WILMAPCO TIP Amendment
Air Quality Subcommittee (AQS)
June 14, 2012
A Bold Challenge:

Create a world-class statewide network of pathways and trails for Delaware’s citizens and visitors, to promote biking, hiking, walking and active living.

Delaware Governor Markell has challenged a team of state agencies to create an interconnected network of shared-use trails and pathways that will support non-motorized travel and recreation opportunities for Delawareans and visitors.

The focus is on bicycling and walking and providing safe and convenient ways to reach local work, shops, schools, recreational sites and transit.

Initiative Goals:

With the new First State Trails and Pathways Initiative, we seek to establish Delaware as one of the top ten Bicycle Friendly States. The League of American Bicyclists ranks states, communities, universities and businesses annually based on their level of bike-friendliness. In 2011, Delaware was ranked 18th nationally.

The Initiative will support the creation of jobs resulting in investments for bicycling and walking. It will also support construction and trail maintenance jobs. Investing in trails and pathways will create tourism opportunities, support tourism-related jobs, and support recreationally-related goods and services.

Source: http://trails.delaware.gov
First State Trail Plan

Draft for public review and comment as announced at the Delaware Bike Summit on October 14, 2011

Individual Trail Maps

Countywide Trail Maps

Source: http://www.dnrec.delaware.gov/parks/Information/Pages/1st-State-Trails.aspx
**DelDOT Rails-to-Trails / Rails-with-Trails Master Plan:**


**Delaware Bicycle Facility Master Plan:**

http://www.del.dot.gov/information/projects/bike_and_ped/bike_facilities/

**Delaware Pedestrian Action Plan:**

http://www.del.dot.gov/information/projects/bike_and_ped/delaware_ped/
WILMAPCO TIP Amendment

Proposed Amendment

C & D Canal, Branch Canal Section

Hopkins Bridge Road Pedestrian Improvements

Proposed Amendment

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Junction & Breakwater Trail, Showfield Extension

Proposed Amendment

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Wooten Road Pedestrian Improvements

Proposed Amendment

Sample Emission Reduction Estimates:

Note: All Methods Essentially Estimate VMT Reduction Due to Mode Shift

**Method #1: Share of Parallel Roadway AADT**

\[
\text{Emission Reduced} = ((\text{AADT} \times \text{Bike Shift Factor}) \times \text{Bike Trip Length}) \times \text{Emission Factor}
\]

\[
\text{Emission Reduced} = ((\text{AADT} \times \text{Ped Shift Factor}) \times \text{Ped Trip Length}) \times \text{Emission Factor}
\]

**Method #2: Share of Trips by Bike & Ped Modes**

\[
\text{Emission Reduced} = ((\text{Bike Trip Generation Rate}) \times \text{Bike Trip Length}) \times \text{Emission Factor}
\]

\[
\text{Emission Reduced} = ((\text{Ped Trip Generation Rate}) \times \text{Ped Trip Length}) \times \text{Emission Factor}
\]

Method Better Accounts for Activity Centers, Schools, Shopping, & Other Land Uses Affecting Overall Travel Patterns in Areas NOT Along Parallel Roadways.

Source: “Methodologies for Evaluating CMAQ Improvement Projects”, Maricopa Association of Governments, August 15, 2005
Thank You !!!