the six lanes of US 202, which create physical barriers. The walkable community workshop identified better pedestrian accommodations for US 202 and other locations around JFS.

Walking Audit Study Area



KEY ISSUES AND POTENTIAL SOLUTIONS IDENTIFIED

Issue:

Sidewalks and Curb Ramps. Sidewalks are important because they give pedestrians a safe place to walk, whether they are traveling from the parking lot or from afar. Inside the Jewish Community Services parking lot a solid and width-conforming sidewalk exists, but only on one side of the primary entrance to the building. And although there is a grass buffer between the parked cars and the sidewalk, there is no buffer between the sidewalk and the travel lane. Outside of the JFS site sidewalks exist as well, but troublesome spots were identified.



An additional stretch of sidewalk can enhance safety for pedestrians navigating the JFS parking lot.

Curb ramps are the critical link between sidewalks and the street and should be designed for people with limited mobility and sight impairments. Several ramps throughout the study area do not comply with standards for the Americans with Disabilities Act (ADA). These may pose a tripping hazard to all pedestrians, and create instability for people who use wheelchairs or walkers.



This solid stretch of sidewalk along Passmore Road should be accompanied by a curb cut.

Solutions:

The following pedestrian improvements would fall under the responsibility of Jewish Family Services since it is private property:

- ☐ Within the JFS parking lot, hire a contractor to install a sidewalk parallel to the existing sidewalk that will lead to the building entrance.
- ☐ Along the existing sidewalk re-paint the yellow line indicating the boundary edge of the sidewalk.
- ☐ Eliminate the grass patch near the JFS building entrance and add another curb that will connect to the new sidewalk.
- ☐ Install missing curb cuts in the parking lot (near the handicapped parking side).

Sidewalks and curb ramps are often incorporated into roadway paving and rehabilitation projects. Contact DelDOT for the following improvements on a state maintained road:

- ☐ Install lighting along the sidewalks on Passmore Road.
- ☐ Repair the pot hole at the right-turn slip lane from Passmore Road into US 202. Extend the sidewalk through the grass median at this location.
- ☐ Extend the existing sidewalk on the east side of Passmore Road adjacent to the Delaware Corporate Center parking lot. This addition would provide a continuous sidewalk from Righter Parkway to the JFS entrance.
- ☐ Install truncated domes and minimize the steep curb cut along Passmore Road, near the entrance of the 6th Avenue Electronics store. The non-conforming slope is an impediment for seniors or someone with a walker. A curb ramp should have a conforming slope of no more than 1:12 (in. /ft) or a maximum grade of 8.33 percent.
- ☐ Contact DelDOT to trim overgrown trees that are blocking signage and the passage of the sidewalk along Passmore Road, east of the JFS entrance near the 6th Avenue Electronics store. Although the pedestrian problem is considered on the commercial store's property, the building pre-dates the existing requirements and is not responsible.

Issue:

Pedestrian Crosswalks. Crosswalks are particularly desirable in areas where pedestrian volumes are high. Along US 202 at the intersections of Righter Parkway and Silverside Road, pedestrians are attracted to the area's shops, services, and buses. Yet, these

crossings are designed primarily with the needs of motorists. This encourages pedestrians, particularly going to or coming from a bus, to jay-walk.

Solutions:

The following pedestrian improvements would fall under the responsibility of Jewish Family Services since it is private property:

- ❑ Within the parking lot add crosswalk striping from the end of the existing sidewalk to the sidewalk at the parking lot entrance of JFS and the retention pond connecting behind the 55+ adult housing development.

Similar to sidewalks and curb ramps, crosswalks are often incorporated into paving and rehabilitation projects. Contact DelDOT for the following improvements:

- ❑ Add a fluorescent pedestrian crossing sign and striped crosswalks at the right-turn slip lane from Passmore Road onto US 202, to inform drivers of pedestrians.



The right-turn slip lane at Passmore Road ignores pedestrians.



The right-turn slip lane on Garden of Eden Road accommodates pedestrians.

- ❑ Consider a mid-block crossing where there are mid-block bus stops at the Wendy's restaurant (north side) and the Accent Music Store (south side). These would shorten walking distance for those walking further south to Garden of Eden Road or further north to Righter Parkway. These mid-block crossings could link to the grassy median, which divides the north and south side of US 202, giving pedestrians a safe refuge as they cross.



A mid-block crossing connecting to the Concord Square Shopping Center would improve safety and discourage jay-walking.

Issue:

Improve Pedestrian and Bicycle Linkages. Providing non-motorized access encourages residents to reduce their automobile dependency, particularly to nearby points of interest. Pedestrian and bicycle links are also an important component for a transit system network to function best. Within the study area there is no pedestrian access at the 6th Avenue Electronics store.

