



**2010 Campaign for Active Transportation  
Case Statement for the Wilmington Metropolitan Region:**

# *Active Transportation in Northern Delaware*

**Prepared by:**

Wilmington Area Planning Council

**In partnership with:**

City of Newark  
City of Wilmington  
Delaware Transit Corporation  
Delaware Greenways  
Delaware State Parks  
Delaware Department of Transportation  
Nemours Health & Prevention Services  
New Castle County  
TMA Delaware

June 26, 2008

## **Northern Delaware Active Transportation Coalition**

### **Implementing Agencies**

New Castle County  
City of Wilmington  
City of Newark  
Villages of Arden  
Bellefonte  
Elsmere  
Newport  
City of New Castle  
DelDOT  
Delaware State Parks  
Nemours Health & Prevention Services  
Delaware Greenways  
WILMAPCO  
Delaware State Office of Planning  
Delaware Transit Corporation  
TMA Delaware

### **Draft Advocacy Agencies**

Bike Delaware  
Urban Bike Project of Wilmington  
White Clay Bicycle Club  
Wilmington Trail Club  
New Castle County Chamber of Commerce  
Committee of 100  
Delaware Lung Association  
American Heart Association of Delaware  
Sierra Club Delaware Chapter  
AARP Delaware  
University of Delaware  
Northern Delaware Heritage Coalition  
Wilmington Renaissance

**2010 Campaign for Active Transportation  
Case Statement for the Wilmington Metropolitan Region:**

# ***Active Transportation in Northern Delaware***

***Imagine a future for Northern Delaware*** where fitness and transportation are intertwined in our daily lives and bicycling and walking are safe, convenient, and desirable transportation choices for short trips. Mixed-use, walkable neighborhoods are the preferred places to live, as people seek lower energy costs, shorter commutes and more quality time in their own communities; residents take pride in knowing their neighbors and socializing on daily walks. Traffic congestion is eased, as more people find transit, pedestrian and cycling trips cost-effective and enjoyable; air quality is bolstered with fewer cars on the road. Children gain a sense of independence from having safe routes to schools, libraries and parks; seniors too remain active, healthy and independent by walking and bicycling regularly. In this future, our economy benefits too from fewer costly roadway improvements and a flourishing industry of active recreation and heritage tourism.

A coalition has formed to work toward making this vision a reality. Regional partnerships, with agencies and organizations working on transportation, land use, health, business, tourism, environment, children, and seniors programs, have already taken steps forward with approved plans and policies. Many outstanding walking and bicycling facilities have been completed, building multiuse trails throughout our parks, designing complete streets, and coordinating with new land use development. However, with funding for improvements limited, gaps remain in our active transportation network.

Partnering nationally with the Rails-to-Trails Conservancy's 2010 Campaign for Active Transportation, we hope to secure funding in the 2010 federal transportation bill to expedite the completion of planned improvements. The 2010 Campaign aims to fund dozens of communities across the country with \$50 million each to promote trails, walking and biking for improved mobility. The campaign builds on the Nonmotorized Transportation Pilot Program (NTPP) in the 2005 federal transportation bill SAFETEA-LU. The NTPP provided \$25 million over four years to each of four communities to demonstrate that targeted investments in trails, walking and biking lead to mode shift.

Thanks to the many plans and policies in place, compact communities and extensive transit, Northern Delaware is an ideal community for the Active Transportation Program. By filling in gaps in our 1,000 plus miles of sidewalk and pathway and increasing access to our many existing walking and bicycling routes and transit services, we have tremendous potential to shift trips from driving, reduce fuel consumption and its environmental effects, mitigate traffic congestion, and make our community a healthier and happier place to live.

## Case Statement for the Wilmington Metropolitan Region 2010 Campaign for Active Transportation

### ***Background***

The 2010 Campaign for Active Transportation aims to fund dozens of communities across the country with \$50 million each to promote trails, walking and biking for improved mobility. The campaign is being coordinated nationally by the Rails-to-Trails Conservancy and locally by a coalition of transportation and land use agencies, local government, recreational, environmental and health organizations, and other community leaders.

The campaign builds on the Nonmotorized Transportation Pilot Program (NTPP) in SAFETEA-LU and anticipates an expansion of the program in the upcoming transportation reauthorization legislation. The NTPP provided \$25 million over four years to four communities to demonstrate that targeted investment in walking and bicycling facilities and programs can lead to mode shift. The pilot program was established to construct a network of nonmotorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle pathways, that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers. It was also intended to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities. As a pilot program, statistical information is being collected on changes in motor vehicle, walking, bicycling, and public transportation usage in communities participating in the program to assess how such changes decrease congestion and energy usage, increase the frequency of bicycling and walking, and promote better health and a cleaner environment.

### ***2010 Campaign in the Wilmington Region***

Rails-to-Trails Conservancy has selected the Wilmington region as an ideal location for the next phase of the NTPP, and has asked WILMAPCO and Delaware Greenways to coordinate the establishment of a local campaign. As part of this campaign we have reached out to expand our planning partnership and develop the relationships for future implementation of active transportation projects and programs. Our region has previously completed a variety of plans and studies which could be implemented at an accelerated schedule should our region be selected for the 2010 Campaign for Active Transportation funding.

### ***Planning Area***

The Primary Planning Area consisting of northern New Castle County was selected based on the WILMAPCO Center and Core Transportation Investment Areas. Centers are areas with the highest concentrations of population and/or employment, well-established land uses and development patterns and opportunities for re-development. Core areas contain densely settled population and employment patterns. In addition, these areas contain a substantial amount of key regional transportation infrastructure encompassing all modes. This area accounts for 50 percent of Delaware's population (428,000<sup>1</sup>) living within 8 percent of the total land area.

A compact 161 square miles, this Primary Planning Area presents the greatest opportunity to promote mode shift



because substantial fixed route bus and commuter rail transit is already in place. This area is also consistent with where the New Castle County Comprehensive Plan promotes transit-friendly and walkable redevelopment and where the State of Delaware Spending Policy promotes infrastructure spending.

Secondary Planning Areas will address important connections to the surrounding areas of Cecil County, MD, Chester and Delaware counties, PA, and Southern New Castle County. Establishing these connections will provide facilities to areas with growing population around the C&D Canal and Elkton, MD and help meet the transportation and recreational needs associated with the major expansion of the Aberdeen Army base. Secondary Areas will also allow the program to implement important links in the East Coast Greenway to neighboring jurisdictions and improve the functioning of interregional transit services.

