

ROUTE 9

Walkable Community Workshop Report

August 2015



WILMAPCO



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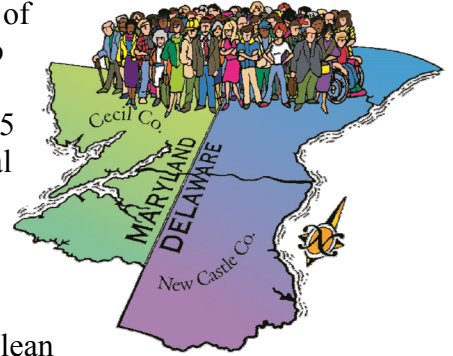
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Introduction

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 more than 660,000 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 Moving Ahead for Progress in the 21st Century Act (MAP-21).

About the Workshop Series

WILMAPCO's *2040 Regional Transportation Plan: 2015 Update* calls for improving quality of life, efficiently transporting people, and supporting sustainable economic development and goods movement. Making our communities more walkable achieves all of these goals.

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



Why Walkable Communities are Important

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

Walking is crucial to give those who don't drive a travel choice. Many in our region are too young to drive, have a permanent or temporary disability which prevents them from driving, have no access to a car, or choose not to drive. Many people in these population groups need to walk in order to lead active and independent lives.

Walkable communities are healthier communities. North Americans' waistlines are getting wider, triggering a rise in related illnesses including heart disease and diabetes. In Delaware, 31% of adults are obese; only 76% of adolescents do not engage in the recommended amount of physical activity for any given week; only 50% of adults get the recommended amount of physical activity; and 28% of adults engage in no leisure-time physical activity at all (according to the Centers for Disease Control, 2013). 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 enjoy walking, you still benefit from living in a walkable community. 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 also economic benefits with walkable communities, including higher property values and greater sales in commercial areas.



Walkable Community Workshops (WCWs)

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

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



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



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

Photo: University of Delaware Institute for Public Administration (IPA)



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.

Background

Report Background

State Route 9 (or SR 9), New Castle Avenue, is highway which connects Wilmington to Dover. In our greater study area – the vicinity of I-495 and I-295 – car-oriented commercial development lines the highway’s sides. Several distinctive suburban residential communities sit behind these shops and hotels, including Hamilton Park, Dunlieth, Rose Hill, and Holloway Terrace. About 16,000 vehicles travel north and south along this stretch of SR 9 each day, and roughly 8,000 people¹ live in its adjoining communities.

New Castle County’s Department of Community Services requested a WCW along SR 9, in step with revitalization efforts there². Anchoring these efforts is the construction of a new library at the intersection of SR 9 and Hillview Avenue. As documented in a pair of recent WILMAPCO studies³, communities along SR 9 are burdened with illegal heavy truck movements associated with the nearby seaport and industry, the absence of pedestrian and bicycle interconnectivity between communities and places of interest, and pedestrian and bicycle safety concerns. Other concerns that will be detailed in the present study include aging infrastructure, poor signage, and access concerns for non-vehicular travelers with disabilities.

While the car is by far the predominant mode of transportation for those traveling SR 9, many pedestrians also traverse this segment of highway. Hundreds of people use DART buses at various stops between Memorial Drive and Rogers Road each weekday. While overall pedestrian count data are unavailable, planners have observed dozens of others walking the corridor during field visits. An examination of pedestrian and bicycle crashes between the years 2011 and 2013 revealed that SR 9’s intersection at Hillview Avenue is a particular safety concern. Five pedestrians were hit by cars there between 2011 and 2013. Detailed bus ridership and crash data are available in the Appendix.

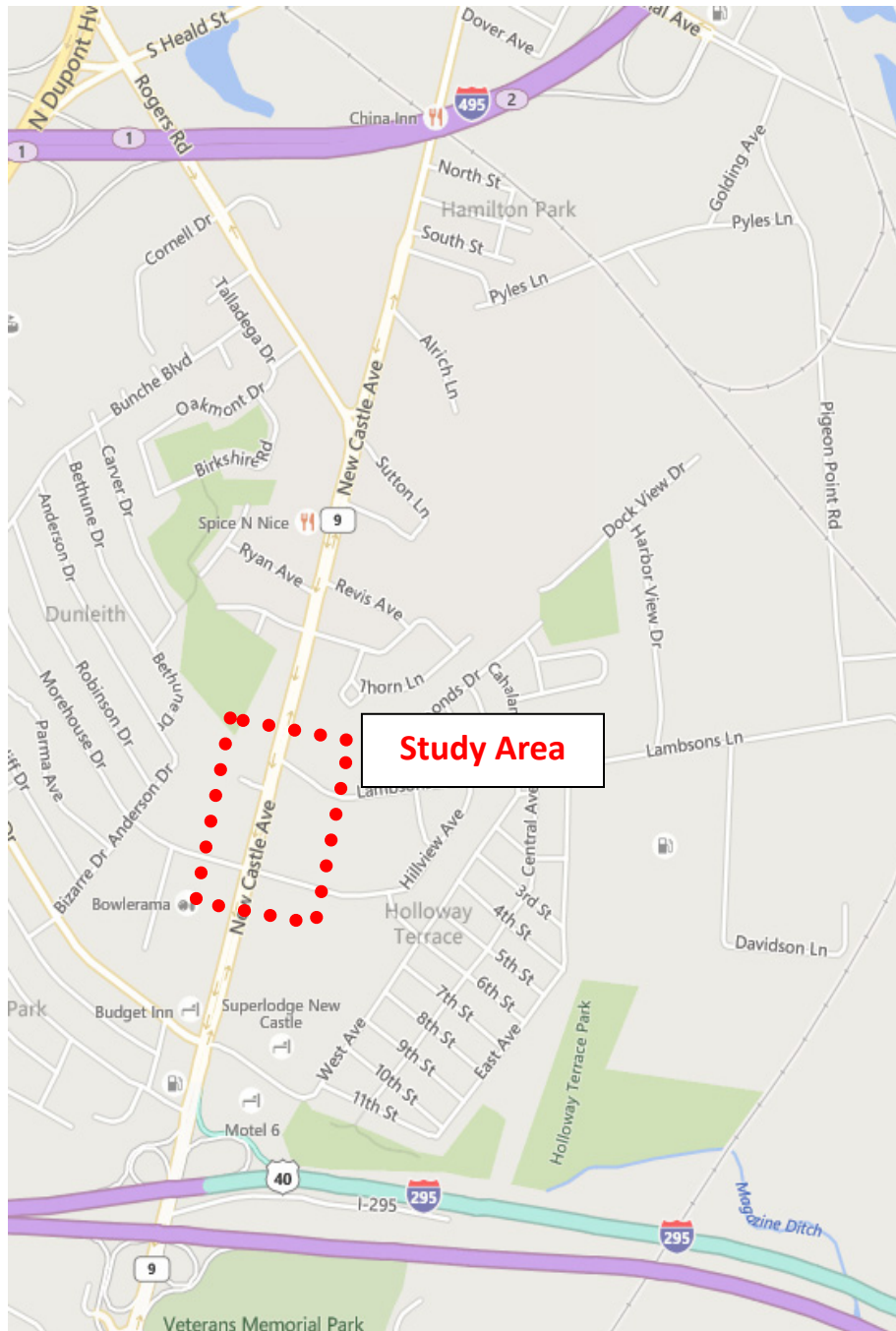
WILMAPCO convened a steering committee with representatives from New Castle County’s Department of Community Services, New Castle County’s Department of Land Use, and the Delaware Department of Transportation’s (DelDOT) Department of Planning to develop the workshop’s scope. To address a pressing concern from the County to examine connections to the planned library, it was decided to hold the WCW at the nearby Rose Hill Community Center and study the SR 9 corridor in its immediate vicinity. This area is displayed on the map on page 6. Working with representatives from the Rose Hill Community Center, a walking route, shown on page 7, was identified.

¹ Sources: DelDOT, 2013; American Community Survey (census tracts 154, 155.02, and 156), 2008 – 12

² Route 9 Innovation District: <http://www.nccde.org/1003/Route-9-Innovation-District>

³ Garfield Park WCW: http://www.wilmapco.org/Walkable/Garfield_WCW_Report.pdf; Port of Wilmington Truck Parking Study: http://www.wilmapco.org/truckparking/Port_Final_July14.pdf

Area of Interest⁴



⁴ Bing Maps, 2015.