Solutions:

- ☐ Add pedestrian connection between the two commercial sites of Kinko's and the 6th Avenue Electronics store, which allows easy access without having to traverse US 202.
- ☐ On the JFS site and the Weinberg Campus, design a walking loop. Along the pathway include walking distances and "foot-steps"—similar signage that is usually present with a fitness walk or life course.
- ☐ Utilize underused green space on the Weinberg campus by adding a pedestrian trail from US 202 (in-between Kinko's and the 6th Avenue Electronics store) to JFS, which connects to the Brandywine State Park trail abutting the Jewish Community Center (JCC). Make sure it provides lighting and other safety measures.
- ☐ Contact the Delaware Department of Natural Resources and Environmental Control (DNREC) to apply for a grant through the Delaware Land and Water Conservation Trust Fund (DTF). This funding may be used for park land and greenway corridor land acquisition, and construction of outdoor recreation facilities. Contact the Division of Parks and Recreation Grants Manager, Bob Ehemann, at Robert.Ehemann@state.de.us or (302) 739-9235. For more information on Delaware's Land and Water Conservation Trust Fund visit www.dnrec.delaware.gov/parks/Services/Pages/Grants.aspx.

Issue:

Transit. DART bus service is provided along the study area, yet there are few amenities for riders. Some clients of JFS do not have access to a personal automobile and use public transportation. There are no shelters at the bus stops along US 202, and this area is not very accessible to pedestrians. JFS clients arriving by bus at US 202 and Silverside Road have to walk through the Jewish Community Center parking lot to reach JFS, which is a longer and indirect route. Transit riders should have a comfortable place to wait for the bus, and a safe way to access the bus stop.

Solutions:

- ☐ Work with Delaware Transit Corporation to pursue transit shelters. Contact DART at (302) 577-DART. 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 is not required.

Issue:

Signage. Directional signage to the JFS is important in assisting visitors to the facility. However, signage congruity around the JFS is inadequate. Campus property signs are staggered rather than having all directions together—one sign should list every building that is on the campus with a directional arrow. They should be large and easy to read at a distance.

Other types of signage, such as warning signs, should be clearly visible as well. For instance, there is a fast turning radius from Passmore Road onto US 202 south and a florescent pedestrian sign should be installed to indicate pedestrians crossing.



Signage at the JFS entrance on Passmore Road should be centralized for better way-finding, similar to the Jewish Community Center signage shown above.

Solutions:

Under the responsibility of JFS:

- ☐ Install better directional signage at the JFS entrance near Passmore Road.

Under the responsibility of DelDOT:

- ☐ Contact DelDOT to trim trees along Passmore Avenue that are blocking roadway signage as well as the sidewalk passage.
- ☐ Add additional signage that communicates to motorists how to access US 202 north from Passmore Road.

HIGHLIGHTS FROM THE WALKING AUDIT



Some features of a good pedestrian environment exist near JFS such as speed cushions on Passmore Road. Lots of trees also enhance the pedestrian experience and serve as a traffic calming mechanism.



Add a bench near the retention pond and the JFS parking lot entrance to accommodate many walkers. Also, consider adding a bench in front of the JFS doorway entrance to provide outdoor seating for visitors and employees.