***This case statement answers the question:***

***What could our community achieve with a \$50 million federal investment in bicycling and walking?***

More specifically, it identifies priority transportation projects that expand and improve upon our existing pedestrian and bicycling facilities network and could be implemented within a quick time frame should funding become available.

## ***Transportation system needs***

### ***Need for transportation choices***

The region's first modern era transportation plan, adopted in 1996, included the ambitious goal of 10 percent of the region's future trips being made by some other means than driving alone. Since 1996, however, regional trends have conflicted with achieving this goal. Gaps in the walking and bicycling network, dispersed land use, and an increase in traffic congestion have resulted in the continued decrease in mode share for walking and bicycling trips.

Looking to the future, the need for diverse transportation choices will be even greater.

- ❖ Local conditions are ideally suited for more trips by walking and bicycling.
  - Since 1996, 70 percent of our population growth occurred within our more densely populated, largely transit-served growth areas, presenting an opportunity for short trips by walking and bicycling and longer trips by bus and rail.<sup>2</sup>
  - Approximately 428,000 people live in the Primary Planning Area, 85 percent of New Castle County's total population.
  - Funding for major roadway expansions is no longer available (and has been found to be ineffective in easing congestion) and future funding must emphasize maintaining our existing infrastructure and filling in gaps in the transit, pedestrian and bicycling networks.
  - Sixty percent of New Castle County residents believe designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and neighborhoods is an effective way to address congestion.<sup>3</sup> Eleven percent indicated that they sometimes walk or bicycle to work to avoid congestion.
  - More than 1,000 miles of sidewalk and pathways have been built in the study area, but gaps in the network and poor pedestrian crossings limit the ability to walk and bicycle safely and conveniently.
  - Gaps in ADA accessible sidewalks force over-reliance on paratransit service, draining funds from the fixed route service. WILMAPCO's 2007 Senior Survey found that 26 percent of seniors faced difficulty reaching their fixed route stops. Between 1996 and 2002, paratransit, at the expense of \$27 per trip, had a 131 percent increase in users, compared to a 19 percent rise for the fixed routes.

- ❖ Walking, bicycling and transit are currently underused in the Primary Planning Area:
  - Driving alone is the most prevalent mode of commute according to the Census. According to 2000 data, 4 percent of employees took transit, 3 percent walked and fewer than 1 percent bicycled to work. Wilmington commutes are more likely to be made by modes other than driving with 11 percent of commute trips made by walking and 12 percent by transit.
  - DelDOT's survey of New Castle County residents found that in a typical week, 12 percent take a trip by walking or bicycling.<sup>4</sup>
  - Approximately 93,000 people are too young to drive (22 percent of the population is under 16), 69,000 have a disability which may limit their ability to drive, and 52,000 are aged 65 or older and may need alternatives to driving.
  - Ten percent of households do not have access to a vehicle and nine percent of households are below poverty and may have difficulty affording transportation other than walking and bicycling.
  
- ❖ Residents report inadequate facilities for walking and bicycling
  - According to Nemours's Delaware Survey of Children's Health, 14 percent of City of Wilmington residents report that they do not have sidewalks in their neighborhoods, 36 percent say that they do not have a walking trail within a 15-minute walk from their neighborhood, and 46 percent say they do not have a bike path or bike trail within a 15-minute walk from their neighborhood.<sup>5</sup>
  - The same survey finds similar results for New Castle County: 27 percent report that they do not have sidewalks in their neighborhoods, 27 percent say they do not have a walking trail within a 15-minute walk from their neighborhood, and 34 percent say they do not have a bike path or bike trail within a 15-minute walk from their neighborhood.<sup>6</sup>
  - Twenty-six percent of respondents to a survey of low income and minority communities said that lack of sidewalks and crosswalks made bus stops too difficult to reach.<sup>7</sup>
  - WILMAPCO's 2006 Public Opinion Survey found that 57 percent of New Castle County residents report few transportation options.
  - Thirty-six percent of New Castle County residents indicated they do not walk because they don't feel safe or would walk more with safer sidewalks and crosswalks; 43 percent say they do not feel safe bicycling or would bicycle more with safer facilities.<sup>8</sup>

***Opportunities to strengthen other modes with better cycling and walking connections***

- ❖ Ridership on fixed route bus transit has increased by 25 percent and on commuter rail has increased 116 percent between 1996 and 2007.
- ❖ Fifty-three percent of the population in New Castle County lives within ¼ mile of transit, thus creating the potential for a substantial increase in trips made by walking or bicycling to transit.
- ❖ All fixed route buses in New Castle County are equipped with bike racks, providing greater opportunities for longer trips which combine bicycling and transit.
- ❖ Many plans, policies and programs have been approved to foster more active transportation but remain underfunded.

***Healthy lifestyle needs***

***Our health and quality of life depend on more active lifestyles and safer walking and bicycling facilities***

- ❖ Childhood obesity is at epidemic levels in Delaware; 37 percent of Delaware's children are overweight or obese, making them at risk for abnormal cholesterol, high blood pressure, type 2 diabetes, asthma, depression and anxiety.<sup>9</sup>
- ❖ According to the CDC, in 2007 41 percent of Delawareans reported insufficient physical activity and 22 percent reported engaging in no leisure-time physical activity.
- ❖ Studies have shown that people reporting access to trails for walking or jogging are 55 percent more likely to be physically active. Proximity to parks, pathways and trails increase levels of daily physical activity; one survey revealed that those with access to neighborhood parks were almost twice as likely to engage in physical activity as those who did not have access.<sup>10</sup>

- ❖ New Castle County's encouragement of compact, mixed-use land use patterns will shorten distance between destinations and encourage greater physical activity.
- ❖ Public opinion polls show an increasing number of Americans look for pedestrian and bicycle friendly communities when choosing where to live: 79 percent choose sidewalks and places to walk for exercise or fun, 56 percent choose being in walking distance to stores and restaurants, half choose being in walking distance to schools, and 48 percent choose being in walking distance to transit. More than half (55 percent) want to walk more on a daily basis to get exercise or travel and 63 percent want to walk to stores and for other errands.<sup>11</sup>
- ❖ The region's air quality suffers, in part, from excessive driving. New Castle County is not in attainment of safe Ozone levels based on EPA designation. Ground level ozone is the major component of smog and can damage lung tissue, aggravate respiratory disease, and make people more susceptible to respiratory infections. One of the most common ways this harmful pollutant is created is through automobile emissions.
- ❖ Those who currently walk and bicycle are vulnerable to crashes with motor vehicles and would benefit from safer, more complete facilities. From 2000 to 2006, 1,058 crashes occurred involving pedestrians and 489 occurred involving bicycles.

