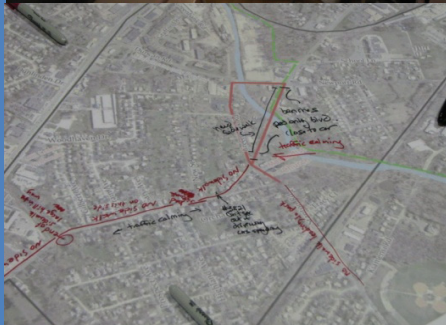


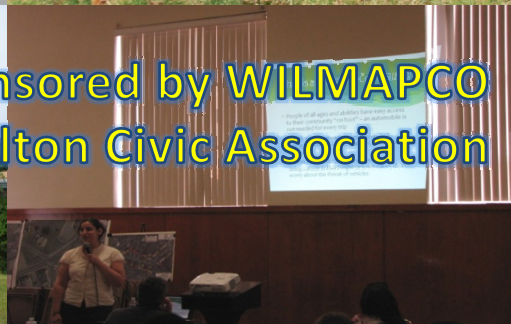
# Marshallton Walkable Community Workshop



July 2011



Sponsored by WILMAPCO  
And the Marshallton Civic Association





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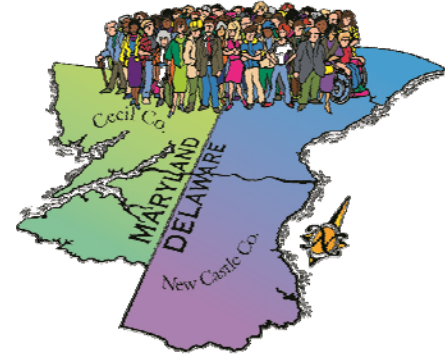
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## Introduction

### ***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 nearly 640,000 residents, most of whom (84%) live in New Castle County. Wilmington, a financial hub supporting a population just over 70,000, serves as the principal city. Urbanized development stretches outside of Wilmington along the I-95 corridor, from the Town of Elkton to the Pennsylvania border. Natural and rural landscapes, sprawling suburbs, and small towns blanket the rest of the region.



WILMAPCO's mission is to create the best transportation Plan for the region, one that meets all the requirements mandated by the Federal Clean Air Act and its Amendments (CAAA) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

### ***About the Workshop Series***

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

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





## Why Walkable Communities are Important

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

***Walking is crucial to give those who don't drive a travel choice.*** Many in our region are too young to drive, have a permanent or temporary disability which prevents their driving, have no access to a car, or choose not to drive. In New Castle County, Delaware, 26% of the population is under 18, 12% is over 65 (this number is expected to grow rapidly in the years to come), 16% of the population has a disability, and 8% of households have no available vehicle. In total, 50% of the county's population does not drive because of age, physical inabilities, and lack of vehicle access. Many people in these population groups need to walk in order to lead active and independent lives.

***Walkable communities are healthier communities.*** Americans' waistlines are getting wider, triggering a rise in related illnesses including heart disease and diabetes. In Delaware 22% of adults are obese; 65% of adolescents engage in the recommended amount of physical activity; 26% of adults get the recommended amount of physical activity; and 27% of adults engage in no leisure-time physical activity at all (according to the Centers for Disease Control). Pedestrian-friendly communities make it easier for people to integrate physical activity into their daily lives.

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



## Walkable Community Workshops

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

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



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



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



**Part 3** – In the mapping exercise people share ideas for improving walkability. Participants end the session by committing to specific next steps to continue the process started at the workshop.

