

Top Priority Pedestrian Segments



WILMAPCO

Public Advisory Committee Meeting

October 24, 2011

Outline

- Development of Prioritized Pedestrian Network
- Use of Network
- Study Approach



Development: Pedestrian Prioritization

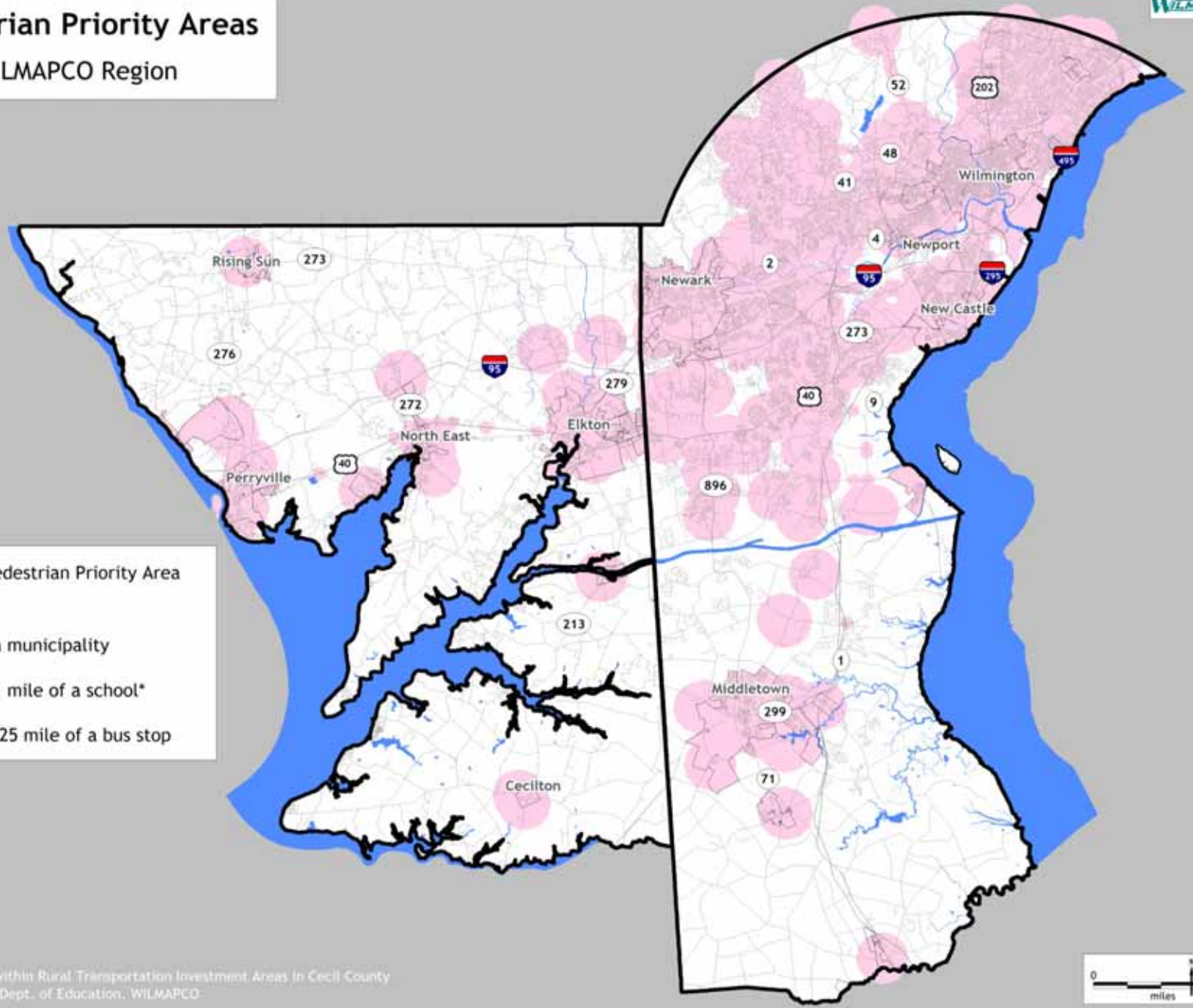
■ Pedestrian Priority Areas


- Within 1 mile of a school (except rural schools in Cecil Co.)
- Within ¼ mile of a transit stop
- Within a municipality