### ***Building upon our past accomplishments***

Numerous plans have been approved for Northern Delaware that lay out a vision and strategies for promoting more trips by walking and bicycling, an interconnected system of pathways for transportation and active recreation, healthy communities through walkable development, and affordable, equitable transportation choices.

Once selected for the 2010 Active Transportation Program, our region will quickly be able to move forward implementing this shared vision. Northern Delaware benefits from its small size and strong network including land use and transportation implementing agencies and health, recreational, environmental and business organizations.

#### ***Existing plans include:***

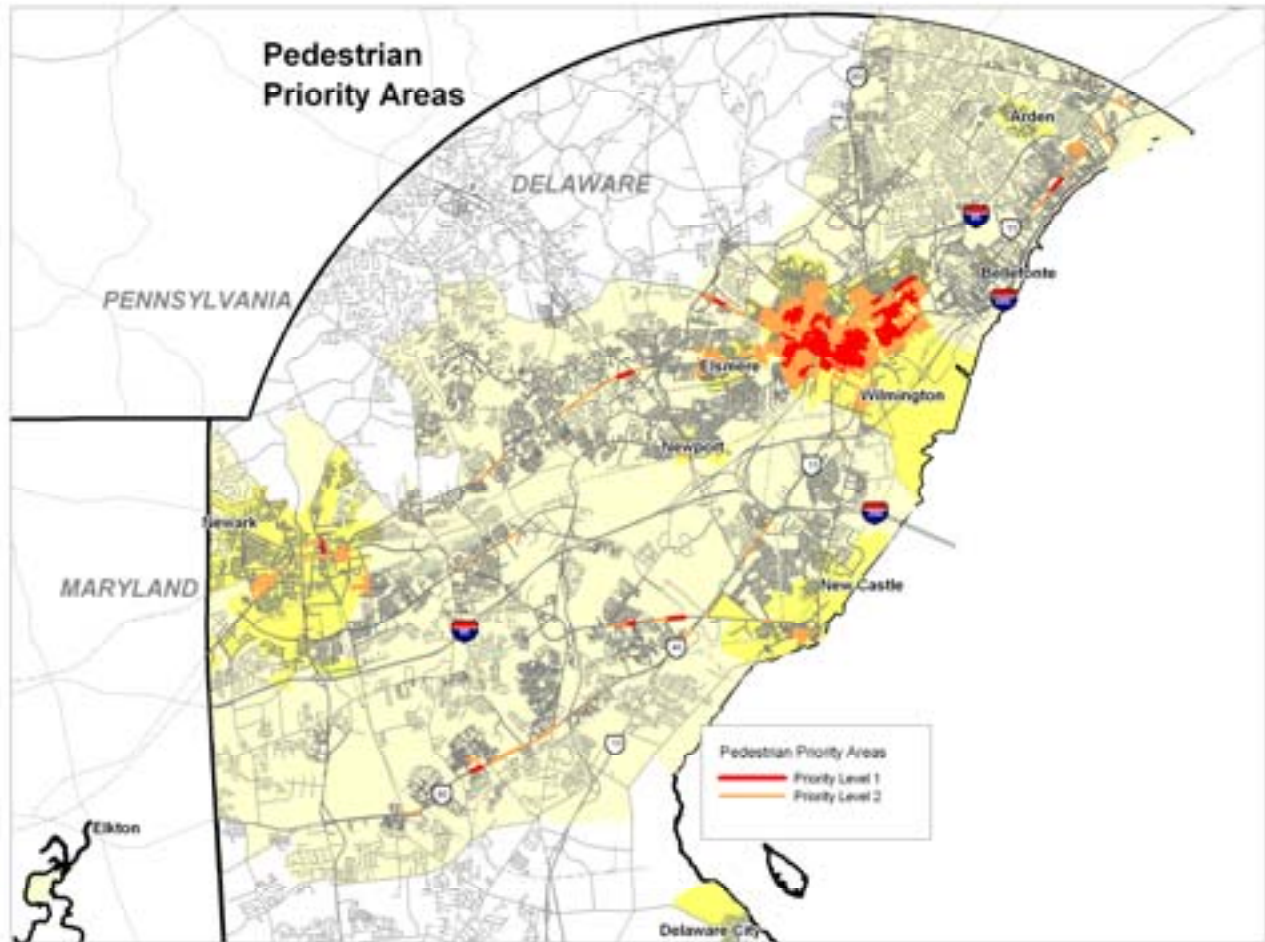
- ❖ **WILMAPCO 2030 RTP.** As the long-range transportation plan for the region, the RTP includes projects, policies and actions for achieving our region's future transportation and air quality goals. All federally-funded transportation projects must be consistent with the RTP. Highlights of the RTP goals and strategies include:

- **Efficiently Transport People**

The RTP recommends actions needed to continue the planning and funding of multimodal projects. It recommends dedicated funding for maintenance of bicycle and pedestrian facilities including operating funds to routinely sweep bicycle facilities. The RTP emphasizes the need for an established network of Pedestrian and Bicycle Facilities.

A "Complete Streets" Policy was approved as part of the RTP. This requires that WILMAPCO coordinate with implementing agencies on planning and design of multimodal transportation projects and requires bicycle and pedestrian facilities to be part of most roadway projects.

Pedestrian Priority Areas are defined based on proximity to transit, schools, municipalities and other trip generators. Scoring is awarded based on additional factors including pedestrian crashes, special populations, and concentration of population and destinations. Within Pedestrian Priority Areas, special attention is paid to identifying needed pedestrian improvements and seeking funding sources.



The connection between transit and walking is explored in the RTP and increased access to transit with technology, service expansion, park-and-rides, bus stop facilities, sidewalks and bicycle lockers is an important strategy.

➤ **Improve Quality of Life**

The RTP recognizes that walking and bicycling choices are critical to maintaining our region's quality of life. Strategies address the safety of pedestrian and bicycle trips including coordinating with DOTs and schools to develop and implement Safe Routes to School programs. Continued funding of traffic calming in residential areas, near schools and business districts, and areas where arterial roads bisect incorporated and unincorporated communities is included to promote walking and bicycling safety as well.

Healthy communities through transportation are promoted by providing close access to walking and bicycling. The plan also calls for continued work with land use agencies and other stakeholders to encourage use of mobility friendly design and to develop and adopt mobility friendly design standards for additional jurisdictions. Finally, the RTP recognizes the importance of providing transit, walking and bicycling routes as affordable transportation options.



- ❖ **New Castle County Comprehensive Plan.** The mission of the 2007 Comprehensive Development Plan envisions “a future for New Castle County that more closely reflects the county many of us experienced as children: a place where children grow up and play in safety, where neighbors know each other and feel connected, and where schools, stores, community centers and houses of worship are accessible to many on foot or by bicycle, as well as by car or transit.”