### **Report Background**

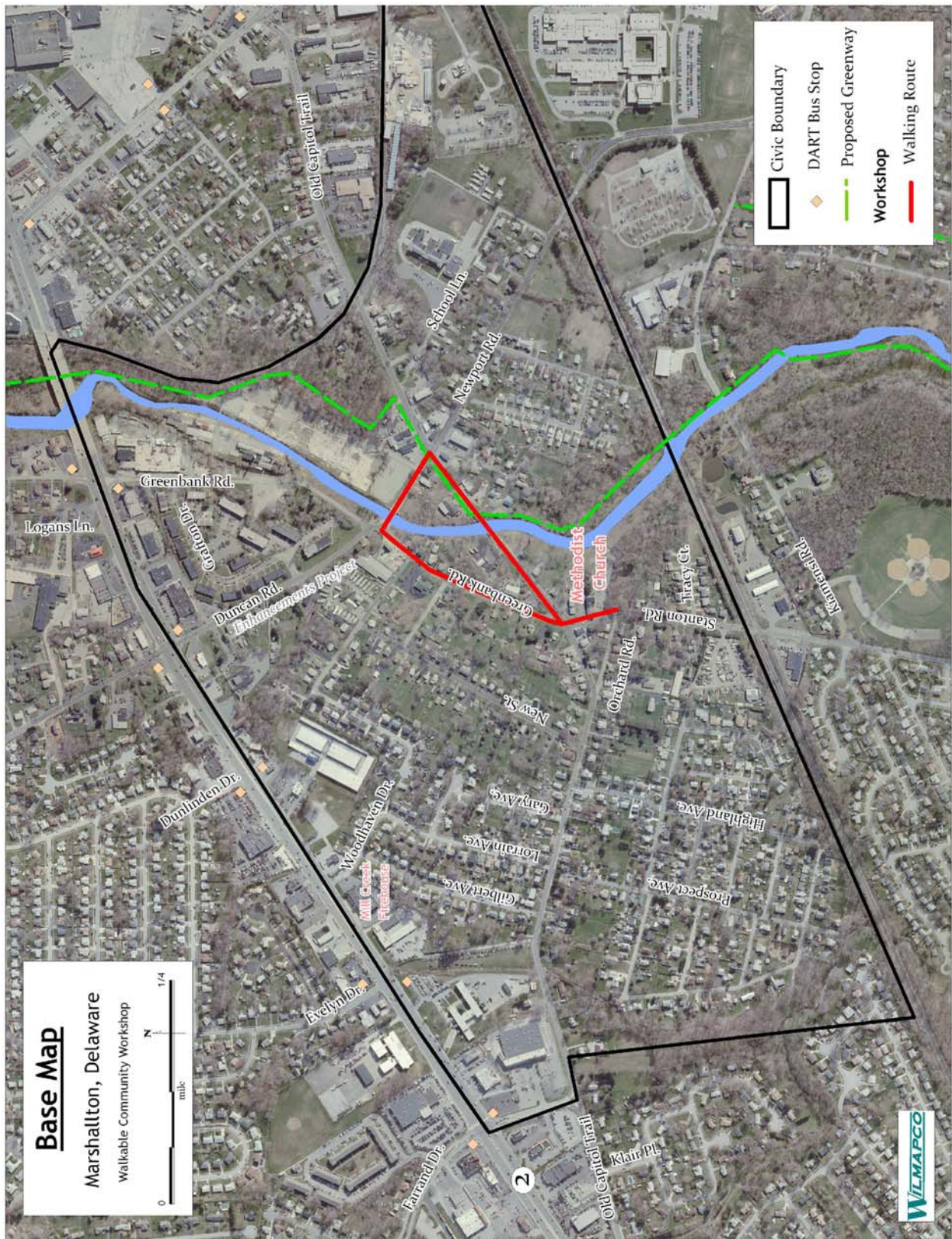
Marshallton is a village of nearly 2,000 residents located about 1.5 miles west of the Town of Elsmere off of SR 2 (Kirkwood Highway). The Red Clay Creek winds through Marshallton, enabling the village's historic development. Today, Marshallton's residents take pride in that history, especially the five structures found on the National Register of Historic Places. Though Marshallton has the advantage of historic charm and the natural features of Red Clay Creek, the reality of supporting modern traffic is an increasing concern among today's residents.

Marshallton residents have expressed safety concerns related to heavy vehicle volumes on Old Capitol Trail (OCT), along with vehicles traveling at a high rate of speed. Residents have also expressed interest in improving the pedestrian environment, and increasing non-motorized connections from the village. DelDOT has worked to address these concerns through signage and striping improvements on OCT as well as a Transportation Enhancements sidewalk project on Duncan Road. A comprehensive traffic study is required, however, to fully address flow, speed, and the non-motorized concerns of the village. WILMAPCO will formally begin this study in August 2011.

A WCW was held in partnership with the Historic Village of Marshallton Civic Association on June 9, 2011, in anticipation of this larger planning process. This document presents the findings of that workshop.