Pedestrian Priority Areas

WILMAPCO Region



 Pedestrian Priority Area

Criteria

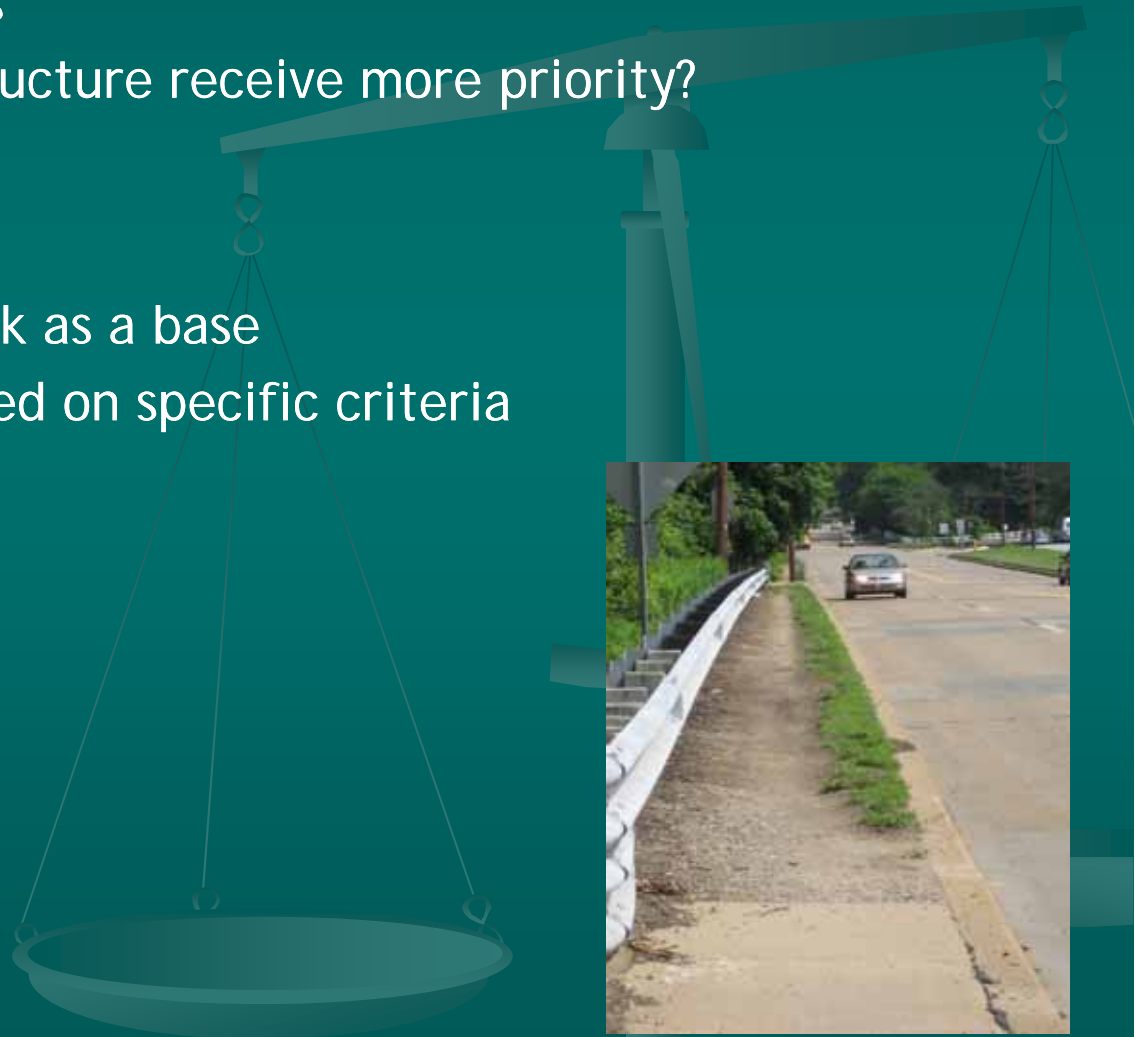
- Within a municipality
- Within 1 mile of a school*
- Within .25 mile of a bus stop