The Plan designates locations appropriate for growth and the densities best suited to meet present and future needs. Providing a mix of land uses and ensuring that those uses are designed for maximum public benefit are goals that are intertwined. Design means a variety of things – physical appearance, pedestrian and vehicular traffic flow, appropriate locations for parks and other services, and the inter-relationship between different types of uses.

The Plan addresses “Smart Growth” and “New Urbanist” models that focus on more efficient use of land and resources, while offering a choice in transportation and living situation through compact, walkable development. They emphasize the corner store and neighborhood school, street trees and on street parking, and recommend offering a full range of housing types in every setting from compact development to rural villages.

Some objectives of the Plan include:

- **Guide mixed use, mobility-oriented growth and infill into the Redevelopment Areas.** The county’s infrastructure priorities for the Existing Community and Redevelopment Areas include expanding recreational opportunities and active open space in area parks.

Transit corridors and neighborhoods within 1/4 mile of the corridors are areas where infill and redevelopment should be focused, with an emphasis on a diversity of housing types, mix of uses, redevelopment of older commercial corridors, concentration of employment opportunities and a high degree of interconnectivity of the street and bicycle/pedestrian network.

- **Create greater densities and housing diversity through development and expansion of mixed use centers and village/hamlet communities.** Existing mixed use centers include incorporated areas such as the Ardens, New Castle, Smyrna, Wilmington, Elsmere, as well as unincorporated areas such as Claymont. These centers represent a range of community types and sizes. Walkability and access to open spaces and parkland are important components of mixed use centers.

Designing for a pedestrian friendly, transit supportive and lively streetscape requires greater attention to overall design and integration of movement patterns, both through code changes and the plan review process. Buildings are close to the street and designed at a pedestrian scale and texture. Parking is in the rear and pedestrians are given a priority over vehicles. Transit is usually available and may serve as a hub for outlying areas. Convenience shopping and services are generally less than a 15 minute walk for most residents. Surrounding neighborhoods should be interconnected with the center via roadways, bikeways and pedestrian walkways.

Transit supportive development is especially important within walking distance of transit service, generally considered to be one quarter mile from a stop. The key components include providing good physical access to the transit stop (direct pedestrian routes, sidewalks, etc.), transit supportive densities of greater than four dwelling units per acre, and a mix of land uses which support transit riders. According to Burden and Wallwork in Handbook for Walkable Communities, walking distance increases as the quality of the pedestrian environment improves. Having an interesting view, retail frontage, and greater pedestrian activity are all linked to increases in walking distance. Pedestrians may walk up to one mile (20 minutes) for a commute trip under favorable conditions.

- **Provide support and assistance to distressed communities in the Existing Community Area and reduce the number of vacant or under-maintained residential properties in the Existing Community Area by 15 percent.** To reverse decline in those communities that are experiencing some level of distress, efforts to promote and support community stabilization and redevelopment should be undertaken in partnership with both public and non-profit agencies including the creation of community development corporations and community non-profits, home-ownership assistance programs, redevelopment of under-utilized or poorly maintained non-residential and apartment properties and improved connections for automobiles and pedestrians.
- **Provide recreational opportunities within walking distance of homes.** The plan calls for implementing the New Castle County Greenway Plan to develop the proposed cross county pathway connector system for walking and biking. Proposed projects include the New Castle Heritage Greenway Trail and Mill Creek Greenway Trail. The Plan calls for linking green infrastructure comprised of linked public parks, natural areas, lands under conservation easement, private community open spaces and protected resources.

The Plan also calls for continued promotion of interconnected, publicly-accessible open space with existing parks and pathways through acquiring public and private open space during the land development process.

- **Transportation policies to support implementation of the WILMAPCO RTP.** Strategies include revising the Unified Development Code to improve walkability and interconnectivity and support mobility friendly development and design. This includes:
  - reevaluating block length regulations to encourage walkability
  - requiring bicycle and pedestrian connections where street connections are not possible
  - identifying and coordinating off site improvements to ensure a complete system of bike and pedestrian amenities as part of the plan review process
  - ensuring that site design of commercial and employment buildings includes pedestrian oriented public spaces
  - reducing the maximum cul-de-sac length
  - requiring new development to maximize intermodal connection with the surrounding circulation system
  - reducing surface parking in transit served areas, provide incentives for shared and structured parking, adopt a maximum parking requirement and place more parking behind buildings
  - requiring the identification and creation of cross access easements between nonresidential parcels to be completed as part of the plan review process
  - encouraging TOD development along transit corridors and near existing and planned commuter rail stations that support the efficient provision
  - encouraging innovative strategies such as on-site day care, shuttle services and bus passes for residents and/or employees
  - assisting in implementing WILMAPCO's New Castle County Greenway Plan, DeIDOT's Bicycle Plan and DeIDOT's Pedestrian Policy (Plan) through the development review process
  - encouraging the use of transit by coordinating with DeIDOT/DART to identify locations for bus stops and park and ride facilities in the development review process.
- ❖ **Delaware Statewide Outdoor Recreation Plan: SCORP 2003-2008.** Delaware's SCORP assesses statewide outdoor recreation needs and makes recommendations for future investment to meet these needs. To develop recommendations and discover trends in outdoor recreation, the Delaware Division of Parks and Recreation surveyed 1,800 Delawareans to determine their recreation patterns. Specifically, telephone survey participants were asked about their recreational activities, parks they visit, and preferences and options about recreation and open space.

Analyzing the supply of outdoor recreation facilities and examining the public's stated preference and use patterns, are factors to determine the outdoor facilities that most meet the public's needs. A common thread among regions statewide is the need for linear facilities, such as trails and paved pathways for walking, jogging, hiking and bicycling. In Northern New Castle County, the survey found that 89.7 percent of households walk or jog; 61.5 percent bicycle; and 50.6 percent hike for recreation. More than 85 percent said that bicycling and pedestrian pathways should be a very or somewhat high funding priority for policy makers.

For Region 1, which incorporates northern New Castle County, 61 percent interviewed reported that outdoor recreation is very important in their lives. When asked why they recreate outdoors, over half (54.6%) reported that they do so for their personal fitness - the highest percentage of respondents among the five regions statewide. Others reasons included: to be with family and friends (20%) and for relaxation (19%). The proposed Wilmington Metropolitan Study Region contains only about 100 miles of completed trails and pathways. One hundred miles of trails and pathways in a 161 square mile area provides limited opportunities for recreation and use as alternative transportation. As a response to what would encourage spending more time recreating outdoors, more facilities and opportunities (49%) was the top response.