About 30 residents attended the workshop, which was held at Marshallton's United Methodist Church, located at Stanton Rd. and OCT. After participating in a live and/or virtual walking tour, residents and WILMAPCO planners identified several walkability issues during a mapping exercise and offered suggestions for improvement. In addition to the general issues listed below, more specific ones are represented on the Village Core and Area-Wide maps shown on pages 13 and 14 below. The walking route taken by workshop participants and the Marshallton civic boundary is shown on the Base Map on the next page. The walking route is highlighted in red.







## Issues and Potential Solutions

### Issue:

**Pedestrian Connectivity:** Many areas of Marshallton are missing sidewalk connections to key destinations. Old Capitol Trail (OCT), Marshallton's principal thoroughfare, contains intermittent sidewalks along much of its eastbound side. Its westbound side provides almost no sidewalks at all. More sidewalk on OCT would provide residents with better connections around the village and to the Prices Corner market to the east. Newport Rd., which leads to two schools, and Stanton Rd., which leads to Powell Ford Park, are two key north/south roadways lacking sidewalks. Other roads missing sidewalks of concern to residents include: New St., Gilbert Ave., and Greenbank Rd. north of Duncan Rd. Additionally, the planned Lower Red Clay Valley Greenway would provide important non-motorized north/south connections for residents. Pedestrian and bicycle facility improvements should be coordinated with this greenway.

### Solutions:

Missing links in the existing sidewalk network should be filled, and new sidewalks and pathways should be pursued to improve pedestrian connectivity. Work should continue to secure funding for the Lower Red Clay Valley Greenway. Newport Rd. and Stanton Rd. to the south of Old Capitol trail both exhibit "goat paths," or informal dirt trails created by pedestrians where a formal sidewalk should be considered (see figure 1). These two roads are prime locations for sidewalk projects, as the demand for pedestrian trips is already proven and they lead to important community destinations—two schools and a park. Additional locations for possible sidewalk and pathways will be uncovered in the Circulation Study.

Contacts for addressing pedestrian connectivity:

- Safe Routes to School (SRTS)  
[http://deldot.gov/information/community\\_programs\\_and\\_services/srts/index.shtml](http://deldot.gov/information/community_programs_and_services/srts/index.shtml)  
Randi Novakoff, WILMAPCO  
[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)  
302.737.6205 x111
- Transportation Enhancements  
[http://deldot.gov/information/community\\_programs\\_and\\_services/te/guidelines.shtml](http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml)  
Jeff Niezgoda, DelDOT  
[Jeff.Niezgoda@state.de.us](mailto:Jeff.Niezgoda@state.de.us)  
302.760.2178
- Local elected officials



Figure 1:  
"Goat path"  
along Stanton  
Rd.

- Community Transportation Fund

[http://deldot.gov/information/pubs\\_forms/brochures/pdf/ctf\\_brochure.pdf](http://deldot.gov/information/pubs_forms/brochures/pdf/ctf_brochure.pdf)

Jennifer Pinkerton, DelDOT

Jennifer.pinkerton@state.de.us

302.760.2071

### **Issue:**

Unsafe Pedestrian Crossings: There is a notable lack of safe pedestrian crossing opportunities within Marshallton. The two main intersections examined during the workshop—OCT/Stanton Road and OCT/Newport Road—both lack marked pedestrian crosswalks and pedestrian signals. ADA-compliant curb ramps are also lacking at many of the intersections within Marshallton. This makes accessing the Kirkwood Highway corridor (SR 2) unsafe for residents who live south of OCT. Additionally, Kirkwood Highway’s intersections around Marshallton do not provide safe pedestrian crossings, which makes accessing shops and bus stops difficult.



### **Solutions:**

The addition of marked crosswalks and pedestrian crossing signals at the intersections of Stanton and Newport Roads with OCT will be explored further in the Circulation Study. Mid-block crossings at other locations along OCT will also be explored (see Area-Wide Map).

