

GLASGOW AVENUE PLANNING STUDY

COMMUNITY WORKSHOP #1
MARCH 4, 2015
6:00-8:00 PM

AGENDA

- **6:00-6:30 PM** - Sign in and browse displays
- **6:30-7:00 PM** - Presentation and Q&A
- **7:00-7:30 PM** - Small group discussions
- **7:30-8:00 PM** - Recap and next steps

WILMAPCO, DeIDOT, and New Castle County are kicking off a year-long transportation and land use study for Glasgow Avenue, between US 40 and SR 896/Porter Road (about 1.3 miles).

The study is intended to create a “Main Street” vision plan to guide transportation improvements and land use along Glasgow Avenue.

Thank you for joining us!

www.wilmapco.org/glasgow/



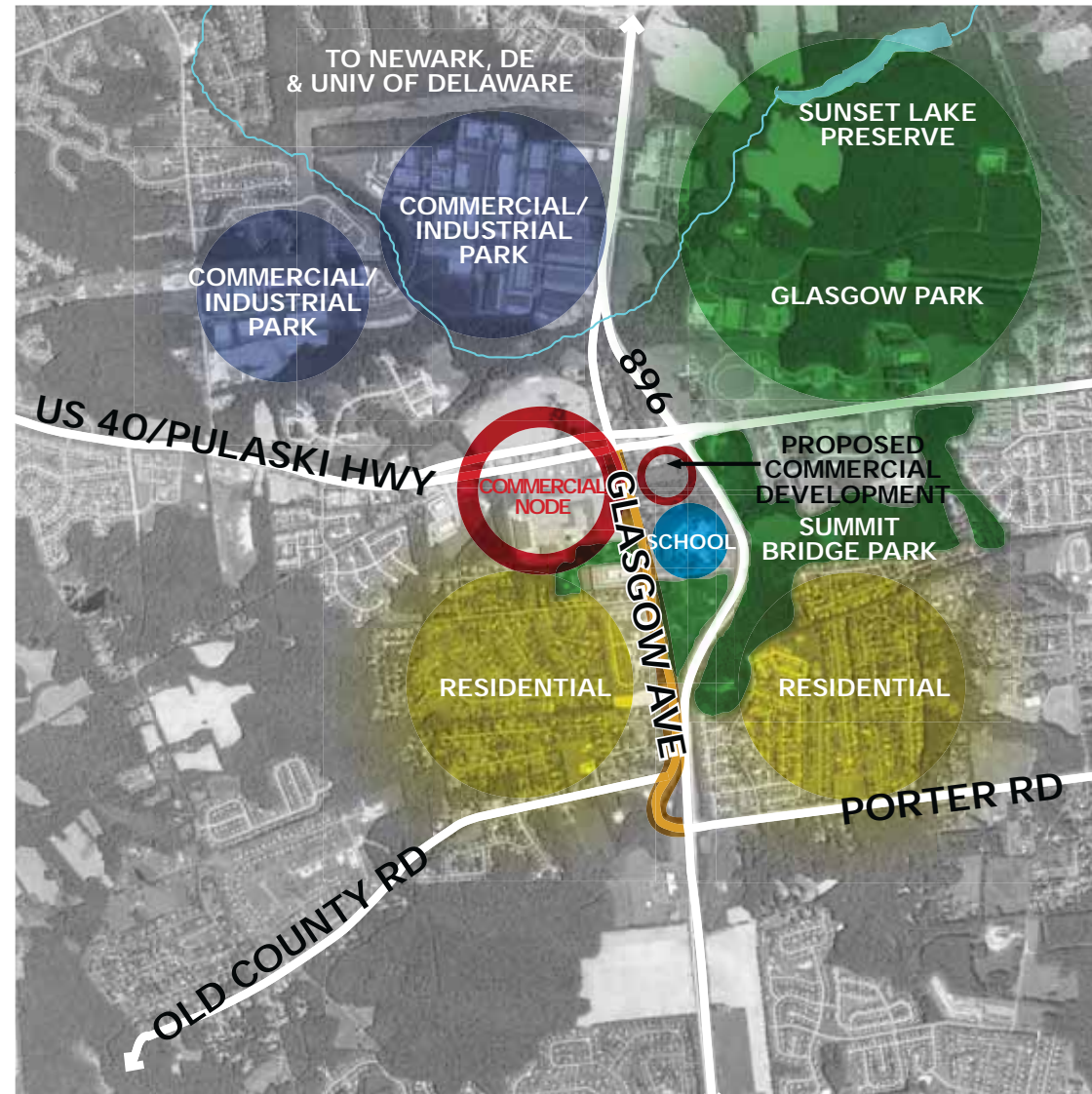
STUDY AREA VICINITY MAP

GLASGOW AVENUE PLANNING STUDY
NEW CASTLE COUNTY, DELAWARE



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WELLS + ASSOCIATES
RCLCO

WHAT ONE WORD WOULD YOU USE TO DESCRIBE GLASGOW AVENUE TODAY? PLEASE WRITE IT HERE!



STUDY AREA

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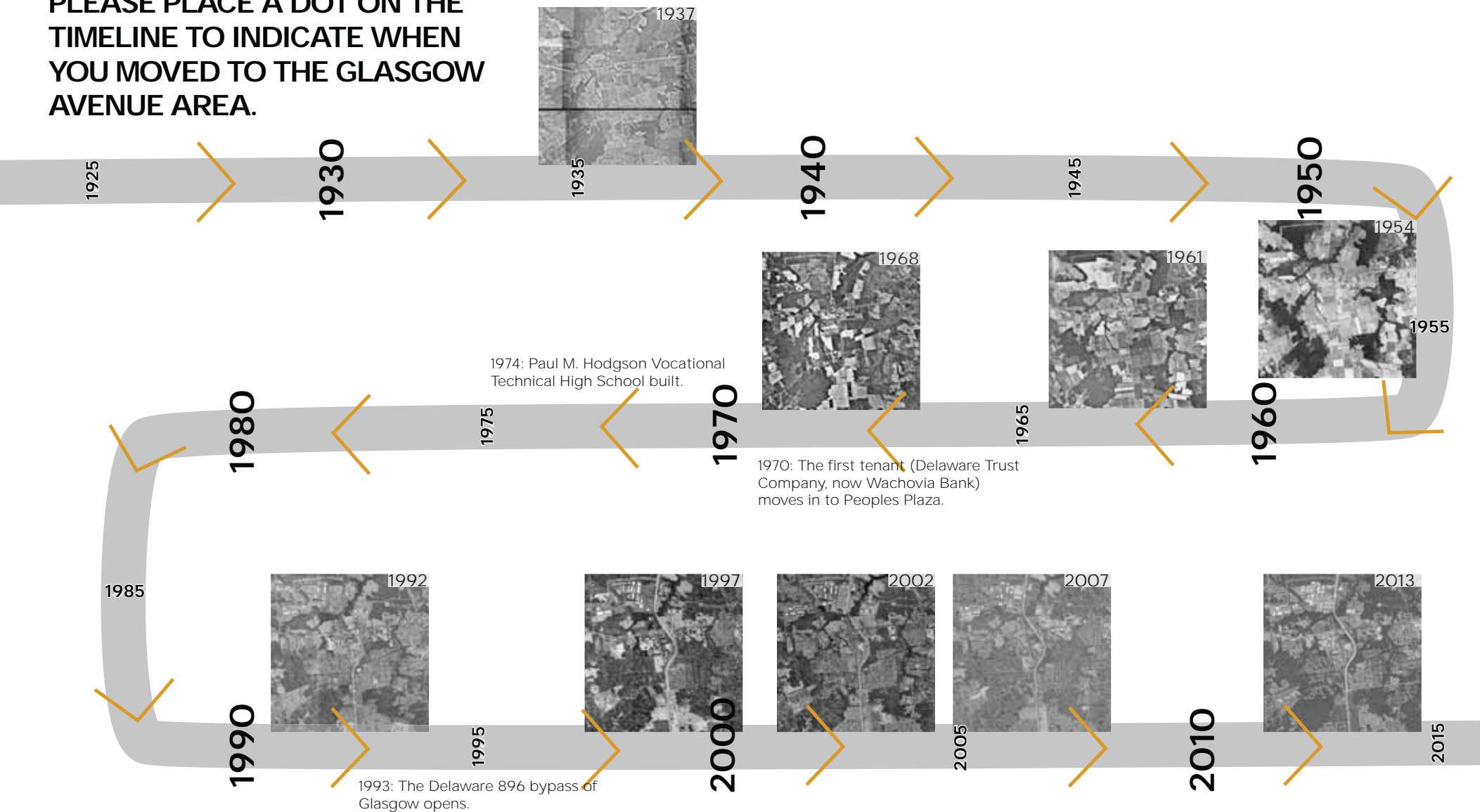
WILMAPCO