According to 2000 census data, study area contains approximately 50 percent of the total state population yet encompasses less than 10 percent of the state's land mass. The study area is in the most densely populated region of the state containing approximately 3,000 people per square mile versus 400 people per square mile outside the study area. This study area reaches across age, economic and ethnic populations (30% minority), where the need for more facilities ranked high across all three of these categories. In northern New Castle County, SCORP findings indicate facilities for walking, jogging, and bicycling are the most needed facilities that will stimulate increased recreation.

SCORP issues and recommendations:

- Health – Inactivity is a major factor for why millions of Americans are considered overweight and obese.
  - Encourage the public to incorporate physical activity into their daily lives.
  - Encourage employers to offer opportunities for employees to incorporate physical activity during the workday.
  - Support landscape developments that offer alternative modes of transportation and induces physical activity. Safe and accessible trails and sidewalks should be built within neighborhoods and link to adjoining neighborhoods for walking and bicycling.
  - Support the Livable Delaware initiative that encourages growth in areas where infrastructure, utilities and services exist.
  
- Linear Facilities – Delawareans around the state want more pathways and bicycle facilities to safely travel between home, parks, work, schools and shopping centers. Their safety concerns range from major intersections without crosswalks to busy streets and lack of sidewalks.
  - Encourage county and municipal decision makers and planners to incorporate sidewalks, trails and pathways into comprehensive plans and ordinances.
  - Integrate greenway conservation corridors and greenway trails into new communities. Link residential areas, parks, historic and cultural sites, schools, libraries, employment and shopping centers.
  - Promote the recreational, social, health and transportation benefits of trails and pathways.
  - Retrofit trails into existing neighborhoods.
  - Continue to acquire greenway conservation corridors through state, county, local, federal and private programs and funding sources.
  - Develop better trail user information that includes trail markings, maps, and web-based data.

- ❖ **Delaware Bicycle Facility Master Plan.** The overall purpose of the Plan is to recognize bicycling as an integral part of the transportation system and provide for suitable accommodations for bicycles on the statewide roadway network. Implementation of the plan will achieve the following goals:
  - Integrate existing bicycle routes and trails to a larger, statewide bicycle network.
  - Establish bicycle routes between municipalities, activity centers, and recreational areas throughout the state.



Source: DeIDOT Bicycle Plan

While the majority of the Facility Plan will be implemented as part of regular roadway construction and maintenance projects, it is envisioned that there will still be a desire for “stand alone” bicycle projects. These would be projects that address specific bicycle facility needs. It is therefore necessary to have a prioritization process for these projects.

Should funding for them become available the prioritization methodology would be used to determine priorities. Factors to be considered in prioritizing projects will be:

- Presence of existing projects. Projects which were initiated prior to the adoption of this Facility plan would not have taken into account the new, designated bicycle routes. If a roadway project is currently in the planning stages but has not specifically included bicycle facilities, it may be appropriate to re-evaluate it for bicycle improvements.

- Safety issues. DeIDOT maintains data on all roadway accidents and those involving bicycles can be identified. The data on bicycle involved accidents would be used to identify areas with high rates of bicycle accidents.
- Proximity to schools. Segments of bicycle routes which are within one mile of schools should be given priority. The intent would be to improve conditions for Type "C" (children) bicyclists.
- Proximity to employers promoting bicycling. TMA Delaware, the Transportation Management Association for the state, maintains a list of employers who support bicycling. Segments of bicycle routes which fall within one mile of these employers should be given priority to support their efforts.
- Location within State Strategy Investment Areas. The Delaware Strategies for State Policies and Spending have designated urbanized areas of the state as Level 1 Investment Areas. Alternative modes of transportation are to be targeted in these areas. (bicycling, walking, and transit.) Therefore, portions of bicycle routes which fall within these areas should be given priority.

- ❖ **Delaware Statewide Pedestrian Action Plan.** This plan was developed by an advisory panel appointed by Executive Order of Governor Minner. The vision is to improve the quality of life throughout Delaware by promoting safe and convenient pedestrian travel that enhances personal mobility, accessibility and fitness.

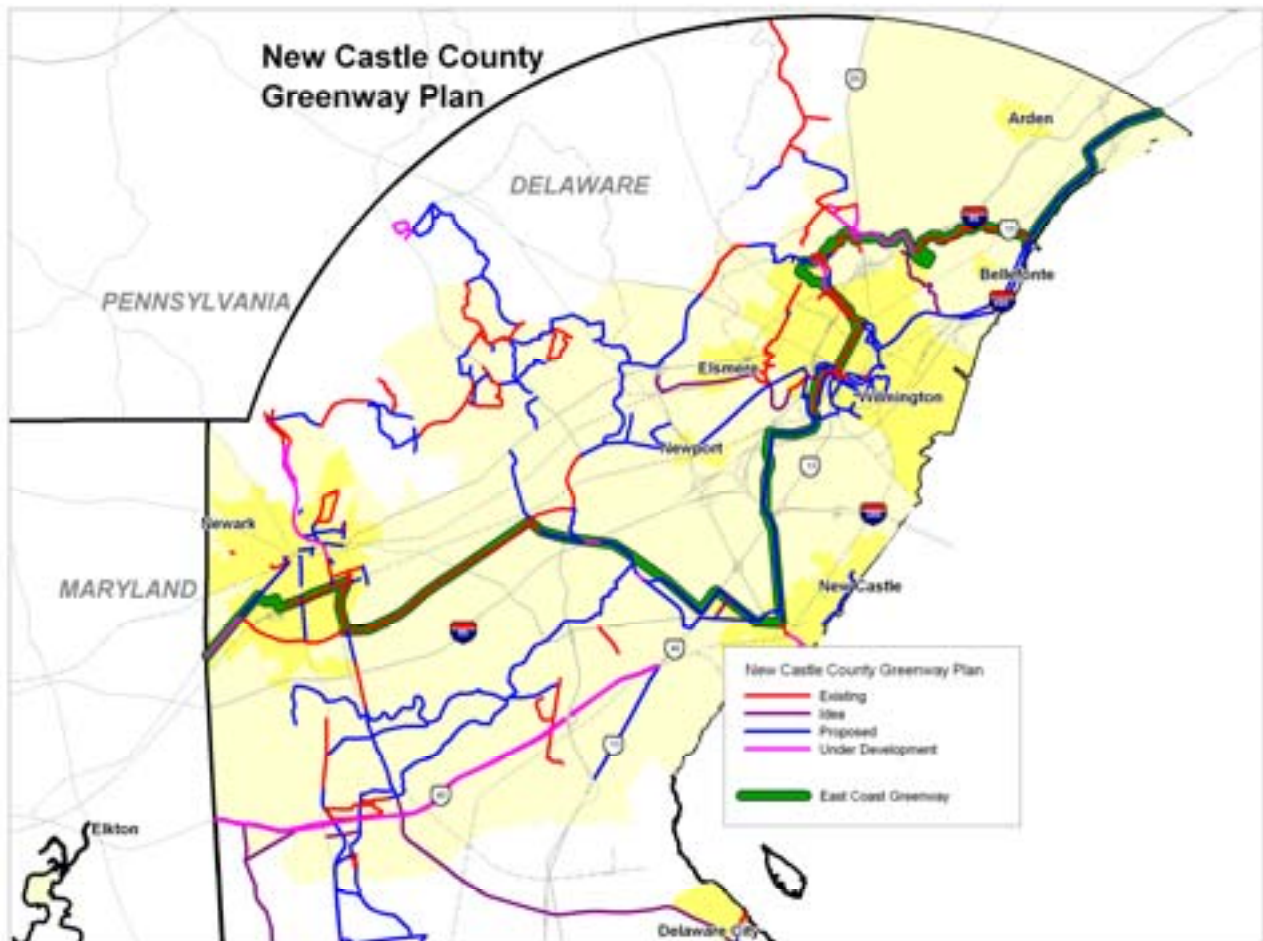
In Phase I, a policy analysis document was produced. This document includes an analysis of the benefits of walking, concerns and issues related to pedestrian mobility, and an overview of the policies, regulations, and practices at the federal, state, county, and municipal levels. The policy analysis also includes recommendations such as a vision statement to achieve walkability with plan goals and objectives.