Contacts for addressing unsafe pedestrian crossings:

- Safe Routes to School (SRTS)  
[http://deldot.gov/information/community\\_programs\\_and\\_services/srts/index.shtml](http://deldot.gov/information/community_programs_and_services/srts/index.shtml)  
 Randi Novakoff, WILMAPCO  
 rnovakoff@wilmapco.org  
 302.737.6205 x111
- Transportation Enhancements  
[http://deldot.gov/information/community\\_programs\\_and\\_services/te/guidelines.shtml](http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml)  
 Jeff Niezgoda, DelDOT  
 Jeff.Niezgoda@state.de.us  
 302.760.2178

- Local elected officials
- Community Transportation Fund

[http://deldot.gov/information/pubs\\_forms/brochures/pdf/ctf\\_brochure.pdf](http://deldot.gov/information/pubs_forms/brochures/pdf/ctf_brochure.pdf)  
 Jennifer Pinkerton, DelDOT  
 Jennifer.pinkerton@state.de.us  
 302.760.2071

### Issue:

Speeding/Unruly Vehicle Traffic. Marshallton residents report that many motorists drive too quickly and break traffic laws, making walking unsafe. Residents noted that some right-turning east and westbound vehicles at the intersection of OCT and Newport Road use the corner parking lot areas as shortcuts around the intersection (see Village Core Map). A 2010 count by DelDOT revealed that some 10,000 vehicles travel on OCT each day. Average speeds ranged between 38 and 41 mph. The speed limit is 30-35 mph. Residents also report that fast-moving traffic on OCT makes pedestrian crossing movements unsafe and makes accessing the road from residential driveways extremely unsafe.

### Solutions:

Issues of traffic calming, speed enforcement, and signalization will be addressed in the upcoming Marshallton Circulation Study. Traffic calming solutions come in many varieties, and many of them also enhance the pedestrian environment (see figures 2 and 3).

To reduce the use of corner parking lots as vehicle cut-thru locations, raised pavement or at least more clearly marked lane striping should be explored at the northwest and southeast corners of the OCT/Newport Rd. intersection. The intersection of OCT and Stanton Rd. could also likely contribute to traffic calming efforts with the installation of stop signs or traffic signals (see Village Core Map).



Figure 2:  
Mini traffic-  
circle



Figure 3:  
Pedestrian  
bulb-out



Contacts for addressing traffic calming and vehicular safety:

- Transportation Enhancements  
[http://deldot.gov/information/community\\_programs\\_and\\_services/te/guidelines.shtml](http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml)  
Jeff Niezgoda, DelDOT  
[Jeff.Niezgoda@state.de.us](mailto:Jeff.Niezgoda@state.de.us)  
302.760.2178
- Traffic Calming  
Michael Somers, DelDOT Traffic Calming  
[Michael.somers@state.de.us](mailto:Michael.somers@state.de.us)  
302.659.2000
- Local elected officials

**Issue:**

Sidewalk Maintenance. Some of the existing sidewalk infrastructure in the Marshallton area is deteriorating or overgrown with vegetation. Residents especially noted crumbling pavement and vegetation intrusion on Greenbank Rd. between Franklin Ave. and OCT as well as on Kirkwood Highway.

**Solutions:**

Depending on the situation, either DelDOT or the property owner is responsible for sidewalk maintenance and repair.

- For the portion of unmaintained sidewalk on Greenbank Road, contact:  
Andy Bowman, DelDOT North District Engineer  
302.894.6302  
[andy.bowman@state.de.us](mailto:andy.bowman@state.de.us).
- According to the Civic Association, the property owner, Andrew Simoff, is willing to assist with a maintenance project.

**Issue:**

Public Transit: Marshallton residents raised three separate public transit issues. First, there is a school bus stop near the intersection of OCT and Newport Road that is considered unsafe. There is no signage warning motorists of its presence, and the area has inadequate lighting (a problem especially on short winter days).

Second, residents noted that transit-dependent high school students attending the James H. Groves School must walk an unsafe route along OCT and School Lane. Their DART Route 6 stops at the corner of OCT and SR 62 (see Area-Wide Map). An extension of this route into Marshallton should be explored.

Thirdly, residents noted that many of the DART bus stops along SR 2 do not offer benches or shelters. This lack of amenities makes it unpleasant for transit riders, especially in bad weather. For bus shelter requests, a daily boarding threshold must be met in order for DART to install bus shelters. However, if other road work is in progress, the boarding threshold may be relaxed. These issues will be studied further in the Circulation Study.

