

WALK ROLL DELCO!

Active Transportation Plan



Acknowledgments

Delaware County would like to thank the 1,700+ people who provided input on this plan through meetings, workshops, interviews, and comment forms. Our county is especially grateful for the work, guidance and expertise that the project team and steering committee contributed to the Walk Roll Delco Active Transportation Plan. Your effort and passion will help make this new community vision for mobility a reality.

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*Prepared by Alta
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Table of Contents

01

WHAT WE HEARD	1
Introduction.....	2
Active Transportation	
Network Goals	3
What We Heard.....	5
Existing Conditions	7
Demand Summary	8
Safety Summary	10
Population and Equity	13
The Existing and Planned Network.....	14
Active Transportation Opportunities	17
Active Transportation Challenges.....	18
NETWORK RECOMMENDATIONS.....	19
Developing the Active Transportation Network	20
Network Goals	21
The Network Facilities	22
Reimagined Arterials.....	26
Spot Improvements.....	27
Sidewalk Gaps	28
Active Transportation Network by District.....	29

02

03

PRIORITY NETWORK	35
Why Prioritize?	36
The Prioritized Network	37
Sample Projects	40

04

POLICY AND PROGRAMMING RECOMMENDATIONS	47
Policy and Programs Overview	48
Programming Recommendations	49
Policy Recommendations.....	51
Priority Recommendations for Sidewalks.....	53
Wayfinding Recommendations	54

05

IMPLEMENTATION	55
Implementation Recommendations	57
Implementation Process	59
Partnerships	60
Selecting Facilities	61
Maintaining Bike & Pedestrian Facilities.....	62
Quick Build	63
Green Design.....	65
Performance Measures	66
Funding Strategies.....	67
Potential Sources of Funding.....	68

Chapter 01

What We Heard



Introduction

What Is Active Transportation?

Active transportation planning includes planning for human-powered transportation. This includes biking, walking, scooting, and using personal mobility devices.

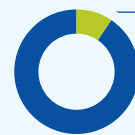
Active transportation planning in Delaware County (Delco) has been done through the County's 2009 Bicycle Plan, trail and greenway planning led by Delaware County, regional partners, and local municipalities' planning efforts. **The Walk Roll Delco Active Transportation Plan marks a new effort to unite previous planning efforts and create a new plan specifically for active transportation.**

Delaware County includes a diverse collection of 49 municipalities where over 570,000 people live. The county's context ranges from dense urban areas in the areas bordering Philadelphia, to low density residential areas in the west and northern parts of the county. Delaware County does not own or maintain any roads, which are primarily owned by PennDOT and local municipalities. This presents a significant challenge for implementing projects in the county. However, the large population and over 184 square miles of land present numerous opportunities for active transportation infrastructure to connect to places where people live, work, and play.

Population
576,720

*Delaware County,
PA Stats*

% of Households
Below the Federal
Poverty Line



9.7%

% Non-English
Speakers



13.7%

% No-Vehicle
Households



9.9%

Map 1 Delaware County, PA



Active Transportation Network Goals

Safe, Comfortable, Connected, Accessible

Active transportation planning in Delaware County has been an ongoing effort, but the Walk Roll Delco Active Transportation Plan offers a new opportunity to evaluate previous recommendations and develop a prioritized active transportation network. This plan aspires to make connections to active transportation facilities safe, comfortable, and accessible for all.

01



Provide safe connections for all roadway users, whether they are walking, riding a bike, using a mobility device, riding a micromobility device, or taking transit.

02



Invest in a connected network, so that people can access everyday destinations within a comfortable 15-minute bike ride or walking trip. Ensure the active transportation network also connects to destinations and existing facilities outside Delaware County.

03



Ensure active transportation facilities are accessible for users, regardless of their age, ability, or geographic location. Ensure that existing facilities are in a state of good repair. Plan and implement facilities that are separated from vehicle traffic.

04

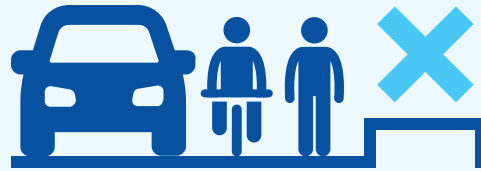


Prioritize engagement, planning, and implementation in areas that are historically underinvested in or overburdened by transportation infrastructure (e.g., air and noise pollution). Use the equity emphasis areas as a lens to guide decisions and priorities.



