

Route 9 Paths Plan

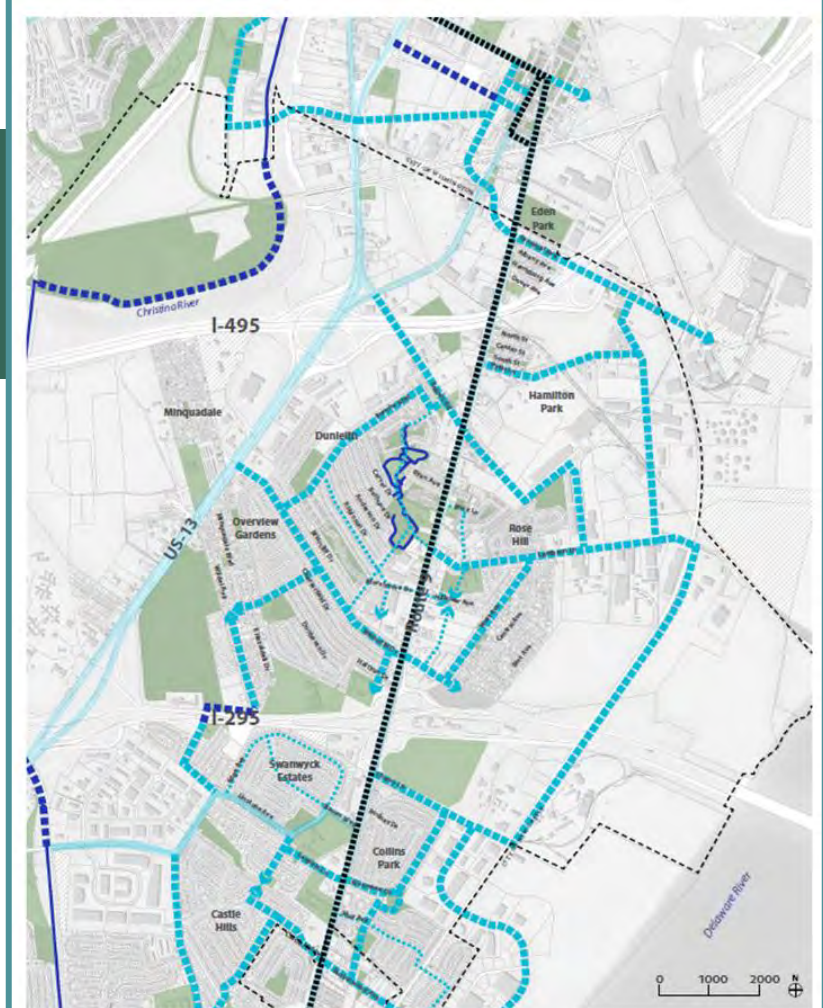
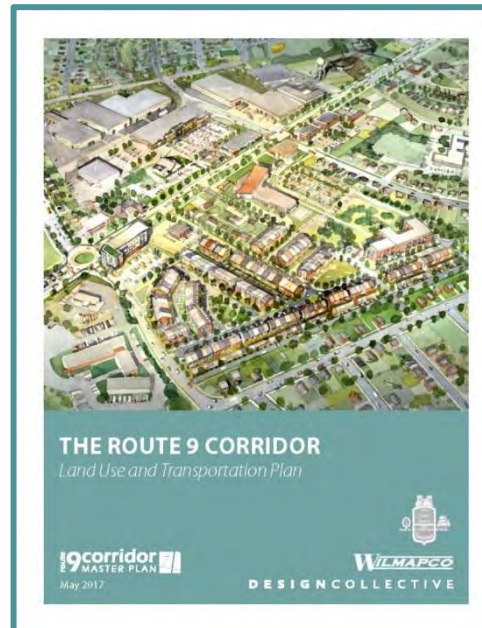
Summary of Draft Report

PAC Meeting
June 21, 2021

Route 9 Paths Plan

- New plan branching off of Route 9 Corridor Master Plan
- Proposed network of walking and biking paths
- Expands on and refines bicycle/pedestrian recommendations
- Develops new recommendations for network of paths in the Route 9 corridor

View the draft at: bit.ly/pathsplandraft



Existing and Recommended Bicycle On- and Off- Road Routes

Key

- EXISTING ON-ROAD ROUTES
- PROPOSED PRIMARY ON-ROAD ROUTES
- PROPOSED SECONDARY ROUTES
- PROPOSED PRIMARY OFF-ROAD ROUTES
- EXISTING SECONDARY OFF-ROAD ROUTES
- HARRIET TUBMAN SCENIC BYWAY

Master Plan
page 59

Contents

- Executive Summary
- Background
 - Master Plan, Monitoring Committee, purpose of Paths Plan
- Existing Conditions
- Recommendations from Recent Plans
- Technical Prioritization Process
- Public Outreach
- Recommendations
- Next Steps

View the draft at: bit.ly/pathsplandraft



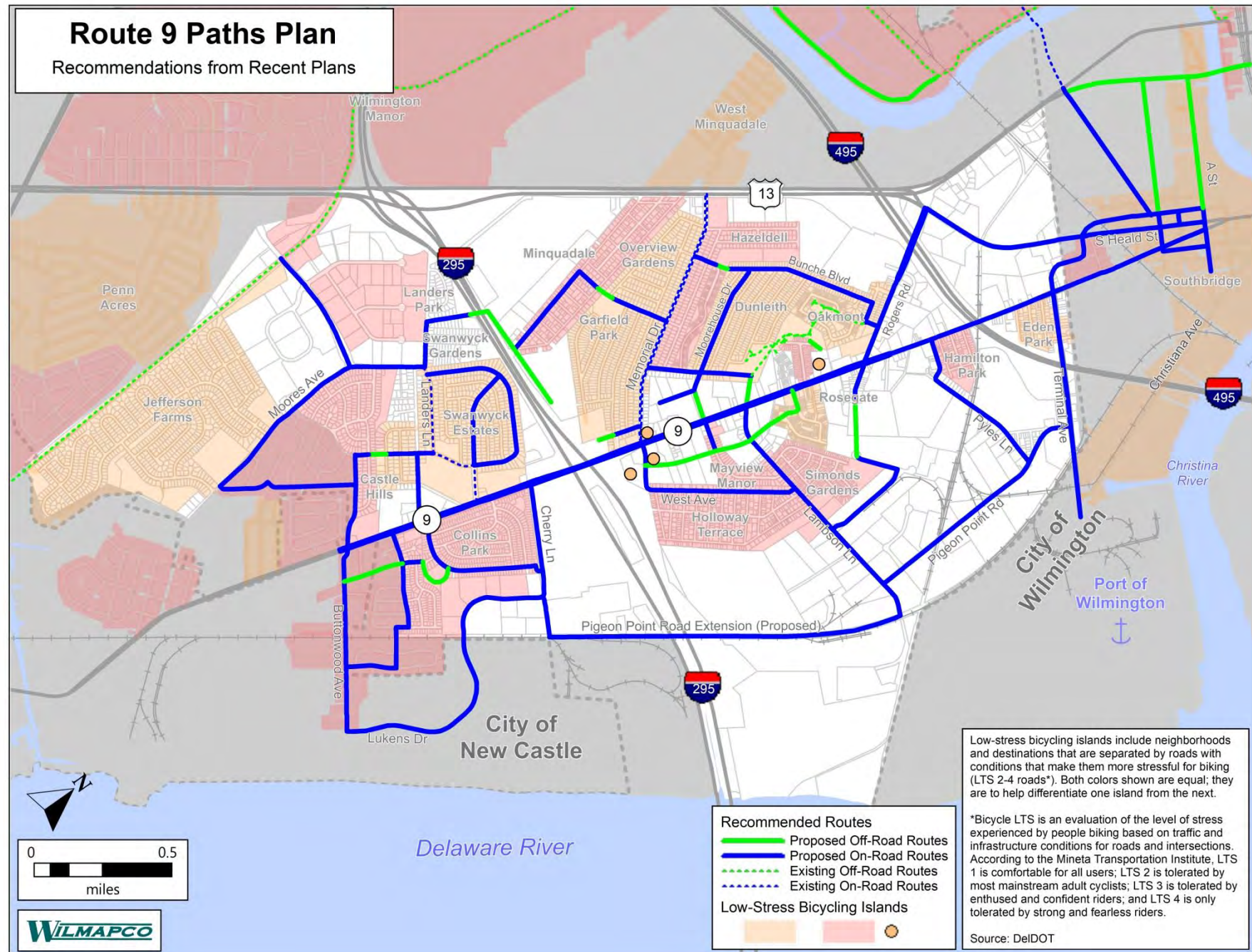
Existing Conditions

- Transportation data
 - Walk/bike/transit to work
 - Zero-car households
 - Walking and biking crashes
 - Bus ridership
 - Bicycle level of traffic stress (Bike LTS)
 - Low-stress bicycling islands
- Social Determinants of Health (SDOH)
- Workplaces
- Criminal activity

Level of Traffic Stress	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	 Photo by Bob Patten
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility	
4	Only tolerated by strong and fearless riders; cyclists must interact with high volumes or speeds of auto traffic.	