### **Solutions:**

Contact the following for DART questions and suggestions:

- Cathy Smith, DART  
[cathy.smith@state.de.us](mailto:cathy.smith@state.de.us)  
302.576.6071

For pedestrian lighting inquiries and requests, contact:

- Transportation Enhancements  
[http://deldot.gov/information/community\\_programs\\_and\\_services/te/guidelines.shtml](http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml)  
Jeff Niezgoda, DelDOT  
[Jeff.Niezgoda@state.de.us](mailto:Jeff.Niezgoda@state.de.us)  
302.760.2178
- Local elected officials

### **Issue:**

Pedestrian Amenities. In order to feel safe and comfortable on a walking facility, pedestrians need certain amenities such as sufficient lighting, places to rest, and a pleasant surrounding. Marshallton residents noted the need for improved pedestrian lighting in key places such as OCT between Stanton Rd. and Newport Rd. Additionally, there were recommendations to provide benches on or near Newport Rd. by the Red Clay Creek.

The desire for benches near Red Clay Creek is related to another prominent recommendation offered by Marshallton residents, which is to convert the abandoned Ametek property site to parkland. This location (see Area-Wide Map) is an eyesore for the community, and its conversion to a community park or open space would provide the village more benefit from the natural features of the Red Clay Creek. Pedestrian amenities will be explored further in the Circulation Study.



Figure 4:  
Pedestrian-Scale Lighting  
Source: [www.saferoutesinfo.org](http://www.saferoutesinfo.org)

**Solutions:**

- The conversion of the Ametek property to a community park is a process that is already being discussed by New Castle County, DNREC, and Marshallton's Civic Association.
- Transportation Enhancements (TE) funding can be pursued for pedestrian lighting:  
[http://deldot.gov/information/community\\_programs\\_and\\_services/te/guidelines.shtml](http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml)  
Jeff Niezgoda, DelDOT  
Jeff.Niezgoda@state.de.us  
302.760.2178
- Contact the Delaware Center for Horticulture for the installation of street trees:  
Patrice Sheehan, Tree Program Manager  
psheehan@dehort.org  
302.658.6262 x 112

**Issue:**

Bicycle Accessibility. Complete communities are not only friendly to pedestrians, but also friendly to cyclists. To safely ride with motorized traffic, cyclists benefit from dedicated road space (bike lanes), safe motorist speeds, and/or appropriate signage/pavement markings. These features alert motorists to the presence of cyclists and their rightful place on the roadway. Many local roads in Marshallton have vehicle speeds that are slow enough to be safe for cyclists without additional signage or pavement markings. On more prominent roads, however, special attention to cyclists may be warranted. Marshallton residents suggested "Share the Road" signage or bicycle pavement markings on Newport Rd. leading to the high school, and such treatment may be appropriate for other roads such as OCT and Stanton Rd. Possible bicycle improvements will be studied further in the Circulation Study.

**Solutions:**

- Without adequate right-of-way for dedicated bicycle lanes, appropriate signage and pavement markings should be considered in locations where bicyclists may be present. "Share the Road" signs and "Sharrow" lane markings could be installed to alert drivers to be careful of cyclists on the roadway (see Figure 5).



- Transportation Enhancements (TE) funding can be pursued for bicycle improvements:  
[http://deldot.gov/information/community\\_programs\\_and\\_services/te/guidelines.shtml](http://deldot.gov/information/community_programs_and_services/te/guidelines.shtml)  
Jeff Niezgoda, DelDOT  
[Jeff.Niezgoda@state.de.us](mailto:Jeff.Niezgoda@state.de.us)  
302.760.2178
- Contact DelDOT's statewide bicycle coordinator, Anthony Aglio, for ideas and suggestions:  
[Anthony.Aglia@state.de.us](mailto:Anthony.Aglia@state.de.us)  
302.760.2121