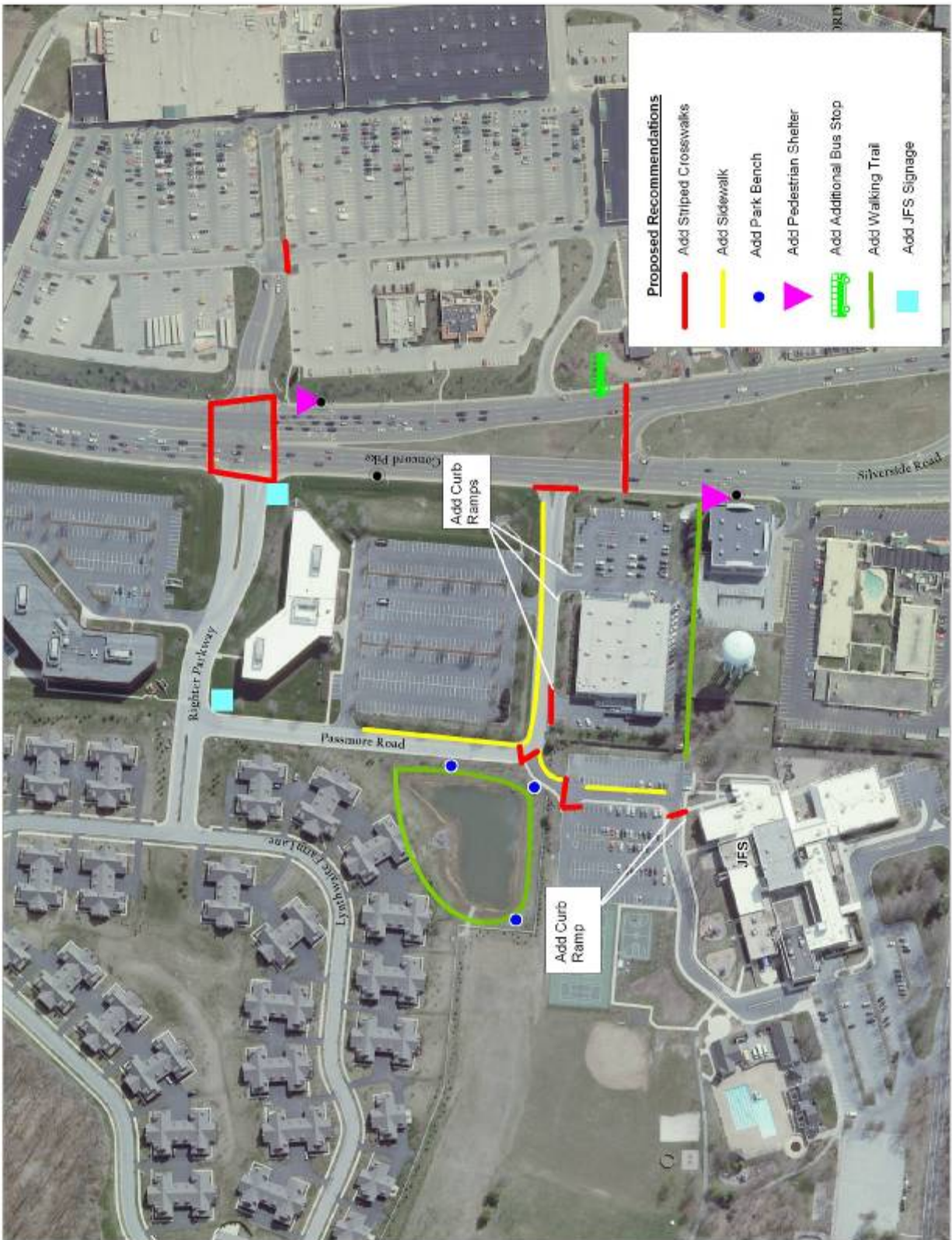


At the main entrance of the Weinberg Campus, the sidewalk along Garden of Eden Road should connect to the intersection of US 202 instead of ending abruptly and forcing pedestrians into the street.



There is a raised crosswalk at the main entrance of the Weinberg Campus. This is one of few raised crosswalks that have been constructed in New Castle County. The Jewish Community Center also provides bicycle parking.

Community Recommendations



NEXT STEPS

A number of next steps were identified during the three workshops and suggested by WILMAPCO staff. These include:

- Workshop participants should use these initial workshops as a model to hold additional workshops that focus on other areas of the community that were not included in the walking audit. Identify additional pedestrian safety problems to prevent crashes before they happen.
- Participants can also assist neighboring communities by helping them set up similar workshops.
- Keep up-to-date with best practices and other walkable community resources through WILMAPCO and other outlets.
- Prioritize short-term and long-term recommendations.
- Meet with each neighborhood's civic association to discuss the recommendations.
- Follow up on all tasks listed in the Beyond the Walkable Community Workshop Guide, which can be found in the appendices.
- If you represent an organization that is committed to improving the mobility and accessibility of seniors in your community at large, inquire about joining WILMAPCO's Public Advisory Committee. Contact Dave Gula, Senior Planner, at dgula@wilmapco.org.
- Include a summary of workshops in JFS and WILMAPCO newsletters.

APPENDICES

Press Release
Media Coverage
List of Participants
Workshop Evaluations
WILMAPCO Region Pedestrian Priority Areas
Beyond the Walkable Community Workshop Guide

Contact Information:

Randi Novakoff 302-737-6205 x 111
Transportation Planner
rnovakoff@wilmapco.org

Walkable Community Workshops

Making local communities more pedestrian friendly for senior citizens will be the focus of a series of three half-day workshops scheduled during the month of October.

The Walkable Communities Workshops, conducted by the Wilmington Area Planning Council (WILMAPCO) in partnership with Jewish Family Services, are an interactive way to engage elected officials, citizens, and professionals in the fields of planning, engineering, law enforcement, public health, and education. They provide participants with information on how to turn their communities into pedestrian-friendly places for senior citizens.

The Walkable Community Workshop program concentrates on identifying real-world problems and hands-on solutions for each community. During the three-hour workshop, transportation planners will deliver a presentation on the elements of a walkable community and solutions to common issues. They then lead participants on an interpretive walking tour of a pre-determined study area. The tour leaders emphasize seeing the community from the perspective of an elderly pedestrian.

Participants then gather in small breakout groups to identify specific measures to improve conditions for seniors. The workshop closes with presentations from the breakout groups and discussions to reach consensus on priority action items to create more walkable environments.

The workshops are free. The public is invited to participate, but seats are limited. For more information or to RSVP, please contact Randi Novakoff at (302) 737-6205 ext. 111 or rnovakoff@wilmapco.org. For more information on WILMAPCO's walkable workshop program, please visit www.wilmapco.org/walk/.

Walkable Community Workshops

Friday, October 2

1pm – 4pm
Wilmington Senior Center
1901 N. Market Street, Wilmington, DE

Friday, October 16

1pm – 4pm
Brandywine Senior Center
3301 Green Street, Claymont, DE

Friday, October 30

1pm – 4pm
Jewish Family Services
99 Passmore Drive, Wilmington, DE

WILMAPCO is the Metropolitan Planning Organization for New Castle County, Delaware, and Cecil County, Maryland that is responsible for coordinating transportation planning in the region and involving the public to ensure that transportation projects will meet its needs. For more information about WILMAPCO visit www.wilmapco.org, call 302-737-6205, or call toll-free from Cecil County at 1-888-808-7088.

