DELDOT LOCAL SYSTEMS IMPROVEMENT

Project Prioritization
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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Industrial Track Phase 3 - IT3

- I-295 crossing: tunnel under the highway and trail connection to Route 13
  - 0.5 miles
  - FUNDED; DESIGN IN PROGRESS
  - Construction by the Delaware River and Bay Authority in 2015-2017
  - To be maintained by DRBA

- Route 13 crossing: tunnel under the highway
  - 0.2 miles
  - UNDER CONSTRUCTION
  - Construction by DelDOT in 2014-2015
  - To be maintained by DelDOT

- Phase 3: Christina River to the DuPont Environmental Education Center
  - 1.1 miles
  - FUNDED; DESIGN IN PROGRESS
  - Construction by DelDOT beginning in 2016
  - To be maintained by DelDOT, New Castle County and the Riverfront Development Corporation

- Phase 1: near Route 273 to Suburban Little League
  - 1.8 miles
  - COMPLETE AND OPEN
  - Constructed by DelDOT
  - Maintained by New Castle County

- Wilmington Riverwalk: DuPont Environmental Education Center to downtown Wilmington
  - 1.2 miles
  - COMPLETE AND OPEN
  - Maintained by the Riverfront Development Corporation

- Delaware Street crossing: at-grade crossing with median
  - 0.1 miles
  - COMPLETE AND OPEN
  - Constructed by DelDOT
  - Maintained by DelDOT

- Heritage Greenway Trail: 8th Street to near Delaware Street
  - 0.2 miles
  - COMPLETE AND OPEN
  - Constructed by New Castle County
  - Maintained by the City of New Castle

Delaware Department of Transportation
New Castle Industrial Track Trail, Phase 3

Status Map
2015.06.02
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
Service Area Analysis (1000, 2000, 2500 meter breaks)
Traffic Stress

Level of Traffic Stress 1
- Safe for children to use;
- Usually completely separated from auto traffic

Level of Traffic Stress 2
- Tolerated by most mainstream adult populations of cyclists;
- Roads with low volume and low speed auto traffic

Level of Traffic Stress 3
- Tolerated by riders who are enthused and confident;
- Heavy traffic with separated bike facility

Level of Traffic Stress 4
- Only tolerated by strong and fearless riders;
- Cyclists must interact with high volumes or speeds of auto traffic
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

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

Number of Destinations, Within 15-Minute Walk

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