



American Planning Association
Pennsylvania Chapter

Making Great Communities Happen



Route 40 Corridor Improvements Making Active Transportation Work in the Suburbs

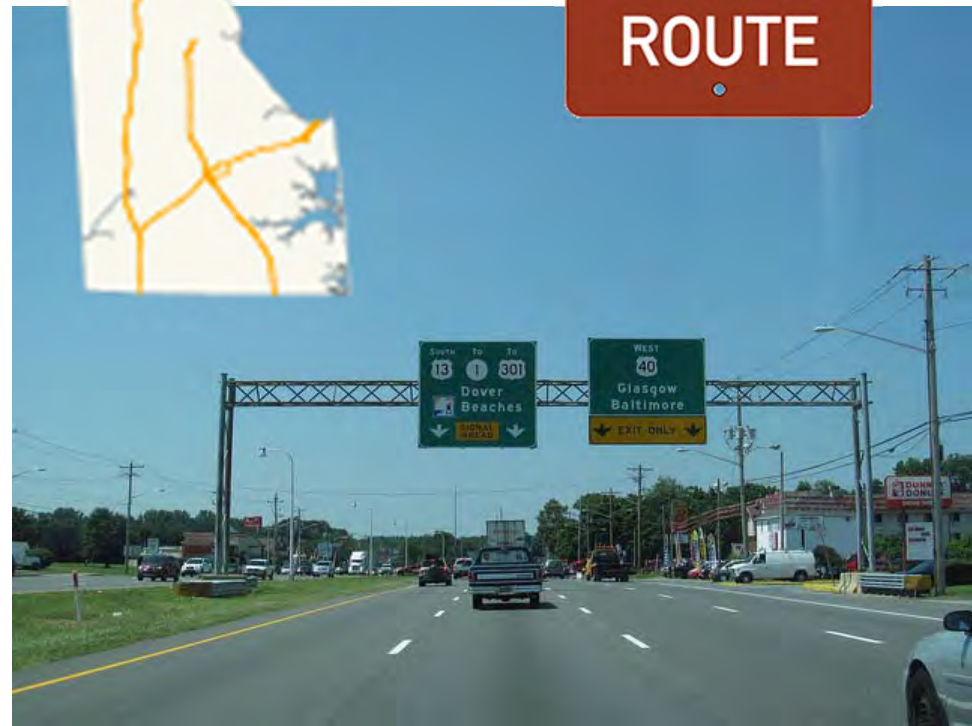
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- Turn hostile community members into proud supporters
- Ensure planned projects become built projects
- Meaningfully integrate walking, bicycling, and transit into a suburban corridor

- Study initiated in 1998
 - Delaware Department of Transportation (lead agency)
 - New Castle County Department of Land Use
 - Wilmington Area Planning Council
- 30-square mile study area
 - 10 miles along US Route 40
 - Rapidly developing