###



Wilmington Area Planning Council
850 Library Ave., Suite 100, Newark, DE 19711 (302) 737-6205 wilmapco@wilmapco.org

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Workshops slated to help make neighborhoods more walkable

Community News

Posted Sep 14, 2009 @ 11:10 AM

Hockessin, Del. —

Making local communities more pedestrian friendly for senior citizens will be the focus of a series of three half-day workshops scheduled during the month of October.

The Walkable Communities Workshops, conducted by the Wilmington Area Planning Council (WILMAPCO) in partnership with Jewish Family Services, seek to engage elected officials, citizens, and professionals in the fields of planning, engineering, law enforcement, public health, and education. The workshops are designed to provide participants with information on how to turn their communities into pedestrian-friendly places for senior citizens.

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hands-on solutions for each community. During the three-hour workshop, transportation planners will deliver a presentation on the elements of a walkable community and solutions to common issues. They then lead participants on an interpretive walking tour of a pre-determined study area. The tour leaders emphasize seeing the community from the perspective of an elderly pedestrian.

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Wilmington Senior Center

WEL

10/2/09

WILMAPCO

Welcome.... Please sign in.

Name	Organization (if Applicable)	Address	Phone #	E-mail
Danielle Pollet	Whitman, Reguardt & Assoc	3 Mill Rd Wilmington, DE		
Mary Resnick	JFS, SILVER Project	99 Passmore Rd. Wilmington, DE 19805	478-9411 ext 129	mresnick @fscdelaware.org
Steve Kuznicki	GBVR Inc.	1901 N. Market St	302-571 9050	skuznicki@ brandywinevillage.org
Sue German	Wilmington Senior Center & DAN	1901 N Market St Wilmington, DE 19802	302-651- 3460	Srgerman@ wilmingtonseniorcenter.org
Reuven Shick		1803 N. Market St	302 953-7512	
Donna Halrston		1803 N Market St	656-8397	



Welcome.... Please sign in.

Name	Organization (If Applicable)	Address	Phone #	E-mail
Cathy McCloskey	Wilmington Senior Center	1901 Market St	—	—
B. DeCoursey	FPA	255 Anne, Udel D, Newark 19716	831-4924	dcourseyudel.edu
Claire M. Beck	"	"		check@udel.edu
Pat Hill	DART	119 Breck St.	576-6043	phil@state.de.us
Cynthia Stewart	WSC	1901 N. Market St	651-3472	cstewart@wilmingtonseniorcenter.org
Sharon Skyles	JFS	3105 N. Van Buren St.	764-4817	sharon@skyles.com
MATTIE McREE	WSC	1901 N. MARKET	651-3473	
Bill Towne	CJPG	3917 HENRY ST	888-2515	
Becky Laster	JFS			
Penny Contractor	Resident & CIBVR	1980 Superfine Lane	778-5771	pac@ta@aol.com

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: _____ Wilmington Senior Center _____

- 1) The PowerPoint presentation was:
☒ excellent ___ good ___ fair ___ poor
- 2) The walking audit/walkabout was:
☒ excellent ___ good ___ fair ___ poor
- 3) The discussion of possible local strategies and next steps was:
___ excellent ☒ good ___ fair ___ poor
- 4) Overall, how useful was this workshop to you?
☒ very ___ somewhat ___ a little ___ not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒ very ___ somewhat ___ a little ___ not at all
- 6) The most useful part of this workshop was:
Going out and walking in the community and working in small groups to develop strategies for improvement.
- 7) The least useful part of this workshop was:

- 8) What specific next steps would you like to see taken in your community?

*community involvement
going out and encouraging people to participate and share their ideas.*

- 9) What specific next steps are **you** willing to take?

Getting involved in the local community and implementing ideas heard today in future projects.

- 10) Please check any that apply to you:

☒ community resident (*otherside of river*)
___ elected official
___ student (grade/level: _____)
☒ employee of local agency (which one? *WR & A*)
___ employee of regional agency (which one? _____)
___ employee of federal agency (which one? _____)
___ other: _____

- 11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: _____ Wilmington Senior Center _____

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- 2) The walking audit/walkabout was:
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- 4) Overall, how useful was this workshop to you?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 6) The most useful part of this workshop was:

showing the right way to make sidewalks safer etc on power point

- 7) The least useful part of this workshop was:
- 8) What specific next steps would you like to see taken in your community?

2 traffic intersections improved for safety of pedestrians.

