DELDOT LOCAL SYSTEMS IMPROVEMENT

Project Prioritization

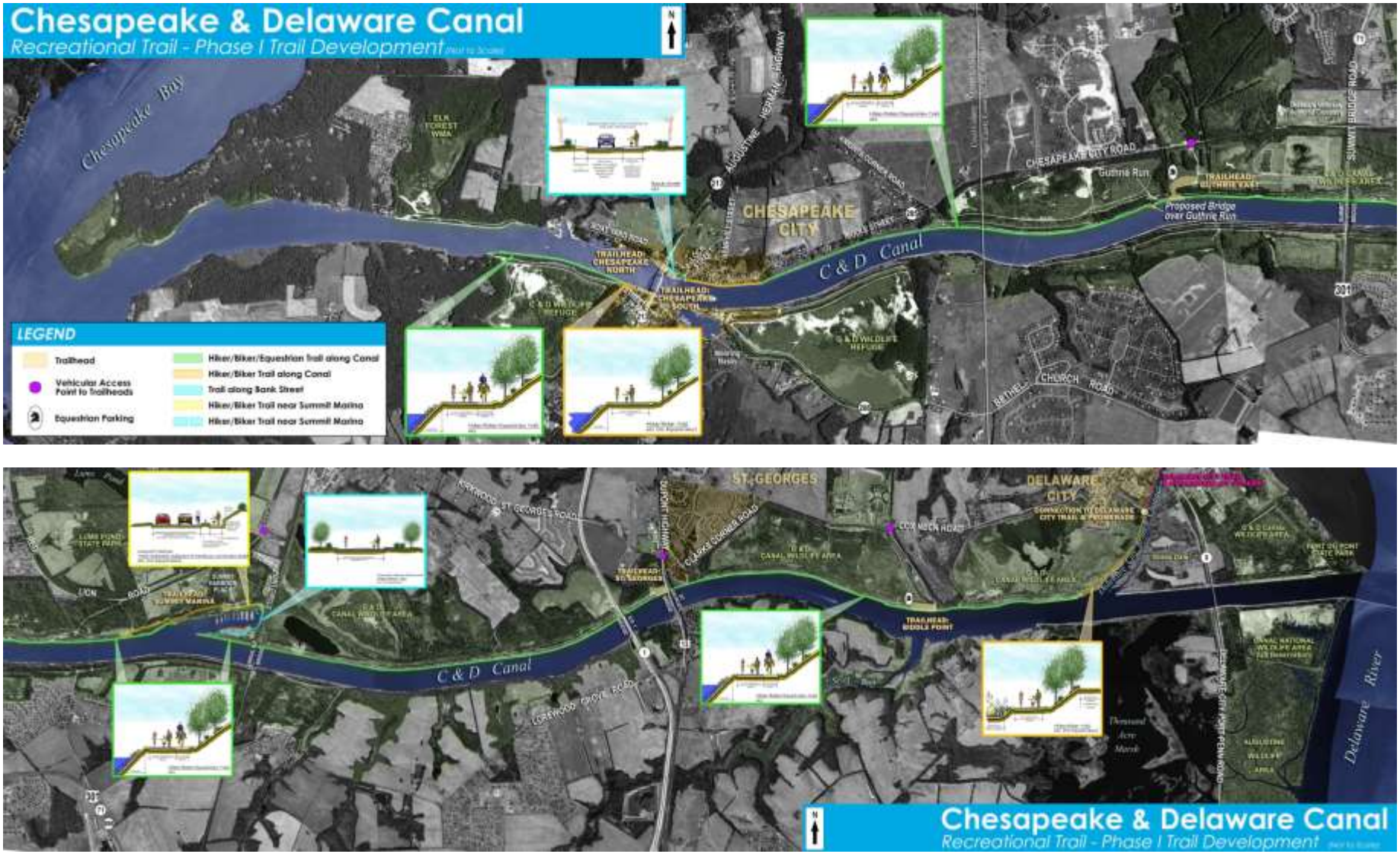
DelDOT

Local Systems

- Section within DelDOT Planning, manages:
  - Transportation Alternatives Program (TAP)
  - Bike/ Ped Improvement Program
  - State Trails and Pathways Initiative
  - Scenic Byways
  - Industrial Track Greenway Phase 3

- Projects originate from:
  - Communities
  - Municipal Plans
  - Metropolitan Planning Organization (MPO's)
  - Legislative requests