Phase II of the plan development process includes an establishment of baseline conditions for characteristic areas across the state through observation of pedestrian activity, as well as identification of safety and land use development issues. Phase II will also include technical analysis to support changes to policies, procedures and regulations necessary to accomplish specific goals and objectives outlined in the Policy Analysis Document. Phase II is currently underway.

The final phase, Phase III, will include systematic implementation consisting of a facilities inventory and a phased Transition Plan. The key to the success of this phase will be the collaboration with the Advisory Council on Pedestrian Awareness and Walkability and Technical Advisory Committee. Collaboration with other planning and implementation partners will include MPO's, Counties, Towns, Cities, interest groups and the public at large.

- ❖ **Statewide Rails-to-Trails/Rail-with-Trail System Master Plan.** This plan identifies potential railroad corridors with characteristics such as new inter/intra-community transportation alternatives and regional recreational use for multiple user groups and provides a practical and prioritized strategy to pursue the successful development and implementation of suitable rail corridors into rail-to-trail and/or rail-with-trail facilities. In New Castle County the plan identifies more than 7.5 miles of potential rail trail with an conceptual cost of approximately \$3 million to implement.
- ❖ **East Coast Greenway Feasibility Study.** The East Coast Greenway is an urban multi-use pathway that will stretch from Maine to Florida when complete and be entirely off-road. In Delaware the Study identified a route that will serve as a spine, connecting a network of other greenways, bicycle routes and walkways in the region. The route seeks to provide safe pedestrian and bicycle street crossings, nonmotorized access to retail, jobs, recreation, train stations and transit. Once complete, the route will link residential, employment, historic, cultural, environmental and commercial centers. Sections already complete are proving to be sources of community pride, local transportation and environmentally sustainable tourism. Cost to complete the ECG in New Castle County is estimated at \$10.53 million (2003 dollars).

- ❖ **New Castle County Greenway Plan.** WILMAPCO, in partnership with DeIDOT, New Castle County, Delaware State Parks, Delaware Greenways and local government identified a basic network of multi-use pedestrian and bicycle pathways in New Castle County that link existing facilities. This plan complements the DeIDOT Bicycle Plan, which addresses on road facilities, and other state and local plans. The New Castle County Greenway Plan assists New Castle County and DeIDOT in coordinating land use development and transportation projects with pathway implementation.



- ❖ **Community Plans.** Walking and cycling improvements have been identified through many local planning efforts. Municipal Comprehensive Plans in Bellefonte, Elsmere, Newark, New Castle, Newport and Wilmington all include land use and transportation elements that promote walking and cycling. WILMAPCO's Transportation Justice Report identified pedestrian improvements in areas with concentrated populations of persons with disabilities, zero-car households and elderly. Pedestrian and bicycling specific planning has been done through the Walkable Community Workshop Program, Safe Routes to Schools, Newark Bicycle Plan, Wilmington Bicycle Plan, and Brandywine Hundred Pedestrian Plan. Multimodal transportation plans include numerous pedestrian and bicycle priority projects as well; some examples include the Churchmans Crossing Plan, US 40 Plan, City of New Castle Plan, Claymont Renaissance, Wilmington Initiatives, and Southbridge Special Area Management Plan.

### **Example Accomplishments**

#### **❖ Northern Delaware Greenway**

Phase 1 of the Northern Delaware Greenway spans 10 miles across New Castle County from Fox Point State Park on the Delaware River to the Brandywine Creek and the City of Wilmington. The route connects parks, residential areas and commercial centers. The most recently completed section was constructed in coordination with the location of AstraZeneca's corporate headquarters with approximately 4,000 employees near Wilmington. This is an example of DeIDOT, Delaware State Parks, New Castle County and private industry working together.



#### **❖ Newark Pathway System**

Completed in 2003, the James Hall Trail, in Newark, is a Rail with Trail. This route parallels the Amtrak Northeast Corridor for 1.5 miles, connecting parks, homes, employment and shopping with the Amtrak and Septa train stations. Currently underway, is design for the Pomeroy and Newark Rail Trail; the initial phase of the project (1.8 miles) will connect the Hall Trail with student housing, Main Street, a downtown transit hub and the 37 miles of trails within White Clay Creek State Park.



#### **❖ Wilmington Riverwalk**

This 1.3-mile riverfront path provides pedestrian access to Tubman-Garrett Riverfront Park, Blue Rocks Baseball Stadium, Justison Landing Mixed Use, and the Shipyard Shops. Strollers can enjoy extensive native plantings with more than 5,000 trees and shrubs, 36,000 grasses, perennials and annuals, and 27,600 wetland plants. Since completed as part of a package of riverfront revitalization infrastructure improvements, the \$270 million in public funds from city, county, state and federal agencies has generated \$617 million in private investment.



## Priority Projects

A variety of priority projects have been identified from approved plans detailed in this case statement that will support the goals of the 2010 Campaign. These projects have been identified because they complete gaps in our active transportation network and provide important access to schools, transit and recreation. Overall, more than 385,000 people live within approximately one mile of these projects and the identified facilities provide access to more than 245,000 jobs.