- 9) What specific next steps are you willing to take?

calling state reps.
cleaning up park

- 10) Please check any that apply to you:
☒ community resident
☐ elected official
☐ student (grade/level: _____)
☐ employee of local agency (which one? _____)
☐ employee of regional agency (which one? _____)
☐ employee of federal agency (which one? _____)
☐ other: _____

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Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: _____ Wilmington Senior Center _____

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- 2) The walking audit/walkabout was:
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- 3) The discussion of possible local strategies and next steps was:
☒ excellent ☐ good ☐ fair ☐ poor
- 4) Overall, how useful was this workshop to you?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 6) The most useful part of this workshop was:
Taking the walk to see walkability issues in the real world
- 7) The least useful part of this workshop was:

- 8) What specific next steps would you like to see taken in your community?

Specific infrastructure improvements such as crosswalk striping to make pedestrian facilities more visible

- 9) What specific next steps are you willing to take?

I purposefully ride my bike on the road in order to lead by example (make cars see that bikes belong on the road, not the sidewalks)

- 10) Please check any that apply to you:

☐ community resident
☐ elected official
☒ student (grade/level: Grad student)
☒ employee of local agency (which one? ITA@UDEP)
☐ employee of regional agency (which one? _____)
☐ employee of federal agency (which one? _____)
☐ other: _____

- 11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: _____ Wilmington Senior Center _____

- 1) The PowerPoint presentation was:
☐ excellent ☒ good ☐ fair ☐ poor
- 2) The walking audit/walkabout was:
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☒ excellent ☐ good ☐ fair ☐ poor
- 4) Overall, how useful was this workshop to you?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 6) The most useful part of this workshop was:

doing the walk and then working
with the maps

- 7) The least useful part of this workshop was:

It was a little crowded and warm
in the room.

- 8) What specific next steps would you like to see taken in your community?

new pedestrian cross walks and lights.

- 9) What specific next steps are you willing to take?

Make sure to disseminate information
to community stakeholders

- 10) Please check any that apply to you:

☐ community resident
☐ elected official
☐ student (grade/level: _____)
☐ employee of local agency (which one? _____)
☐ employee of regional agency (which one? _____)
☐ employee of federal agency (which one? _____)
☒ other: _____

- 11) Please share any additional comments on the back of this page.

Thank you. Informative & enjoyable.

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: _____ Wilmington Senior Center _____

- 1) The PowerPoint presentation was:
☐ excellent ☒ good ☐ fair ☐ poor
- 2) The walking audit/walkabout was:
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- 4) Overall, how useful was this workshop to you?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 6) The most useful part of this workshop was:
The walk about
- 7) The least useful part of this workshop was:

- 8) What specific next steps would you like to see taken in your community?
Refresh all painted lines and add horizontal stripes in crosswalks
- 9) What specific next steps are you willing to take?
Walk more in the community
- 10) Please check any that apply to you:
☒ community resident
☐ elected official
☐ student (grade/level: _____)
☐ employee of local agency (which one? _____)
☐ employee of regional agency (which one? _____)
☐ employee of federal agency (which one? _____)
☐ other: _____
- 11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: _____Wilmington Senior Center_____

- 1) The PowerPoint presentation was:
____excellent ☒good ____fair ____poor
- 2) The walking audit/walkabout was:
____excellent ☒good ____fair ____poor
- 3) The discussion of possible local strategies and next steps was:
____excellent ☒good ____fair ____poor
- 4) Overall, how useful was this workshop to you?
☒very ____somewhat ____a little ____not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒very ____somewhat ____a little ____not at all
- 6) The most useful part of this workshop was:
talking the actual walk
- 7) The least useful part of this workshop was:
- 8) What specific next steps would you like to see taken in your community?
more action
- 9) What specific next steps are you willing to take?
Volunteer
- 10) Please check any that apply to you:
____community resident
____elected official
____student (grade/level: _____)
☒employee of local agency (which one? *DART*)
____employee of regional agency (which one? _____)
____employee of federal agency (which one? _____)
____other: _____
- 11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: _____Wilmington Senior Center 19802_____

- 1) The PowerPoint presentation was:
☐ excellent ☒ good ☐ fair ☐ poor
- 2) The walking audit/walkabout was:
☐ excellent ☒ good ☐ fair ☐ poor
- 3) The discussion of possible local strategies and next steps was:
☒ excellent ☐ good ☐ fair ☐ poor
- 4) Overall, how useful was this workshop to you?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☐ very ☒ somewhat ☐ a little ☐ not at all
- 6) The most useful part of this workshop was:
hearing about the details of what is & isn't "friendly" to walkers
- 7) The least useful part of this workshop was:
it was all useful — well planned & executed
- 8) What specific next steps would you like to see taken in your community?
NOT SURE
- 9) What specific next steps are you willing to take?
NOT SURE — personally pick up litter
- 10) Please check any that apply to you:
☒ community resident
☐ elected official
☐ student (grade/level: _____)
☒ employee of local agency (which one? JFS)
☐ employee of regional agency (which one? _____)
☐ employee of federal agency (which one? _____)
☐ other: _____

11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

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Workshop location: _____Wilmington Senior Center_____