C & D Canal Trail

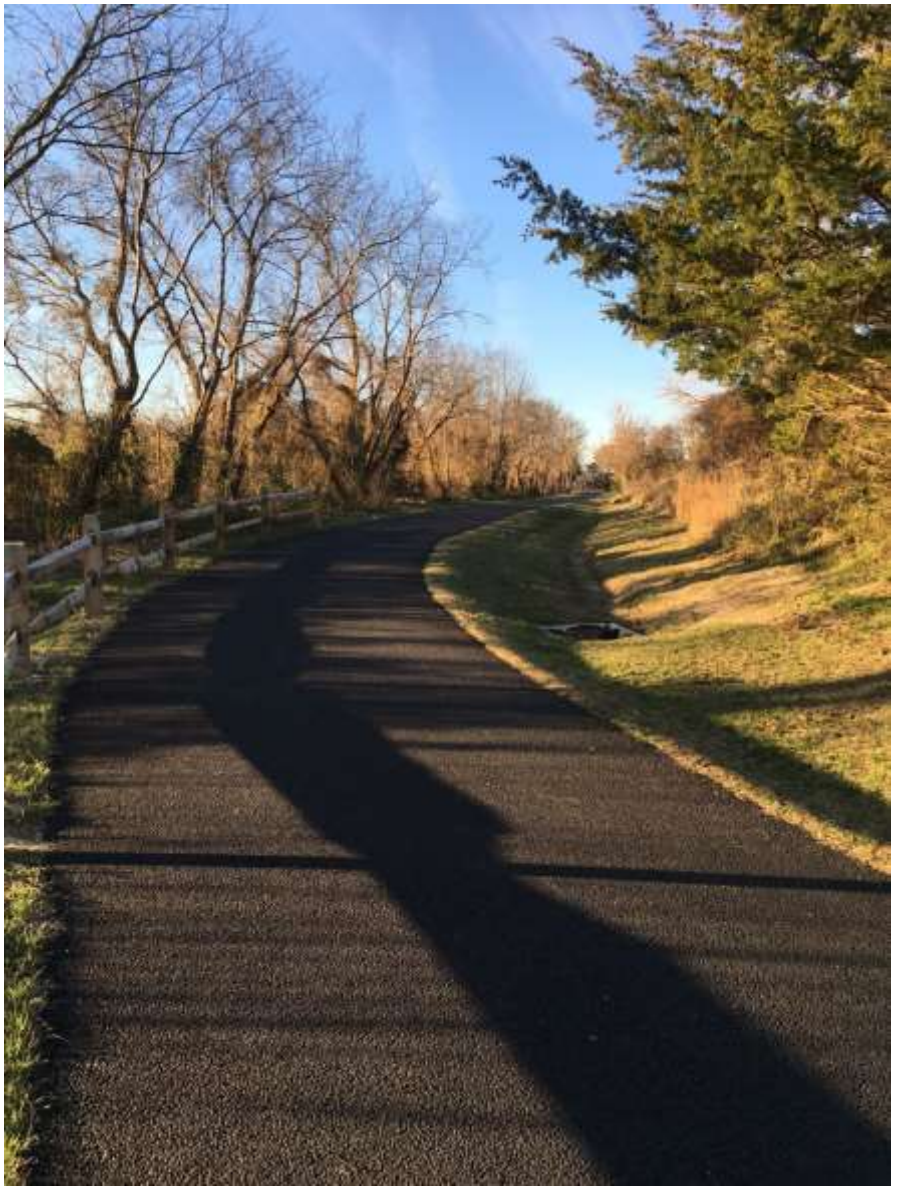


C & D Canal Trail

Capital City Trail Network

Junction & Breakwater Trail

Junction & Breakwater Trail



Industrial Track Phase 3 - IT3

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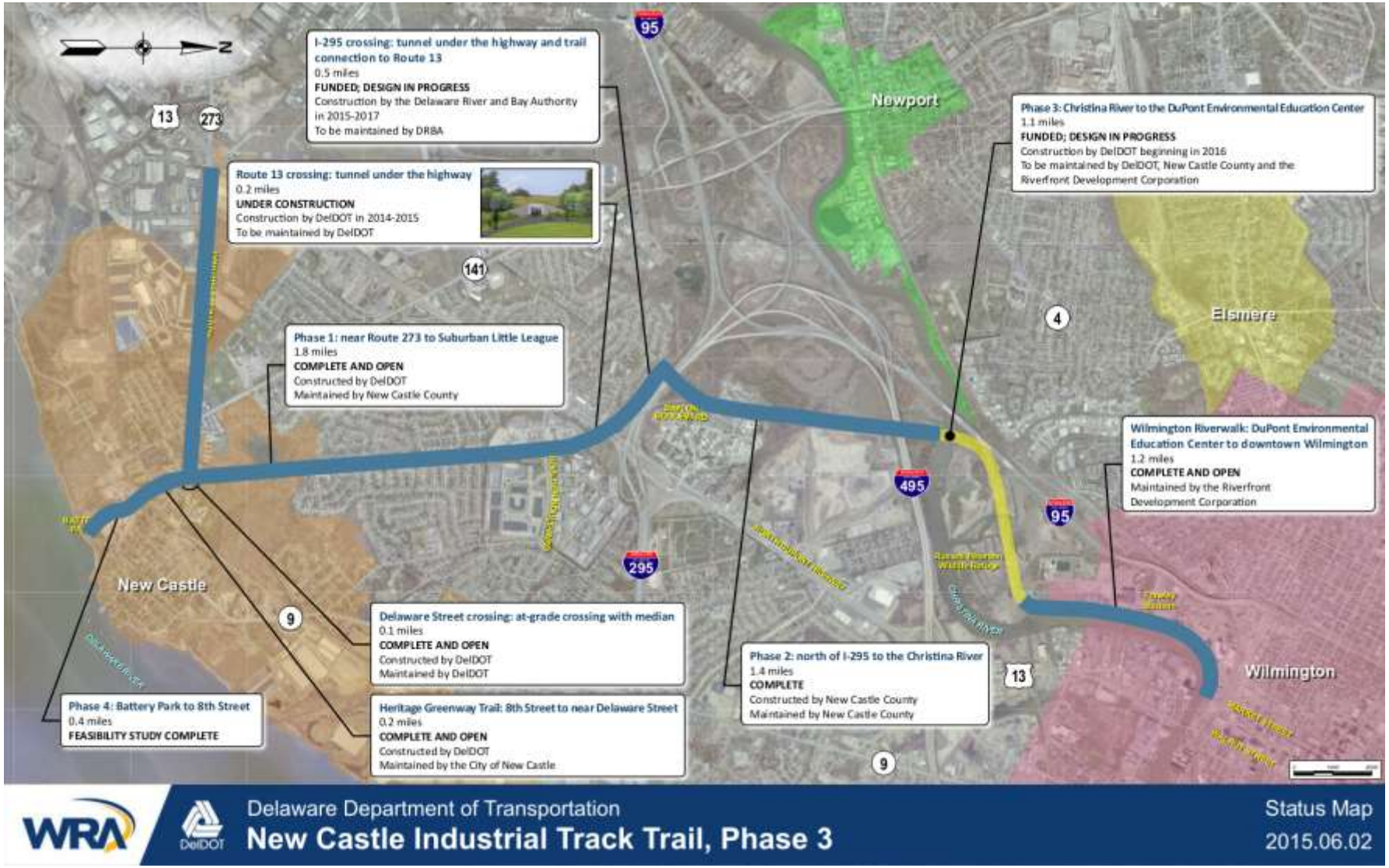


Project Prioritization

- Establish data driven prioritization process for funding proposed projects
  - State Trails and Pathways Initiative
