



WEST SIDE WILMINGTON WALKABLE COMMUNITY WORKSHOP

October 29
2013

Hosted by Cornerstone West & WILMAPCO



Walkable Community Workshops are interactive events that bring together the community and transportation professionals to focus attention on making it safer and easier to walk. Workshop participants identified real-world problems and hands-on solutions for the community.



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Appendix: Beyond the Walkable Community Workshop

**Learn more about the Walkable Community Workshop Program at
www.wilmapco.org/walkable**

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INTRODUCTION

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. WCWs are interactive events that bring together residents, elected officials, advocates, public agency staff, health practitioners, educators, planners and engineers to make our communities safer and easier to walk in. Since 2005, workshops have been held throughout the WILMAPCO region, providing information on how we can turn our communities into the kind of pedestrian-friendly places we all like to experience.

WHO IS WILMAPCO?

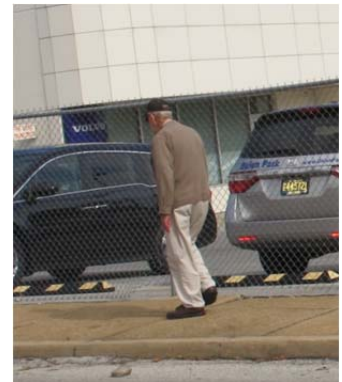
The Wilmington Area Planning Council (WILMAPCO) is the bi-state Metropolitan Planning Organization (MPO) serving New Castle County, DE and Cecil County, MD. Our policy-making body, the WILMAPCO Council, consists of state, county and municipal representatives. We have the important role of educating and involving the public and local agencies in the transportation decision-making and funding process. Our Regional Transportation Plan calls for improving our quality of life by protecting public health and supporting our communities, transporting people by providing transportation choices including facilities for bicycling and walking, and supporting economic activity and growth by making our region an attractive place to live and work. Making our communities more walkable achieves all these goals, and more.

WHY ARE WALKABLE COMMUNITIES IMPORTANT?

We are all pedestrians. Whether we think of ourselves as one or not, we are pedestrians. We may walk to work, walk for exercise, walk to do errands or simply walk from where we park the car to the neighborhood 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 Wilmington, Delaware, 24% of the population is under 18, 12% are over 65 (this number is expected to grow rapidly in the years to come), 15% of the population has a disability, and 27% of households have no available vehicle. Many people in these population groups need to walk in order to lead active and independent lives.

Walkable communities are healthier communities. Americans' waistlines are getting wider, triggering a rise in related illnesses including heart disease and diabetes. The Centers for Disease Control estimates that in Delaware 27% of adults are obese, only 46% of adults engage in the recommended amount of physical activity, and 22% of adults engage in no



leisure-time physical activity at all. Additionally, only 24% of adolescents get the recommended amount of physical activity. Yet we know that 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.

Everyone benefits from walkable communities. Even if you don't personally enjoy walking, you still benefit from living in a walkable community. Approximately 40 percent of all trips are less than two miles – an easy walk or bike ride in an area with safe pedestrian and bicycling facilities. More people walking and bicycling can help reduce overall levels of congestion, benefiting drivers too. Less driving can also help reduce air pollution caused by motor vehicles. There are economic benefits as well, with higher property values and greater sales in commercial areas.

WHAT IS A WALKABLE COMMUNITY WORKSHOP?

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

There are three main parts of a workshop:

Part 1: Presentation – The presentation talks about sidewalk design, crosswalks, traffic calming, community design and other tools communities need to create walkable communities.



Part 2: Walking Audit – The walking audit gives participants a chance to walk through the area, identifying issues and thinking about applying 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: Mapping – During the mapping exercise people put down on paper their vision and realistic actions for improving the study area. Participants ended the session by committing to specific next steps to continue the process started at the workshop.



WEST SIDE WILMINGTON BACKGROUND AND RECOMMENDATIONS

Area Background

The greater West Side community is home to more than 500 businesses, restaurants, and health care providers, 13,000 residents, and community gathering space including parks, the Woodlawn Library, and the West End Neighborhood House. Approximately 30 residents, business representatives, community organizations and transportation professionals attended the West Side WCW held on October 29, 2013 in the Little Italy neighborhood of the West Side community at the Woodlawn Library. The walking audit route (Map 1) began at the Library and then traveled on 8th Street between Grant Street and Union Street, Union Street between 8th Street and Pennsylvania Avenue, and 9th Street between Union Street and Grant Street.