- 1) The PowerPoint presentation was:
___excellent ☒good ___fair ___poor
- 2) The walking audit/walkabout was:
___excellent ☒good ___fair ___poor
- 3) The discussion of possible local strategies and next steps was:
☒excellent ___good ___fair ___poor
- 4) Overall, how useful was this workshop to you?
___very ☒somewhat ___a little ___not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒very ___somewhat ___a little ___not at all
- 6) The most useful part of this workshop was:
 Getting people in the field
- 7) The least useful part of this workshop was:
 NA
- 8) What specific next steps would you like to see taken in your community?
 Implementation
- 9) What specific next steps are you willing to take?
- 10) Please check any that apply to you:
 ___community resident
 ___elected official
 ☒student (grade/level: _____)
 ___employee of local agency (which one? *IPA*)
 ___employee of regional agency (which one? _____)
 ___employee of federal agency (which one? _____)
 ___other: _____
- 11) Please share any additional comments on the back of this page.

Nothing else

Evaluation -- Walkable Communities Workshop

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- 3) The discussion of possible local strategies and next steps was:
___excellent___good___fair___poor
- 4) ☒ Overall, how useful was this workshop to you?
___very___somewhat___a little___not at all
- 5) ☒ Overall, how useful do you think this workshop was or will be to this community?
___very___somewhat___a little___not at all
- 6) The most useful part of this workshop was:
Very interesting workshop - All was useful

7) The least useful part of this workshop was:

8) What specific next steps would you like to see taken in your community?

9) What specific next steps are **you** willing to take?

- 10) Please check any that apply to you:
- ___community resident
 - ___elected official
 - ___student (grade/level: _____)
 - ___employee of local agency (which one? *WSC*)
 - ___employee of regional agency (which one? _____)
 - ___employee of federal agency (which one? _____)
 - ___other: _____

11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

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Workshop location: _____Wilmington Senior Center_____ ✓

- 1) The PowerPoint presentation was:

☒ excellent ☐ good ☐ fair ☐ poor

- 2) The walking audit/walkabout was:

☐ excellent ☒ good ☐ fair ☐ poor

- 3) The discussion of possible local strategies and next steps was:

☐ excellent ☒ good ☐ fair ☐ poor

- 4) Overall, how useful was this workshop to you?

☒ very ☐ somewhat ☐ a little ☐ not at all

- 5) Overall, how useful do you think this workshop was or will be to this community?

☒ very ☐ somewhat ☐ a little ☐ not at all

- 6) The most useful part of this workshop was:

Getting together & raising awareness

- 7) The least useful part of this workshop was:

The walkabout would have been even better with more structure & that then would have formed the basis of one strategy discussion. (example - form participants could

- 8) What specific next steps would you like to see taken in your community?

improve crosswalks & lights for pedestrians

have used to note specific concerns (e.g., sidewalks, lights, etc.)

- 9) What specific next steps are you willing to take?

look at ways to improve Wilm.

St. Ch. properties to make them more walkable-friendly

- 10) Please check any that apply to you:

☐ community resident

☐ elected official

☐ student (grade/level: _____)

☒ employee of local agency (which one? *Wilm Sr. Center*)

☐ employee of regional agency (which one? _____)

☐ employee of federal agency (which one? _____)

☐ other: _____

- 11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

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Workshop location: Wilmington Senior Center

- 1) The PowerPoint presentation was:
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☐ excellent ☒ good ☐ fair ☐ poor
- 3) The discussion of possible local strategies and next steps was:
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- 4) Overall, how useful was this workshop to you?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 6) The most useful part of this workshop was:

could have been a little more snr. geared but it was nice to hear about the overall community
hard to hear if you weren't at the front
The education by the Wilmapco staff was very informative + the brainstorming

- 7) The least useful part of this workshop was:

it was all useful

- 8) What specific next steps would you like to see taken in your community?

Actual Change

- 9) What specific next steps are you willing to take?

help support the community since I don't live here

- 10) Please check any that apply to you:

☐ community resident
☐ elected official
☐ student (grade/level:)
☒ employee of local agency (which one? JFS)
☐ employee of regional agency (which one?)
☐ employee of federal agency (which one?)
☐ other:

- 11) Please share any additional comments on the back of this page.

Thank you

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: _____ Wilmington Senior Center JFS

1) The PowerPoint presentation was:
☐ excellent ☒ good ☐ fair ☐ poor

2) The walking audit/walkabout was:
☒ excellent ☐ good ☐ fair ☐ poor

3) The discussion of possible local strategies and next steps was:
☐ excellent ☒ good ☐ fair ☐ poor

4) Overall, how useful was this workshop to you?
☒ very ☐ somewhat ☐ a little ☐ not at all

5) Overall, how useful do you think this workshop was or will be to this community?
☐ very ☒ somewhat ☐ a little ☐ not at all

6) The most useful part of this workshop was:

Discussion about problems/safety issues, + the identifying them in the area

7) The least useful part of this workshop was:

nothing!

8) What specific next steps would you like to see taken in your community?

I'd love to see the community adopt the recommendations provided in the report.

9) What specific next steps are you willing to take?

Happy to advocate for needed improvements - willing to speak to businesses and/or local elected officials.