  - Bike and Pedestrian Improvement Programs

- ~$4 million annual budget for TAP
- ~$4 million for Bike/ Ped Improvement Pool
  - 80% Federal
  - 20% State
    - Legislative Support
    - Capital Program Funds
    - Community Funds

Criteria

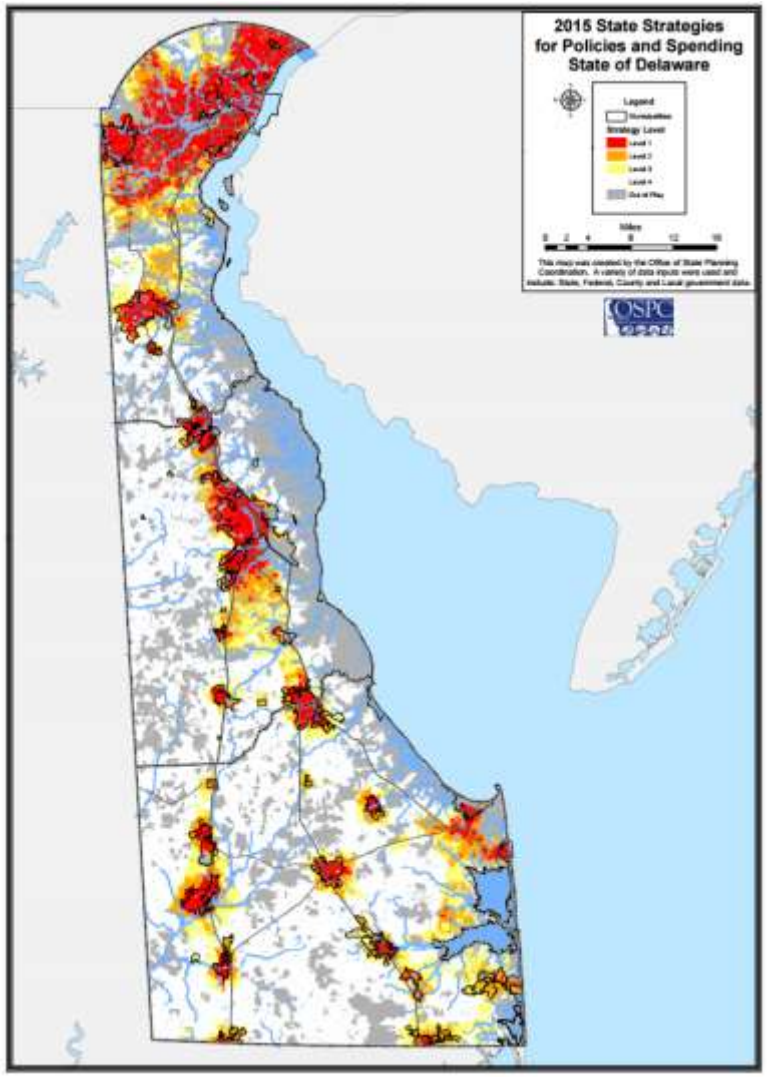
- Connectivity
- Strategies for State Policies and Spending
- Public Transit Access
- Population Proximity
- Access to Recreation
- Access to Public Schools
- ADA Remediation