Extra outreach was conducted to encourage community participation in this workshop. WILMAPCO attended three community meetings in the weeks prior to the workshop to build momentum, notices ran on local radio, and flyers were posted at shops and bus shelters along SR 9. Thirty-three residents, community service workers, and government and nonprofit employees attended the workshop. A listing of attendees is available in the appendix.

Photo: University of Delaware Institute for Public Administration (IPA)



Holloway Terrace resident Jerry Collins studies crash maps.

Walking Route⁵



⁵ Bing Maps, 2015.

Walkability Ideas

After participating in the background session and walking tour, attendees identified several walkability issues during a mapping exercise and offered ideas for possible improvements. The present section and the section which follows document these ideas. The ideas should be viewed as a first cut of identifying pedestrian problems and solutions in this corridor.

Many of the ideas have been mapped on four air photos. Each of the maps considers a different area on the corridor:

- The first map is a collection of ideas associated with access to the new library.
- The second map includes improvements along Lambson Lane.
- The third map shows potential connection improvements between the Dunleith neighborhood and SR 9.
- The fourth map considers pedestrian improvements along the roads near the Port of Wilmington.

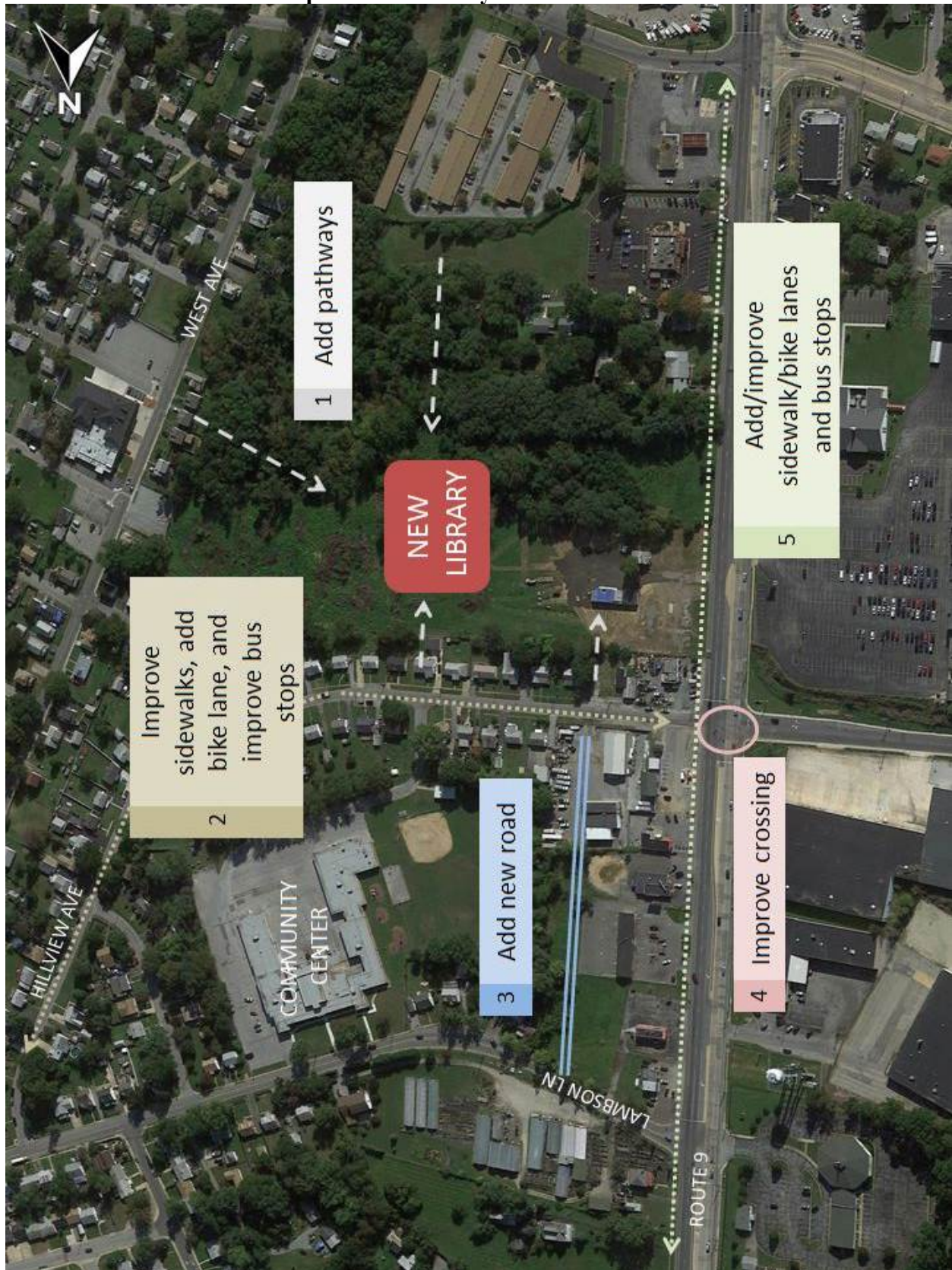
Every mapped idea has a number associated with it. Additional details about the ideas are provided on the pages following the maps.

Photo: University of Delaware Institute for Public Administration (IPA)



Some of the participants in the workshop's walking tour.

Map 1 - New Library Connections Ideas



Map 2 - Lambson Lane Improvement Ideas



Map 3 - Dunleith to SR 9 Connection Ideas



Map 4 - Port of Wilmington Area Pedestrian Improvement Ideas



IDEA 1: ADD PATHWAYS (to connect to new library)

MAP 1

Description

Pathways should be added to connect into the new library. These pathways should be accessible by both pedestrians and bicyclists and feature ample lighting. Three pathways were identified at the workshop. One pathway would provide a link from the Rose Hill Community Center's driveway along Hillview Avenue to the new site. This pathway could require the future purchase and demolition of one of the houses on the southern side of Hillview Avenue. Alternatively, a reported new access road to the library along Hillview Avenue, just off of SR 9, could support that pathway. A second pathway would connect the Holloway Terrace community to the new library via West Avenue. A third pathway should link the hotel along West Avenue to the new library site. These pathways could join together and form a loop, providing better recreational opportunity.

IDEA 2: IMPROVE SIDEWALKS, ADD BIKE LANE, AND IMPROVE BUS STOPS (along Hillview Avenue)

MAP 1

Description

Pedestrian infrastructure along Hillview Avenue should be improved. Sidewalks are in disrepair or are otherwise missing entirely. This encourages pedestrians to travel in the street. A pair of DART Route 17 bus stops at the Rose Hill Community Center driveway are also awkwardly placed. Bicycle signage/markings were also recommended.



Inconsistent and limited sidewalks along Hillview Avenue



Limited sidewalk availability encourages these children to travel in the street.



Bus stop along Hillview Avenue at the community center's driveway.

IDEA 3: ADD NEW ROAD (behind businesses on SR 9 between Lambson Lane and Hillview Avenue)

MAPS 1, 2

Description

A new access road connecting Lambson Lane with Hillview Avenue behind the shops along SR 9 was suggested. This road would be beneficial in two ways. First, it would provide another access point to the library. Second, it would allow for the reorientation of commercial parking lots from in front of shops to behind them, suggested in Idea 10.

IDEA 4: IMPROVE CROSSING (SR 9 at Hillview Avenue)

MAP 1

Description

Improving the crossing at SR 9 and Hillview Avenue is a key safety need. Five pedestrian crashes between 2011 and 2013 occurred at this intersection, which currently has limited pedestrian safety infrastructure. Enhancements could be phased. As a first step, the enhancements should include Americans with Disabilities Act (ADA) compliant curb ramps on each corner, marked crosswalks, stop lines for vehicles, and electronic countdown signals. DelDOT was pursuing many if not all of these enhancements at the time of the workshop, though details were not known. Additional improvements were also discussed. These include a pedestrian refuge island or median to ease the crossing, along with a crossing area for on road bicyclists. These medium and longer-term solutions will be dependent on any future redesign of the corridor selected in Idea 5.



The intersection of Hillview Avenue at SR 9 is tough for walkers and bicyclists to cross.

Photo: University of Delaware Institute for Public Administration (IPA)



The poor crossing at Hillview Avenue encourages these children to cross SR 9 away from the intersection.

Photo: University of Delaware Institute for Public Administration (IPA)



A car crash occurred at the intersection of SR 9 and Hillview Avenue during the workshop.