Recommendations from Recent Plans

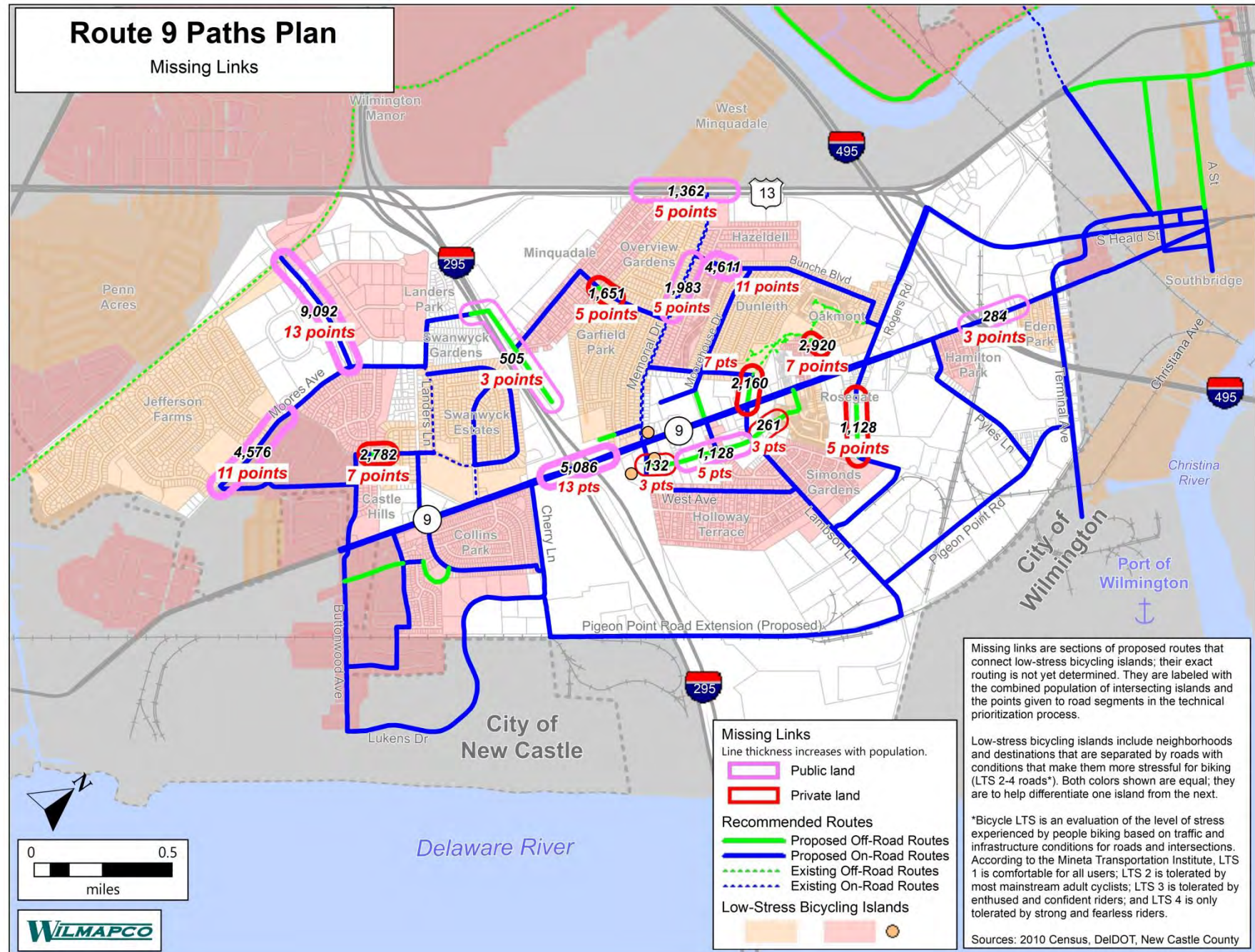
- Revised map of bike/ped routes from the Master Plan
- Starting point for the Paths Plan



Recommendations from Recent Plans

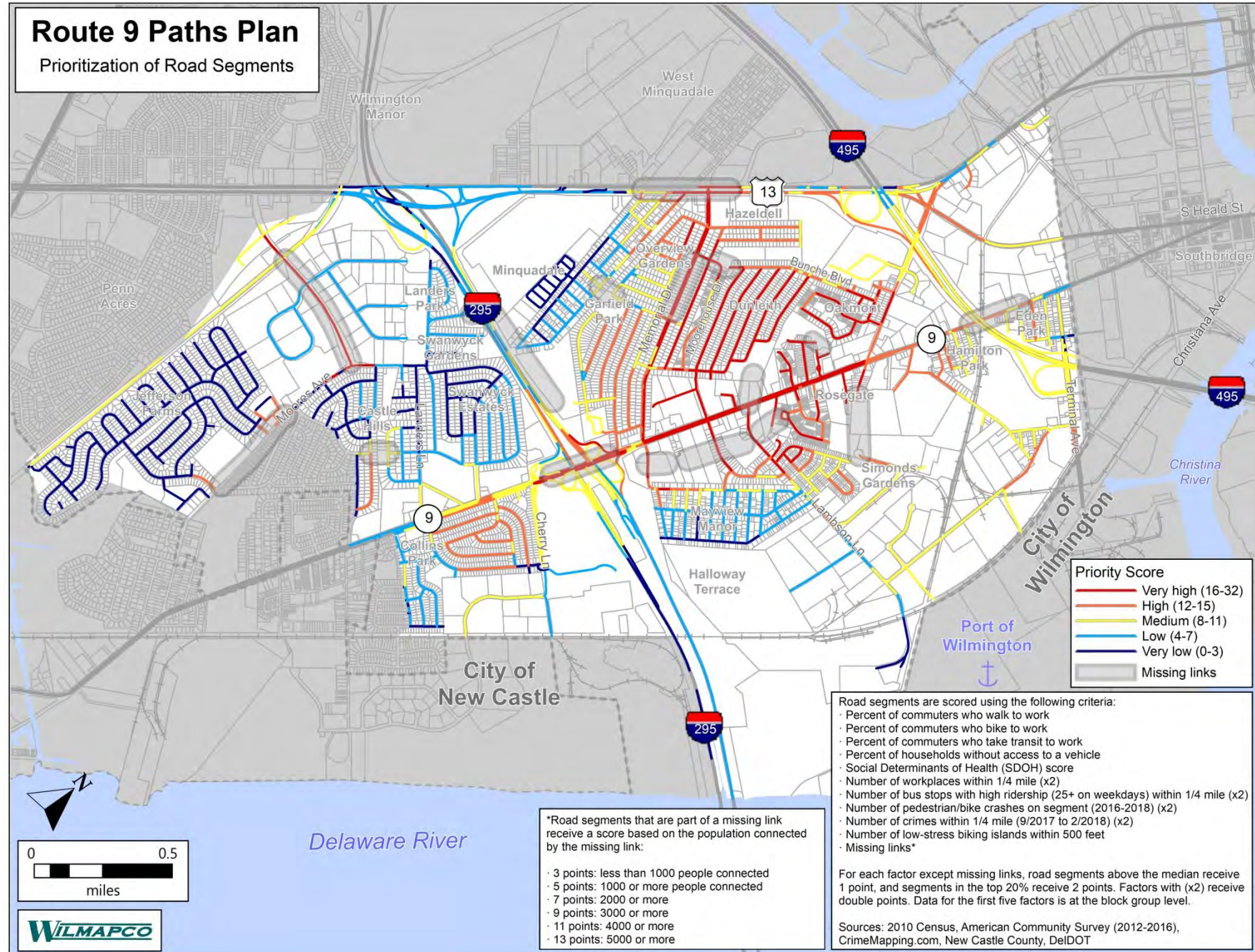
Missing links analysis

- Sections of recommendations that could make crucial connections between neighborhoods
- Missing links were scored based on population they connect – factored into the prioritization



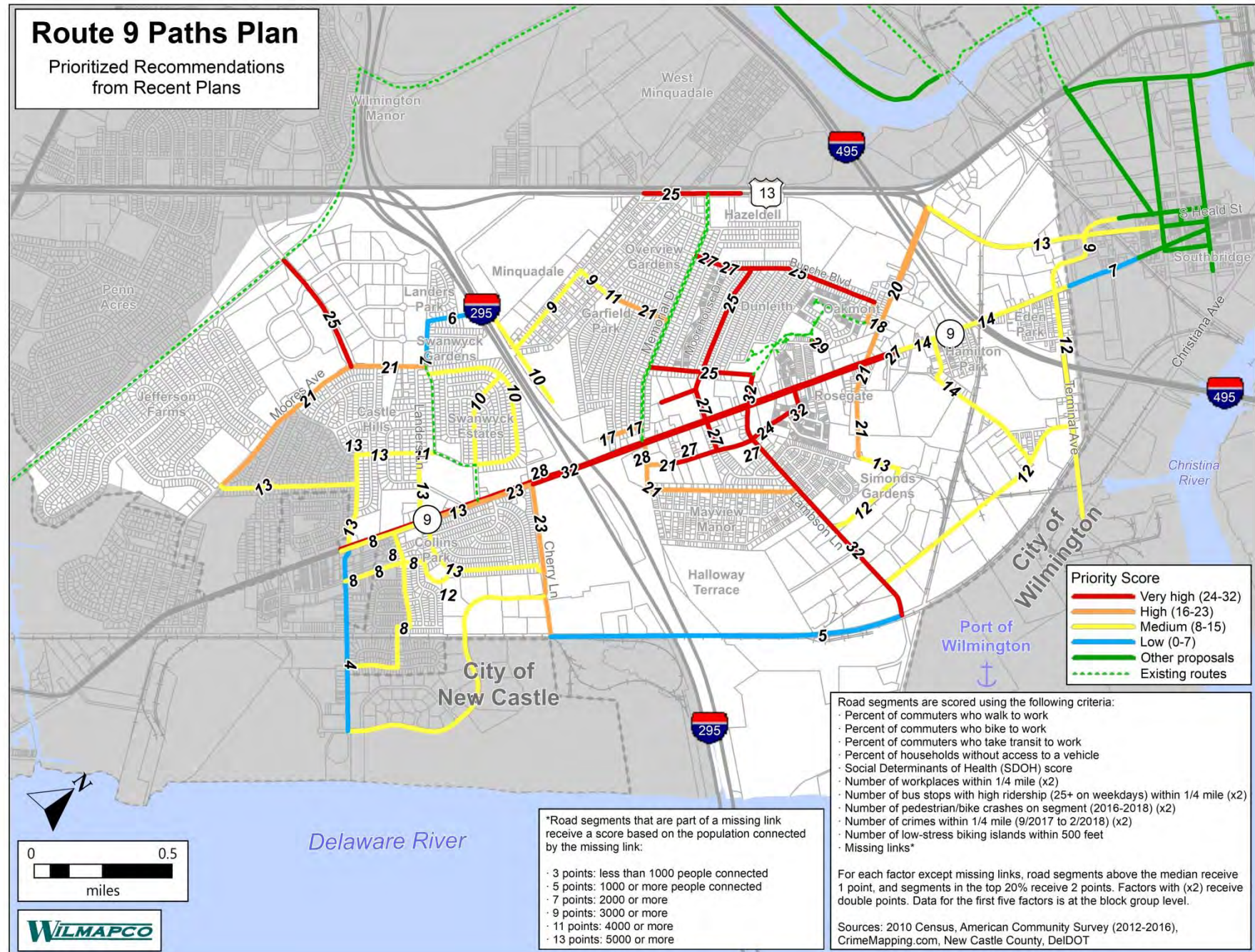
Technical Prioritization Process

- Determine which areas of the corridor would benefit the most from bike/ped improvements
- Uses data from Existing Conditions section and missing links analysis to give a score to each segment in the study area