Connectivity

- Projects which build off of existing trail and sidewalk networks
- Fill in missing links to provide more robust, connected non-motorized networks

Strategies for State Policies and Spending

- Projects in Investment Level 1 and 2 areas



Transit Access

- Projects with access to the transit system

Population

- Projects with a high population within a two mile bike ride or half-mile walk

Recreation

- Projects that increase non-motorized access to parks and other recreation opportunities

Public Schools

- Projects which make walking to school a safer option for more Delawareans

ADA Remediation

- Projects that remediate existing non-compliant curb ramps and non-compliant sidewalk segments

Prioritization Process

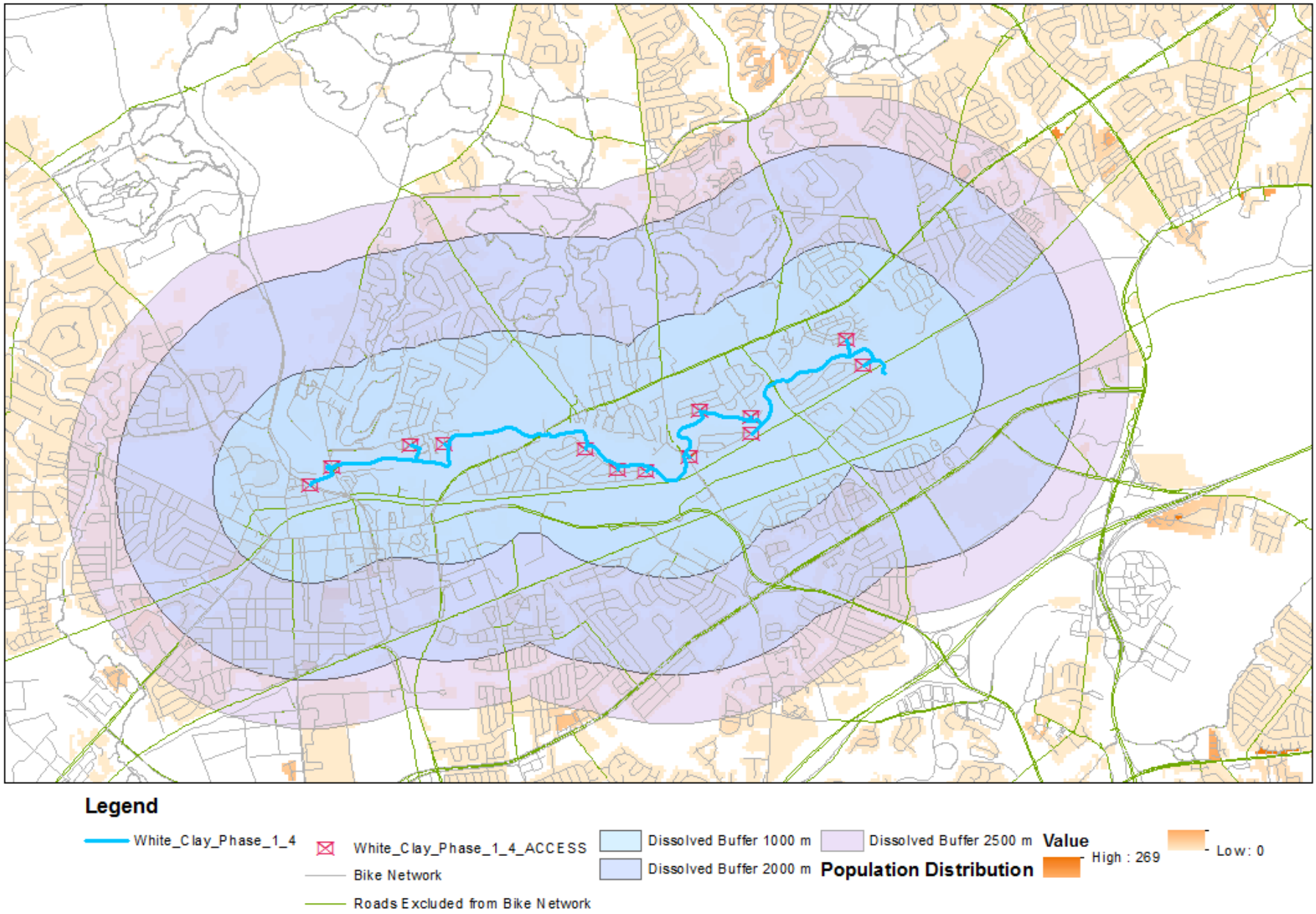
- Strategies for State Policies and Spending
- Connectivity
- Public Transit Access
- Access to Recreation
- Access to Transit Hubs
- Access to Public Schools
- ADA Remediation
- Population Proximity