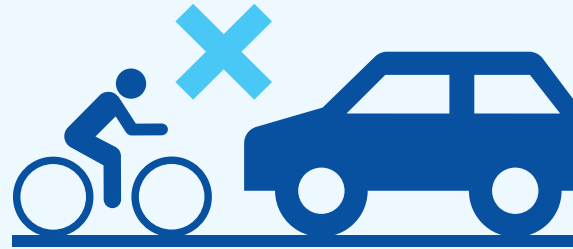
What We Heard

The Walk Roll Delco Active Transportation Plan is a collaborative process between Delaware County's residents, government, and project team. This report wouldn't have been possible without the time and care of Delco residents. Participants at in-person engagement sessions worked to map sites of major safety and mobility concern across the county; additionally, an online webmap allowed both the general public and county staff to share concerns, ideas, and requests for active transportation facilities. While most participants expressed interest in relying more on active transportation, they also identified several major safety concerns in doing so, including:



Missing Facilities

Many residents are dissuaded from using active transportation because their routes lack sidewalks or lanes that separate them from street traffic.



Inadequate Facilities

The existing biking and walking network is insufficient for protecting active transportation users from danger, such as an unprotected bike lane on a busy road or a crosswalk with poor visibility.



Missing Connectivity

The existing network has significant gaps that interrupt the safety and comfort of active transportation users, including major intersections or other physical barriers.



What We Heard

From **1,730** survey responses, we learned that:

35% of survey respondents walk, bike, use transit, or use a mobility device often. Most respondents frequently drive because it is the transportation mode where they feel the safest. People feel the most unsafe taking public transit, walking, and biking.

13.7% of respondents might bike more if there was better protected bike infrastructure.

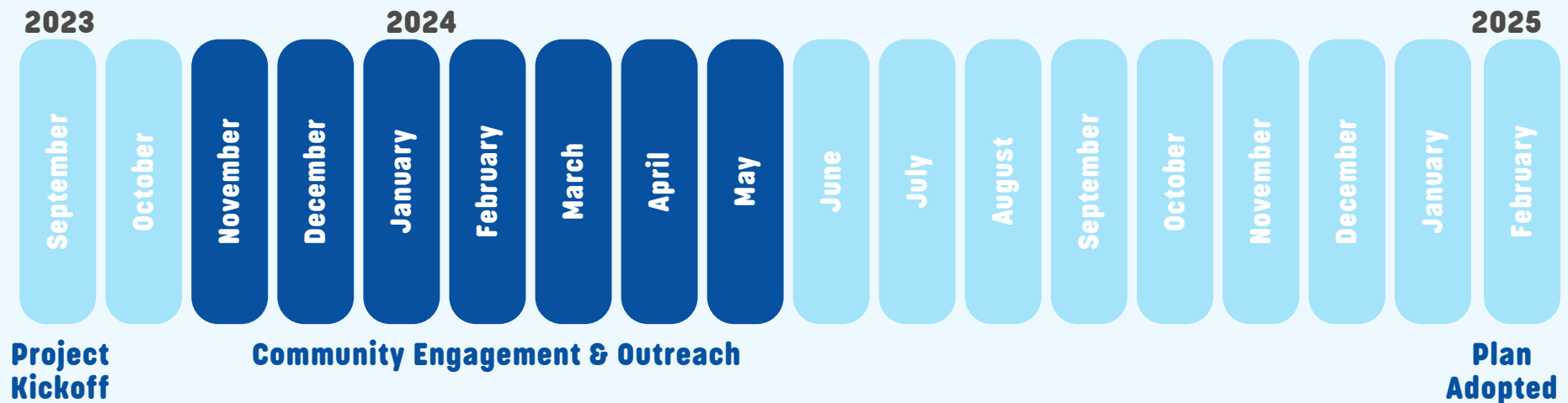


Public engagement and outreach for the Active Transportation Plan was done concurrently with the Vision Zero Safety Action Plan. Read the safety action plan engagement summary to learn more.

<https://gis.delcopa.gov/portal/apps/sites/#/vision-zero-delco>



Figure 1 Engagement Timeline

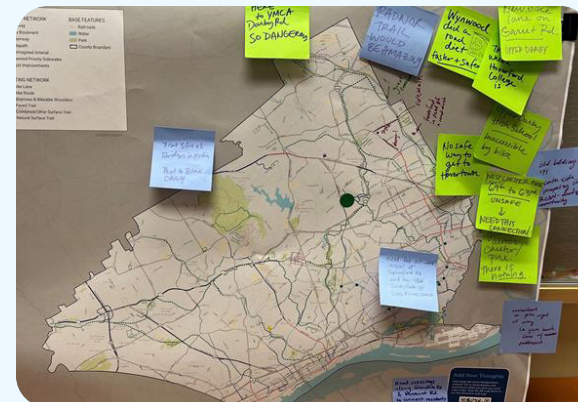


"We are trying to grow our Chester Biking Club, but there is not safe connection between Philly and Chester. We need the connectivity."