Technical Prioritization Process

- Applied prioritization score to past recommendations
- Includes detailed chart of proposed route segments and scores



Public Outreach Methods

- Online public survey
 - August 2020 – February 2021
 - Drawing for a \$25 Visa gift card
 - Promoted via Facebook ads, WILMAPCO newsletter, Colonial Clippings
- Website
 - Public survey
 - Overview Presentation – maps and data, with clear descriptions
 - Spanish translations, including the survey



Public Outreach Methods, continued

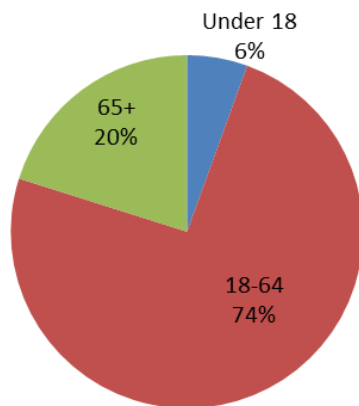
- December 10 – Class session with AP Human Geography class at William Penn High School
 - Students took the survey
- Paper survey distributed door-to-door
 - Quota of 5 responses per neighborhood
 - Field survey completed by Ms. Dora Williams, New Castle Prevention Coalition



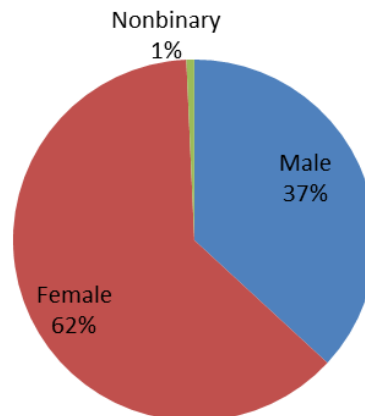
Public Survey Reach and Demographics

- 181 total responses
 - 107 from field survey, 74 online
 - 5 taken in Spanish

Age of Respondents



Gender of Respondents

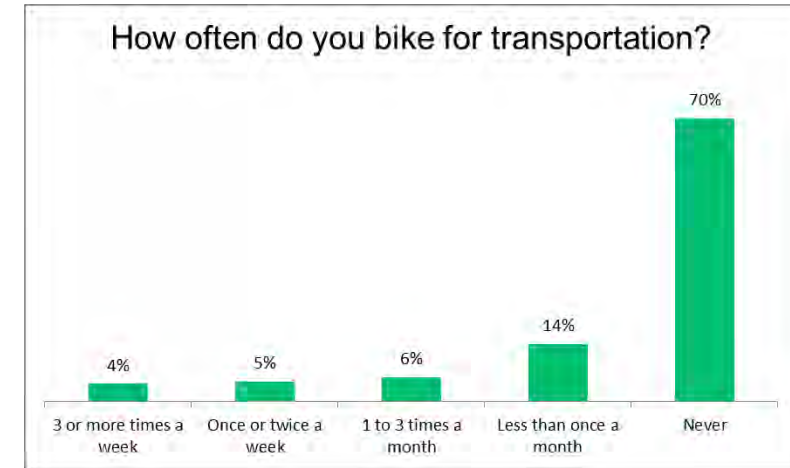
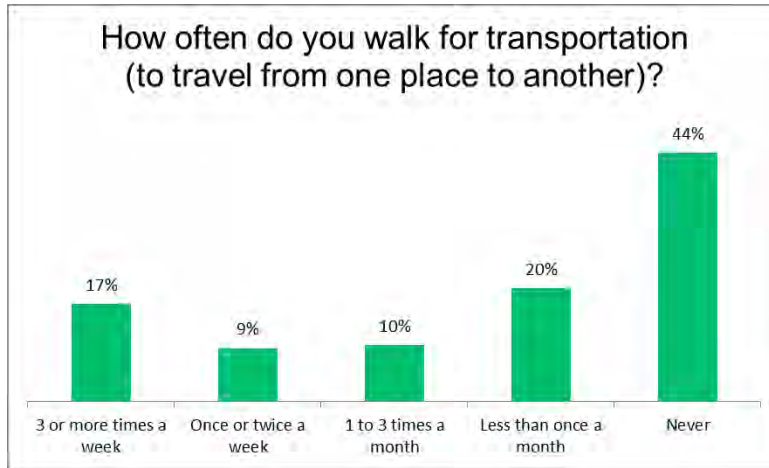


Which neighborhood do you live in?

Answer Choices	Responses	
Castle Hills	4.1%	7
Collins Park	4.1%	7
Dunleith	3.0%	5
Eden Park	3.6%	6
Garfield Park	3.0%	5
Hamilton Park	3.0%	5
Hazeldell	3.0%	5
Holloway Terrace	3.6%	6
Jefferson Farms	3.6%	6
Landers Park	3.0%	5
Mayview Manor	4.1%	7
Minquadale	3.0%	5
Oakmont	3.0%	5
Penn Acres	4.1%	7
Rosegate	5.9%	10
Rose Hill	3.6%	6
Simonds Gardens	3.6%	6
Southbridge	5.3%	9
Swanwyck Estates	3.6%	6
Swanwyck Gardens	3.0%	5
West Minquadale	3.0%	5
Not sure	1.2%	2
Other	23.1%	39

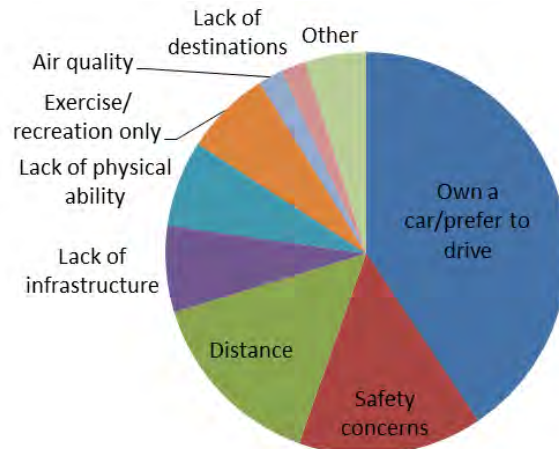
77% live in corridor

Public Survey Results

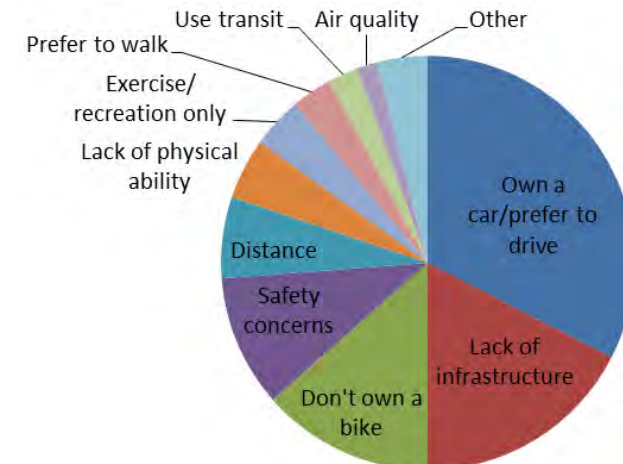


What are the main reasons you don't walk for transportation?

For respondents who answered "less than once a month" or "never"....



What are the main reasons you don't bike for transportation?



Public Survey Results

Do you agree or disagree with this statement?

“Creating a better network of pathways will result in more people walking and biking.”



Average agreement level: **73%**

Are there any destinations you would like to bike or walk to, if there was a safer way to do so?



- Parks include:
 - Battery Park, Simonds Gardens, other neighborhood parks
- Local businesses include:
 - Crossroads shopping center, Super G Market, ShopRite, convenience stores
- "Other" destinations include:
 - Rose Hill Community Center, Garfield Park, connections between neighborhoods, Cherry Lane, Buttonwood St.