IDEA 5: ADD/IMPROVE SIDEWALK/BIKE LANES AND BUS STOPS (both sides of SR 9)

MAPS 1, 2, 3

Description

Walking or bicycling along SR 9 itself is sometimes difficult and unsafe. Long stretches of the highway are missing sidewalk, or have deteriorating sidewalk. Unexpected steep sidewalk slopes are also common, which are a dangerous tripping hazard and insurmountable by wheelchairs. The absence of good sidewalk consistency along the highway, as well as various obstructions (such as a raised sewer cover between Morehouse Drive and Lambson Lane), encourages some pedestrians to travel in the highway's shoulders. Additionally, while SR 9 is a

designated state bicycle route and part of the interim East Coast Greenway route, no bicycle infrastructure (signage, marked lanes, etc.) exists. While bicyclists can and do travel in the highway's shoulders, the buildup of debris makes bicycle travel difficult.

A phased approach could begin tackling these problems. As a first step, gaps in sidewalk infrastructure (such as along the eastern side of SR 9 between West Avenue and Lambson Lane) should be filled. Places with deteriorating sidewalk (such as along the western side of SR 9 in the vicinity of Lambson Lane) should be repaired. And while a bus stop is in place in front of the new library site, a shelter should strongly be considered here.

More comprehensively, the overall layout of SR 9 should be studied. Adjustments to travel lane width and/or the acquisition of private easements, for example, would allow for the addition of more robust pedestrian and bicycle infrastructure. Potential ideas discussed at the workshop included: a marked bicycle lane; a buffer zone (perhaps filled with trees and greenery between the highway and the sidewalk) to calm traffic and enhance the comfort of pedestrians; and a thick median (another opportunity for green landscaping/beautification), which would act both to calm traffic speeds and be a spot for pedestrians to stop mid-crossing (pedestrian refuge).

Further, the design of commercial space along the highway could be re-examined. Currently, the layout of development along the corridor is designed for private vehicles. As detailed in Idea 10, reorienting these businesses to front the highway with parking behind would both improve pedestrian conditions and better regulate vehicular turns by limiting vehicle access points. All these opportunities could be studied as part of an SR 9 Corridor Master Plan, which WILMAPCO hopes to begin in the Fall of 2015.



The SR 9 corridor is primarily designed for vehicles. This contributes to making pedestrians feel unsafe.



SR 9's inconsistent sidewalks encourage some to walk in the highway's shoulder.

IDEA 6: IMPROVE LIGHTING AND SIDEWALKS (along Lambson Lane from community center to SR 9)

MAP 2

Description

Sidewalks along Lambson Lane between the Rose Hill Community Center and SR 9 are in general disrepair. Vegetation has encroached on the concrete, narrowing the available surface. The concrete surface itself is often broken and sloping into the road. In general, these sidewalks need to be replaced. Along the southern side of the road, which leads directly to the community center, vegetation should be cut back and debris removed on a periodic basis.

If possible, the sidewalk should be located behind the existing tree line, which would provide a buffer between walkers and the roadway. As shown in Idea 9, another alternative is to realign Lambson Lane to reduce its sharp angle. If this is done, new accommodations for pedestrians and bicyclists should be provided with the construction of the new roadway.

Workshop participants also noted that lighting was poor along Lambson Lane. This should be studied for improvements.



Sidewalks are worn, too narrow, and lined with debris and unruly vegetation along Lambson Lane near SR 9.

IDEA 7: ADD PATHWAY (Thorn Lane to community center)

MAP 2

Description

Formal pedestrian and bicycle connections between adjoining neighborhoods do not exist along this portion of the Route 9 corridor. One possible connection which could be made involves creating a multiuse pathway between Thorn Lane and Lambson Lane. This would provide direct, safe pedestrian and bicycle access from dozens of homes in the Rosegate community to the Rose Hill Community Center. Adding this pathway would require the acquisition of private land easements.

IDEA 8: ADDRESS ILLEGAL TRUCK TRAFFIC IN AREA

MAP 2

Description

On the average weekday, hundreds of big trucks travel near communities along SR 9. Most load and unload freight at the Port of Wilmington and/or at surrounding industries and businesses. The vast majority of these trucks do not travel along roads serving local communities, which are restricted to them. According to workshop participants and WILMAPCO data from a 2013 study⁶, however, dozens of trucks do violate these local restrictions each day.



A combination truck travels westbound on Lambson Lane to SR 9.



Truck restriction signs along Lambson Lane are too small and could be better placed.

⁶ Port of Wilmington Truck Parking Study: http://www.wilmapco.org/truckparking/Port_Final_July14.pdf

More effort is needed to curtail these illegal truck movements. Here are some ideas from the workshop and the 2013 WILMAPCO study:

- Truck restriction signs should be bigger. They should also not just be placed on the road with the active restriction, but visible along adjoining roads before trucks turn onto the restricted road.
- Enact comprehensive truck signage adjustments across South Wilmington, directing trucks to non-restricted roads and away from restricted roads
- Make GPS directional adjustments to reflect truck-restricted roadways
- Enforce truck violations, including use of non-truck GPS units by trucks
- Explore the creation of a truck access route to Terminal Avenue or Pigeon Point Road to reduce movements on Terminal Avenue through Hamilton Park

While not mentioned at the workshop, illegal truck idling has also been a concern with residents nearby the seaport. Truck idlers should be reported to DNREC at 800 – 662 – 8002.

IDEA 9: REALIGN LAMBSON LANE

MAP 2

Description

Near its connection with SR 9, Lambson Lane curves significantly. Workshop participants felt this was a hazard. In order to tackle this problem, one idea was to realign the roadway to eliminate this curve. Presumably, the traffic signal would also need to be re-positioned. While a significant and expensive undertaking requiring the acquisition of private easements, this would also have the dual benefit of addressing the poor sidewalk problems identified in Idea 6 and the crossing problems identified in Idea 11.



The sharp curve on Lambson Lane is shown above.

IDEA 10: REDESIGN COMMERCIAL SPACE

MAP 2

Description

Commercial space along SR 9 could be reoriented to improve attractiveness and make the environment safer for pedestrians and bicyclists. The shops between Lambson Lane and Hillview Avenue, for example, have open parking lots between them and the street. While this makes a trip to the market, restaurant, or liquor store very convenient for motorists, it presents safety concerns, especially to walkers and bicyclists.

Open access parking lots along highways are unsafe. This is especially true for walkers due to traffic moving in and out at various points in a 360° spectrum. The multiple entry points is also a safety concern for motorized travel as vehicles may enter or exit the highway or parking lot at various points.

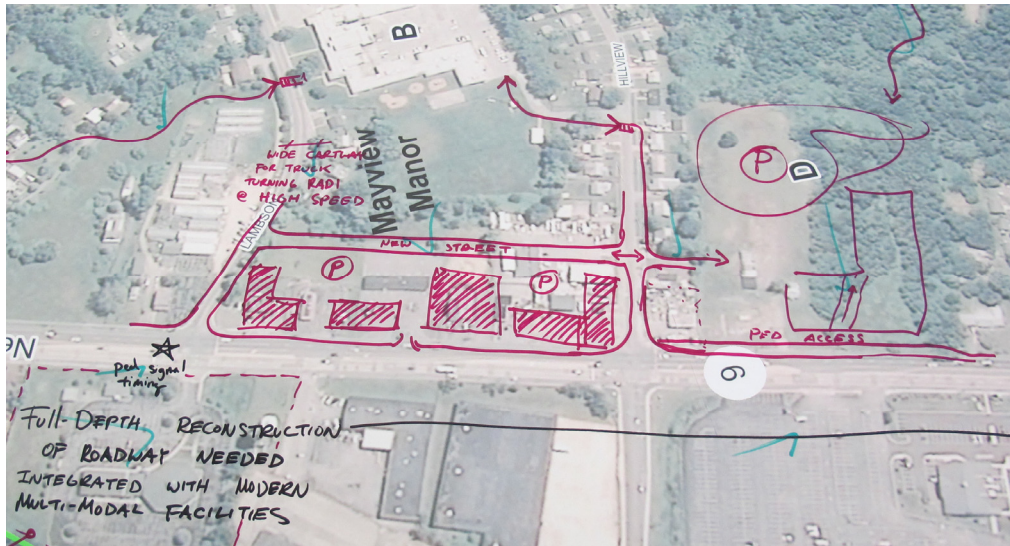
One suggestion at the workshop was to reposition vehicle parking behind the shops. This would be beneficial as shop fronts could be situated closer to the travel way for pedestrians and bicyclists, providing a comfortable human scale. Additionally, accessing the shops would not require traveling through a parking lot with potential vehicle turns. Vehicles would enter and exit the parking lots at controlled points, cutting down both vehicular/pedestrian and bike conflicts and vehicular/vehicular conflicts.