*Excludes schools within Rural Transportation Investment Areas in Cecil County
Sources: DART, DE Dept. of Education, WILMAPCO



Development: Pedestrian Prioritization

- Added more nuance with the 2030 RTP
 - Pedestrian generators
 - Where should infrastructure receive more priority?
- Method
 - Used the road network as a base
 - Scored *segments* based on specific criteria

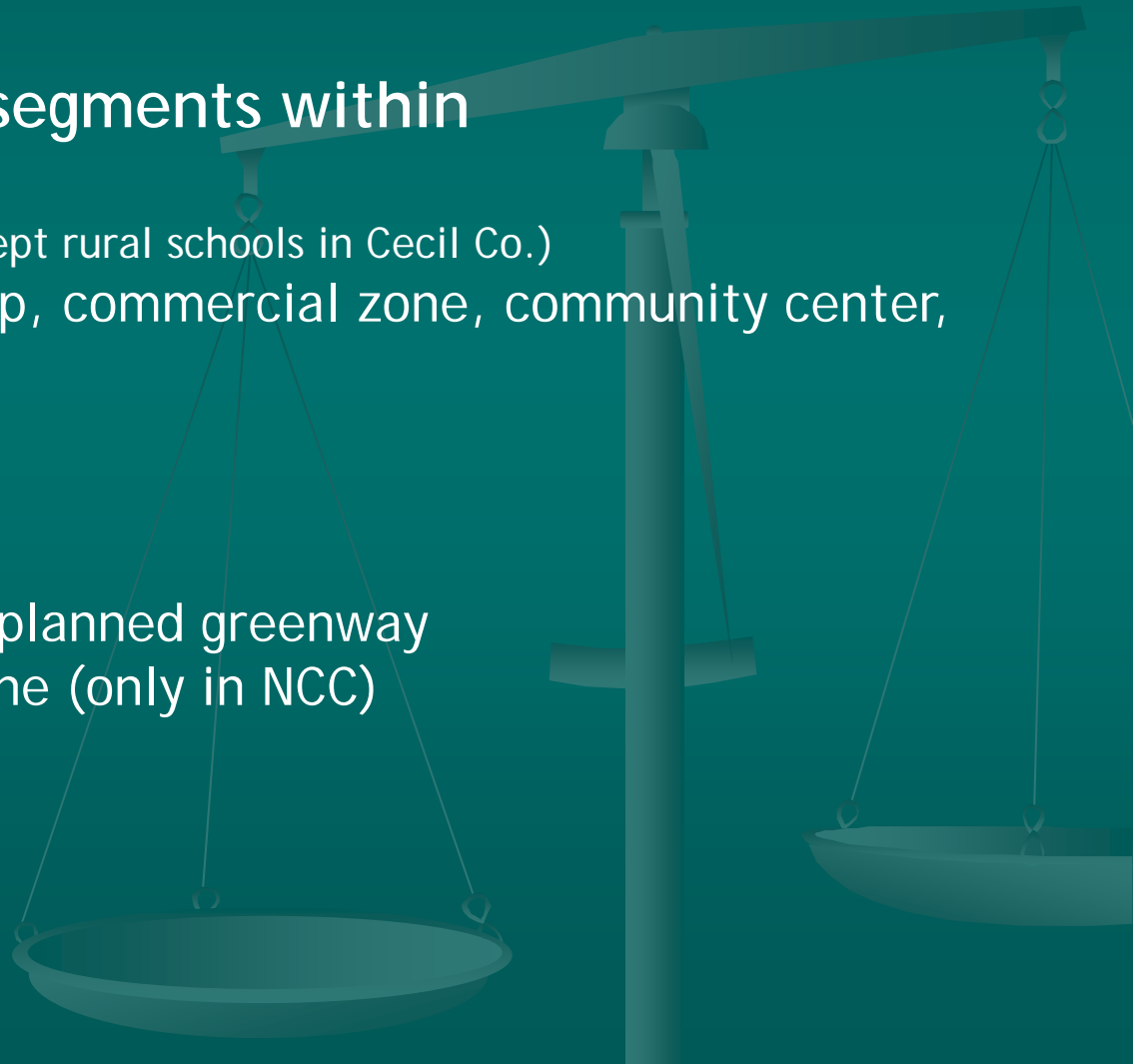


Development: Pedestrian Prioritization



Development: Pedestrian Prioritization

- Segment Criteria
 - Developed through the NMTWG
- 1 point awarded for segments within
 - A municipality
 - 1 mile of a school (except rural schools in Cecil Co.)
 - ¼ mile of a transit stop, commercial zone, community center, library, park
 - Dense (pop+emp) TAZ
 - EJ Area
 - TJ Area
 - ½ mile of an existing/planned greenway
 - Hometown Overlay Zone (only in NCC)