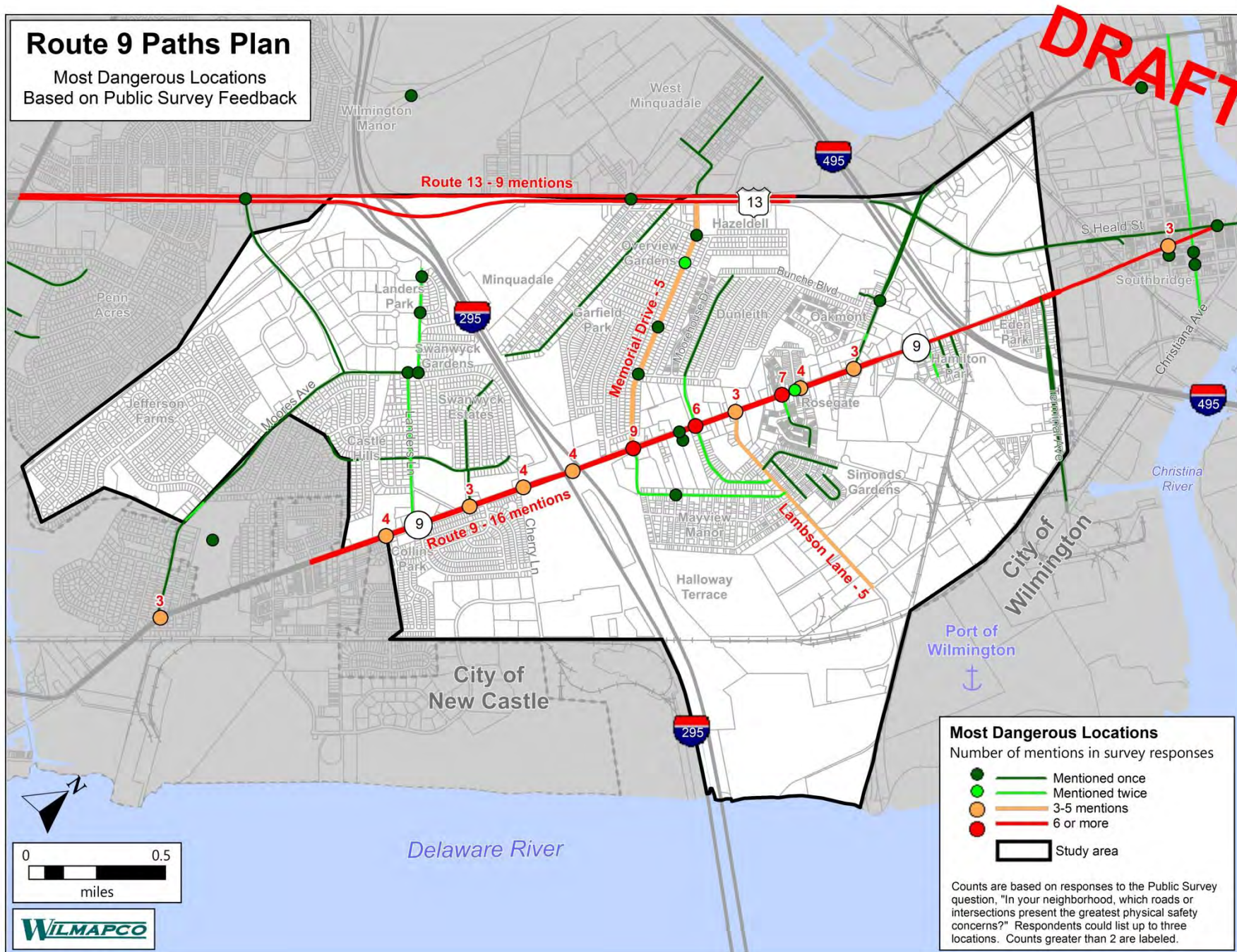
Public Survey Results



Neighborhood	Responses	Yes	Not sure	No	% Yes
Holloway Terrace	6	6	0	0	100.0%
Jefferson Farms	6	5	0	1	83.3%
Rose Hill	6	5	0	1	83.3%
Oakmont	5	4	1	0	80.0%
Hamilton Park	5	4	0	1	80.0%
West Minquadale	5	4	0	1	80.0%
Southbridge	9	7	2	0	77.8%
Mayview Manor	7	5	1	1	71.4%
Rosegate	10	7	1	2	70.0%
Eden Park	6	4	2	0	66.7%
Hazeldell	5	3	1	1	60.0%
Dunleith	5	3	0	2	60.0%
Garfield Park	5	3	0	2	60.0%
Collins Park	7	4	2	1	57.1%
Swanwyck Estates	6	3	2	1	50.0%
Penn Acres	7	3	3	1	42.9%
Swanwyck Gardens	5	2	1	2	40.0%
Simonds Gardens	6	2	3	1	33.3%
Landers Park	5	1	3	1	20.0%
Minquadale	5	1	3	1	20.0%
Castle Hills	7	1	3	3	14.3%

Route 9 Paths Plan

Most Dangerous Locations
Based on Public Survey Feedback



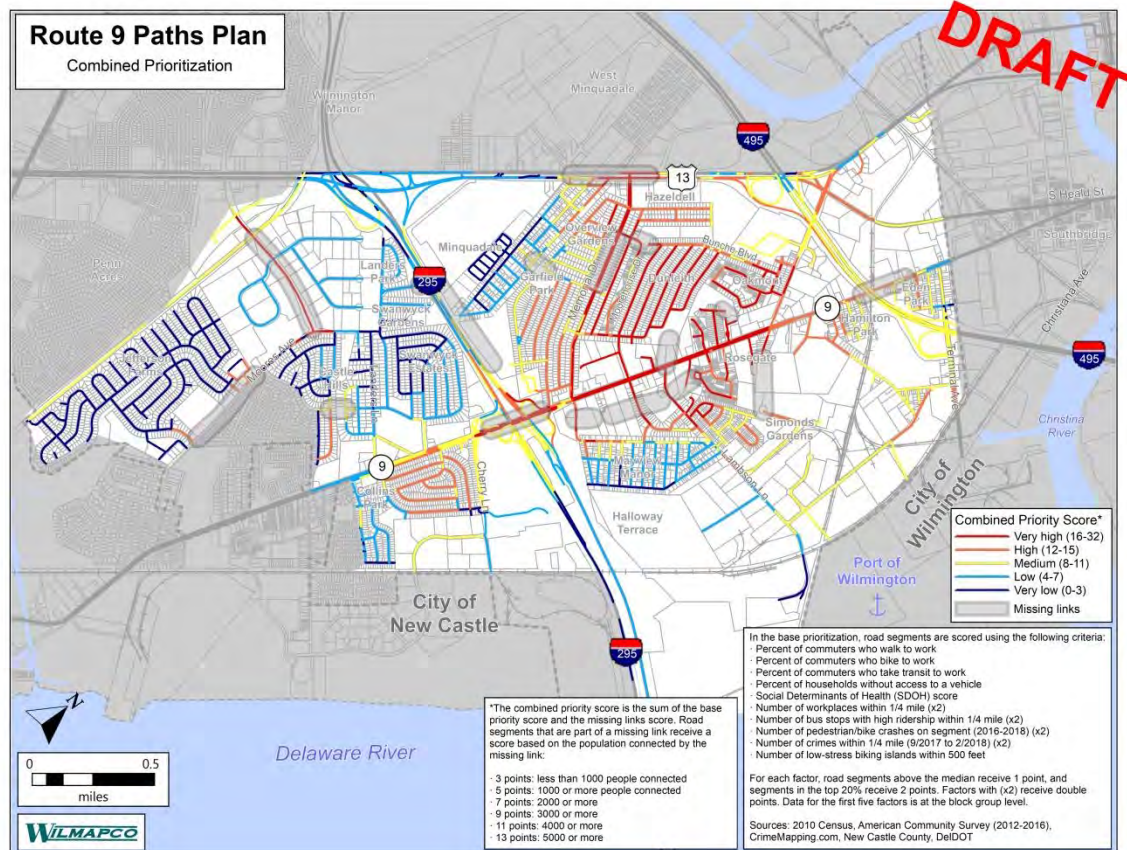
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"In your neighborhood, which roads or intersections present the greatest safety concerns?"

Most mentioned locations:

- Route 9 (16 mentions)
- Route 13 (9)
- Route 9 & Memorial Drive (9)
- Route 9 & Rose Lane (7)
- Route 9 & Morehouse Drive (6)
- Memorial Drive (5)
- Lambson Lane (5)

Prioritization Criteria Ranking



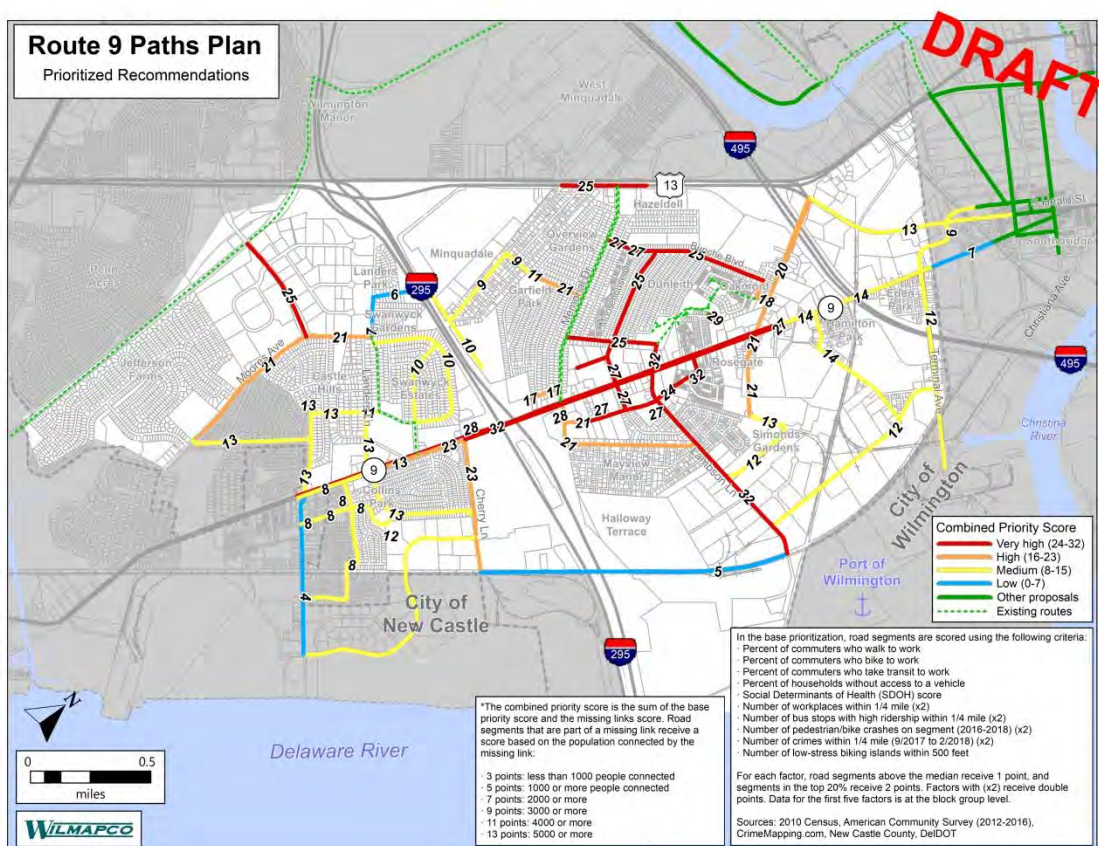
Which of the following are most important, when considering where limited funding should be spent on walking and biking projects? Areas with more...