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HOW DO YOU FEEL ABOUT GLASGOW AVE?

PLEASE PLACE A DOT ON THE
TIMELINE TO INDICATE WHEN
YOU MOVED TO THE GLASGOW
AVENUE AREA.

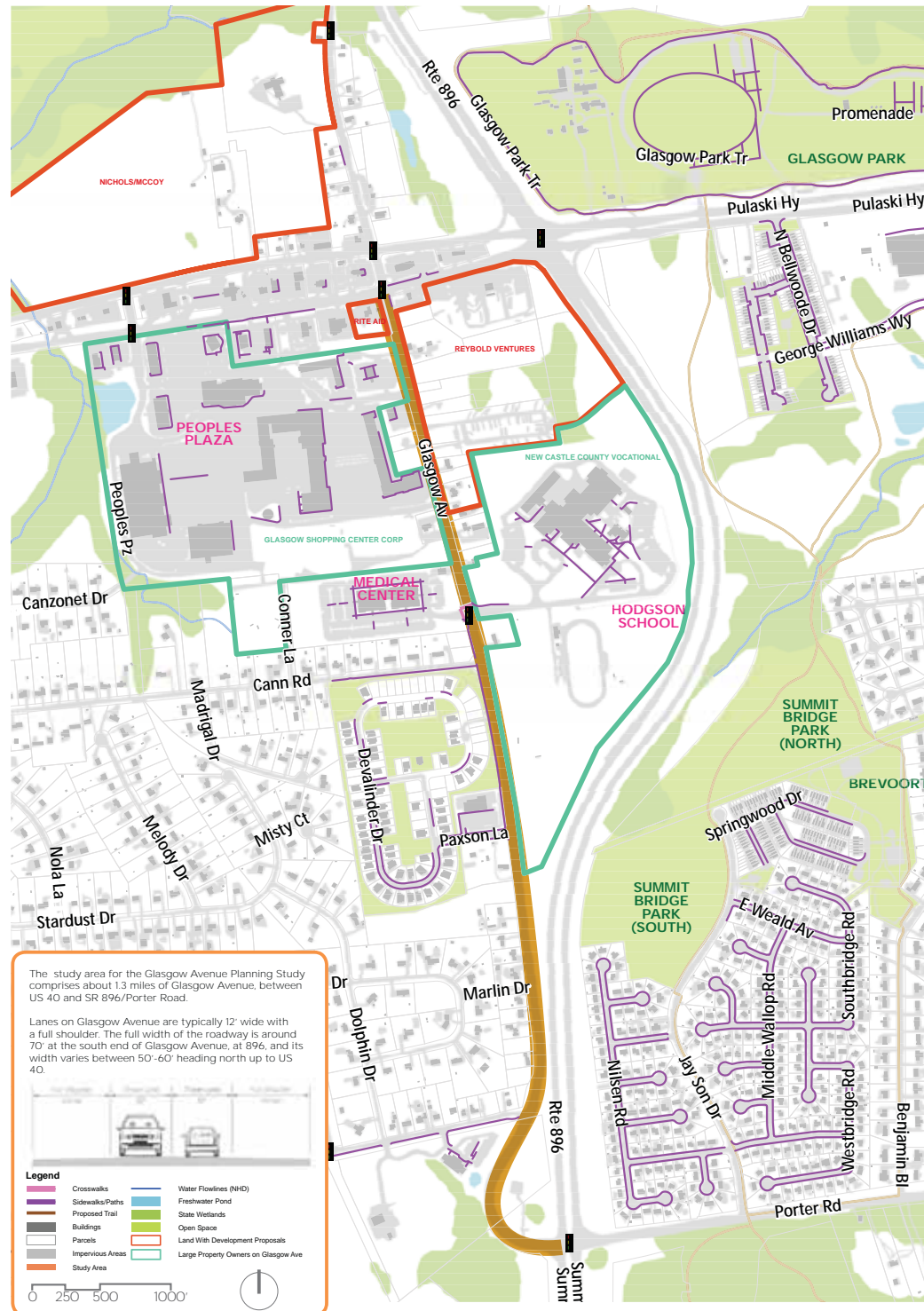


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HOW LONG HAVE YOU LIVED HERE?



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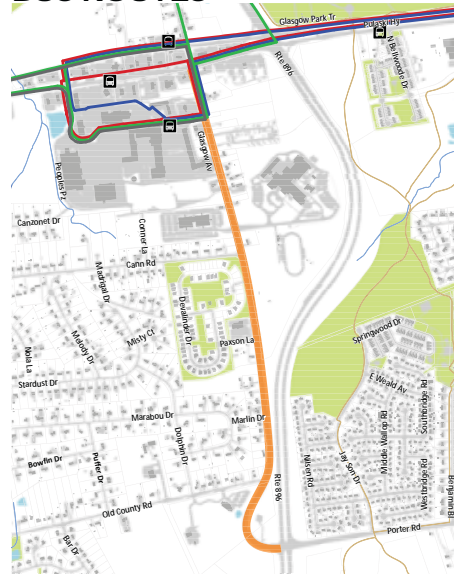
ACCIDENTS



SIGNALS & SIDEWALKS



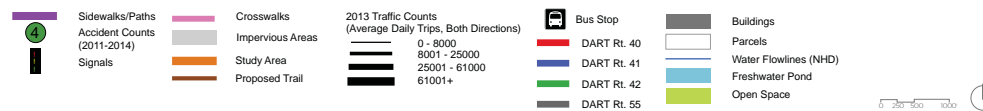
BUS ROUTES



DAILY TRAFFIC COUNTS



Legend



TRANSPORTATION IN THE VICINITY

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MAIN STREETS ARE WALKABLE COMMUNITY CENTERS THAT HAVE...

- **Destinations:** Whether they are shops, public spaces, medical facilities, or other activity hubs.
- **Pedestrian-scale design:** Comfortable and spacious sidewalks, with buildings close to the street and parking lots in the back.
- **People:** Enough people for businesses to flourish and for public transit to run frequently.
- **Mixed-use:** A variety of land uses (housing, shops, schools, parks, offices, etc.) in the same area.
- **Parks and public spaces:** Plenty of public places to meet, gather, and play.
- **Complete streets:** Streets designed to provide safe access for people biking, walking, taking the bus, and driving.



Adapted from WalkScore, walkscore.com

WHAT IS A MAIN STREET?

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Wide sidewalks



Buildings pulled up to sidewalks



Outdoor dining



Street trees



Space for all road users



On-street parking, street trees, and resting places



Gathering places



Well-defined crosswalks, street trees, and on-street parking



Pedestrian-scale lighting



Curb extension



Street furniture



PEDESTRIAN-SCALE DESIGN

Comfortable and spacious sidewalks, with buildings close to the street and parking lots in the back.

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Public amenities



Safe pedestrian connections to destinations



Restaurants



Homes on top of retail or offices



Parks and playgrounds



MIXED-USE VILLAGES

A variety of land uses (housing, shops, schools, parks, offices, etc) in the same area.

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Buffered sidewalk



Balanced access to transit, auto, pedestrian, and bicycle facilities



Protected bike lanes



Comfortable access to transit



Wide sidewalk



Accessibility



Development design encourages pedestrian and bike activity



Narrow crossing distance



Integrated stormwater management & narrow pedestrian crossing



COMPLETE STREETS

Streets designed to provide safe access for people biking, walking, taking the bus, and driving.