STUDY AREA

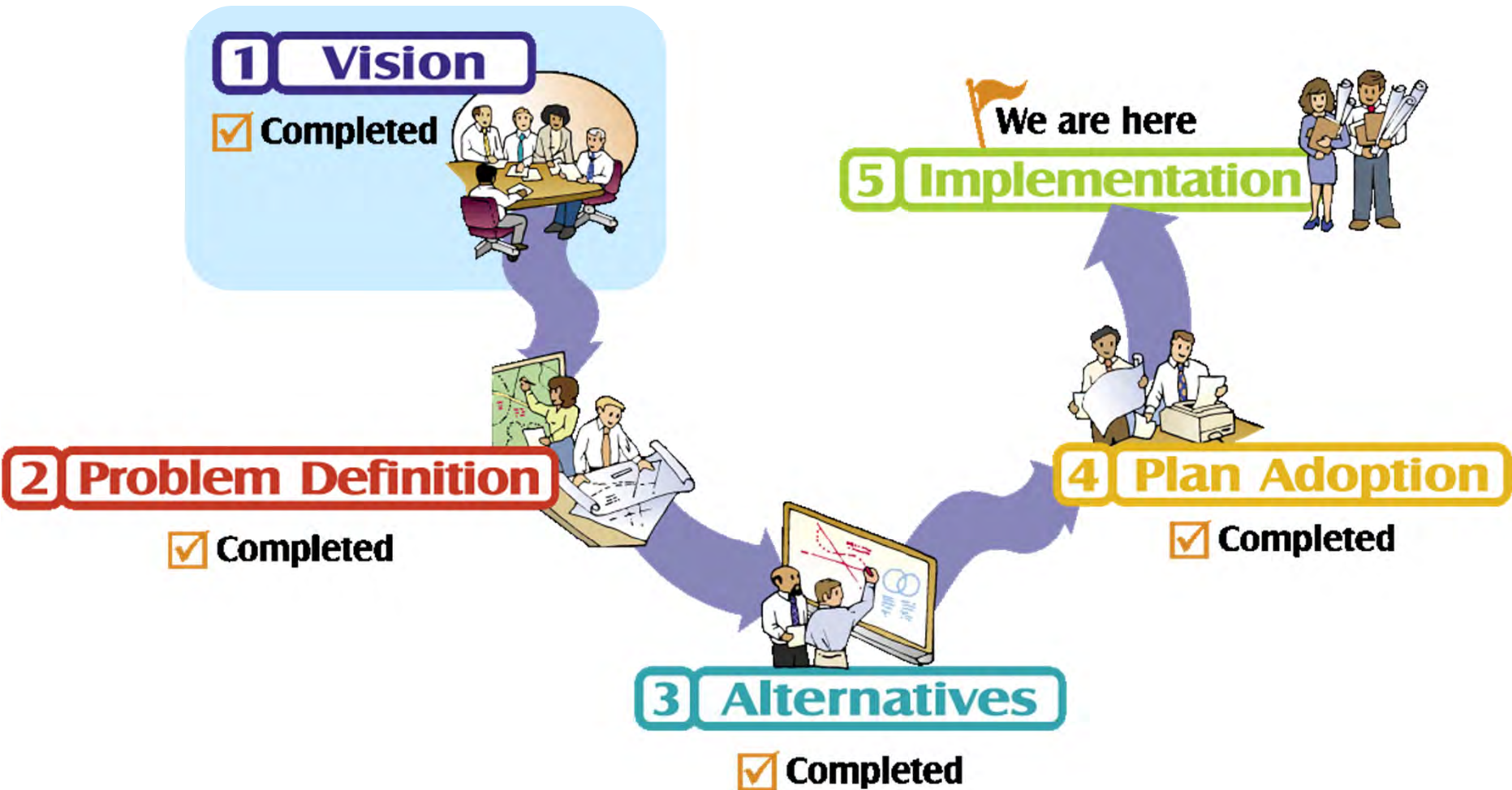


- Second study in the corridor
 - First study followed a traditional model
 - Develop alternatives based on best practices
 - Evaluate alternatives internally and select the best one
 - Present it to the public
 - Extraordinary backlash from the community



- This time, a community-centered approach
 - First Context Sensitive Solutions project in Delaware
 - 32-member Steering Committee drove ALL decisions
 - Project team's role was facilitation and technical input
 - NOTHING was out of bounds, as long as recommendations...
 - met applicable state and federal design guidelines
 - were fiscally responsible
 - adhered to air quality standards
 - met the requirements of applicable permitting agencies

Planning Process



MISSION

It is the mission of the Route 40 Steering Committee to establish an open forum to discuss issues, define mutual interests and formulate a consensus on how Route 40 should function over the next 20 years and what transportation improvements are needed in both the short term and long term.

VISION

The Corridor:

- is a safe place in which to work, live, play and travel;
- provides a variety of transportation options, including personal autos, buses, van and carpools, cycling, and walking, that limit the level of congestion;
- has accessible businesses, places of employment, schools and community facilities;
- enjoys rapid, unimpeded provision of police, fire and other emergency services;
- presents opportunities for balanced economic development and well-managed growth;
- develops in a way that land use decisions and transportation services are coordinated;
- has an attractive visual and natural environment.