Rank	Measure	Score*
1	People walking to work	6.23
2	Criminal activity	5.78
3	Indicators of public health concern	5.7
4	People biking to work	5.59
5	People taking the bus to work	5.22
6	Households without cars	4.88
7	Bus stops	4.24
8	Walking/biking crashes	4.2
9	Job sites	3.95

*Score calculated by SurveyMonkey based on average ranking

- Draft prioritization of road segments
- Technical scoring process to determine which areas would benefit the most from bike/ped improvements

Top Scoring Recommendations



Top scoring recommendations in the draft prioritization

How beneficial would it be to add walking or biking improvements to the following locations? These are just a few examples of potential connections.

0% 100%

Not beneficial at all

Very beneficial

Rank	Location	Average % Beneficial
1	Route 9, where it crosses I-295	82.4%
2	Rogers Road	79.3%
3	Boulden Boulevard, from the Markell Trail to Moores Avenue	77.5%
4	Lambson Lane	77.0%
5	Route 9, excluding where it crosses I-295	76.0%
6	Morehouse Drive	70.5%
7	Bunche Boulevard	69.7%

Top Scoring Recommendations – How should these connections be made?

For any of the above connections that you consider to be very beneficial, how would you like to see the connection made?
Examples include sidewalks, on-road bicycle lanes, mixed-use paths alongside roads, and off-road paved trails.

Number of mentions

Location	Mixed-use path/ off-road trail	Sidewalks	Bike lanes	Other ideas
Route 9, where it crosses I-295	14	14	6	
Route 9, excluding where it crosses I-295	9	9	4	Crosswalk at Route 9 & West Ave
Boulden Boulevard, from the Markell Trail to Moores Avenue	11	8	2	
Morehouse Drive	7	8	2	Street lights, extend crosswalk signal time at Route 9 & Morehouse Drive
Bunche Boulevard	6	6	2	
Lambson Lane	10	12	4	
Rogers Road	13	14	6	Street lights

Additional Feedback – Open Ended Questions

■ General recommendations

- Complete and repair sidewalks (6)
- Trees and landscaping (5)
- Contiguous path connections (4)
- Improved lighting (4)
- Improve existing paths (2)
- Wider sidewalks and paths
 - Wide enough to share
- Bike lanes
- Bus shelters
- Traffic calming

■ Specific recommendations

- Neighborhood connections to Markell Trail (3)
- Hillview Avenue traffic calming
- Connections to McCullough Middle School
- Connection from Thorn Court to Route 9
- Connection from Rose Hill Gardens Park to Route 9
- Improvements to Memorial Drive, Landers Lane, Cherry Lane, Davidson Lane, Parma Avenue, and Minquadale neighborhood
- Intersection improvements
 - Route 9 & Mansion Parkway (2)
 - Route 9 & West Avenue
 - Route 9 & Lambson Lane

■ Concerns

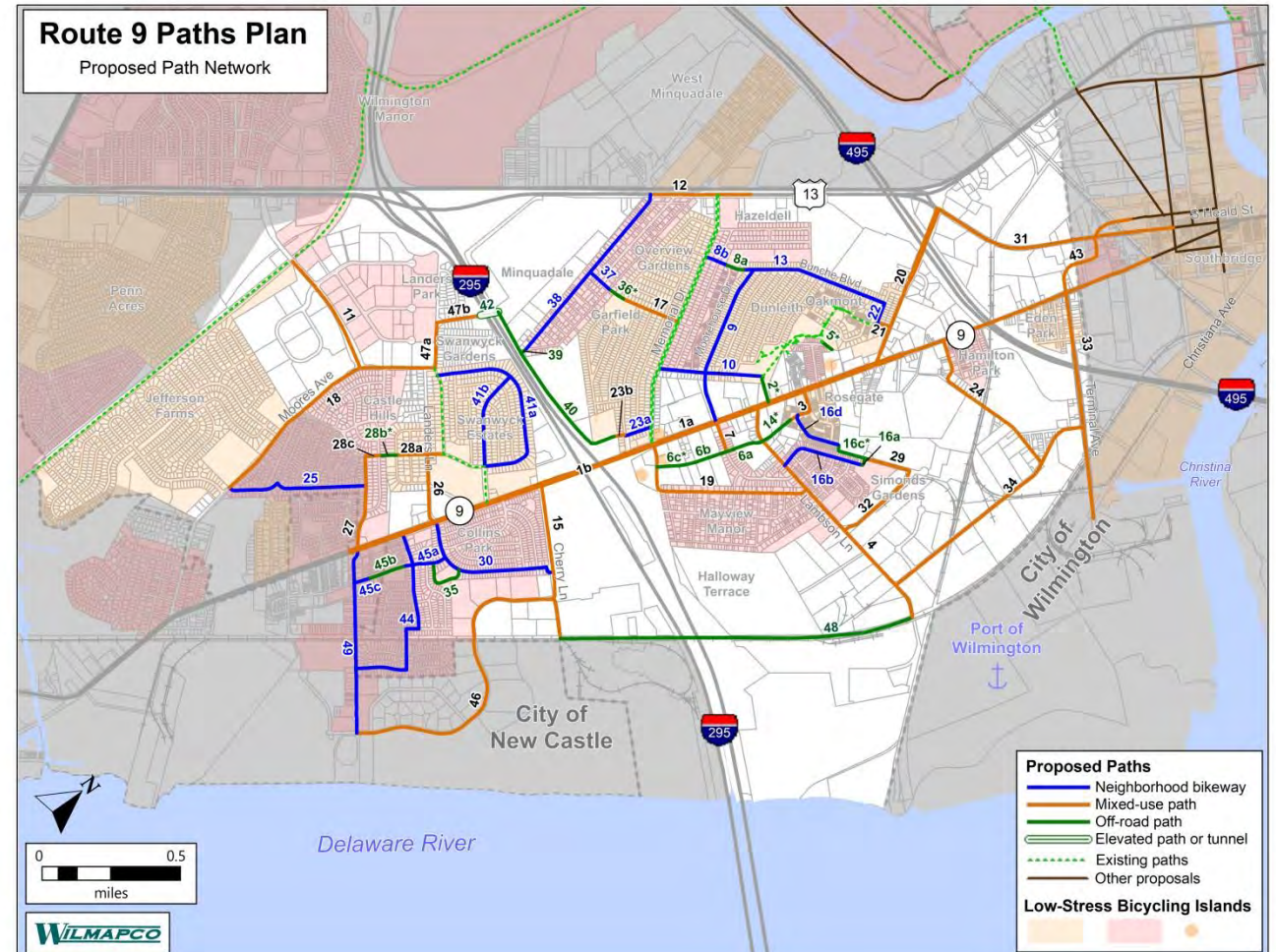
- Traffic safety (14)
- Criminal activity (5)
- Accessibility for people with disabilities
- Cleanliness of the paths

■ General support for the plan (4)

- “It’s a good idea”
- “It’s a wonderful place to live, everybody needs an upgrade once in a while”
- “Good for pedestrian safety”
- “Good potential for enhanced tourism and recreation”

Recommendations

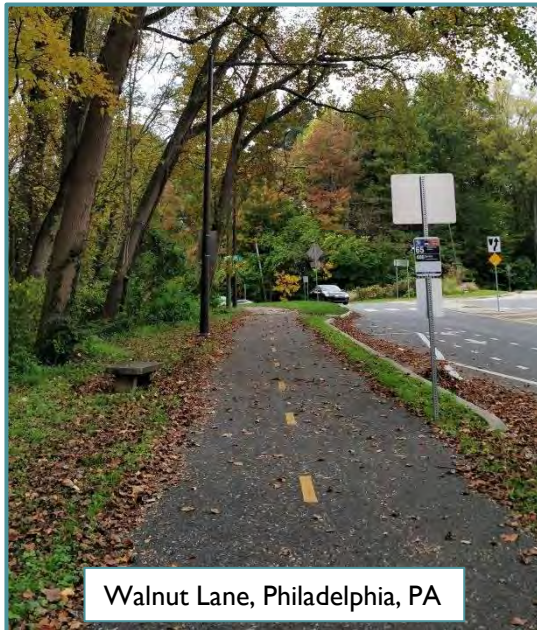
- Proposed Path Network
 - Detailed chart of proposed route segments
- Path types, with examples
- General recommendations



Path Types

Mixed-Use Paths

- On or alongside roads
- Fully separated from traffic
- Paved, two-way walking and biking
- One or both sides of road
- Can take the place of a sidewalk



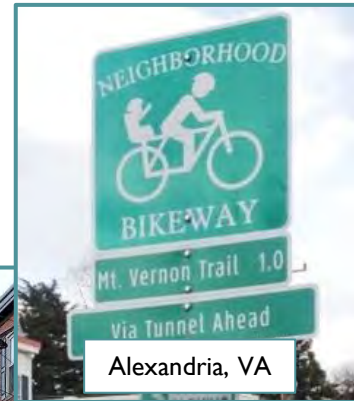
Off-Road Paths

- Do not follow an existing ROW
- In parks, on undeveloped land, or between buildings
- Close gaps between neighborhoods