- Chester Resident

**"Nowhere you can walk.
You have to drive somewhere
to walk. Even the local
restaurants and trails
require driving."**

– Chester Heights Resident



"I bike on the sidewalks because I don't want to ride on the road. It's really bad on Union Avenue in Yeaddon."

– Yeadon Resident

"Have watched young children walk to school on roads with no sidewalks. It's scary for the children and for the drivers, they would like to see more sidewalks and connections to the schools."

– Upper Providence Focus Group Participant



"Biking is my main form of transportation after my stroke."

- Upland Resident

"I would like to bike more."

- Upper Chichester Resident



Existing Conditions

Table 1 Existing Plans, Policies Summary

PLAN NAME	YEAR	BIKING RECOMMENDATION	PEDESTRIAN RECOMMENDATIONS	TRAIL PLANNING	DESIGN / POLICY RECOMMENDATIONS
COUNTY PLANS					
Delaware County Primary Trail Network Connectivity Ranking: An Implementation Project of Delaware County 2035	2016			✗	
Steps toward Walkability: Delaware County Sidewalk Inventory	2018	✗	✗		✗
Delaware County Open Space, Recreation, and Greenway Plan: Recommended Implementation Strategy	2018			✗	✗
Connecting to Trails in Delaware County	2022	✗		✗	✗
Delaware County Trail Crossings Toolkit	2025	✗	✗	✗	✗
REGIONAL PLANS					
Guidance for Pedestrian and Bicycle Facilities at Expressway Interchanges in Southeastern Pennsylvania (DVRPC)	2019	✗	✗		✗
Investing in Our Future: Quantifying the Impact of Completing the East Coast Greenway in the Delaware River Watershed (ECGA)	2019			✗	
Moving the Circuit Forward To Reach 500 miles by 2025 (Bicycle Coalition of Greater Philadelphia)	2021			✗	✗
STATE PLANS					
PennDOT Active Transportation Plan	2019	✗	✗	✗	✗
PennDOT VRU Safety Assessment	2023	✗	✗		✗



Demand Summary

Multimodal Demand

The multimodal demand analysis results represent the places where people can use active transportation and the latent demand for trips that could be made if safe and comfortable connections were available. Map 2 shows the composite “live/work/play” analysis for Delaware County and highlights the areas where the highest multimodal demand exists. Factors for the demand analysis include:



Transit



Job density



Entertainment (i.e., cafes, museums)