The West Wide WCW builds upon past planning in the community, particularly the *West Side Grows Together Neighborhood Revitalization Plan*. This plan outlined a collaborative vision for the community and identified safer, more attractive, pedestrian-friendly streets as a priority. Specifically, the plan stated that one necessary improvement of the district is to give it a stronger pedestrian atmosphere that would attract more customers by making it safe and easy for them to visit, park and walk around.



Elements of the plan's Union/Lincoln business district recommendations that most relate to walkability include:

- Form a Lincoln/Union Main Street Program to promote economic development
- Work on branding the district
- Bring more public art to the district
- Hire corridor stewards for cleaning and safety
- Install additional trash cans and arrange for professional pick up
- Redesign Union Street as a "complete street"
- Improve pedestrian street lighting
- Provide assistance to improve curb appeal
- Coordinate tree planting along corridors



Map 1 Study Area

Summary of Recommendations

Workshop attendees divided into two groups and completed a walking audit along the route shown in Map 1. Following the walking audit, participants divided into two groups to brainstorm and map their recommendations. Map 2 and Map 3 summarize the discussion by the two groups.

Highlights of the discussion along the walk and during the mapping include:

Getting along the street



Union Street sidewalks have decorative streetscaping elements and some landscaping that help give character to the neighborhood but are often too narrow.



Beautiful trees and a wide grassy median make Bancroft Parkway a pleasure to walk or bicycle along.

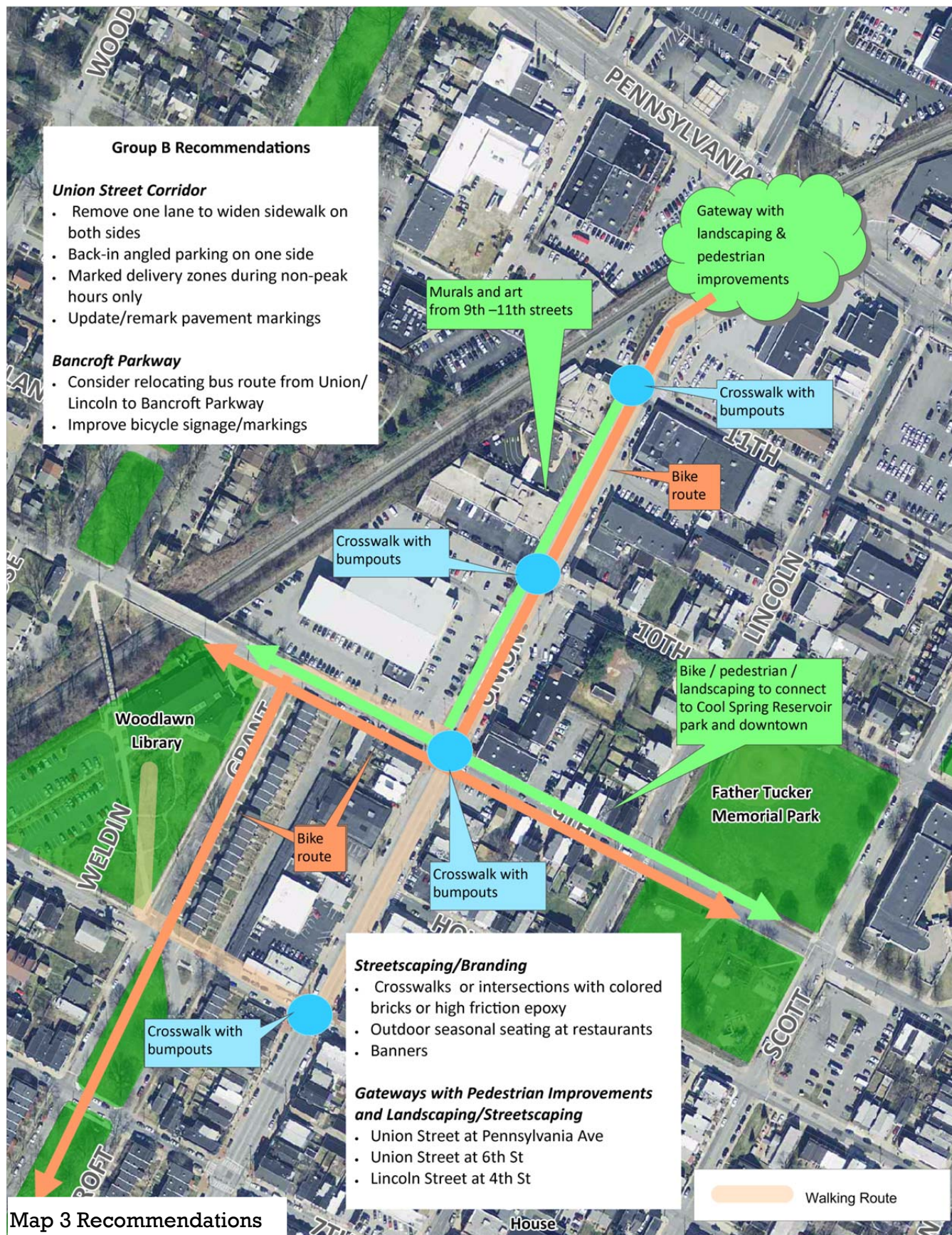
Sidewalks Sidewalks in the area studied vary in width and character. Along Union Street, a past streetscaping project added a decorative band of brick to the edge of the sidewalk and streetlights. In some areas on Union Street, the sidewalk has sufficient width but in other areas it is obstructed by utility poles or too narrow to use. Along Bancroft Parkway, sidewalks are in good condition with a tree-lined planting strip buffering pedestrians from roadway traffic.