This idea is a long-term solution, potentially requiring adjustments to development codes and land acquisitions.

Photo: University of Delaware Institute for Public Administration (IPA)



Children traveling through an open parking lot along SR 9 to reach a shop are shown above.



An idea from the mapping session showing the potential reorientation of shops along SR 9 is found above.

IDEA 11: IMPROVE CROSSING (SR 9 at Lambson Lane)

MAP 2

Description.

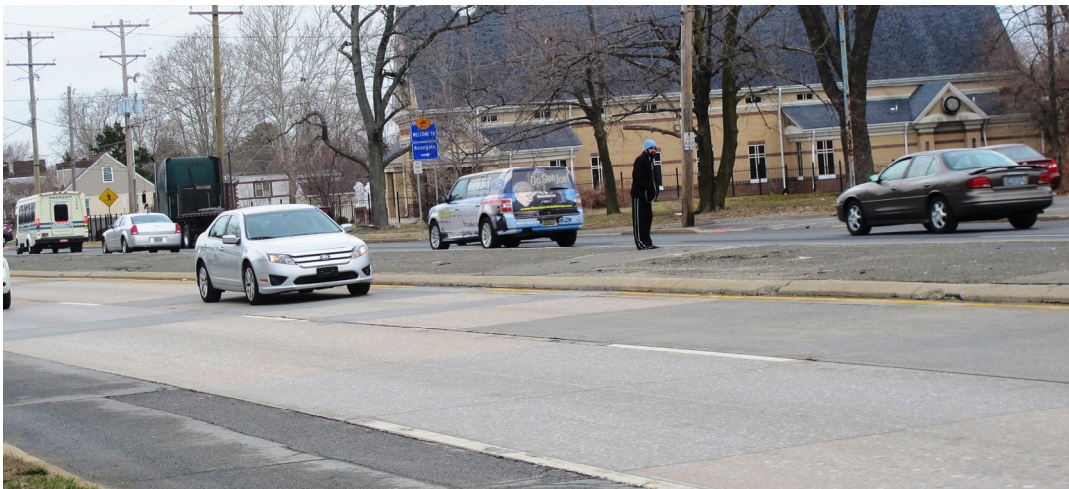
Similar to Idea 4, improving SR 9's crossing and Hillview Avenue, the crossing of SR 9 at Lambson Lane needs improvement. While a pedestrian countdown signal is in place, the signal pole is difficult to reach on the westbound side of the highway and not visible to pedestrians on the southwest side of SR 9. Additionally, marked crosswalks and properly located, ADA compliant curb ramps were absent at the time of the workshop.

DelDOT was pursuing many if not all of these enhancements at signalized intersections in the area at the time of the workshop, though details were not known. Additional improvements were also discussed. These include a pedestrian refuge island or median to ease the crossing, along with a crossing area for on road bicyclists. These medium and longer-term solutions here will be dependent on the corridor design retrofit, potentially selected in Idea 5.

Photo: University of Delaware Institute for Public Administration (IPA)



The long, unmarked crossing of SR 9 at Lambson Lane is shown above left. A pedestrian crossing signal that requires a significant stretch (not ADA accessible) to reach is shown above right.



The difficult crossing at Lambson Lane encourages this man to cross away from the intersection.

IDEA 12: ENHANCE GREEN SPACE (southern side of Morehouse Drive)

MAP 3

Description

Green space along Morehouse Drive could be improved. Intense vegetation along the roadway forms a barrier between walkers traveling between Dunleith and the shopping center. A short bicycle and pedestrian pathway could be added to link the sidewalk on Morehouse Drive with the bowling alley and shops. The landscaping should also be generally rethought here. Adding a larger Dunleith community sign and a bench at the corner of Morehouse Drive and SR 9 were discussed at the workshop. Elements of this project will require the cooperation of the shopping center.



High and dense vegetation blocks pedestrian access to the shopping center for Morehouse Drive. (Photo: Google)

IDEA 13: ADD PATHWAY (Anderson Drive to SR 9)

MAP 3

Description

A pathway was suggested to connect Dunleith to SR 9 from the vicinity of Anderson Drive/Surratte Park. Realizing this pathway would likely require the acquisition of private easements. The western terminus of the pathway should, if possible, connect to the trail network being pursued at Surratte and other area parks.

IDEA 14: IMPROVE PARK PATHWAYS (parks west of SR 9)

MAP 3

Description

Pathway improvements were suggested at parks on the western side of SR 9 in the vicinity of the Dunleith community. These include Surratte and adjoining parks. New Castle County is pursuing the implementation of a trail network in this area via a grant from Nemours and the Centers for Disease Control and Prevention. This funding should complete the trail network.

IDEA 15: ADD SIDEWALK/BIKE LANE (Morehouse Drive)

MAP 3

Description

There is a missing stretch of sidewalk along the northern side of Morehouse Drive, just east of Anderson Drive. While sidewalk is in place on the other side of the street, this gap could be filled to provide redundancy and enhance pedestrian connectivity. Additionally, a bicycle lane was suggested along this stretch of Morehouse Drive.

IDEAS 16, 17, 18: ADD AND IMPROVE SIDEWALK AND PEDESTRIAN SIGNALING (Terminal Avenue, Pigeon Point Road, Pyles Lane)

MAP 4

Description

While beyond the scope of our Route 9 Workshop, ideas were suggested to improve pedestrian conditions around the seaport. These included adding/ improving sidewalks along Terminal Avenue and adding sidewalks on Pigeon Point Road and Pyles Lane. Nonmotorized conditions were studied in some detail in WILMAPCO's 2013 Port Parking Study⁷, with several recommendations for improvements made.

⁷ Port of Wilmington Truck Parking Study: http://www.wilmapco.org/truckparking/Port_Final_July14.pdf

Additional Ideas

- **SR 9 Traffic Calming** - many workshop ideas generally centered on reducing vehicle speeds along SR 9. These included installing traffic cameras and better synchronizing signals at the intersections of: Memorial Drive, Morehouse Drive, Lambson Lane, and Rogers Road. Additionally, the exploration of roundabouts was suggested at each of these intersections.
- **School Zone Signage** – was suggested at the intersection of Lambson Lane.
- **Historical References** – the addition of more historical references along SR 9 corridor was suggested. These references could include recognition of the Harriet Tubman Underground Railroad Byway, which runs along this stretch of SR 9, and much more.
- **Safety Education** –the importance of bicycle and pedestrian safety education, particularly for children, came up a few times at the workshop. WILMAPCO helps coordinate couple of programs which could implement this training for area youth.



Recognition of the Tubman Byway along SR 9 in nearby Southbridge. (Photo: South Bridge Connects)

Summary of Ideas

Idea	Map(s)	Title	Detail
1	1	Add pathways to connect to new library	Pathways from: community center, West Avenue, hotel
2	1	Improve sidewalks, add bike lane, and improve bus stops along Hillview Avenue	Replace/add sidewalk; add bicycle signage/markings; improve layout of bus stops
3	1	Add new road behind businesses on SR 9 between Lambson Lane and Hillview Avenue	New access/connector road
4	1	Improve crossing at intersection of SR 9 at Hillview Avenue	<p>Short-term – add curb ramps; marked crosswalks; stop lines; electric countdown signals</p> <p>Long-term – add pedestrian refuge island or median; add bicycle crossing</p>
5	1, 2, 3	Add/improve sidewalk/bike lanes and bus stops on both sides of SR 9	<p>Short-term – fill gaps in sidewalk; replace deteriorating sidewalk; consider bus shelter at SR 9 and Hillview Avenue; periodically remove debris from shoulders for bike use</p> <p>Long-term – study overall layout of SR 9, including design of commercial space for improvements; add marked bicycle lane; add buffer zone along edge; add median; add a pedestrian refuge</p>
6	2	Improve lighting and sidewalks along Lambson Lane from community center to SR 9	Replace sidewalks on Lambson Lane near SR 9; locate sidewalk behind tree line; study lighting along Lambson Lane for improvement
7	2	Add pathway from Thorn Lane to community center	Add a multiuse pathway between Thorn Lane and Lambson Lane
8	2	Address illegal truck traffic in area	Make truck restriction signs bigger; enact comprehensive truck signage adjustments; make GPS directional adjustments; enforce truck violations, including use of non-truck GPS; explore creation of truck access route to Terminal Avenue or Pigeon Point Road
9	2	Realign Lambson Lane	Eliminate curve on Lambson Lane with a new alignment
10	2	Redesign commercial space	Reorient commercial space along SR 9 – eliminate open access parking lots; consider locating parking behind shops and pulling storefronts closer to highway edge