Goal and Objectives

Our goal is to enhance the quality of life in the Route 40 Corridor by improving safety, mobility, and access within the corridor while preserving our communities, protecting the environment, and facilitating planned growth and expansion of business and industry. Specific objectives are:

Safety

- Improve safety for residents—pedestrians, bicyclists, children, drivers and transit riders.
- Provide safe access to schools and community facilities.
- Improve accessibility for emergency services.

Mobility

- Separate local traffic from through traffic.
- Provide more travel options for residents.
- Develop multiple approaches to transit.

Congestion

- Reduce traffic congestion by providing additional capacity where justified.
- Maintain, don't increase, traffic through neighborhoods.
- Provide traffic ingress/egress for business.

Land Use Planning

- Accommodate already planned growth and the resulting traffic.
- Coordinate transportation improvements with approved land use patterns.

Aesthetics

- Enhance visual environment and aesthetics.

Furthermore, in order to address the natural and cultural environment, the Plan shall also:

- Preserve and restore the physical, chemical and biological integrity of natural systems in the Corridor.
- Preserve the historic assets of the Corridor so that its cultural, educational, and aesthetic resources will be maintained as a legacy for future generations.

Planning Process

1 Vision

✓ Completed



5 Implementation

We are here



2 Problem Definition

✓ Completed



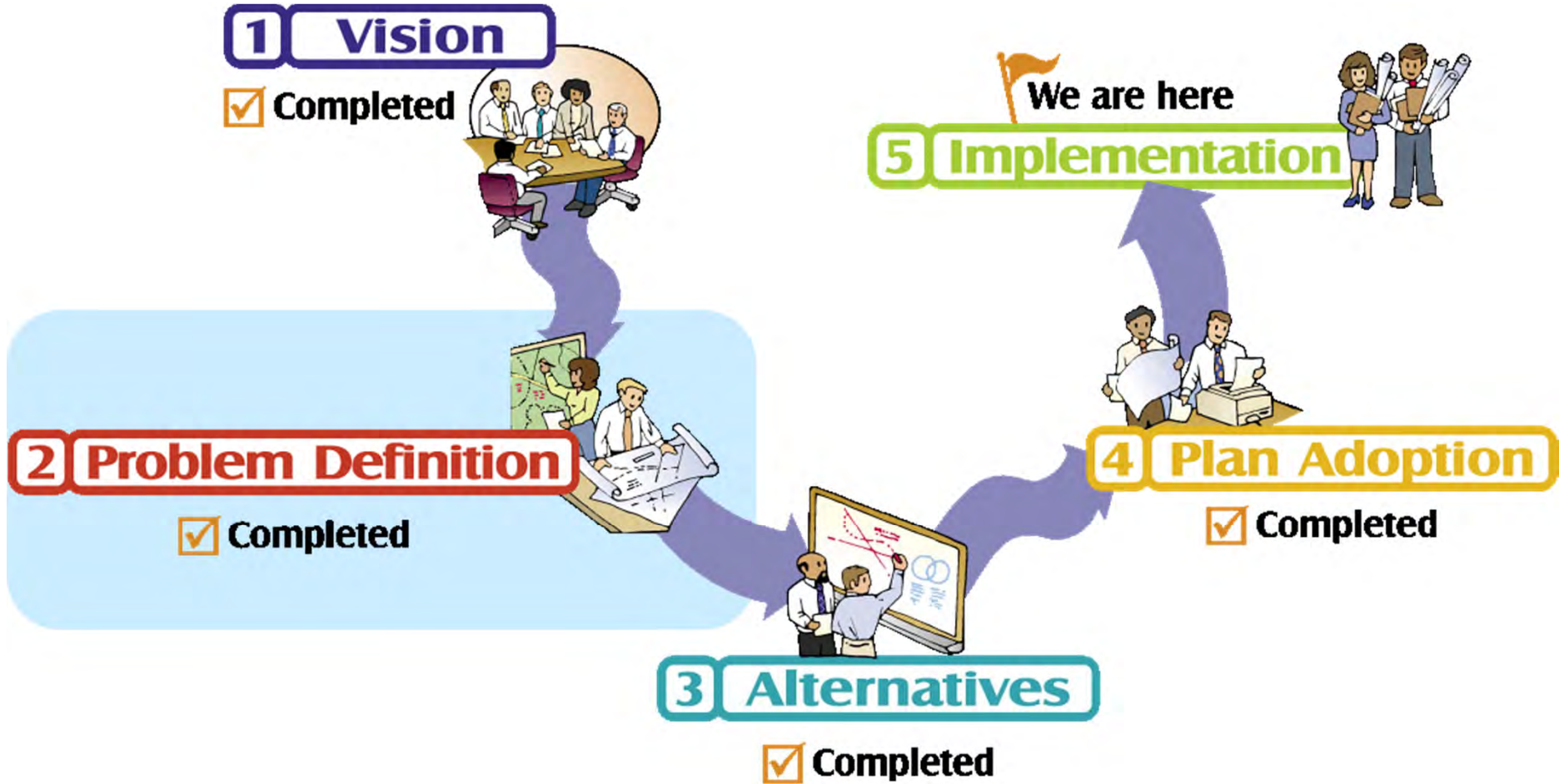
4 Plan Adoption

✓ Completed



3 Alternatives

✓ Completed



PROBLEM DEFINITION

Housing

Number of households in 1995/96	26,021
Number added by 2020 (+50%)	12,944
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Total households in 2020	38,965

Employment

Number of jobs in 1995/96	8,574
Number added by 2020 (+87%)	7,446
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Total employment in 2020	16,020

Traffic

- Currently, between 20,000 and 36,000 vehicles use Route 40 every day.
- In 2020, between 34,000 and 67,500 vehicles are projected to use Route 40 every day.

Intersection Congestion

- Currently, 5 of 19 Route 40 intersections are congested.
- In 2020, without the Plan, at least 14 Route 40 intersections will be congested.

Corridor Congestion

- Currently, it takes approximately 15 minutes to travel through the Route 40 Corridor from the Maryland state line to Route 13.
