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
• 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
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.
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

2. Problem Definition
   - Completed

3. Alternatives
   - Completed

4. Plan Adoption
   - Completed

5. Implementation
   - We are here
## PROBLEM DEFINITION

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

### Employment
- Number of jobs in 1995/96: 8,574
- Number added by 2020 (+87%): 7,446
- 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
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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
• 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
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• 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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Flow:
- Vision
- Problem Definition
- Alternatives
- Plan Adoption
- Implementation
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
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**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
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5. Implementation
   - We are here
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
Implementation

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