The sidewalk on the north-west side of Union Street between Pennsylvania Avenue and 11th Street is too narrow to be useable and obstructed further by utilities, debris, and weeds. Widening the sidewalk should be considered with the Road Diet (described later in this report) and/or removing parking from this area. An interim strategy is to use planters, flexible bollards, and paint to extend the sidewalk as shown in the example to the right (New York City).



Source: New York City DOT





Sidewalks should be at least 5 feet wide in residential areas, but in commercial areas 8 feet or wider is preferred. Wider sidewalks provide space for outdoor dining, benches, bicycle racks, sandwich boards and trash cans separate from where people are walking.

Road Diet With three lanes, Union Street itself is excessively wide for the amount of vehicular traffic it carries. A central component of the recommendations is a “Road Diet” to reduce the number of through lanes from three to two and use the gained space to widen sidewalks, provide bicycle facilities, add angled parking, and/or have outdoor seating.

The Union/Lincoln Street pair has slightly less than 20,000 vehicles per day making a Road Diet a smart approach to reuse space not needed for car traffic. The example (Pottstown, PA) below converted a road from five lanes to three by repainting the lane markings and gained parking spaces and bicycle lanes.



Photo: Michael Ronkin

Source: <http://www.fhwa.dot.gov/publications/publicroads/11septoct/05.cfm>

In the second example (Chicago), a motor vehicle lane was replaced with a two-way bicycle route, protected by parked cars known as a cycletrack.



Source: NACTO Urban Street Design Guide

Bicycle Routes Bancroft Parkway is signed as a bicycle route but lacks accompanying pavement markings and has inconsistent signage. Union Street is part of the Wilmington Bicycle Plan but currently has no bicycle facilities.

Bicycle facilities should be added to Union Street and/or Bancroft Parkway.



Bicycle lanes should be 4-6 feet wide. If there is more space, a painted buffer might also be added as shown to the left. Space for bicycle lanes might be gained from the Road Diet, narrowing the width of motor vehicle lanes to 10-11 feet, or narrowing parking lanes to 7-8 feet.



Sharrows, or Shared Lane Markings, accommodate bicyclists on lower volume, lower speed streets without sufficient width for bicycle lanes. Sharrows also assist bicyclists with proper lane positioning relative to the curb and on-street parking.



Bancroft Parkway and 9th Street (Library to the downtown) can be designed as Bicycle Boulevards. Bicycle Boulevards use a mix of signs, pavement markings, and traffic calming measures to discourage through trips by motor vehicles, create safe, convenient bicycle crossings of arterial streets, and give bicycles travel priority.