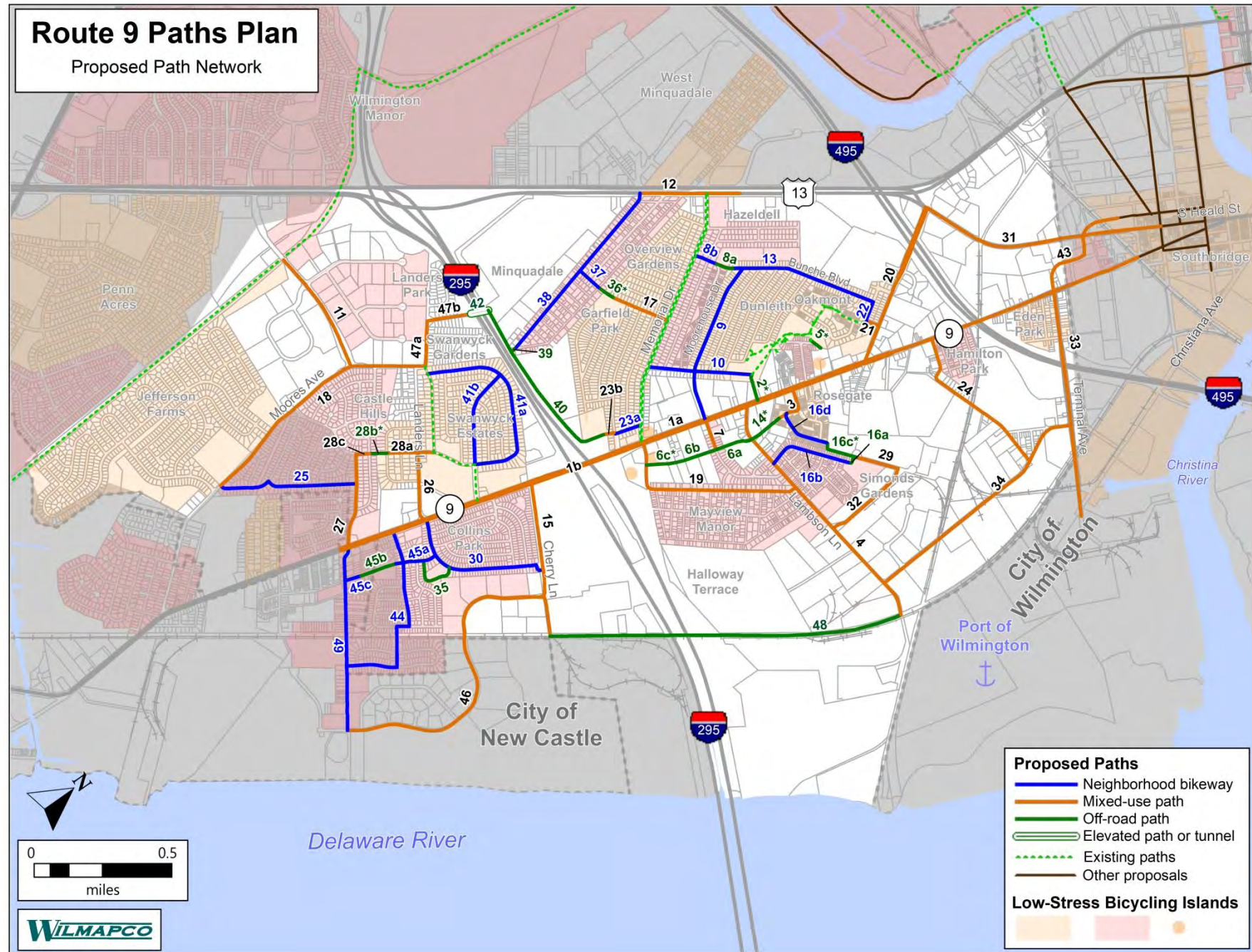
Neighborhood Bikeways

- Upgrades to low-stress (LTS 1) neighborhood streets
- Paint and signage
- Calm traffic and encourage biking
- Should be accompanied with sidewalk upgrades as needed



Proposed Path Network

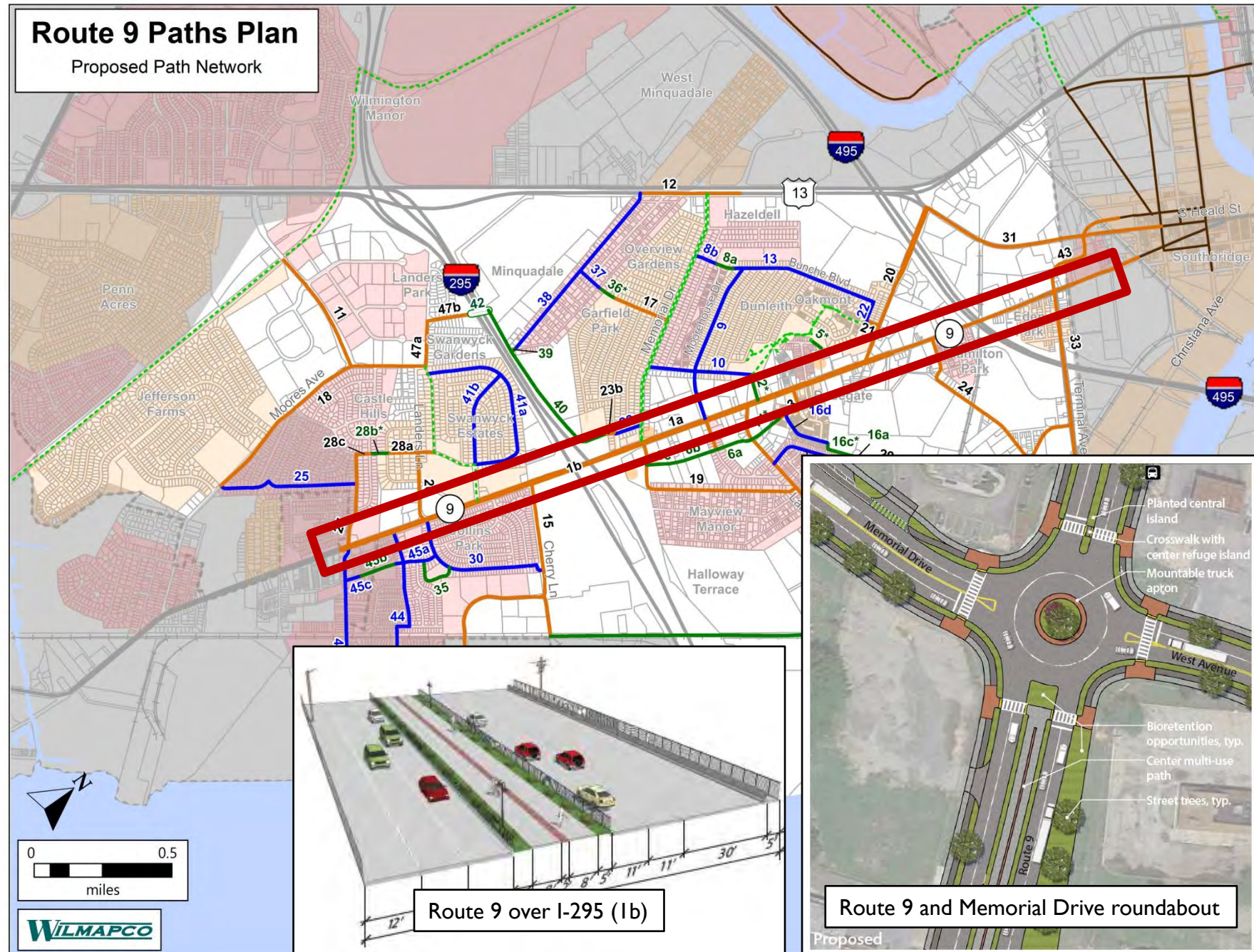
- Refinement of map of proposed routes from the Master Plan
- Path types determined based on:
 - Public feedback
 - Existing right-of-way
 - Bike LTS analysis
- Ranked based on technical prioritization process
- Letter suffixes – multiple sections with different path types



*Approximate location. An alternative route may be considered based on available land.

Proposed Path Network Highlights

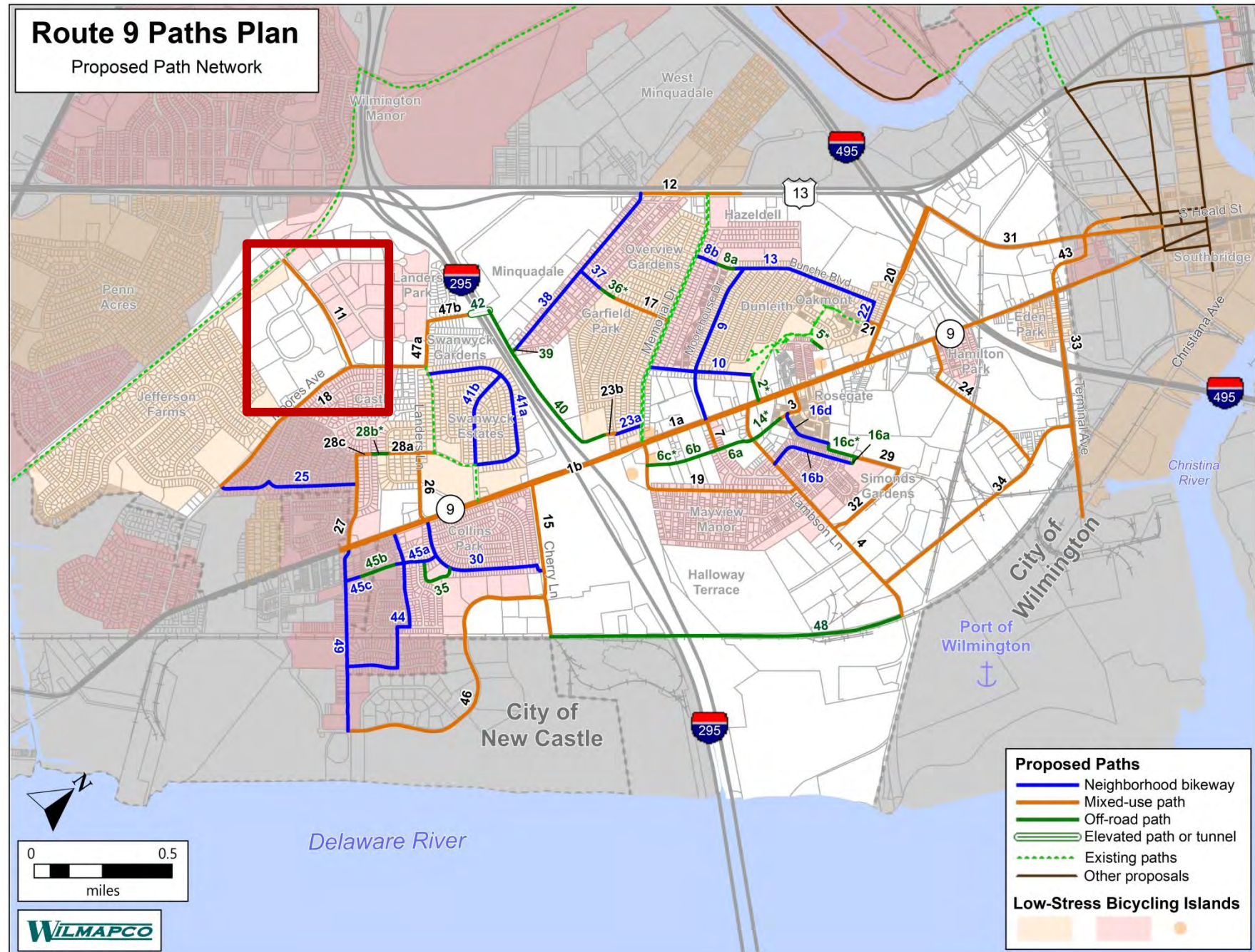
- Route 9 ranked first
- 1a: Mixed-use paths on Route 9
- 1b: Median mixed-use path over I-295
- Connected by roundabouts at Memorial Drive and Cherry Lane



*Approximate location. An alternative route may be considered based on available land.