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Raised bike lane



Paint to indicate shared bike/car zone



Protected lane with green infrastructure



Intersection improvements



Shared-use path

COMPLETE STREETS: BIKE TRAILS & LANES

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Pedestrian-activated crossing lights



Roundabouts



Narrow crossings



Curb bump-out

Pavement markings and signage



Road narrowing

Bike lane through intersection



Street trees and tree boxes



Reduced corner turn radius for pedestrian safety

COMPLETE STREETS: INTERSECTIONS, CROSSINGS, AND GREEN INFRASTRUCTURE

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Neighborhood-scale plazas



Adult exercise areas

Pop-up restaurants



Splash park



Spaces for outdoor concerts



Quiet parks



Playgrounds and ball fields



Flexible public spaces



Amphitheater for public gatherings



Picnic areas



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PARKS AND PUBLIC SPACES

Plenty of public places to meet, gather, and play.

HEALTH BENEFITS

Increasing travel options leads to...

More Active Travel
Fewer Car Miles Traveled
Wiser/Safer Use of Transportation
More Affordable Travel

...which tend to result in...

More Physical Activity
Better Access to Healthcare & Healthy Food
Fewer & Less Severe Crashes
Better Sleep & Less Stress
Less Exposure to Pollutants

Healthier Life
Longer Life
Fewer Injuries
Fewer Diseases
Better Mood

...which can lead to...

Adapted from a publication by Simple Solutions Planning & Design, LLC

A study of 3,200 overweight adults found that a better diet & walking 2.5 hours/week reduced their risk of developing diabetes by 58%. Risk for those over 60 went down by 71%. (1)



Students have shown improved performance on memory tasks after exercise. (2)



Risks of death from breast and uterine cancer were reduced 19% for those who walked 1 – 3 hours/week, and by 54% for those who walked 3 – 5 hours/week. (3)

Retired men who walked less than 1 mile/day had nearly twice the mortality rates of those who walked more than 2 miles/day. (4)



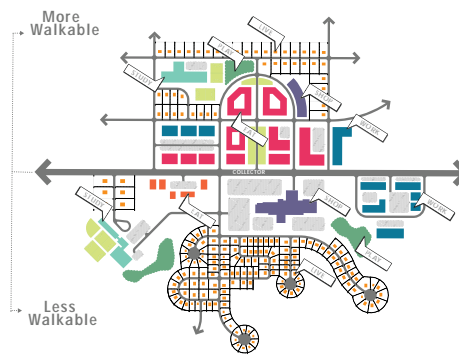
Health facts from Kaid Benfield, on the Natural Resources Defense Council Blog (<http://switchboard.nrdc.org>, 4/13/2012 & 8/1/2008)

(1) New England Journal of Medicine, 2002

(2) NYU, ongoing

(3) Harvard University Women's Health Study, 2012

(4) Harvard University, Brigham & Women's Hospital, ongoing



(5) <http://www.pedbikeinfo.org>

(6) Song, Y. and Knapp, G., 2003

(7) <http://www.pedbikeinfo.org>

ECONOMIC BENEFITS

Provides mobility options & greater accessibility for more people.

Provides transportation cost savings to individuals & families.

Substitutes for vehicle travel & reduces negative impacts (to health, for example) to create public cost savings.

Encourages development clustering & reduces the amount of land used for vehicle facilities.

Improves the local environment to enhance livability & quality of life, retaining & attracting more residents.

Makes commercial areas more attractive for both consumers & developers.

Adapted from "Economic Value of Walkability," Todd Litman, 2014



A 2009 study found that assessed real estate value increased \$700 to \$3,000 for every one-point increase in Walk Score (a walkability index). (5)

A study in Portland, Oregon found that houses in neighborhoods with a connected grid street system experienced greater appreciation than homes within neighborhoods with a predominately cul-de-sac design. (6)



An eight-year study of Atlanta communities suggests that a two person household in a walkable community saves over 260 gallons of gas annually. If gas is \$3.25 per gallon, that is over \$850 in savings. (7)

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BENEFITS OF WALKABLE COMMUNITIES