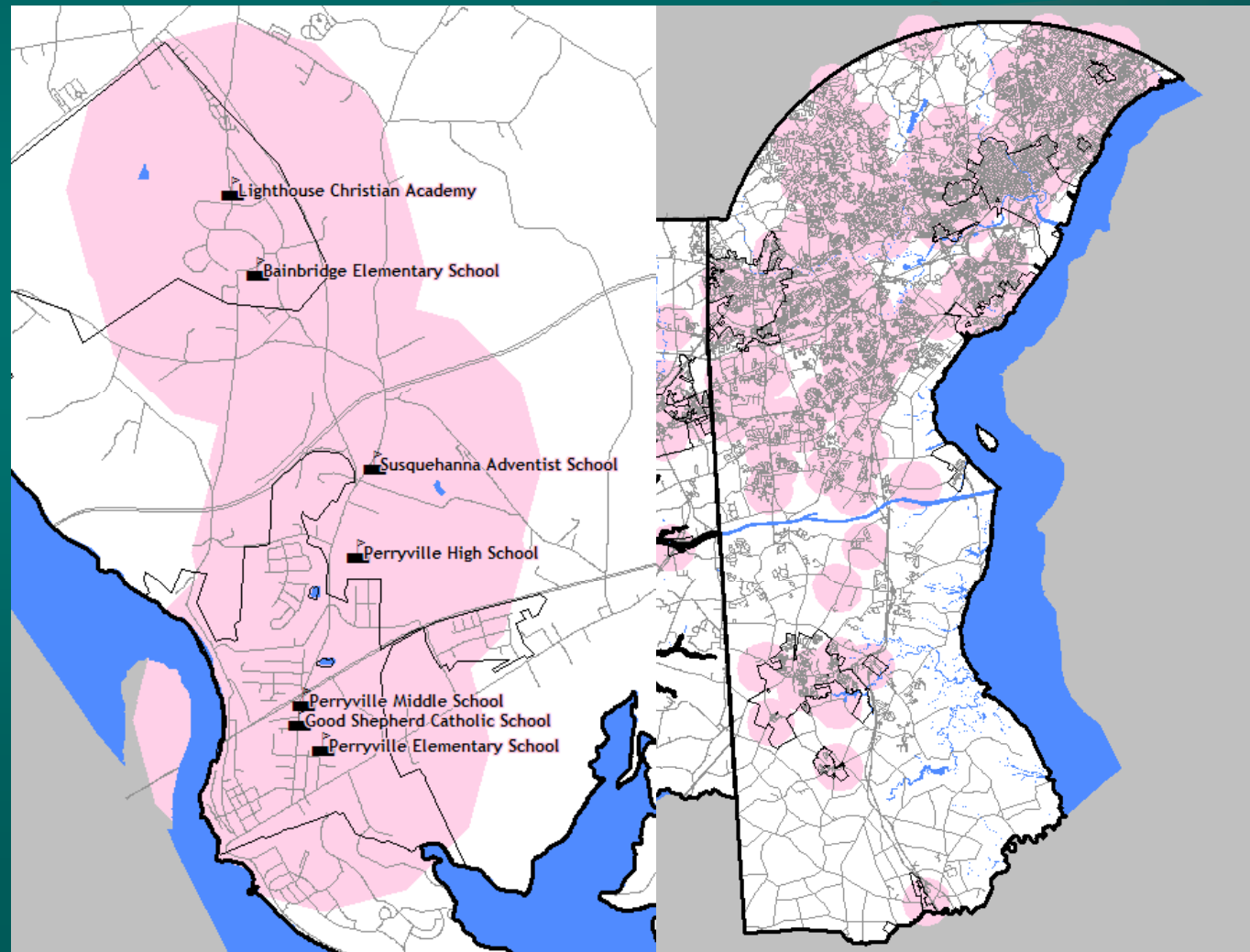
Development: Pedestrian Prioritization

- **1 - 4 points awarded for segments within:**
 - A high pedestrian crash area (only in NCC)
 - Pedestrian Facility Needs (only in Cecil County)
- **Segments of expressways automatically a 0**