Idea	Map(s)	Title	Detail
11	2	Improve crossing at intersection of SR 9 and Lambson Lane	Short-term – Improve pedestrian countdown signal; add marked crosswalks; add curb ramps; properly align crossing Long-term – add pedestrian refuge island or median; crossing area for bicyclists
12	3	Enhance green space along southern side of Morehouse Drive	Reconsider landscaping; add short multiuse pathway to connect Morehouse Drive to the shopping center
13	3	Add pathway from Anderson Drive to SR 9	Add multiuse pathway; possibly connect pathway to emerging trail network at Surratte Park
14	3	Improve park pathways at parks west of SR 9	Continue to pursue pathway improvements at parks on the western side of SR 9
15	3	Add sidewalk/bicycle lane on Morehouse Drive	Complete missing stretch of sidewalk along the northern side of Morehouse Drive, just east of Anderson Drive; consider bicycle lane along this stretch of Morehouse Drive
16, 17, 18	4	Add and improve sidewalk and pedestrian signaling on Terminal Avenue, Pigeon Point Road, and Pyles Lane	Add and improve sidewalk and pedestrian conditions along roads around the seaport
n/a	n/a	SR 9 Traffic Calming	Install traffic cameras, better synchronize signals, and explore roundabouts at the intersections of Memorial Drive, Morehouse Drive, Lambson Lane, and Rogers Road
n/a	n/a	Add school zone signage around Lambson Lane	n/a
n/a	n/a	Add historical references	Add more references to the history of the communities along SR 9
n/a	n/a	Safety education	Provide pedestrian and bicycle safety education to children in the community

Next Steps and Implementation

Many ideas were shared at the workshop and are documented in this report. These ideas will be folded into and studied in more detail in a forthcoming land use and transportation study of the Route 9 Corridor, which WILMAPCO hopes to begin in the Fall of 2015.

Community members are encouraged to think about which of the recommendations are most important and to work with New Castle County, DelDOT, WILMAPCO, and local elected officials to begin addressing some of the pressing problems uncovered in the workshop. See the handout, “Beyond the Walkable Community Workshop” available in the Appendix. The contact information of representatives from these agencies who participated in the workshop is listed below:

- **Bill Swiatek, AICP**; Senior Planner at WILMAPCO; 302 – 737 – 6205, bswiatek@WILMAPCO.org
- **Jane Rattenni**; Manager at New Castle County’s Department of Community Services; 302 – 395 – 5612; jrattenni@nccde.org
- **Marco Boyce**; Transportation Planner at New Castle County’s Department of Land Use; 302 – 395 – 5436; mkboyce@nccde.org
- **Sarah Coakley, AICP**; Pedestrian Coordinator at DelDOT; 302 – 760 – 2236; Sarah.Coakley@state.de.us

Listed below are some great sources of funding:

Transportation Alternatives Program (TAP)

- TAP provides funding to improve walking and bicycling transportation. Project submissions are scored and ranked by WILMAPCO and administered by DelDOT. Projects require a twenty percent funding match. Click here for more information: www.wilmapco.org/tap
- Contact Jeff Niezgoda, Delaware Department of Transportation, for details. 302-760-2178; Jeff.Niezgoda@state.de.us
- Following the workshop, New Castle County made a TAP submission, based in large part on projects uncovered at the workshop. For reference, this application is available in the Appendix.

Elected Official's Community Transportation Fund (CTF)

- CTF provides a fixed amount of funds annually to State Senators and House Representatives to be used as they and their constituents believe is best for transportation improvements within their districts.
- Legislators may also fund their own project ideas and they have the option of banking a portion of their yearly CTF budget for up to three years in order to fund a larger transportation improvement.
- Contact your State Senator and/or House Representative for details.
- More info: www.deldot.gov/information/pubs_forms/brochures/pdf/ctf_brochure.pdf

Finally, many of these projects could be folded into other larger projects from private developers or the State. Delaware's Complete Streets Policy, which requires the State to consider all modes of transportation in construction projects, would trigger a major construction project along SR 9 to include sidewalk improvements and, potentially, bicycle improvements. The major highway reconstruction project along SR 9 from the City of New Castle to the Christiana River was planned for construction a few years ago, but funding priorities left that project with little funding and its scope was reduced. Instead, broken pieces of the road were patched and pedestrian improvements were made only at signalized intersections. The complete reconstruction project still remains on WILMAPCO's unfunded aspiration list⁸.



Curb reconstruction at Hillview Avenue associated with a roadway patching project.

⁸ WILMAPCO 2040 RTP: 2015 Update: <http://www.wilmapco.org/RTP2040/2040RTPUpdateFinal.pdf>

Appendix A: Workshop Registrants

SR 9 Walkable Community Workshop Registrants

May 5, 2015

First Name:	Last Name:	Company:
Ruth	Baker	
Marco	Boyce	New Castle County Land Use
Diana	Brown	New Castle County
Ashia	Cale	
Carrie	Casey	
Elizabeth	Catt	UD-IPA
Sarah	Coakley	Delaware Department of Transportation
Jerry	Collins	Holloway Terrace
Philip	Conte	Studio Jaed
Edith	Dare	
Steve	Davies	APEX Engineering
Yvonne	Davis	Americorps
Rysheema	Dixon	
David	Dooley	DART
Alanna	Drake	Nemours
Heather	Dunigan	WILMAPCO
Beaton	Gomez	
Gail	Gorski	
Tamika	Graham	WILMAPCO
Ronald	Handy	Garfield Park Boys and Girls Club
Ronald	Handy, Sr.	Boys and Girls of De., New Castle Site
Sophia	Hanson	New Castle Dept. of Community Services
Ronald	Lewis	
Douglas	Moss	Holzman Moss Bottino Architecture
David	Nichols	Nemours
Randi	Novakoff	WILMAPCO
James	Parker	New Castle County
Eric	Pugliano	DART First State
Jane	Rattenni	Department of Community Services
LaToya	Rodriguez	New Castle County
Josie	Roy	
Jawanna	Saunders	Simonds Gardens Civic Association
Marcia	Scott	UD-IPA
Shay	Scott	
Dana	Smith	Garfield Park Lending Library
Sandra	Smithers	Dunleith Civic Association
Bill	Swiatek	WILMAPCO
David	Trincia	
Caren	Turner	ICHDE
Robert	Turner	
Sheilah	Young	Dunleith Civic Association

Appendix B: Walkable Community Workshop Flyer

WALKABLE COMMUNITY WORKSHOP

free refreshments will be provided

Help us identify **barriers to safe walking/biking** on Route 9

At the workshop we will:

- Review elements of a “walkable community”
- Walk around the area (so wear comfortable shoes!)
- Share what we found

A report will detail findings and suggest SOLUTIONS

RSVP today, space is limited:

- RSVP ONLINE - www.WILMAPCO.org/walkable
- INFO - Bill Swiatek: 302-737-6205 x113; bswiatek@wilmapco.org