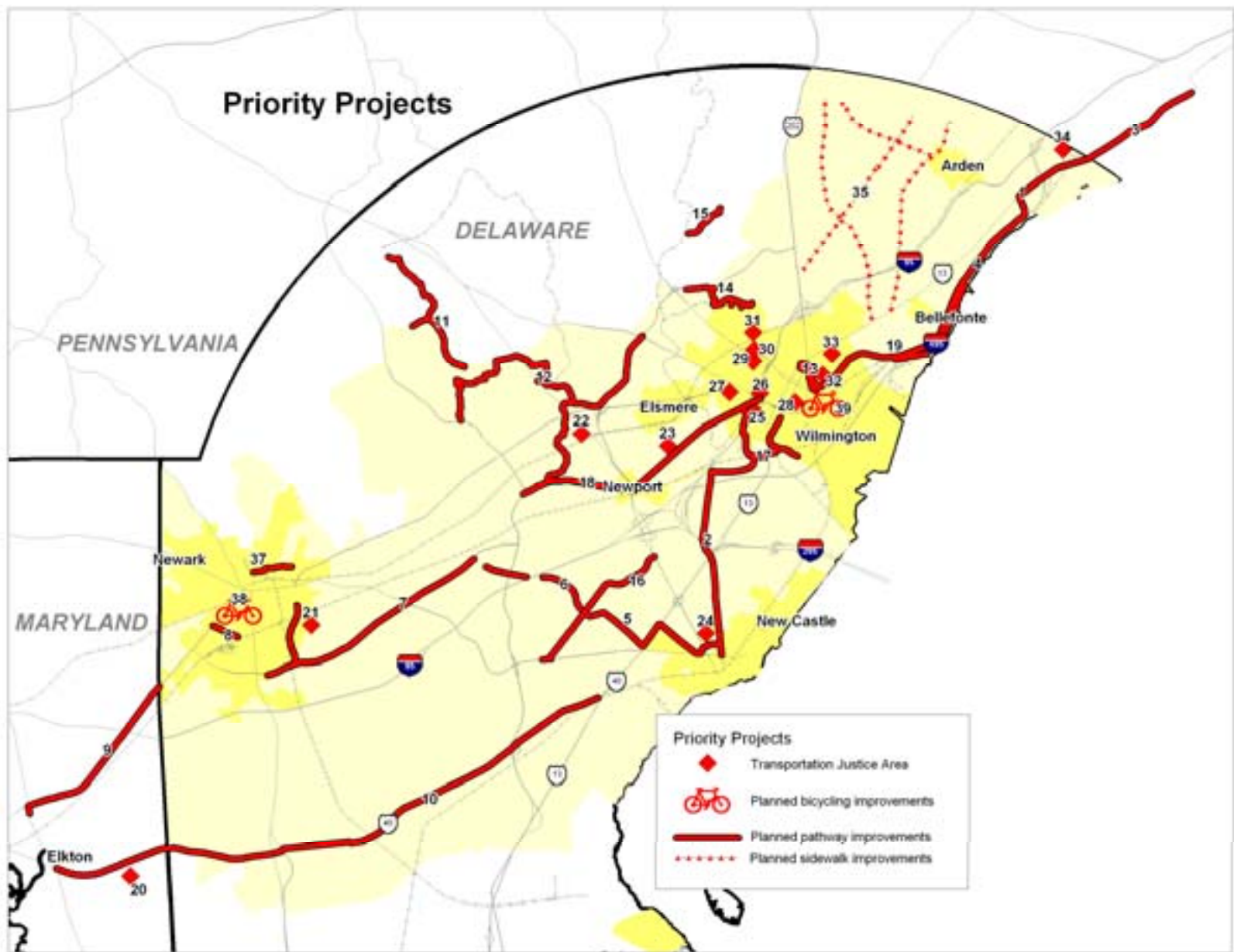
Map ID	Name	Length	Transportation Justice Area <sup>1</sup>	Environmental Justice Area <sup>2</sup>	Congestion Management System <sup>3</sup>	Population <sup>4</sup>	Employment <sup>4</sup>	School Access	Transit Access	High # of pedestrian crashes <sup>5</sup>	Pedestrian Priority Area <sup>6</sup>
<b>PATHWAYS AND MULTIUSE FACILITIES</b>											
1	East Coast Greenway, PA/DE Line to Claymont Train Station	3	✓	✓		18,952	4,745	✓	✓	✓	
2	East Coast Greenway, New Castle Industrial Track	4.9	✓	✓		19,443	14,487	✓	✓		
3	East Coast Greenway, Marcus Hook to PA/DE Line	2.5				na	na			✓	✓
4	East Coast Greenway, Claymont Train Station to Cauffiel	0.9				1,801	1,109				
5	East Coast Greenway, New Castle to Churchmans Road	3.6	✓	✓		16,132	13,781	✓	✓		
6	East Coast Greenway, Churchmans Road gaps	2				8,875	15,754		✓	✓	
7	East Coast Greenway, SR 4 and SR 72 upgrades	6.1	✓	✓	✓	32,413	28,635	✓	✓	✓	✓
8	East Coast Greenway, Hall Trail to Elkton Road	0.6		✓	✓	11,185	20,224	✓			✓
9	East Coast Greenway, MD/DE Line to Elkton	3.9			✓	10,927	12,044	✓	✓		
10	US 40 Pathway Completion: US 13 to Elkton	12.3	✓			61,145	9,683	✓	✓	✓	✓
11	Mill Creek / Hockessin Pathway	3.5				14,639	2,865		✓	✓	
12	Delcastle Area Pathway	9.2	✓	✓	✓	34,542	19,752	✓	✓	✓	
13	Brandywine Greenway East, Northern Delaware Greenway connector	1.4	✓	✓	✓	9,442	10,739	✓	✓	✓	✓
14	Barley Mill Pathway	2	✓			6,803	9,107		✓		
15	Rockland Track	0.9				3,588	8,111				
16	Commons Blvd Pathway	3.3		✓		5,890	6,791		✓	✓	✓
17	Wilmington Northern Rail Trail and Southbridge Pathway	2.8	✓	✓	✓	6,630	7,795		✓	✓	