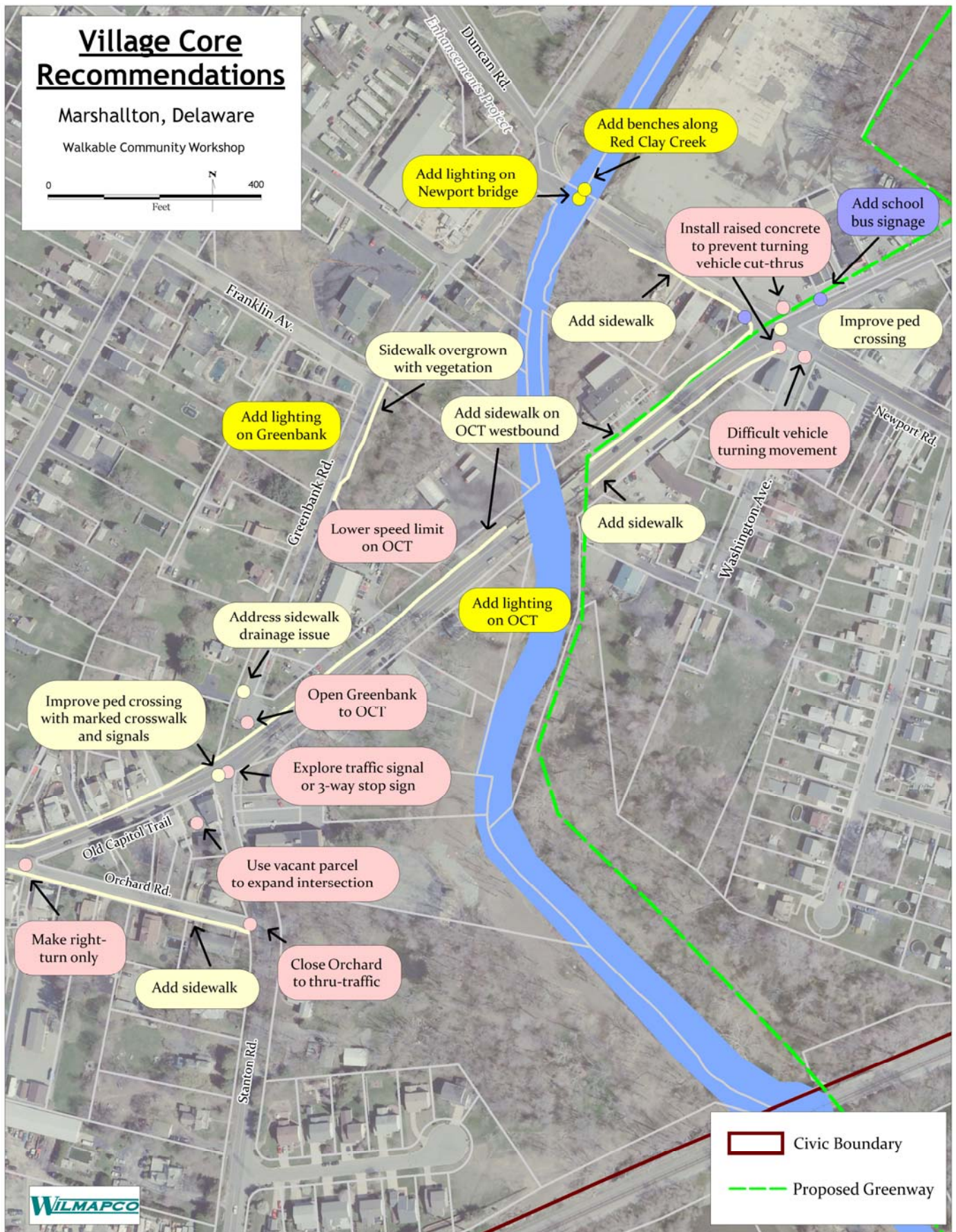


Figure 5:  
Sharrow lane marking (left) and  
"Share the Road" signage  
(right)  
Sources: [www.bikehugger.com](http://www.bikehugger.com)  
and [www.bikexpert.com](http://www.bikexpert.com)