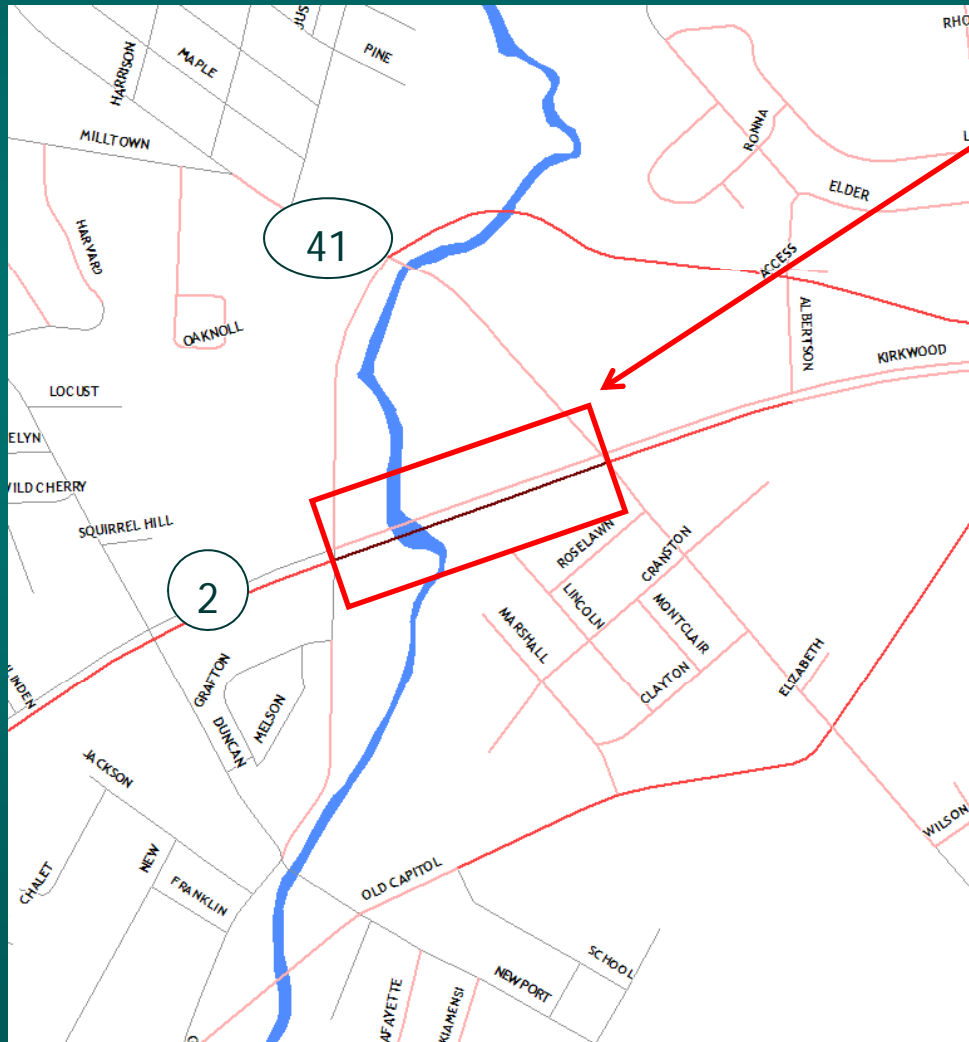


Development: Pedestrian Prioritization

- Within 1 mile of a School = 1 point



Development: Pedestrian Prioritization

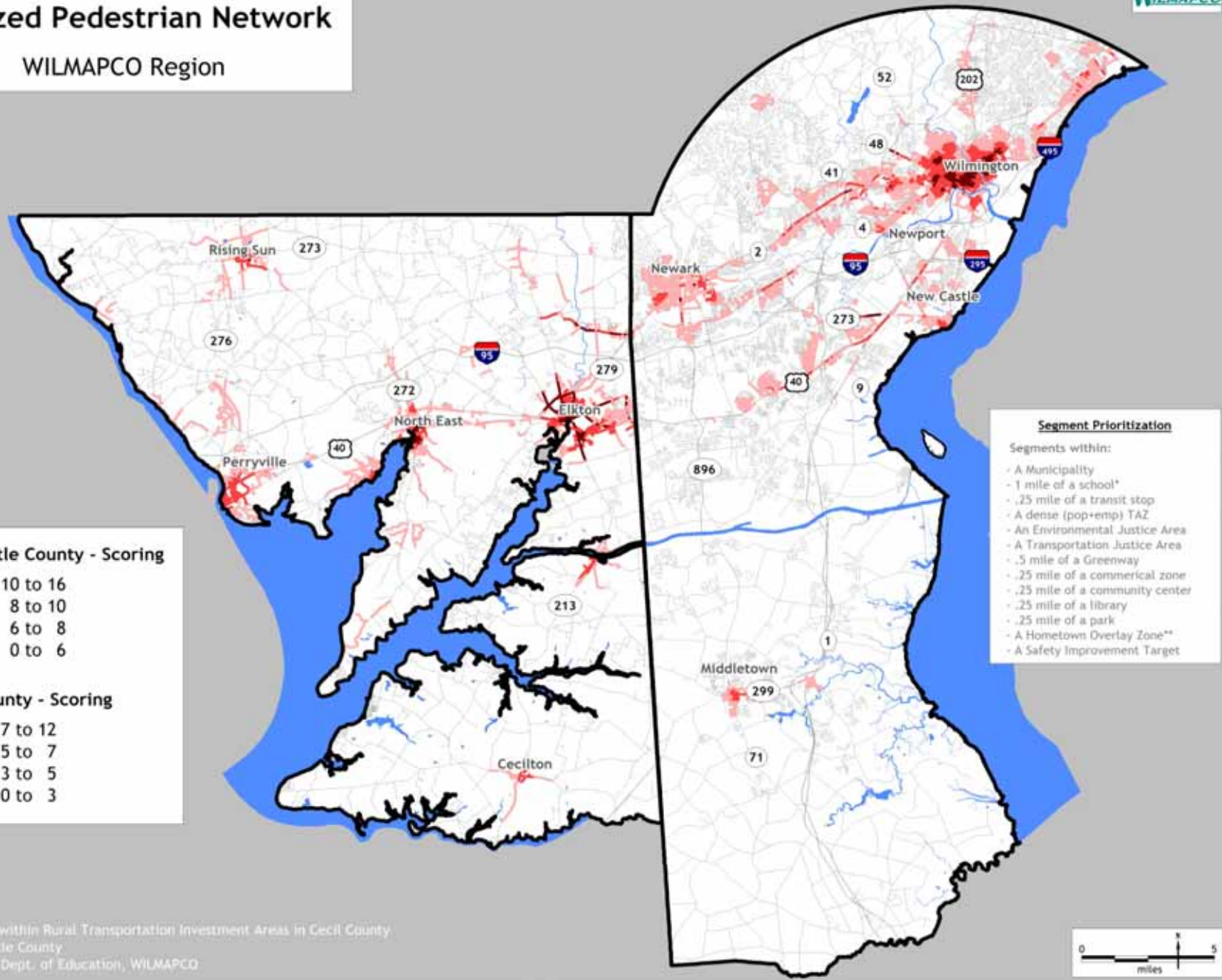


School:	1
Transit:	1
Municipality:	0
Commercial:	1
EJ_High:	0
TJ_High:	1
Hometown_Overlay:	0
Pop_Emp_Density:	1
Library:	0
Greenway:	1
Park:	1
CommunityCtr:	1
Safety:	3
Final_Scoring:	11
Modified:	0



Prioritized Pedestrian Network

WILMAPCO Region



New Castle County - Scoring

- 10 to 16
- 8 to 10
- 6 to 8
- 0 to 6

Cecil County - Scoring

- 7 to 12
- 5 to 7
- 3 to 5
- 0 to 3

Segment Prioritization

- Segments within:
- A Municipality
 - 1 mile of a school*
 - .25 mile of a transit stop
 - A dense (pop+emp) TAZ
 - An Environmental Justice Area
 - A Transportation Justice Area
 - .5 mile of a Greenway
 - .25 mile of a commercial zone