- In 2020, without the Plan, it will take approximately two to three times longer to travel through the Route 40 Corridor from the Maryland state line to Route 13.

PROBLEM DEFINITION

- Steering Committee bus tour identified a number of additional specific issues
 - Maintenance concerns
 - Operational concerns
 - Lack of pedestrian facilities
 - Lack of bicycle facilities
 - Challenges to transit use, especially by choice riders



Planning Process

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3 Alternatives

✓ Completed



ALTERNATIVES

- The Steering Committee directed the project team to evaluate seven major alternatives, including:
 - Widening from 4 to 6 lanes
 - Limited access
 - Bypasses
 - Fixed-route transit



ALTERNATIVES

- Widening 5 miles of the 10-mile corridor was recommended
- The project team suggested that Steering Committee evaluate the preferred alternative against the goal and objective
 - Active transportation wasn't adequately addressed
 - Transit wasn't adequately addressed
 - Short-term results were desirable
- Bicycle/pedestrian and transit working groups and an "action team" were formed



ALTERNATIVES

- Bicycle/pedestrian working group
 - Evaluated existing conditions along Route 40 and all significant side roads
 - Sidewalks
 - Pedestrian connections to bus stops
 - Shoulders marked as bike lanes



ALTERNATIVES

- Bicycle/pedestrian working group
 - Evaluated existing conditions along Route 40 and all significant side roads
 - Sidewalks
 - Pedestrian connections to bus stops
 - Shoulders marked as bike lanes
 - Shared-use paths along Route 40 itself



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ADOPTION: KEY PRINCIPLES

- Ongoing citizen participation will be essential to monitor conditions, actively support individual projects, and advocate for project funding
- Projects should be built as conditions dictate and not before.
- Bicycle, pedestrian, and transit improvements are offered as alternatives to the automobile but are not a solution to congestion
- Immediate congestion and safety concerns are addressed in Phase I (2000-2007), providing a foundation on which to build future projects
- Initial design for all the projects in the 20-Year Plan will be completed during Phase I (2000-2007)
- With initial design complete, right of way will be identified and preserved so that future transportation projects can be built as conditions dictate

CURRENTLY NEEDED PROJECTS

Based on:

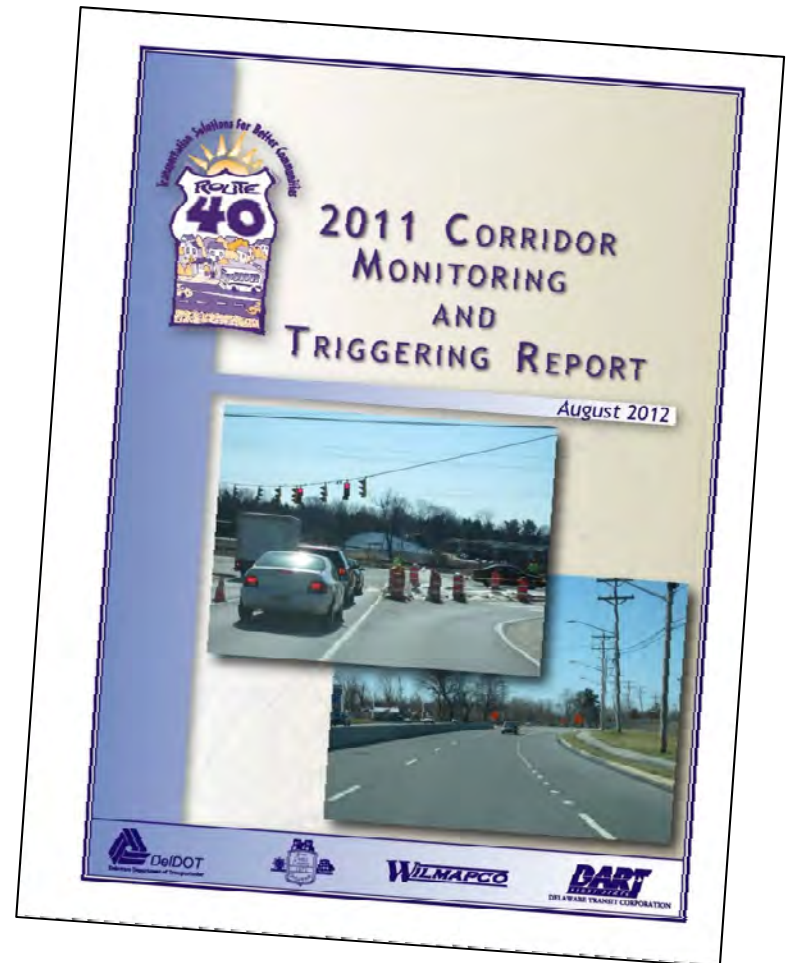
- Traffic analysis, indicating which currently failing intersection movements with significant delays can be relieved by minor widening
- Short-term problems, including safety concerns, identified by the Steering Committee (Action Team projects)
- Transportation network needs (pedestrian, bicycle and transit connections) as discussed by the Working Groups.



“TRIGGERED” PROJECTS

Projects that are not yet justified, but are anticipated to be needed at some time within the next 20 years. These projects will be “triggered” for implementation by:

- Changes in land use and development patterns
- Changes in level of service
- Increases in transit ridership
- Identified safety problems
- Significant transportation improvements outside the corridor



PLAN SUMMARY

\$359M investment over 20 years

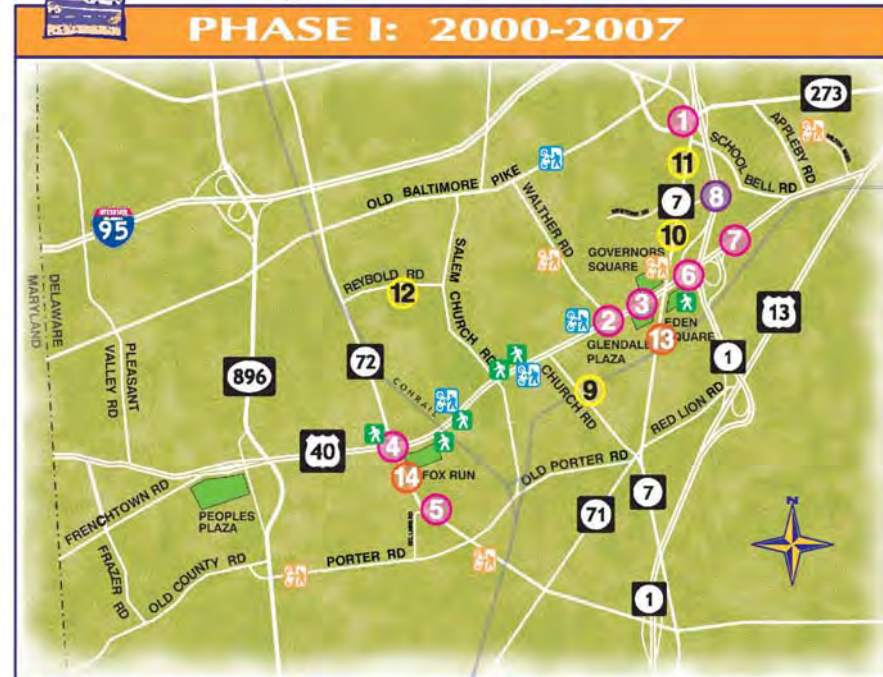
Anticipated results by 2020:

- Planned land uses are accommodated by the Plan
- Only two congested intersections
- Travel times similar to today
- Tripling of transit service
- Approximately 70 miles of new sidewalk
- Continuous shared-use paths along 10 miles of Route 40



Route 40 Corridor Improvements

PHASE I: 2000-2007



Intersection Improvements <ul style="list-style-type: none"> SR7/SR273 Walther Road/Route 40 Governor's Square/Cleindale Plaza/Route 40 SR 72/Route 40 – additional improvements SR 72/Del Lave Road* SR 1/Route 40/Eden Square Buckley Reservoir/Route 40 	New Roads <ul style="list-style-type: none"> Eden Square Connector Completion of Rue Madras Drive 	Pedestrian Improvements (Construction Summer 2006) <ul style="list-style-type: none"> SR 72/Route 40 Slicky Reservoir/Route 40 Scotland Drive/Route 40 Salem Church Road/Route 40 Cleagrow Drive/Route 40 Eden Square Shopping Center/Route 40
Interchanges/Grade Separations <ul style="list-style-type: none"> SR 1/Newtown Road 	Sideways and Bike Lanes <ul style="list-style-type: none"> Sidewalks on SR 72 from Route 40 to SR 71 Bike lane and sidewalks on Walther Road from Old Baltimore Pike to Route 40 Bike lane on Porter Road from SR 896 to Route 40 Sidewalks on Wilton Blvd. Sidewalks on Songsmith Drive 	Improvements Not Shown On Map
Arterial, Collector and Local Road Improvements <ul style="list-style-type: none"> 9 Church Road (Route 40 to Wynnsfield) – Sidewalk, bike lane and reconstruction 10 SR 7 (Route 40 to Newtown Road) – Sidewalk, bike lanes and additional travel lanes 11 SR 7 (Newtown Road to SR 273) – Sidewalk, bike lane and widening 12 Reybold Road – Bike lane and reconstruction 	Transit Improvements <ul style="list-style-type: none"> Enhancements to current Transit Service Route detour service in the corridor* Additional pedestrian connections to transit Additional bus stop improvements Preserve and expand Park & Ride capacity in the corridor Create pedestrian access to Route 40 bus stop at Walther Rd. 	Access Management† <ul style="list-style-type: none"> Access Management on selected developed properties Access Management on properties as they are developed or redeveloped.*
		Other Improvements <ul style="list-style-type: none"> Landscaping, streetlighting and signing

* Signalized Project
 † Sidewalk: A pathway designated for pedestrians and bicyclists that is physically separated from traffic by an open space or barrier. A sidewalk is at least 10' wide.
 ‡ Access Management: Access management limits and/or reverses the number of points at which a vehicle may enter or exit a highway. It may include controlling entrances and parking lots and adding service roads.