# Village Core Recommendations

Marshallton, Delaware

Walkable Community Workshop

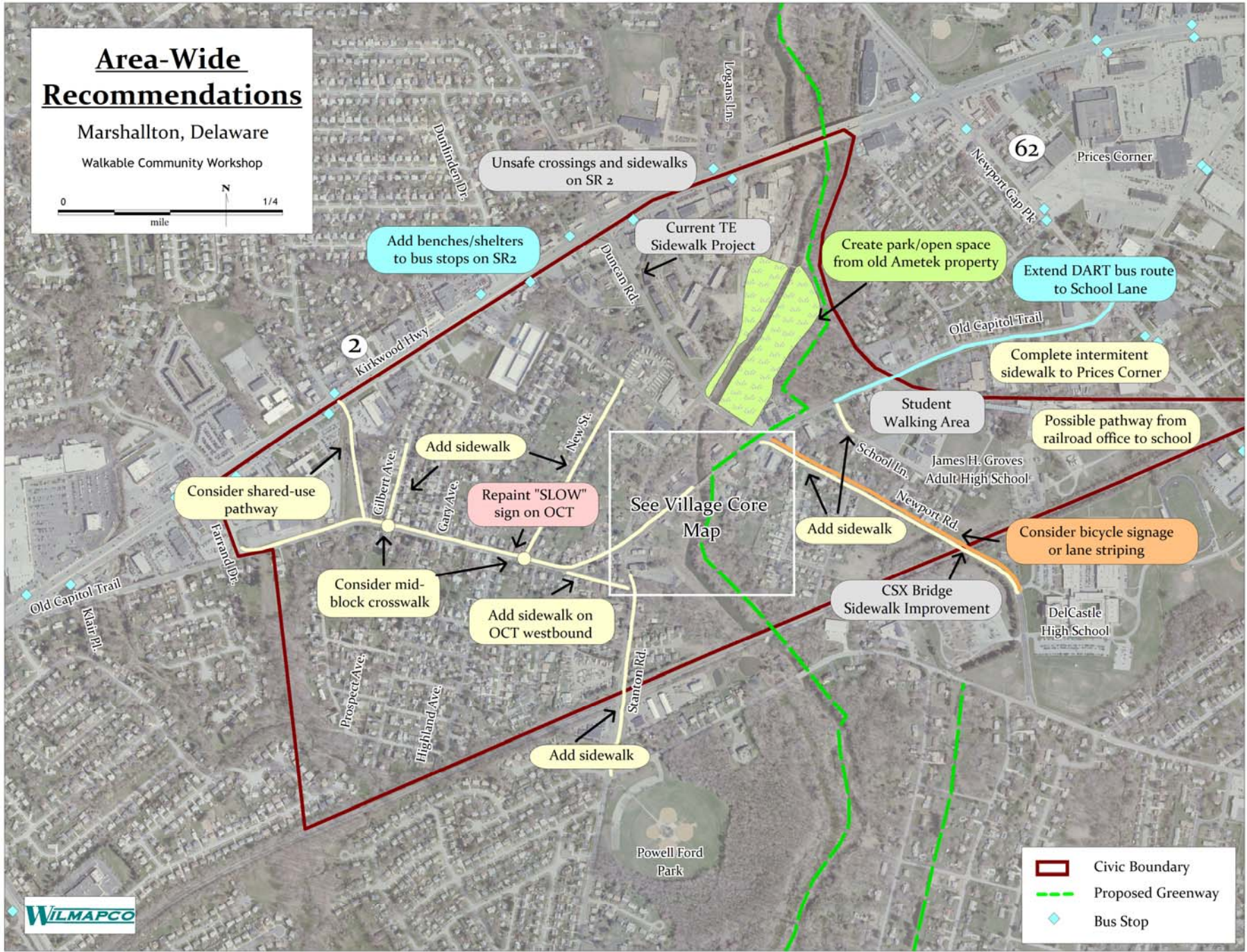




# Area-Wide Recommendations

Marshallton, Delaware

Walkable Community Workshop



- Civic Boundary
- Proposed Greenway
- Bus Stop



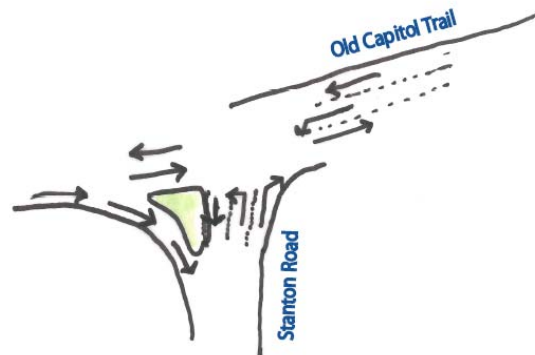


## Additional Recommendations

- Sloped sidewalks, which create difficulty for those who are mobility impaired, should be addressed, especially on OCT (Figure 6).
- Overgrown residential shrubbery creates sight distance problems in some areas. Property maintenance regulations and control should be explored.
- Fluorescent pedestrian signage should be considered in areas with high pedestrian activity or anywhere that pedestrian crossings are provided.
- A complete redesign of the intersection of OCT and Stanton Rd, using the vacant corner parcel to expand the intersection and add signalization should be explored. One resident sketched his vision of the redesign at the workshop (Figure 7). This will also be addressed in the upcoming Circulation Study.
- To aid in traffic calming, “speed trailers” were suggested on OCT. DeIDOT has previously considered the installation of radar display signs along OCT. Previous experience has shown that permanent displays (\$15,000) are damaged frequently in residential communities. Temporary radar displays should be explored.