 - .25 mile of a community center
 - .25 mile of a library
 - .25 mile of a park
 - A Hometowns Overlay Zone**
 - A Safety Improvement Target

* Excludes schools within Rural Transportation Investment Areas in Cecil County

** Only in New Castle County

Sources: DART, DE Dept. of Education, WILMAPCO



Tool Use

- **Used as a planning tool by staff**
 - NMTWG's priority project selection
 - Prioritized infrastructure improvements in Southbridge
 - EJ walkability survey prioritization
- **Current Study**
 - Take this work further
 - Identify "top priority" segments, regionally
 - Assess pedestrian environment
 - Priorities for infrastructure upgrades



Study Approach

- Introduction ✓
- Update Network ✓
- Identify Top Segments ✓
- Segment Profiles
 - Narrative/photos
 - Map of recommended improvements
 - Cost estimates
- Path forward
 - Matrix of potential funding sources





Align and Mark Crosswalks; Add ADA Curb(s)



Bing Maps



Recommendation

- Intersection Improvement
- Repair/Add Sidewalk

Other Features

- + Pedestrian Crash ('08-'10)
- ◆ Bus Stop
- High Priority Segment

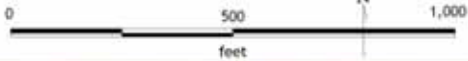
Segment's PPN Score:	-
Ped Crashes, '06-'08:	22
Rough Cost Est.:	-

Brown/Burton/Winchester Park

Segment 1

Field Survey Recommendations

Wilmington, Delaware



Recommendation

- Intersection Improvement
- Repair/Add Sidewalk

Other Features

- ✚ Pedestrian Crash ('08-'10)
- ◆ Bus Stop
- ▭ High Priority Segment



Segment's PPN Score: -
 Ped Crashes, '06-'08: 8
 Rough Cost Est.: -

Next Steps

- NMTWG (February) 
- TAC (March) 
- Council (May) 
- Field work (May-June) 
- Report Preparation (July - November)
- Committee presentations (October - December)
- Adoption (January)