Weighted criteria, prioritize projects based on DelDOT desired outcomes

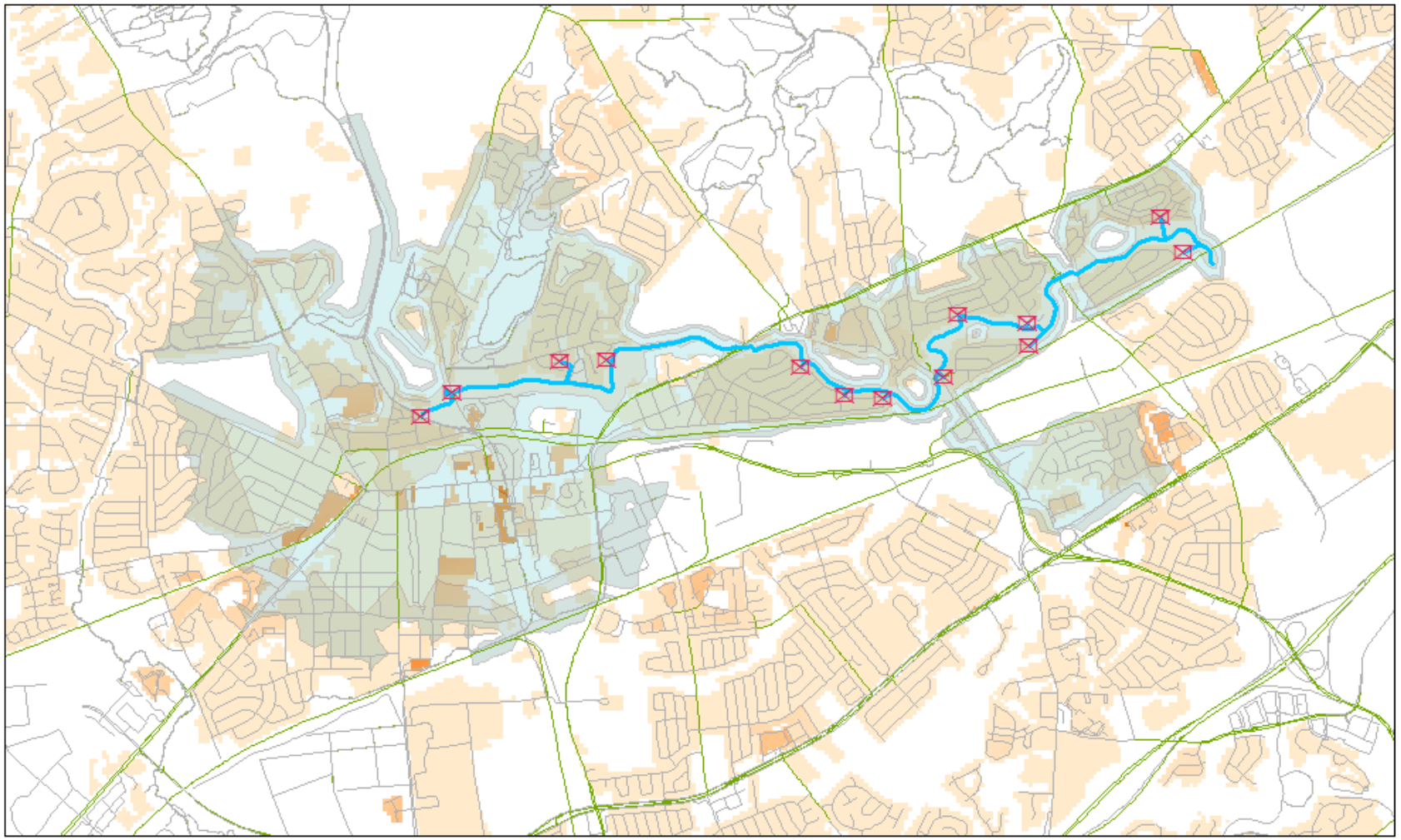
Technology to make it possible

- Developing an extension for ArcGIS (mapping software)
- Evaluates assets in proximity to new bicycle and pedestrian projects
- Models streets and paths where someone may walk or bicycle

Buffer Analysis (1000, 2000, 2500 meter breaks)