Proposed Path Network Highlights

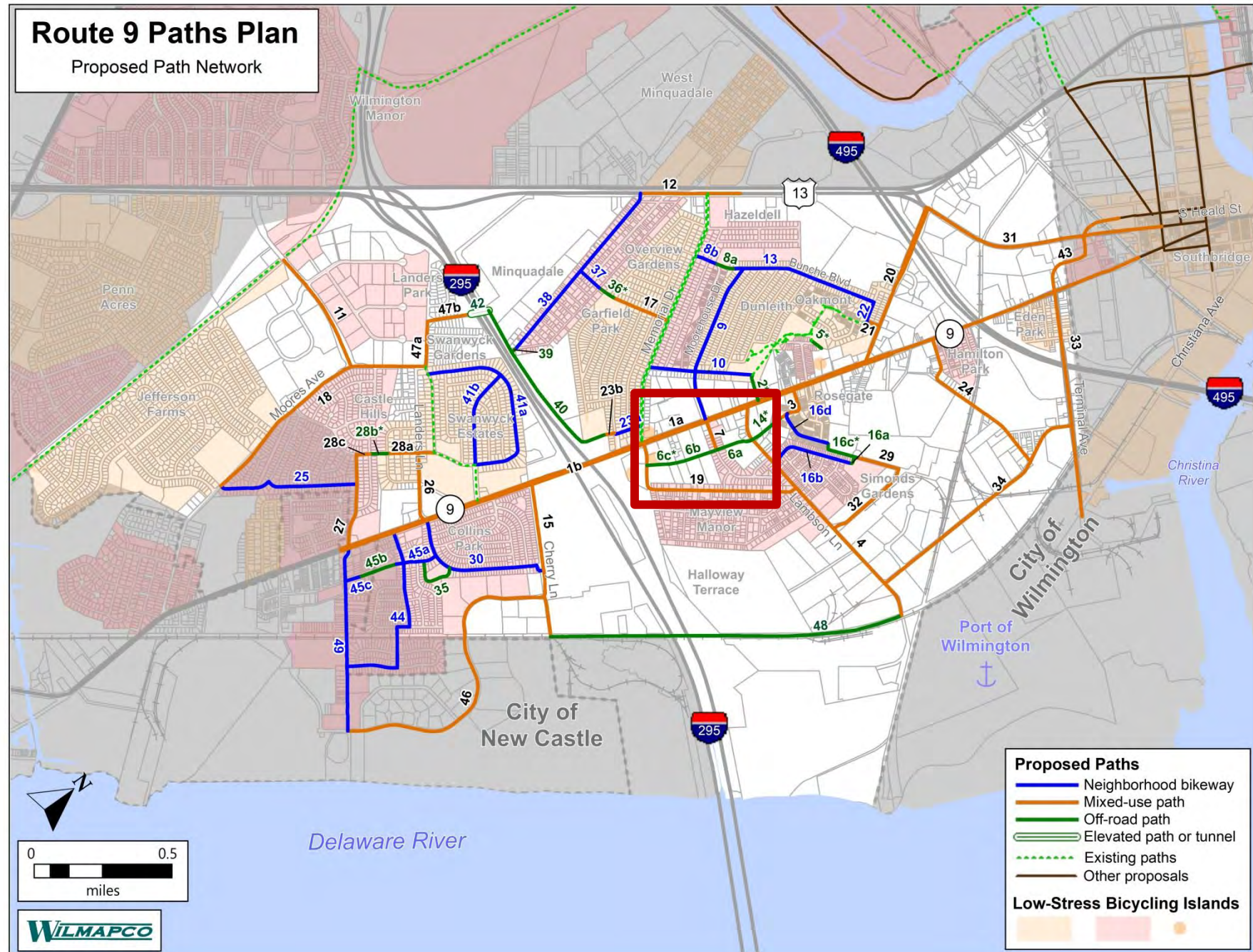
- I1: Boulden Boulevard
- Most impactful missing link
(connecting over 9000 people)
- Mixed-use path from Moores Lane
to Markell Trail



*Approximate location. An alternative route may be considered based on available land.

Proposed Path Network Highlights

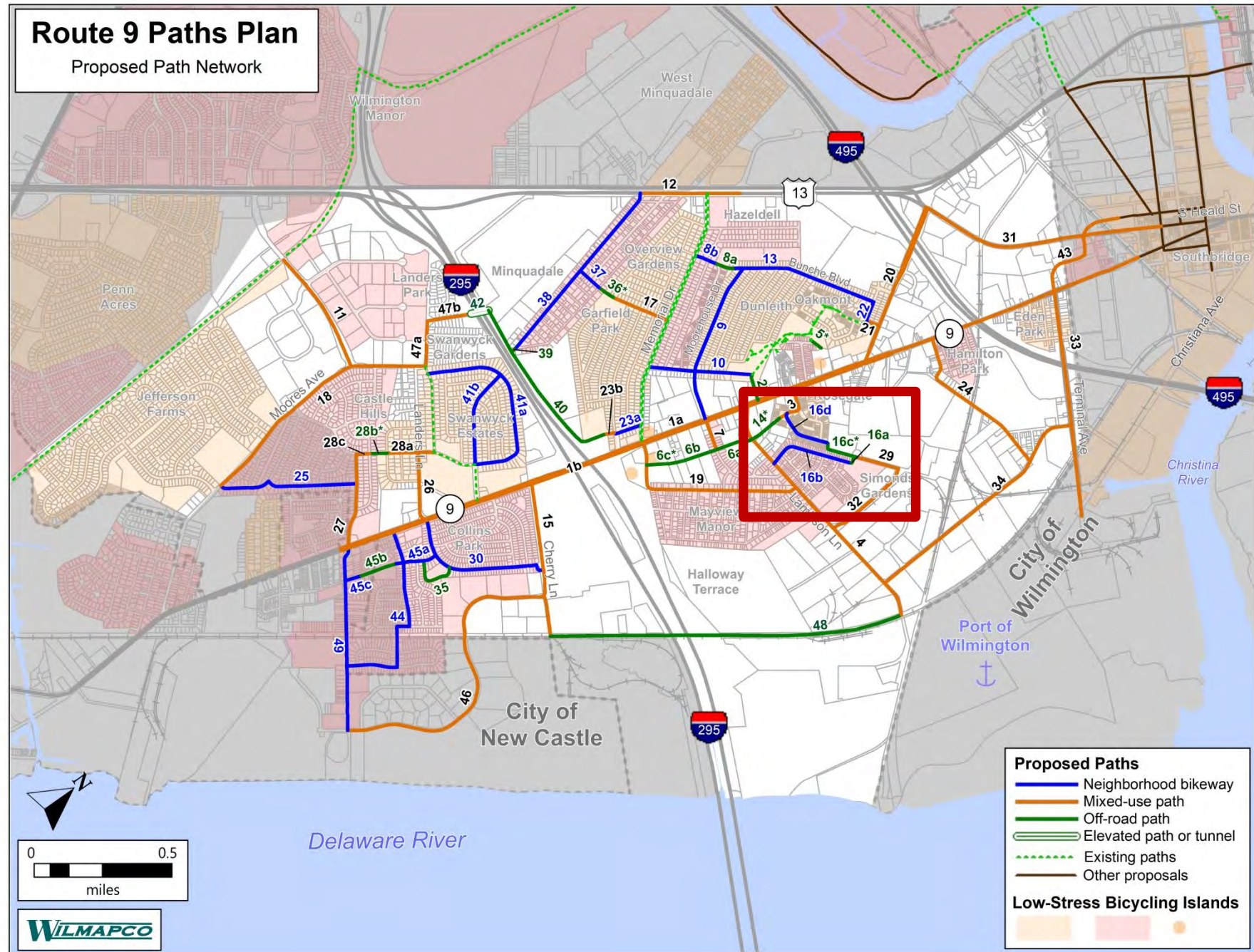
- 6: Off-road path behind Route 9 Library
 - Connect Library to the Rose Hill Community Center
 - Car-free alternative to Route 9
 - Lambson Lane to West Avenue
 - 6c is private land (Superlodge parking lot)



*Approximate location. An alternative route may be considered based on available land.