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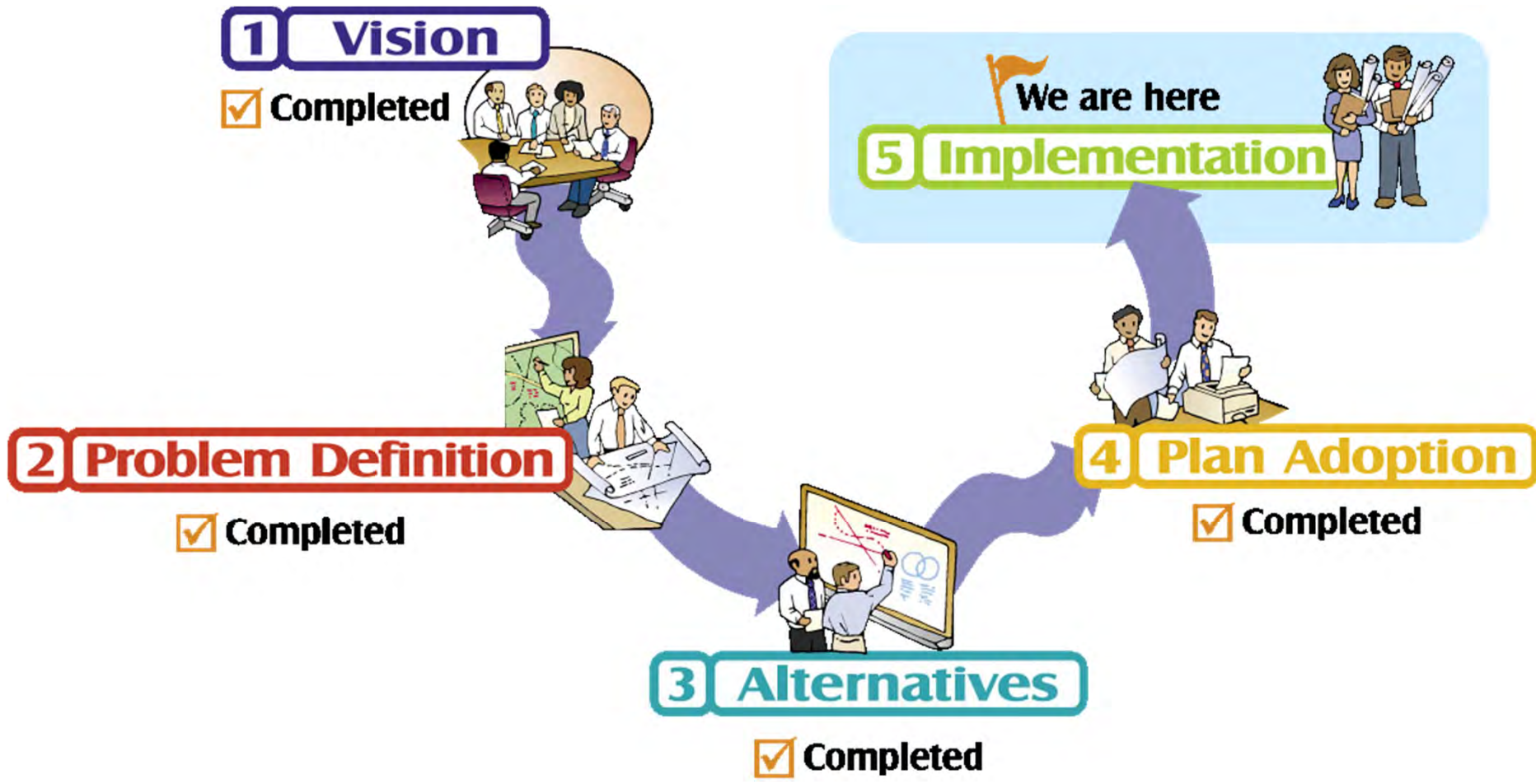
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12 YEARS OF SUCCESS

- Eight miles of new sidewalks or shared-use paths



12 YEARS OF SUCCESS

- Eight miles of new sidewalks or shared-use paths
- Ten miles of new bike lanes



12 YEARS OF SUCCESS

- Eight miles of new sidewalks or shared-use paths
- Ten miles of new bike lanes
- Every bus stop in the corridor is connected by sidewalk to nearby destinations



12 YEARS OF SUCCESS

- Eight miles of new sidewalks or shared-use paths
- Ten miles of new bike lanes
- Every bus stop in the corridor is connected by sidewalk to nearby destinations
- Complete Streets
 - Multiple intersection improvements
 - Three widened roads
 - Two new connector roads
 - Developments and private off-site improvements