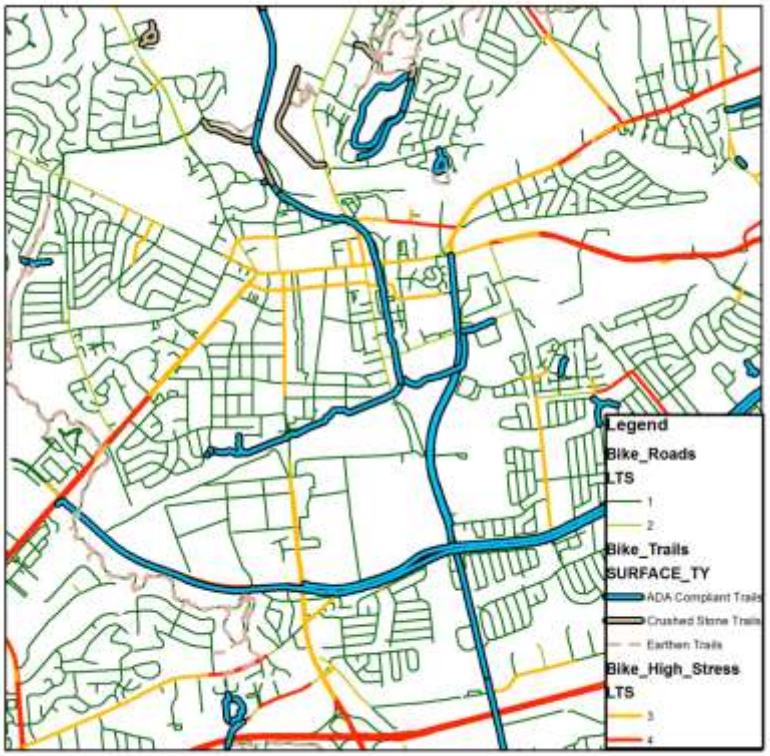
Service Area Analysis (1000, 2000, 2500 meter breaks)



Traffic Stress

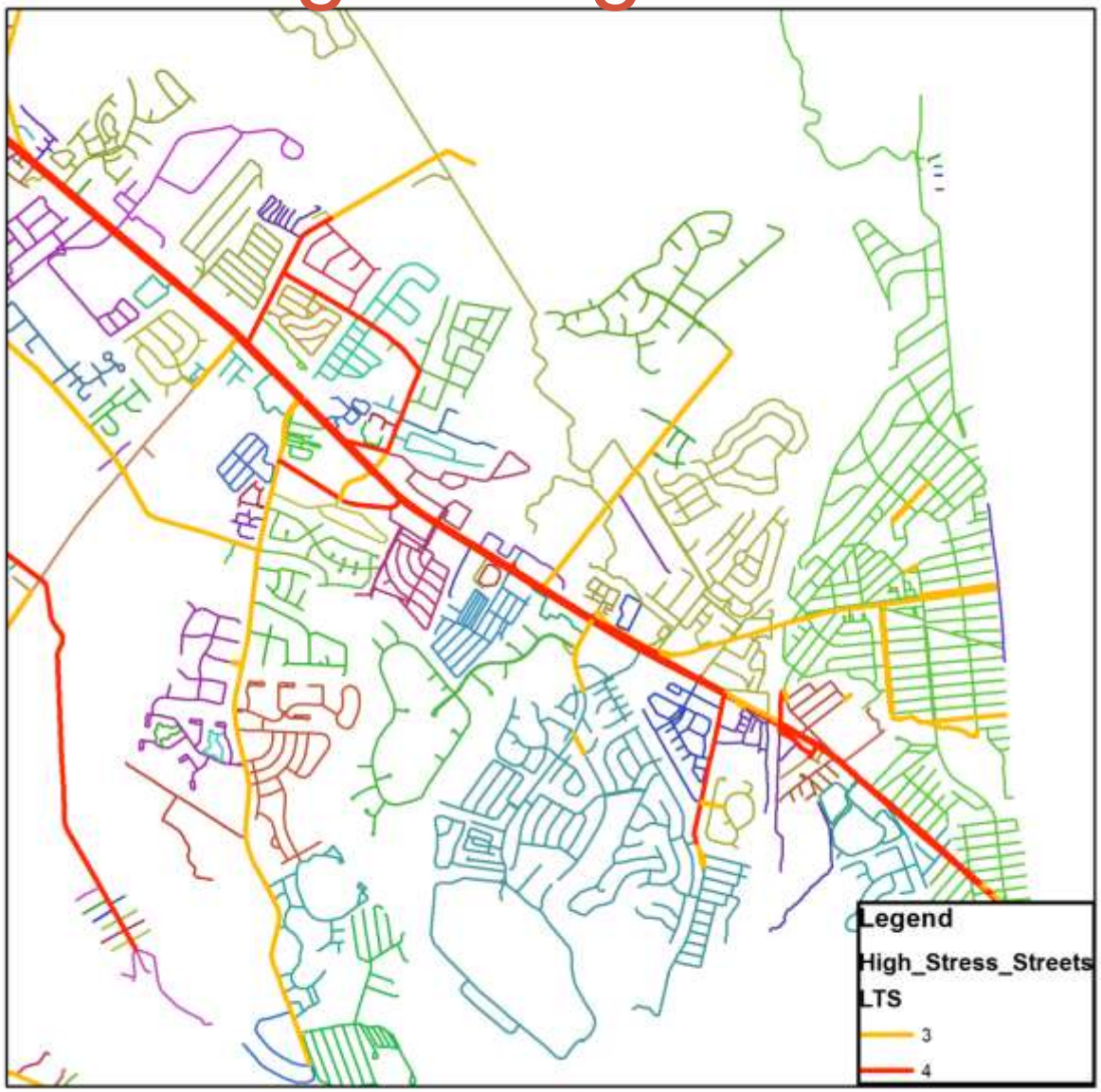
Different Modes, Different Needs, Different Networks