Driveway improvements Driveways present another challenge for walking. Sidewalks that remain level are preferred to sidewalks that dip down at each driveway. Some sidewalks slope at driveways and do not meet ADA guidelines if the grade of the slope is more than 2%. The sidewalk can wrap around the driveway ramp if needed to remain level, however this presents a challenge for those who have visual impairments. The photos below show example driveway designs.



Example of level sidewalk with driveway apron using the planting strip

Photos: www.pedbikeimages.org/ Dan Burden



Example of sidewalk wrapped around driveway

Getting across the street

Crossing Union Street currently presents a major challenge to the pedestrian friendliness of the area. Because Union Street has three lanes of traffic with parking, it is an extremely long distance to get across. In some locations, the curbs have been extended with “bump outs” to reduce this distance, make crossing pedestrians more visible to drivers, and protecting parked cars.

Crosswalks At minimum, crosswalks should be striped as wide as or wider than the sidewalk it connects to and use high-visibility markings that contrast with the pavement and are reflective at night. Crosswalks along Union Street are only marked at 7th, 8th and 9th streets with some areas having long distances between marked places to cross. As a result, participants noticed people crossing at unmarked locations. Crosswalks should be added by DelDOT to Union Street at Pennsylvania Avenue, 11th, 10th and Howland Streets.

Crosswalks can also be installed using materials to add color and texture—helping to give unique character to the



neighborhood. This can be done using textured and/or colored concrete or high friction surface epoxy. Some examples are below.



Corners The design of the corner should provide access for all pedestrians including persons with disabilities, make drivers and those waiting to cross visible to one another, deduce the distance needed to cross and reduce excessive turning speeds by drivers.

Most locations lacked curb ramps that meet ADA standards. Curb ramps are important, not only for those persons with disabilities, but for others who may be pushing strollers, or rolling shopping carts, luggage, etc. Working with DelDOT and Wilmington Department of Public Works, ADA curb ramps installed should be installed at all intersections. When possible, ramps should be installed for each crosswalk direction, rather than a single ramp per corner.

The intersection of Union Street and Pennsylvania Avenue is currently both unmarked for pedestrians and unsafe due to the poor visibility of pedestrians waiting to cross. At this, and other intersections, drivers were seen making turns onto Union quickly and without looking both directions for crossing pedestrians. Once cars turn at a high speed onto a street, they are likely to continue traveling at excessive speeds. Widening the sidewalk at Union Street near Pennsylvania Avenue and reducing the number of lanes all along Union Street will help to reduce turning radii at intersections; this in turn will reduce the speed at which drivers turn and shorten crossing distances for pedestrians.

Bump-outs serve several important roles; with bump-outs drivers and pedestrians can clearly see one another, the distance to cross is significantly reduced and parking is protected. Larger bump-outs provide space for benches, planters, trash cans and other needs.



Signals Existing and potential signals should be review with DelDOT Traffic to identify ways they can improve the walkability of the community. Improvements to consider at existing signals include:

- Shorten signal lengths if feasible, to reduce the wait time for pedestrians.
- Coordinate signal timing to give “green wave” for drivers traveling at the speed limit.
- Leading Pedestrian Interval gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel.

New signals to consider include:

- Work with DelDOT to evaluate if signal warrants are met for a new light at Union Street and Pennsylvania Avenue that is coordinated with adjacent existing signals.
- Consider pedestrian signals at unsignalized intersections. This might include a traditional pedestrian signal that stops traffic or newer types—a HAWK or Rectangular Flashing Beacon.



A HAWK or High-Intensity Activated crossWalk beacon (left) or Rectangular Flashing Beacon (right) is used to stop traffic only as needed. The signal remains unlit when not in use.

Transit

Transit riders are pedestrians and must walk to reach bus stops and cross the street to reach destinations. DART Route 6 travels southbound on Union Street and northbound on Lincoln Street and DART Route 8 travels eastbound on 8th Street and westbound on 9th Street.

Location of bus stops should be reviewed to make sure they are located close to safe places to cross. Benches, shelters and trash cans make waiting for the bus more comfortable. Locating bus stops at bump-outs help bus drivers spot waiting riders.

The group also discussed the possibility of relocating DART Route 6 to Bancroft Parkway. This would remove buses from the Lincoln and Union streets in favor of the scenic two-way parkway.