WILMAPCO



Thomas P. Gordon
County Executive



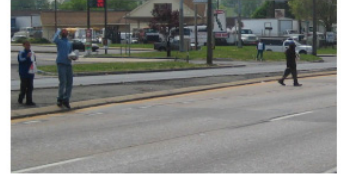
Tuesday, May 5

5:30 PM – 8:30 PM

Rose Hill Community Center

Meet at the Senior Center

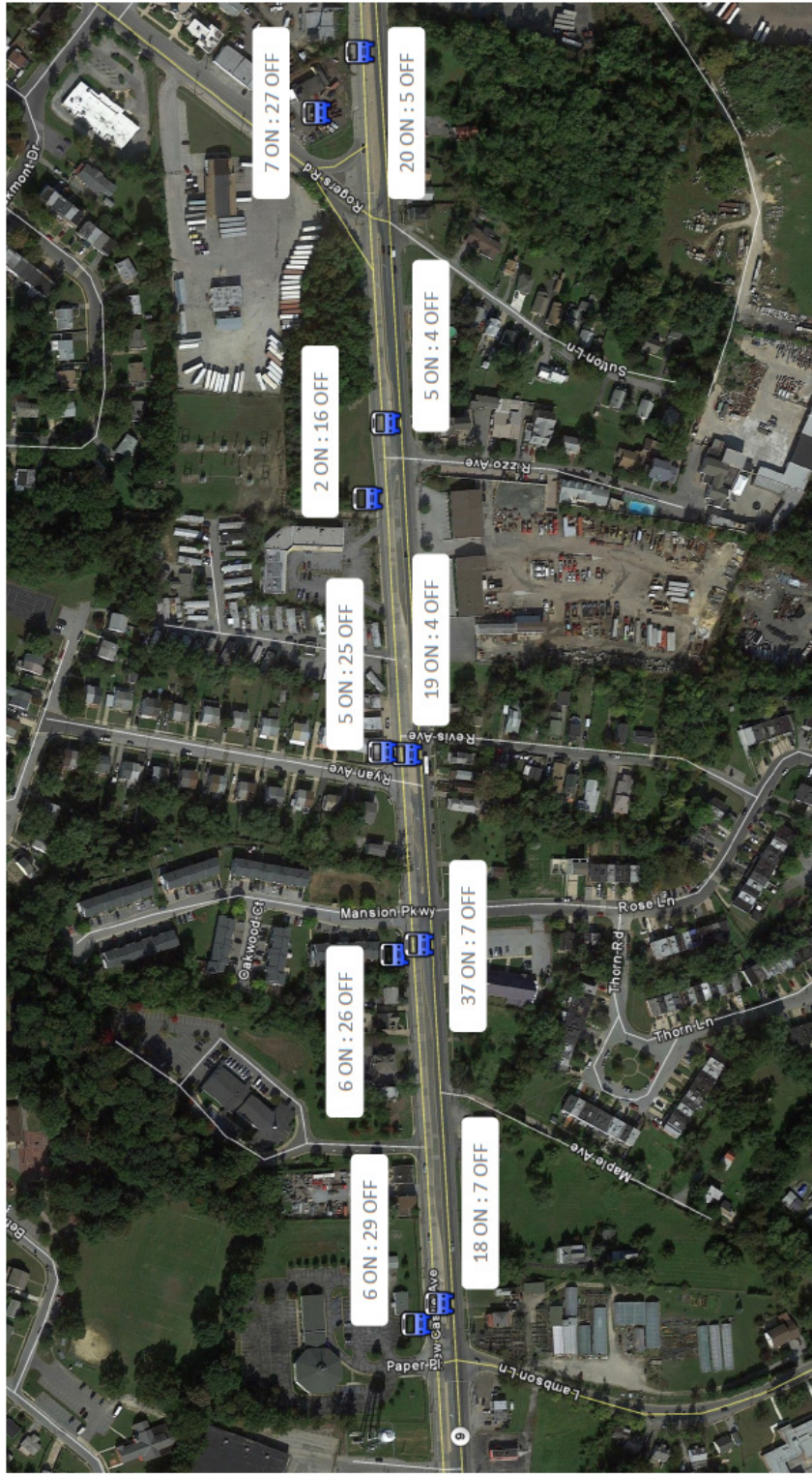
19 Lambson Ln., New Castle



Appendix C: Bus Ridership and Crash Maps



Weekday Bus Ridership: SR 9 (Memorial Dr. to Lambson Ln.)
SR 9 Walkable Community Workshop

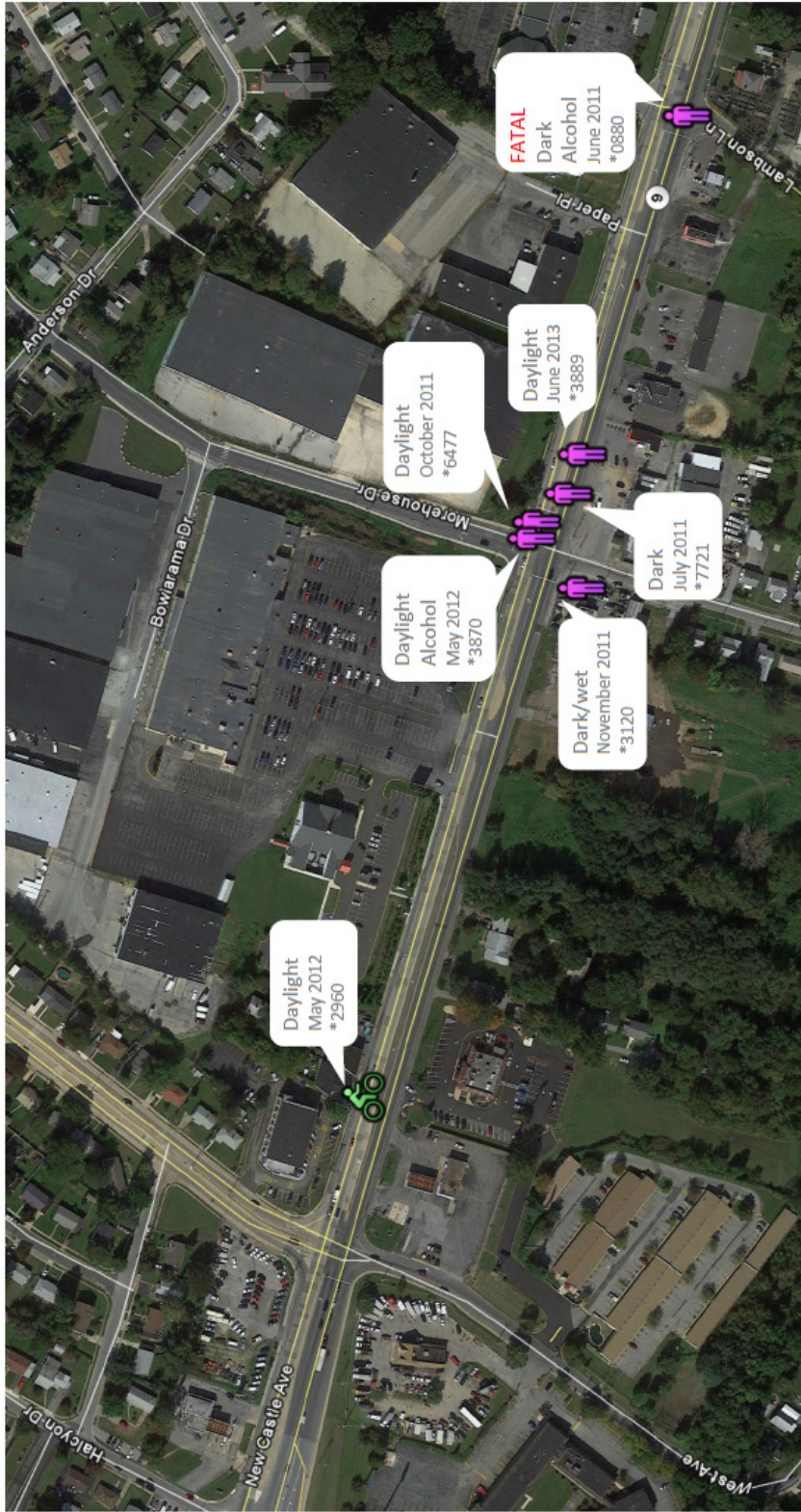


Weekday Bus Ridership: SR 9 (Lambson Ln. to Rogers Rd.)