- Bicycle Network



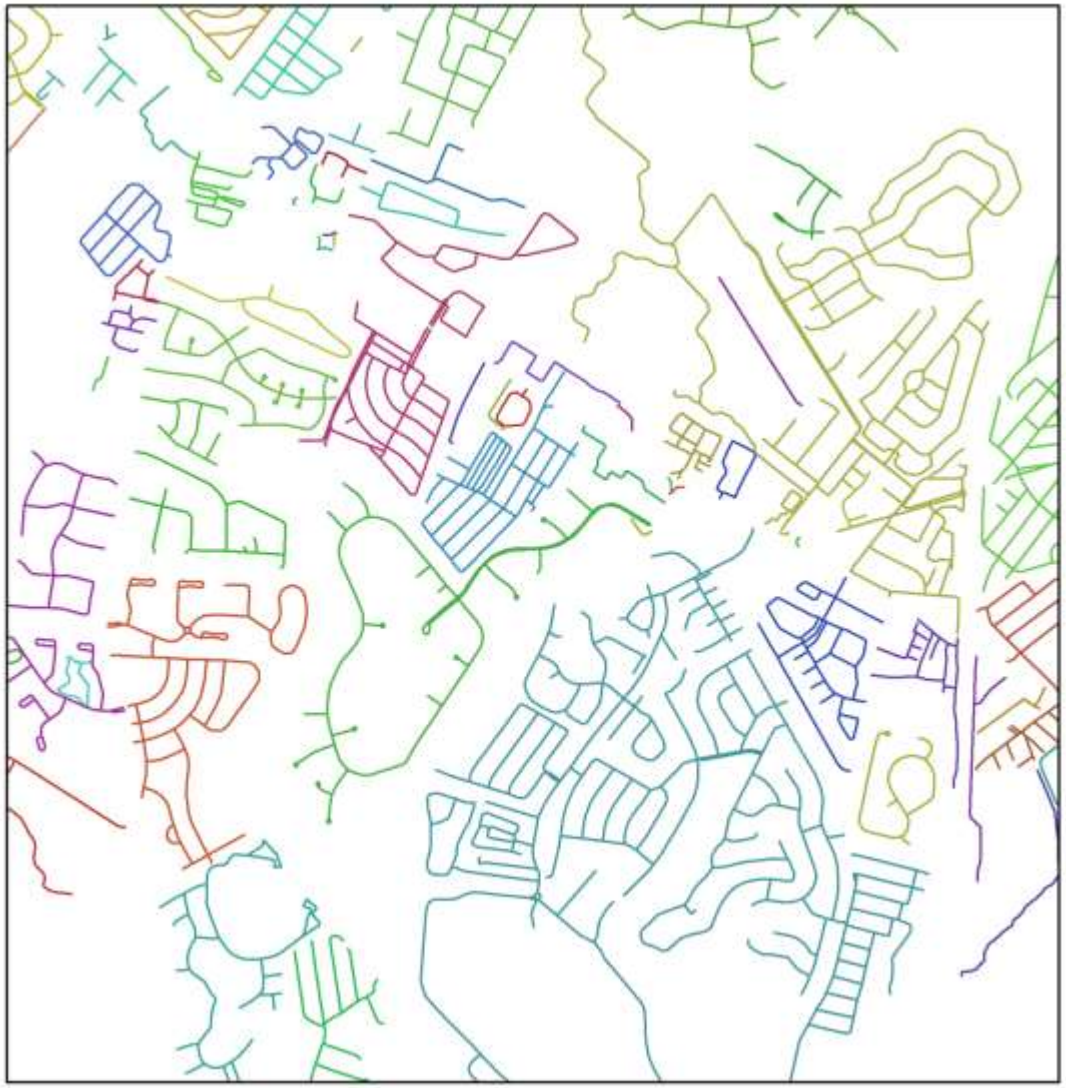
- Pedestrian Network

Looking at fragmented communities



- Each color a disconnected “sub-network” of low-stress roadways
- Sub-networks separated by “High Stress” roadways
- Same concept for pedestrian network – disconnected “islands” of sidewalk