Figure 6:  
Sidewalk slope issue on OCT



INTERSECTION DETAIL  
OF STANTON ROAD  
& OLD CAPITOL TRAIL

Figure 7:  
Resident's sketch of possible redesign of  
OCT/Stanton Rd. intersection

## Highlights from the Walking Audit



*End of sidewalk on Stanton Rd.*

The sidewalk on Stanton Rd. ends abruptly south of the Methodist Church. A “goat path” indicates where pedestrians walk despite the lack of facilities. A sidewalk along this road would provide a safe pedestrian connection to Powell Ford Park.



*Sidewalk on OCT eastbound*

Sidewalk facilities are provided on the eastbound side of this section of OCT but not the westbound side through much of Marshallton.



*Bridge on OCT over Red Clay Creek*

The bridge on OCT provides pedestrian facilities on both sides as well as pedestrian-scale lighting. However, the sidewalk ends east of the bridge.



*Intersection of OCT and Newport Rd.*

Large, open parking lots at the intersection of OCT and Newport Rd. allow vehicles to speed through turns. Additionally, no crosswalks or pedestrian signals are provided at this intersection. Better lane striping, turning movement control, pedestrian movement delineation, and pedestrian crossing facilities are needed.



*Abandoned Ametek property site*

The old Ametek property sits at the northwest corner of OCT and Newport Rd. Preliminary efforts are underway to convert this land into a community park or open space.



*Sidewalk construction on Duncan Rd.*

Sidewalks and other pedestrian amenities are being installed on Duncan Rd. as a Transportation Enhancements project. This infrastructure will provide a vital pedestrian link to businesses and services on SR 2 for Marshallton's residents.





*Overgrown sidewalk on Greenbank Rd.*

Some areas of sidewalk are overgrown with vegetation or not properly maintained, such as here along Greenbank Rd. The appropriate division of DelDOT should be contacted for sidewalk maintenance assistance (see p. 9).



*Pedestrian waiting to cross OCT*

The lack of marked and signalized pedestrian crossings on OCT force pedestrians to contend with traffic in order to cross the road. Marked pedestrian crossings are especially needed at the village's principal intersections – OCT/Stanton Rd. and OCT/Newport Rd.

## Next Steps

- Incorporate and expand upon these recommendations in the Circulation Study
- Get started on some of the recommendations:
  - Clear vegetation from the sidewalk along Greenbank Rd.
- Prioritize short-term and long-term recommendations
- Research funding opportunities and contact appropriate officials to pursue project implementation
- Explore starting a Safe Routes to School program with staff at Mote Elementary School, and other eligible schools, to implement some of the recommendations



Contact WILMAPCO with any questions or concerns:

Address: WILMAPCO  
850 Library Avenue, Suite 100  
Newark, DE 19711  
Phone: 302.737.6205  
Fax: 302.737.9584  
Web: [www.wilmapco.org](http://www.wilmapco.org)  
Email: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)

## Appendix A

Marshallton WCW Attendees (31)
Candice Cumpston
Bill Dunn
Lorena Evans
Fred Eysaltdt
Sherry Flocco
Bill Franey
Carol Grabowski
Robert Grabowski
Peg Greenwood
Candice Guddopke
Linda Guzman
Denis Hehman
Paul Helck
Cpl. J. Henasey
John Iwasyk
Catherine Jenkins
Andre Lamar
Joanne Mergenthaler
Larry Mergenthaler
Robert Morrison
Andrew Quesenberry
Sue Reamer
Scot T. Sauer
Dave Schuh
Jeff Seemans
Jean Sellers
Charles Simpson
Kappy Stevens
Jon Stewart
Betty Tull
Keith Wiseman





# 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:

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