SR 9 Walkable Community Workshop

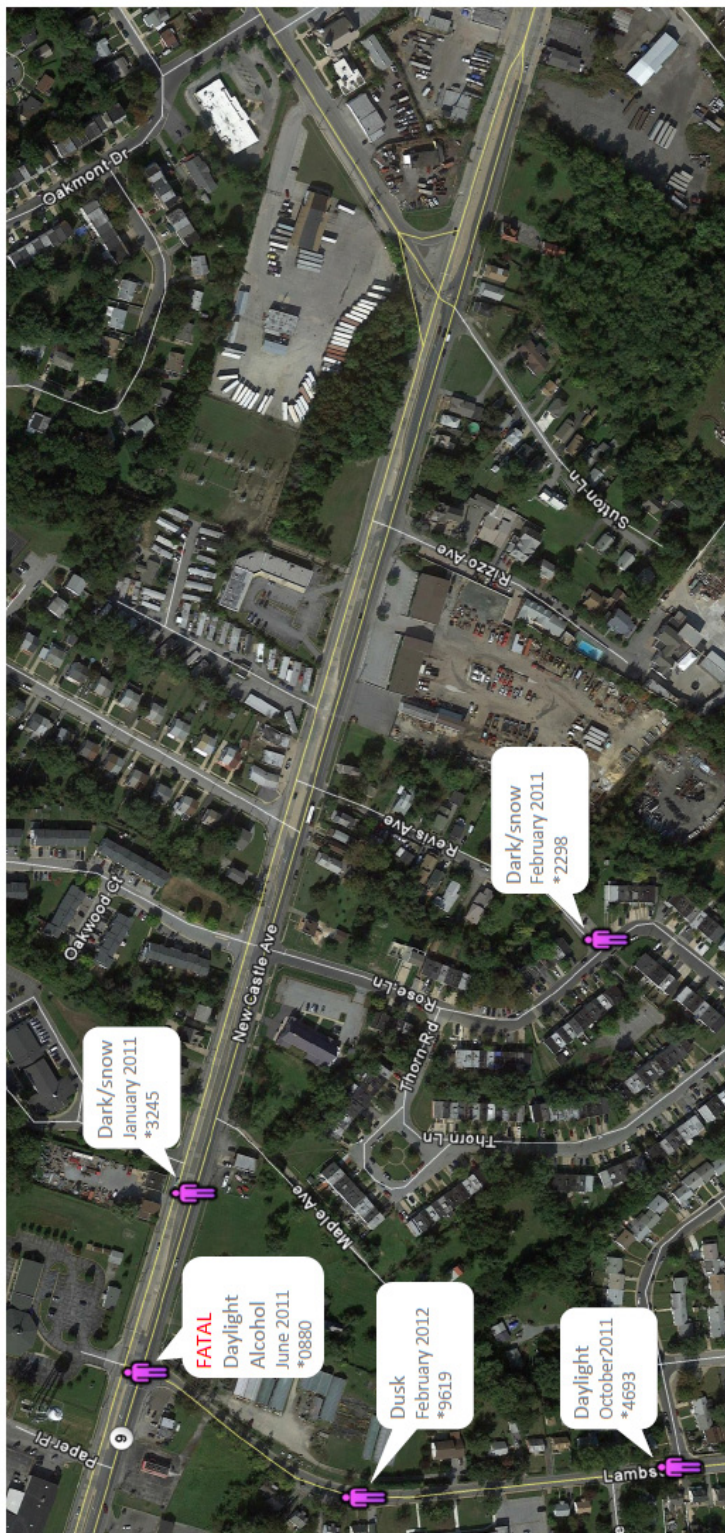


Data: DTC, 2014
Base Map: Google Earth



Bicycle and Pedestrian Crashes: SR 9 (Memorial Dr. to Lambson Ln.)

SR 9 Walkable Community Workshop



Bicycle and Pedestrian Crashes: SR 9 (Lambson Ln. to Rogers Rd.)
 SR 9 Walkable Community Workshop

Appendix D: SR 9 TAP Submission

Transportation Alternatives Program Application

The Transportation Alternatives Program (TAP), authorized under MAP-21, provides funding for programs and small projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Sponsors must be able to provide a minimum of 20 percent funding match. Project submissions will be evaluated using WILMAPCO's project prioritization process, and other factors as determined by Council. For information about Delaware's program, phone 302-760-2178 or email Jeff.Niezgoda@state.de.us.

Submit to WILMAPCO:
Mail: 850 Library Ave., Suite 100,
Newark, DE 19711
Fax: 302.737.9584
Email: hdunigan@wilmapco.org
Call 302.737.6205 for more information

SPONSOR: Eligible sponsors include local governments, transit, natural resource or public land agencies, and education agencies/schools. Nonprofits are not eligible as direct recipients, but may partner as secondary sponsors with any eligible entity.

Contact Name and Title:	Marco Boyce, Transportation Planner
Organization:	New Castle County Department of Land Use
Address:	87 Reads Way
City, State, Zip	New Castle, DE 19720
Telephone:	(302) 395-5436
E-mail Address:	MKboyce@nccde.org
Secondary Sponsor Organization(if applicable):	

ELIGIBILITY: For details about eligibility, please visit www.fhwa.dot.gov/map21/guidance/guidetap.cfm. All projects must have a relationship to surface transportation and must be dedicated to public use. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve (check all that apply):

1. Transportation Alternatives:	
<input checked="" type="checkbox"/>	1a. Construct, plan, and design on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve ADA compliance.
<input checked="" type="checkbox"/>	1b. Construct, plan, and design infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
	1c. Convert and use abandoned railroad corridors for trails for nonmotorized transportation.
	1d. Construct turnouts, overlooks, and viewing areas.
	Community improvement activities, including-
	1e. inventory, control, or removal of outdoor advertising;
	1f. historic preservation and rehabilitation of historic transportation facilities;
	1g. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
	1h. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
	1i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
	1k. reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.
2. Safe routes to school program, for projects within approximately two miles of a school for kindergarten through eighth grade.	
	2a. Infrastructure-related projects including planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
	2b. Noninfrastructure activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
	2c. Safe Routes to School coordinator.
	3. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
	4. Recreational trails program

Primary category of eligibility:
Transportation Alternatives – Pedestrian Improvements

PROJECT DESCRIPTION:

Project description (please attach map and/or other supporting information):

See Attached

Who will maintain the project? What will need to be maintained in the short and long term, and what institution will be responsible for doing so? How does the applicant plan to provide for ongoing maintenance costs?

FUNDING: Please describe the amount of TAP and matching funds for each phase for which you are seeking funding. Funds are for small projects only, and sponsors must be able to provide a minimum of 20 percent funding match. Funds available for eligible projects on a reimbursement basis administered through the state Departments of Transportation; these funds are not administered as grants.

Phase: Concept Plan			
Federal Funds Requested			\$ 24,000
Match Required	Source:		\$6,000
Match Required	Source:		\$
Match Required	Source:		\$
Phase: Project Development			
Federal Funds Requested			\$ 72,000
Match Required	Source:		\$ 18,000
Match Required	Source:		\$
Match Required	Source:		\$
Phase: Construction			
Federal Funds Requested			\$ 704,000
Match Required	Source:		\$ 176,000
Match Required	Source:		\$
Match Required	Source:		\$
Will this amount complete the project?		<input type="checkbox"/> Yes <input type="checkbox"/> No	
If no, will this amount complete an independent / stand-alone phase of the project?		<input type="checkbox"/> Yes <input type="checkbox"/> No	
If this request is not fully funded, do you have other funds to complete the project / phase?		<input type="checkbox"/> Yes <input type="checkbox"/> No	



Department of Land Use

MEMORANDUM

TO: Tigist Zegeye
Executive Director
WILMAPCO

FROM: Marco Boyce, PLA *MB*
Transportation Planner
New Castle County

DATE: May 20, 2015

SUBJECT: New Castle County's Transportation Alternatives Program Application for
SR 9 and Memorial Drive Corridor Pedestrian Improvements

Project Location & Description

This Transportation Alternatives Program (TAP) proposal is for the planning, design and construction of pedestrian safety and access improvements to various intersections and roadway segments within New Castle County's Route 9 Innovation District located generally along the Wilmington Road (SR 9) and Memorial Drive corridors on the north side of I-295. The proposal is principally based on the findings of WILMAPCO's 2012 Memorial Drive Walkable Community Workshop, as well as their 2015 Route 9 Walkable Community Workshop where deficiencies in the quality of pedestrian facilities were observed to exist in an area with relatively high volumes of pedestrian traffic.

The preliminary locations for pedestrian improvements are as follows (see attached map):

- 1) Memorial Drive and Parma Avenue
- 2) Memorial Drive and Karlyn Drive
- 3) Memorial Drive and Anderson Drive
- 4) Memorial Drive and Lind Avenue
- 5) Anderson Drive and Briarcliff Drive
- 6) Anderson Drive and Parma Avenue
- 7) Anderson Drive and Morehouse Drive
- 8) 6th Street and West Avenue
- 9) Improved pedestrian access between the Rosehill Community Center and the future Library/Innovation Center site.

The following intersections are part of the Delaware Department of Transportation's (DelDOT) on-going SR 9 Rehabilitation Project and may or may not need additional pedestrian improvements per potential future findings in the planning phase of this TAP application.

- a) SR 9 and Halcyon Drive
- b) Memorial Drive and SR 9
- c) Morehouse Drive/Hillview Avenue and SR 9
- d) SR 9 and Lambson Lane

Additionally, coordination with New Castle County's proposed Route 9 Library and Innovation Center's impending traffic operations analysis (TOA) results will be necessary.

Maintenance

Depending on the solutions determined for the above potential pedestrian improvement locations, a combination of governmental forces (DelDOT and County) and/or local civic associations could provide for both the short and long-term maintenance of the project. A maintenance agreement will be entered upon by all parties at the appropriate time as deemed necessary.

Estimated Project Cost

This TAP project proposal is estimated to cost approximately \$1,000,000 for the planning, design and construction of pedestrian improvements at the above locations; of which the County will commit the program-required 20% of the costs over the project's duration. Should it be determined during the planning or design phase that project costs will exceed \$1,000,000, the County would be amenable to a phased approach, a reduction in project scope and/or some other means to accomplish the project's goals.