10) Please check any that apply to you:

☐ community resident

☐ elected official

☐ student (grade/level: _____)

☒ employee of local agency (which one? JFS)

☐ employee of regional agency (which one? _____)

☐ employee of federal agency (which one? _____)

☐ other: _____

11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: Wilmington Senior Center Jewish Family Services

- 1) The PowerPoint presentation was:
☒ excellent ☐ good ☐ fair ☐ poor
- 2) The walking audit/walkabout was:
☒ excellent ☐ good ☐ fair ☐ poor
- 3) The discussion of possible local strategies and next steps was:
☐ excellent ☒ good ☐ fair ☐ poor
- 4) Overall, how useful was this workshop to you?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒ very ☐ somewhat ☐ a little ☐ not at all

- 6) The most useful part of this workshop was:

the walking audit

- 7) The least useful part of this workshop was:

Much of the material in the ppt was familiar to me. However, I see the value for people not as familiar with these concepts.

- 8) What specific next steps would you like to see taken in your community?

Better pedestrian accommodations on Route 202.

- 9) What specific next steps are you willing to take?

Attend public hearing for transportation improvements on Route 202.

- 10) Please check any that apply to you:

☒ community resident
☐ elected official
☐ student (grade/level: _____)
☐ employee of local agency (which one? _____)
☐ employee of regional agency (which one? _____)
☐ employee of federal agency (which one? _____)
☐ other: _____

- 11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: ~~Wilmington Senior Center~~ IFS

- 1) The PowerPoint presentation was:
☐ excellent ☐ good ☒ fair ☐ poor
- 2) The walking audit/walkabout was:
☐ excellent ☒ good ☐ fair ☐ poor
- 3) The discussion of possible local strategies and next steps was:
☒ excellent ☐ good ☐ fair ☐ poor
- 4) Overall, how useful was this workshop to you?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☐ very ☐ somewhat ☒ a little ☐ not at all
- 6) The most useful part of this workshop was:
discussion of pedestrian vs. driver issues
- 7) The least useful part of this workshop was:
power point
- 8) What specific next steps would you like to see taken in your community?
live in different community
- 9) What specific next steps are you willing to take?
love here; leaving very soon
- 10) Please check any that apply to you:
☐ community resident
☐ elected official
☐ student (grade/level: _____)
☒ employee of local agency (which one? IFS)
☐ employee of regional agency (which one? _____)
☐ employee of federal agency (which one? _____)
☐ other: _____
- 11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: Wilmington Senior Center

- 1) The PowerPoint presentation was:
☒ excellent ☐ good ☐ fair ☐ poor
- 2) The walking audit/walkabout was:
☐ excellent ☒ good ☐ fair ☐ poor
- 3) The discussion of possible local strategies and next steps was:
☒ excellent ☐ good ☐ fair ☐ poor
- 4) Overall, how useful was this workshop to you?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 6) The most useful part of this workshop was:
*if suggestion enacted
Combination of power point & demonstration on walking tour.*
- 7) The least useful part of this workshop was:
- 8) What specific next steps would you like to see taken in your community?
- 9) What specific next steps are you willing to take?
- 10) Please check any that apply to you:
☒ community resident
☐ elected official
☐ student (grade/level: _____)
☐ employee of local agency (which one? _____)
☐ employee of regional agency (which one? _____)
☐ employee of federal agency (which one? _____)
☐ other: _____
- 11) Please share any additional comments on the back of this page.