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18	Route 4 Bicycle and Pedestrian Improvements	5.6	✓	✓		34,122	14,689	✓	✓	✓	✓
19	Gov. Printz, Northeast Blvd, Fox Point Pathways with connection to Cauffiel	6.1	✓	✓		22,909	10,778	✓	✓	✓	✓
37	Newark Pomeroy Spur	0.8			✓	8,488	3,824		✓		
<b>IMPROVEMENTS IN SUPPORT OF TRANSPORTATION JUSTICE: ZERO-CAR HOUSEHOLDS, ELDERLY AND PERSONS WITH DISABILITIES</b>											
20	South Elkton TJ	0	✓			6,181	1,509		✓		
21	Brookside/Newark TJ	0		✓	✓	9,110	5,277	✓	✓	✓	✓
22	Cranston Heights TJ	0	✓		✓	12,421	3,756	✓	✓	✓	
23	Richardson Park TJ	0	✓			12,421	4,545	✓	✓	✓	
24	New Castle TJ	0	✓			16,053	10,459	✓	✓	✓	
25	Browntown TJ	0	✓	✓	✓	8,791	3,050		✓	✓	✓
26	Adams Four TJ	0	✓	✓	✓	12,480	6,245	✓	✓	✓	✓
27	Bayard Square TJ	0	✓	✓	✓	11,483	2,163	✓	✓		✓
28	Eastside TJ	0	✓	✓	✓	7,925	30,175	✓	✓	✓	✓
29	Cool Springs TJ	0	✓	✓	✓	13,036	6,185	✓	✓	✓	✓
30	Happy Valley TJ	0	✓		✓	13,036	6,185		✓	✓	✓
31	Trolley Square TJ	0	✓		✓	11,706	2,776	✓	✓		✓
32	Eastlake TJ	0	✓	✓		12,879	12,126	✓	✓	✓	✓
33	Prices Run TJ	0	✓	✓		9,442	10,739		✓	✓	✓
34	Naamans TJ	0	✓	✓		4,875	2,672		✓	✓	✓
<b>BIKE IMPROVEMENTS</b>											
NA	Improvements from DeIDOT Bicycle Plan										
38	Newark Bicycle Plan Implementation	0				-	-				
39	Wilmington Bicycle Plan Implementation	0				-	-				

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<b>PEDESTRIAN IMPROVEMENTS</b>											
35	Brandywine 100 Pedestrian Plan	15.2	✓		✓	37,172	15,670	✓	✓	✓	✓
NA	Sidewalk, ADA access and crosswalks in Pedestrian Priority Areas										
NA	Expansion of Safe Routes to Schools implementation										
NA	Wayfinding and wayside interpretation										
NA	Placemaking along pedestrian spaces: public art, iconic bridges, etc.										
<b>PROGRAMS</b>											
NA	Nemours Health and Prevention Services Built Environment and Healthy Living										
38/39	Bikesharing in Wilmington and Newark										
NA	Urban Bicycle Project Commuter Education Programs and Bicycles to Low Income Families										
NA	Partner with New Castle County and municipalities to promote mobility friendly infill										

1. Transportation Justice Areas are identified using 2000 Census data and identify areas with concentrations of zero-car households, elderly and disabled populations.
2. Environmental Justice Areas are identified using the 2000 Census and identify areas with concentrations of low income and minority populations.
3. WILMAPCO Congestion Management System corridor
4. Population and Employment within a ½ to 1 mile radius based on WILMAPCO TAZ demographic data adjacent to project
5. DelDOT pedestrian crash data
6. WILMAPCO Pedestrian Priority Areas based on land use generators, population, pedestrian crashes, and access to schools and transit



## Measuring Our Results

As a pilot project, collection of data and measurement of performance will be a key part of this project. Some sample performance measures are defined in the table below. Additional measures and targets will be defined through future planning.

MEASURE	DATA SOURCE
<b>Goal: Improve Transportation Access and Mobility</b>	
Mode shift	Census, DeIDOT Household Travel Survey
User Satisfaction in Pedestrian and Bicycling Facilities	DeIDOT Customer Satisfaction Survey
Bicycle and Pedestrian Crashes	DeIDOT Crash Data
Sidewalk/Greenway/Bike Route miles	DeIDOT, New Castle County, State Parks, WILMAPCO
ADA accessible intersections	DeIDOT, WILMAPCO
Use of Bicycle Racks on Buses	Delaware Transit Corp.
<b>Goal: Reduce transportation impact on environment and energy consumption</b>	
Greenhouse gas reduction from walk/bike/transit	DNREC/DeIDOT
Fuel use reduction from walk/bike	DNREC/DeIDOT
<b>Goal: Improve community health with active transportation and recreation</b>	
Physical activity	CDC, SCORP, DSCH
Children walking to school	Del Dept. of Education
Increased pathway usage	Trail counters
Increased park access by walk/bike	Park surveys
<b>Goal: Support Economic Development and Affordable Transportation</b>	
Visitors using East Coast Greenway	Trail user counts, East Coast Greenway data
Increased public transit usage	Delaware Transit Corp.

## **Schedule**

### Now through next transportation legislation authorization

- Continue to implement projects in Case Statement using local and private funding sources and other federal funding
- Continue coordination with coalition and identify additional partners
- Begin gathering base data

### Year 1

- “Before” transportation data gathered
- Project and program ranking and prioritization; identification of supplemental funding sources; development of preliminary cost estimates; discussion with local jurisdictions on project feasibility
- Public workshop to establish consensus on priorities
- Design and environmental review for selected capital projects begins; program development initiated
- Public workshop for development of education and encouragement programs

### Year 2

- Selected programs initiated
- Design, environmental review, and regulatory permitting for selected capital projects
- Short term capital projects completed
- Construction of capital projects initiated
- Ongoing public outreach and coordination

### Year 3-4

- Construction of capital projects continues
- Ongoing public outreach and coordination

### Year 5

- “After” transportation data gathered
- Final report evaluating effectiveness of pilot program investments
- Continue public outreach and coordination to identify additional capital projects for implementation through the TIP and additional programmatic needs

### Beyond end of program

- Continue to collect data and monitor results
- Continue to implement planned improvements

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1 2000 Census.

2 WILMAPCO 2030 Regional Transportation Plan, data for New Castle County and Cecil County Center and Community Transportation Investment Areas.

3 WILMAPCO 2006 Public Opinion Survey.

4 DelDOT 2006 Customer Satisfaction Surveys.

5 Nemours Health & Prevention Services, Center of Evaluation & Research: 2006 Delaware Survey of Children's Health: Analytic Summary Report, Volume 2, 2007.

6 Ibid.

7 WILMAPCO 2008 Survey of Environmental Justice communities

8 WILMAPCO 2006 Public Opinion Survey.

9 Nemours Health & Prevention Services, “Promoting Healthy Communities” brochure, 2008.

10 Ibid.

11 Ibid.