Cc: Thomas Gordon, County Executive, New Castle County
David Grimaldi, CAO, New Castle County
Drew Boyce, Director, DelDOT - Planning
Eileen Fogarty, General Manager, New Castle County - Department of Land Use
Jeff Niezgoda, Assistant Director, DelDOT - Planning
Mark Tudor, Assistant Director, DelDOT - Transportation Solutions
George Haggerty, Assistant GM, New Castle County - Department of Land Use
D. Reed MacMillan, Assistant GM, New Castle County - Department of Land Use
Antoni Sekowski, Planning Manager, New Castle County - Department of Land Use
Suzanne Obusek, Senior Budget Analyst, New Castle County - Department of Land Use
Bill Swiatek, Senior Planner, WILMAPCO
Sarah Coakley, Statewide Pedestrian Coordinator, DelDOT - Planning

NO: _____ DATE: _____

**REVIEW FOR GRANT APPLICATION
OFFICE OF COUNTY EXECUTIVE**

- ☐ Returned
☐ Approved
☐ Rejected
☐ Comments

(Attach additional sheets as needed, 3 copies each)

For Executive Office Use

A. DEPARTMENT INFORMATION

1. Project Title: SR 9/Memorial Drive Pedestrian Improvements - TAP Project

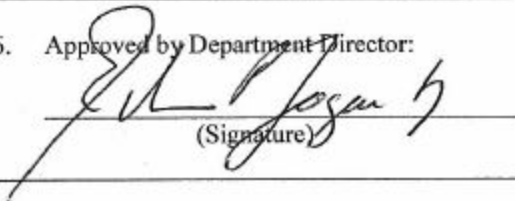
2. Department: Land Use

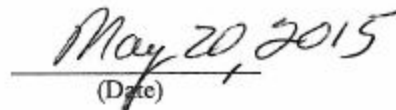
3. Division: Planning

4. Contact Person: Marco Boyce

5. Phone Number: 395-5436

6. Approved by Department Director:


(Signature)


(Date)

B. GRANTOR INFORMATION

7. Grantor: U.S. Dept. of Transportation ☒ Federal ☐ State ☐ Other Specify:

8. Department: Federal Highway Administration (FHWA) (administered through DelDOT)

9. Program Title (Identifier #) Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21)
Transportation Alternatives Program (TAP)

C. PROJECT DESCRIPTION AND OBJECTIVES

10. Project Description (delineate what geographic area (s) of the County will be impacted, the services or equipment provided, and any target populations served).

An under-served area generally encompassed within the SR 9 (Wilmington Road) corridor between I-295 and Lambson Lane and the Memorial Drive corridor between Karlyn Drive and SR 9.

REVIEW FOR GRANT
APPLICATION

No. _____

<p>11. a. What are the measurable objectives of this project? (Specify measures whenever possible)</p> <p>To provide the constituents of the area described above with safer pedestrian access to the various existing destinations within their communities and to the future Route 9 Library and Innovation Center.</p> <p>b. What effect would denial of this application have on other Department programs and attainment of Department objectives?</p> <p>The Department, in a partnership with WILMAPCO and DelDOT, will be initiating a land use and transportation study for the SR 9 corridor between the City of New Castle and the City of Wilmington beginning Fall 2015. One of the primary goals of that study will be to determine the means to make the area a better place to live. This TAP grant, located within a geographic subset, will overlap that study in duration and provide an all-important mechanism to construct the physical changes needed for safer pedestrian access.</p>				
D. BUDGET AND PERSONNEL DATA				
12. Amount sought by this application \$1,000,000				
13. Grant Period (Can this grant be renewed?) FY 2016 - 2019				
14. How many years has the project been funded? N/A				
15. Source of funding for this project				
Use * to denote dollars in this application			DOLLARS	
			CASH	IN-KIND SVCS.
		Federal Grant (administered by DelDOT)	\$800,000	
		Other Federal Funds (specify)		
		Required State Contribution		
		Discretionary State Contribution		
		Required County Contribution (over 3 years)	\$200,000	
		Other Funds (specify)		
TOTAL		\$1,000,000		

REVIEW FOR GRANT
APPLICATION

No: _____

16. County positions required for this grant activity. None			
	Authorized in Operating Budget	New Positions	Total
Paid for out of County funds			
Paid for out of Federal funds			
Paid for out of Other funds (specify)			
Total			
17. What is the amount of Indirect Cost Allocation which will be applied to this grant? None			
18. Is there a changing local match formula for this grant? Explain No			
19. What percent of the Department's total budget for this fiscal year is represented by this grant requests? None			
20. If this is a capital project, has a projection of operating cost been done? (Please attach) N/A			
<p>Comments:</p> <p><i>R. P. Gordon, County EX.</i></p> <p>For Executive Office Use</p>			

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 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.



WILMAPCO

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.

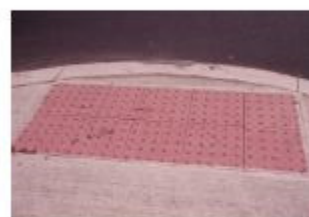
Community Transportation Fund—This fund is designated by individual legislators for specific transportation related projects. This fund allows individual legislators to address small transportation projects that may not meet department priorities. Commonly funded projects through this grant allocation 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.

WILMAPCO

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

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

WILMAPCO

Appendix F: Post Workshop Surveys

At the close of the Walkable Community Workshop, surveys were distributed to understand how participants felt about their experience. Feedback from these surveys is posted below. In the tables, the numbers represent raw response numbers. The text below represents raw written responses to various questions.

	Excellent	Good	Fair	Poor
The PowerPoint presentation was...	7	6	0	0
The walking audit/Walkabout was...	9	3	0	0
The discussion of possible local strategies and next step was...	8	4	0	0
	Very	Somewhat	A little	Not at all
Overall, how useful was the workshop to you?	10	3	0	0
Overall, how useful do you think this workshop was or will be to this community?	10	2	0	0

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
I do/would feel comfortable regularly walking along Route 9	0	2	0	1	4
I do/would feel comfortable regularly bicycling along Route 9	0	0	0	3	4
I do/would feel comfortable regularly taking the bus along Route 9	0	2	1	3	1
The design of Route 9 makes me feel unsafe	4	0	1	1	0
Speeding vehicles along Route 9 makes me feel unsafe	5	2	0	0	0
Criminal activity along Route 9 makes me feel unsafe	3	1	3	0	0
Truck traffic along Route 9 makes me feel unsafe	3	3	1	0	0
I am concerned about current and future land development along Route 9	4	3	0	0	0

The most useful part of this workshop was:

- Seeing areas where a lack of sidewalks can impede pedestrians
- The PowerPoint and the walk around the community

- Walk
- Mapping/walking
- Walking/audit
- Recognizing the reality of everyday safety concerns
- Have input
- Identifying things I never notice
- Being there
- Walking tour
- Knowing that something might happen to make the area safer
- Seeing the community firsthand during the walk; Thinking specifically about walkability.

The least useful part of this workshop was:

- How long it would take for change to happen

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

- Improved crosswalks and signals on the Route 9 intersections
- More signs
- Crosswalks/signal implementation is very important
- Reports made available on projects
- Everyone coming together to talk with DeIDOT
- Continue meetings and update us

What specific next steps are you willing to take?

- Advocate using my work with DeIDOT and DART
- Contact legislators and officials
- Share report with co-workers and get information on funding
- Encourage change through local representatives; Be present and aware of meetings and opportunities to be involved
- Next step meeting
- Contact all civic presidents
- Whatever I can do

- Exploring walkability and connectivity issues in developing the innovation campus

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

- I am an avid bicyclist and walk and I am severely hearing impaired.

On question #1, I didn't agree on the number of people on and off buses. / The largest issue that your PowerPoint said was easy and cheap. / Civic Association and community leaders asked and then begged DeIDOT for large signs for FedEx and semi-trucks on Lambson Lane because of injuries and vehicle damage. The GPS sends everyone for 95S to 95S to Lambson Lane. This is such an easy fix, but, after three years, there has been no action. There are hookers at the bus stop. / Civic Association — the survey is all over gas. / End of Rosehill near exit entering Hillview Street and Mc Donald's — There is no cross walk and no yield. / The path between the gas station and Mc Donald's (Route 9); path in front of G. Davis Property and Library Property (Route 9); and near Mc Donald's — There is no path to hotels. — They walk on asphalt. / Steps to walkability — green words are very hard to read