Proposed Path Network Highlights

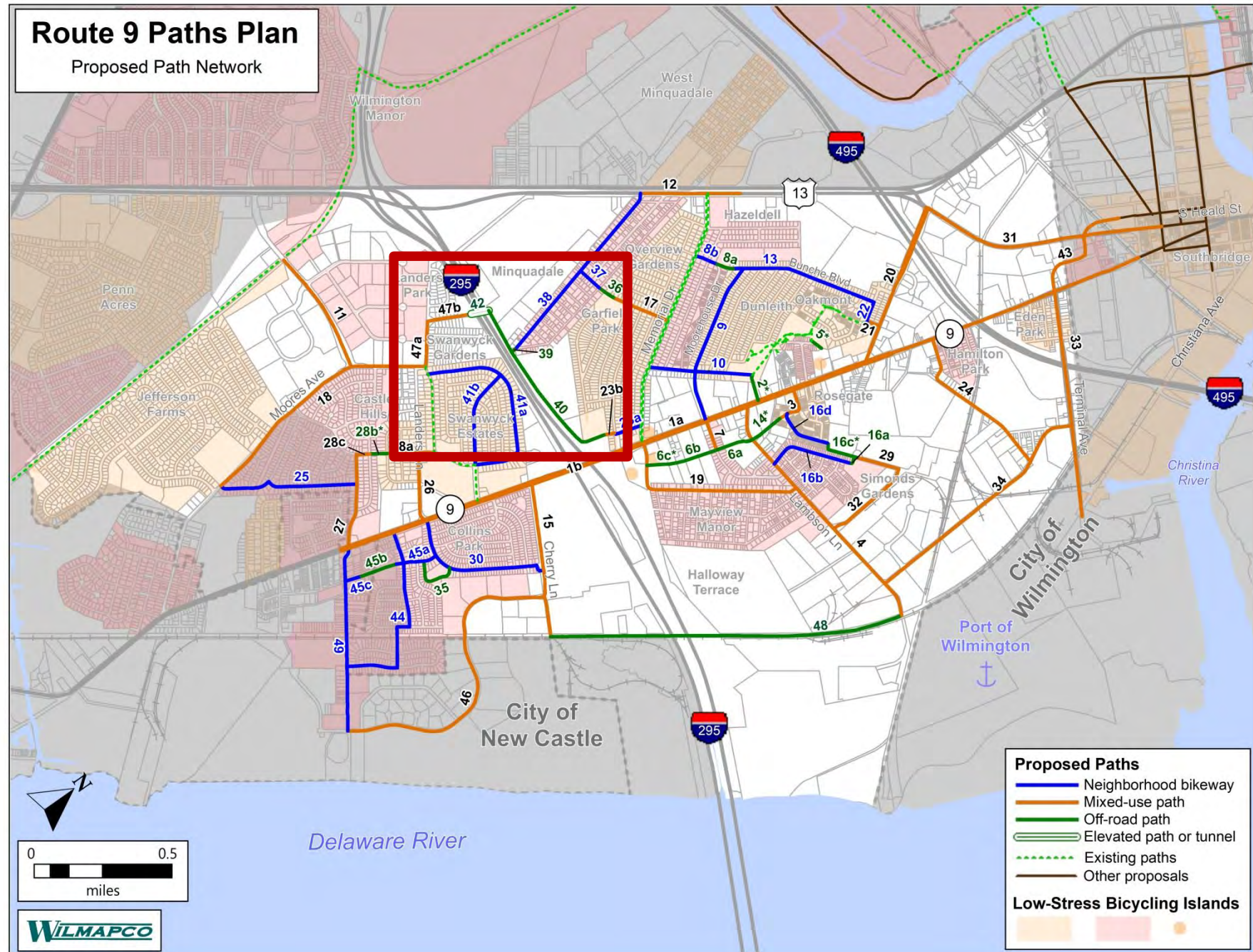
- 16: Simonds Gardens Park connections
 - 16a: paths within park
 - 16b: Simonds Drive
 - 16c: private (undeveloped) land
 - 16d: Thorn Lane
- Connect to mixed-use paths:
 - 29: DockView Drive
 - 3: Rose Lane (to Route 9)
 - 4: Lambson Lane



*Approximate location. An alternative route may be considered based on available land.

Proposed Path Network Highlights

- 42: I-295 crossing
 - Elevated path or tunnel
 - Long term, high cost project
- 40: Off-road path behind McCullough
- 47: MUP – Landers Lane/Landers Spur
- 38: Wildel Avenue neighborhood bikeway
 - 39: Connecting off-road path



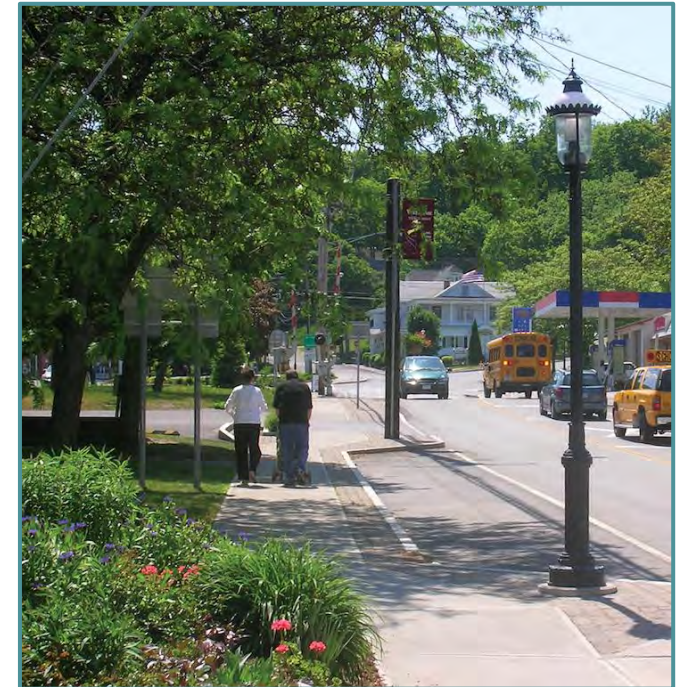
*Approximate location. An alternative route may be considered based on available land.

General Recommendations

- Complete and repair sidewalks
 - Continuous, free of obstructions, meet ADA standards
- Make path connections contiguous
 - Ensure smooth and safe transitions, enable complete trips
- Improve lighting
 - Pedestrian-scale lighting
 - Ensure safety of all users and deter crime
- Name and sign the paths
 - Names based on roads/destinations they connect, or decided through community outreach



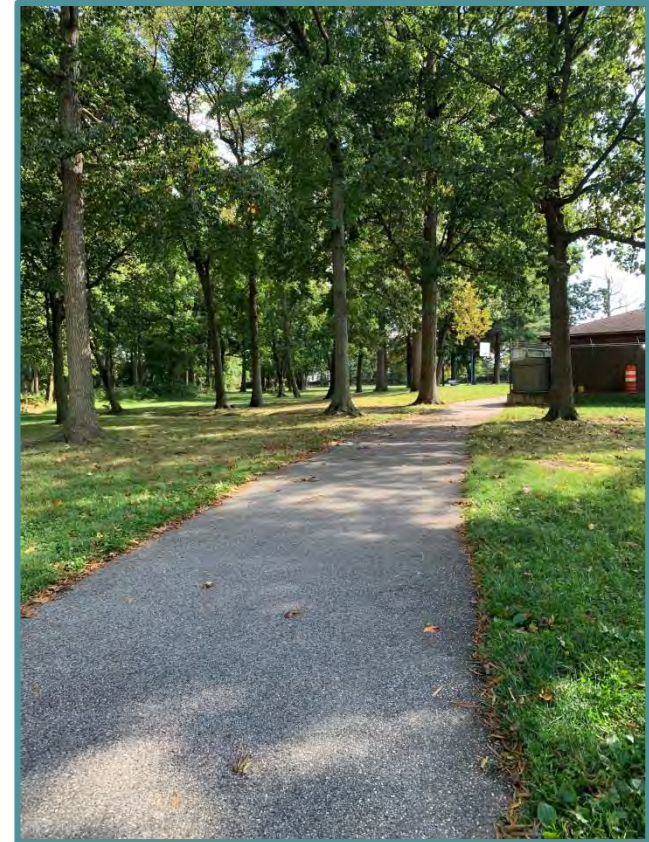
Neighborhood bikeway signage
(Source: City of Alexandria, VA)



Pedestrian-scale lighting
(Source: Alta Planning + Design)

Next Steps (Implementation)

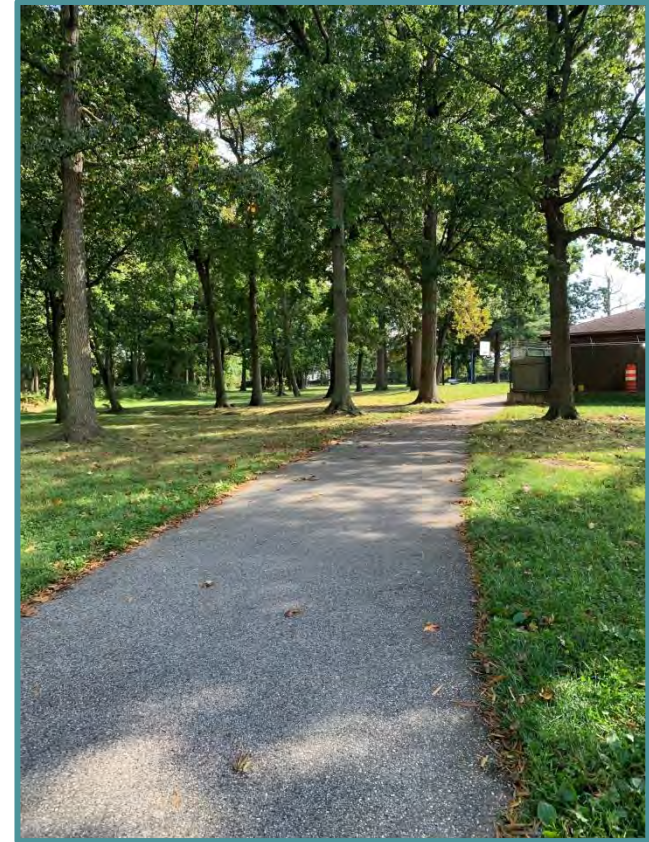
- Paths should be implemented in order of priority
- DelDOT, County, and other agencies will design, engineer and construct each segment
- Funding opportunities include:
 - Capital Transportation Program (CTP)
 - Community Transportation Fund (CTF)
 - Transportation Alternatives Program (TAP)
 - Safe Routes to School (SRTS)



Rose Hill Gardens Park

Next Steps (Timeline and Cost)

- Neighborhood bikeways
 - Low cost, can be implemented within 5 years
- Mixed-use paths and off-road paths
 - Medium to high cost
 - Can be implemented within 10 years
- Elevated path or tunnel under I-295 (Landers Spur to Minquadale and McCullough Middle School)
 - High cost project
 - Should be implemented in less than 20 years



Rose Hill Gardens Park

Next Steps for the Paths Plan

- Health Subcommittee review ✓
- Monitoring Committee review ✓
- PAC review
- Draft revisions
- Final draft for endorsement
 - Technical Advisory Committee (TAC)
 - WILMAPCO Council

View the draft at: bit.ly/pathsplandraft



DRAFT

Route 9 Paths Plan

Summer/Fall 2021

route 9 corridor
Paths Plan

WILMAPCO