Disconnected “Islands”



The tool in action

South Little Creek Rd, Dover

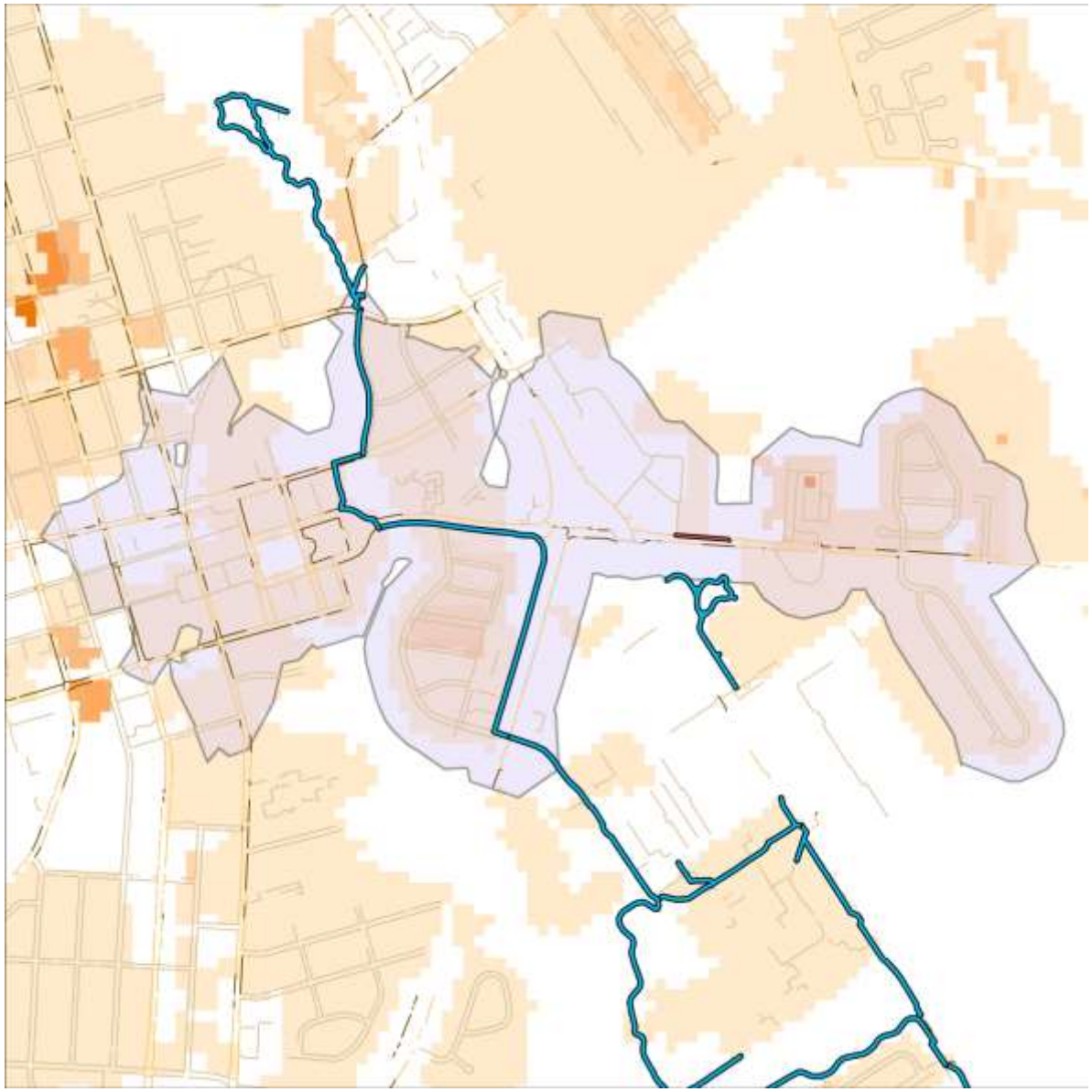
Proposed project drawn by user.

Updates network connectivity

Existing Network: 50,000 meters of sidewalk

Proposed Network: 55,000 meters

2 km walk from new sidewalk



1 ADA Curb Ramp Constructed.

150 m of Compliant Sidewalk

39 Bus Stops

2 Public Parks

1 Public School

2,560 Residents

What this means

- Previously labor-intensive, tedious, valuable GIS data is much more accessible
- New tools for observing, understanding, and analyzing our transportation network from a bike/ ped perspective

Where we're headed

Number of Destinations, Within 15-Minute Walk

- 2- 25
- 25- 50
- 50 - 75
- 75 - 100
- 100 - 181

- Looking at possible trips between Origins and Destinations
- Projected usage of existing, and future sidewalks/ paths
- Prioritize increased accessibility