Aesthetics and beyond

Places to sit, street lighting, public art, trash cans, and wayfinding information can elevate the character of a safe pedestrian environment into a more distinctive place and more vital, cohesive community. Currently examples shown below include public art, planters, street trees, interpretive signs and outdoor dining.



While many place-defining elements already enhance the community, opportunities exist to expand upon these. This is particularly true along Union Street between Pennsylvania Avenue and 11th Street.



On this block, both pedestrians and drivers are greeted by overgrown and weedy landscaping and debris as shown.



In addition to widening the sidewalks, and adding crosswalks and pedestrian signals, this area can be transformed into an inviting gateway for the neighborhood, with plantings lining the street both along the the railroad and car dealership. Painting the railroad will also present a cleaner look for the area and help to highlight the attractive stone wall. Opportunities for murals public art may also exist in this block, as well as the area between 9th and 11th streets.



Landscaping can also serve dual function as a buffered bump out around on street parking.



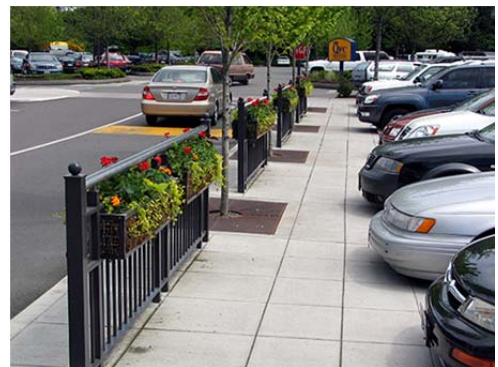
Photo: www.pedbikeimages.org/ Carl Sundstrom

Photo: www.pedbikeimages.org/ Dan Burden



Corridor wide, parking lots can be screened using planters, trees or other decorations.

Photo:
www.pedbikeimages.org/
Dan Burden





Blank surfaces such as walls and traffic signal boxes, that might otherwise attract graffiti, can become canvases for local artists or even display art from student art classes.

Photo: www.seattle.gov



Outdoor dining was also identified as something that can be expanded. Given the limited sidewalk width, “parklets” can transform off-street parking spaces into temporary outdoor seating. Parklets combine modular decking with railings, planters, and seating to create seasonal cafes. Narrow café seating located close to buildings may be another option.

Photo: universitycity.org/parklets



Other place-making elements that can be installed throughout the business district include banners, decorative bus shelters and benches, directional signs, and distinctive colored/pattern crosswalks or intersections (subject to approved colors in MUTCD).

FUNDING AND IMPLEMENTATION RESOURCES

Funding Programs and Contacts

City of Wilmington

City of Wilmington Department of Public Works is a good starting point for most recommendations from the Walkable Community Workshop. The Director for Transportation and Streets, David Blankenship, can be contacted at dblanken@ci.wilmington.de.us or (302)576-3086.

DelDOT

DelDOT administers the **Transportation Alternatives Program (TAP)**. TAP offer funding opportunities to help expand transportation choices and enhance the transportation

experience, formerly known as the Transportation Enhancements (TE) Program. TAP Activities must relate to surface transportation. Eligible projects most related to the Walkable Communities include:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- Construction, planning, and design of 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
- Safe routes to school program

In Delaware, projects require a twenty percent funding match.

Delaware TE Coordinator

Jeff Niezgoda

Delaware Department of Transportation, PO Box 778, Dover, DE 19903

Tel: 302-760-2178

Fax: 302-739-2251

Email: Jeff.Niezgoda@state.de.us

Web: www.deldot.gov/information/community_programs_and_services/te

State Elected Officials

Community Transportation Fund (CTF) funding provides a fixed amount of funds annually to each State Senator and House Representative to be used as they and their constituents believe is best for transportation improvements within their district. 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.

www.deldot.gov/information/pubs_forms/brochures/pdf/ctf_brochure.pdf

Other Useful Links

Pedestrian and Bicycle Information Center - www.pedbikeinfo.org

League of American Bicyclists - www.bikeleague.org

National Center for Bicycling and Walking - www.bikewalk.org

Federal Highway Administration - www.fhwa.dot.gov/environment/bikeped/index.htm

Manual on Uniform Traffic Control Devices (MUTCD) - mutcd.fhwa.dot.gov

NACTO Urban Street Design Guide - nacto.org/usdg

WILMAPCO - www.wilmapco.org/walk

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.



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 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