Evaluation -- Walkable Communities Workshop

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

Workshop location: Wilmington Senior Center JFS

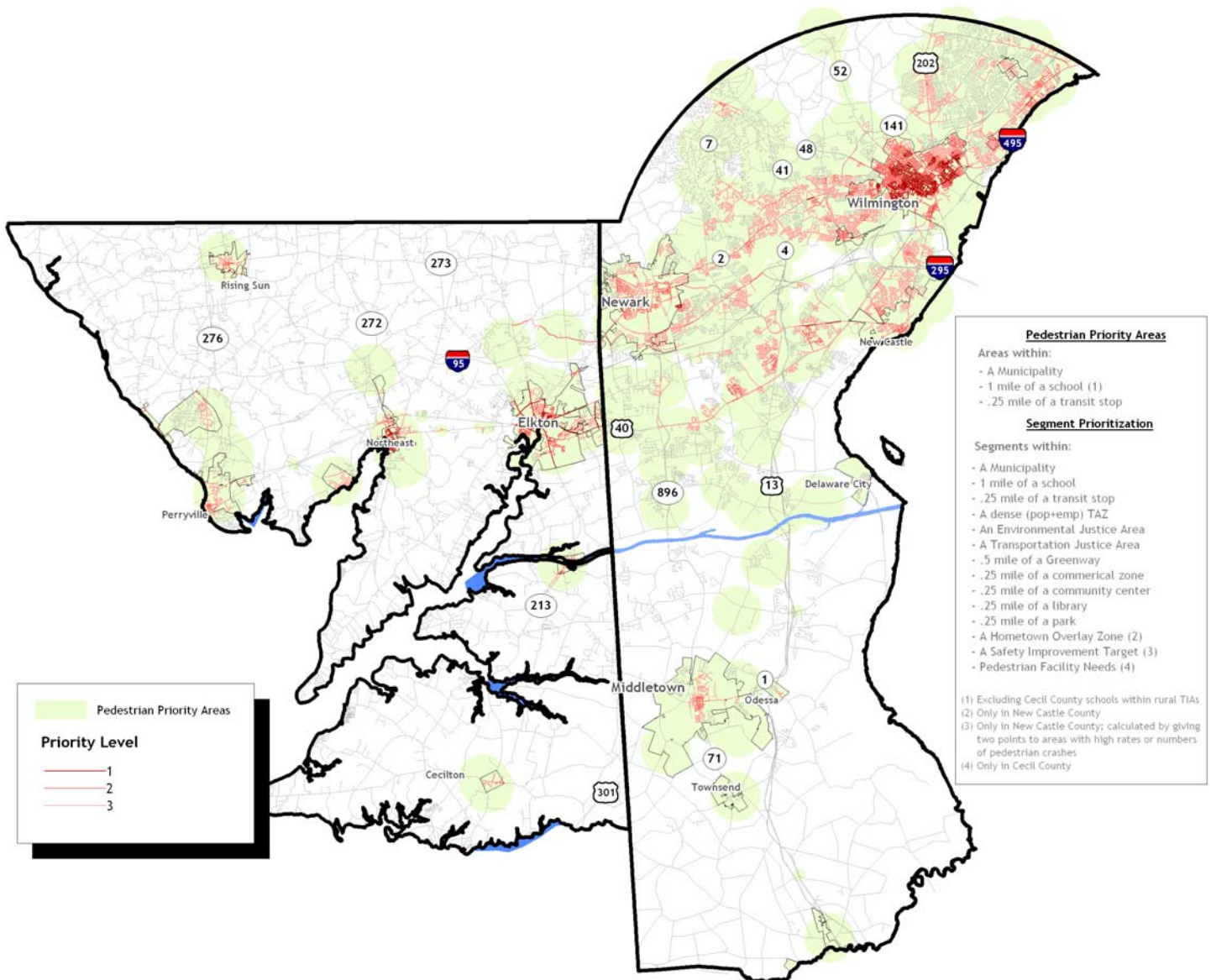
- 1) The PowerPoint presentation was:
☐ excellent ☒ good (minus my picture!) ☐ fair ☐ poor
- 2) The walking audit/walkabout was:
☐ excellent ☒ good - It's a tough area to walk ☐ fair ☐ poor
- 3) The discussion of possible local strategies and next steps was:
☐ excellent ☒ good ☐ fair ☐ poor
 there is so much that's not pedestrian friendly
- 4) Overall, how useful was this workshop to you?
☐ very ☐ somewhat ☐ a little ☐ not at all
 there are no easy solutions
- 5) Overall, how useful do you think this workshop was or will be to this community?
☒ very ☐ somewhat ☐ a little ☐ not at all
- 6) The most useful part of this workshop was:
 it was all useful
- 7) The least useful part of this workshop was: n/a
- 8) What specific next steps would you like to see taken in your community?
 - add a bus stop + shelters
 - add sidewalks
 - add crosswalks
- 9) What specific next steps are you willing to take?
 let people know what the results are
- 10) Please check any that apply to you:
☐ community resident
☐ elected official
☐ student (grade/level:)
☒ employee of local agency (which one? JFS)
☐ employee of regional agency (which one?)
☐ employee of federal agency (which one?)
☐ other:
- 11) Please share any additional comments on the back of this page.

I learned a lot -

WILMAPCO's Pedestrian Priority Areas

WILMAPCO's 2030 *Regional Transportation Plan (RTP)* calls for improvements to facilities for walking in Pedestrian Priority Areas by funding pedestrian improvements within pedestrian priority areas and work through the development process to complete projects. Currently, gaps in our pedestrian network prevent people from walking where they need to go. Certain densities of population and activity, and certain public facilities, create a strong rationale for a particular focus on improving pedestrian facilities in targeted areas. Pedestrian Priority Areas include municipalities, ¼ mile radii around transit stops, and 1 mile radii around schools. Within these areas, greater priority is given to facilities that complete gaps in the nonmotorized network, serve commercial, recreational and community destinations, promote safer walking and cycling, and promote transportation choices to those populations who need them most.

WILMAPCO has identified pedestrian priority areas to help focus pedestrian facility studies and investments. It is the policy of WILMAPCO that all areas of the region are appropriate areas for pedestrian facilities, and Pedestrian Priority Areas should not be interpreted as indicating that the designated areas are the only places where these facilities should be implemented. For more information, go to <http://www.wilmapco.org/RTP/>.



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 pedestrian-friendly 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 City or Town Council 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 home-owners 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 Program. Scheduled to launch soon, the program will provide \$375,000 in funding to repair pedestrian facilities near the community's elementary school. A 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