Housing and employment mix



Grocery stores



Zero vehicle households



Parks



Commute mode split



Education

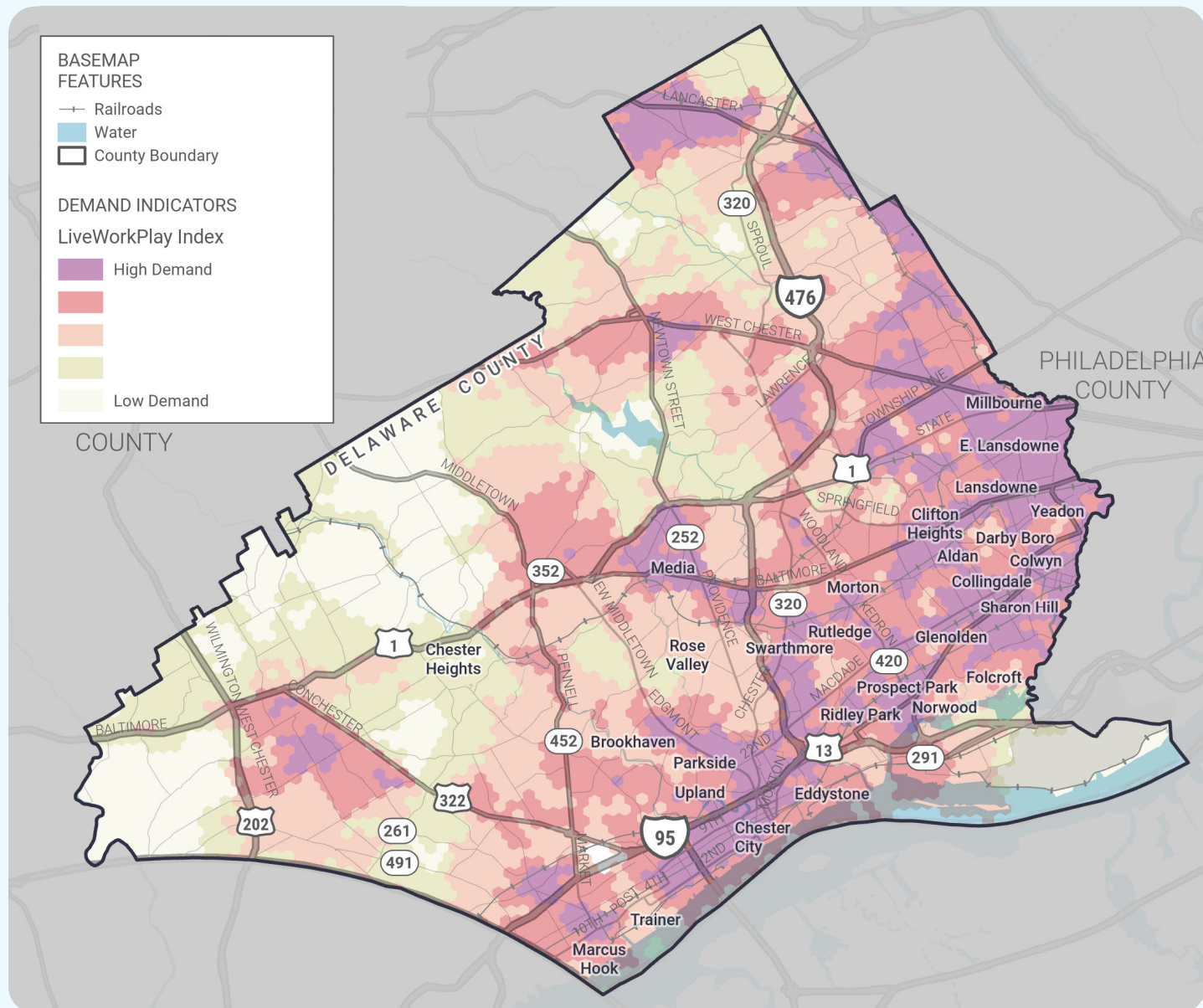


Trip distances

Areas with higher demand are concentrated in the more population-dense parts of the county. Demand hot-spots included: Haverford College, Chester High School, the Transportation Centers in Chester, Darby, and on 69th Street, in downtown Media, and the business district in Lansdowne Borough.



Map 2 Active Transportation Demand Analysis

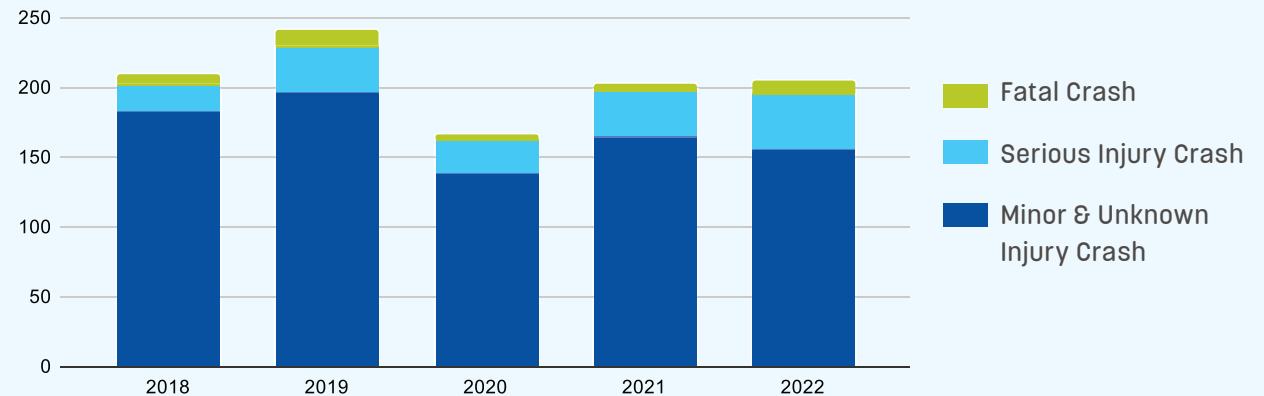


Safety Summary

Active Transportation Crashes

Between 2018 and 2022 there were 1,035 reported crashes involving a bicyclist or pedestrian in Delaware County. An analysis of data from PennDOT's public crash information tool (PCIT) shows that people walking or rolling are more at risk for serious or fatal injuries. People are also more likely to be involved in crashes when in the roadway, not at a sidewalk or crossing, pointing to the need for improvements to pedestrian infrastructure.

Figure 2 Active Transportation Crashes by Year



This Active Transportation Plan contributes to Delaware County's pledge to eliminate traffic deaths and serious injuries by 2050. Read the Vision Zero Delco plan to learn more.

Report a safety concern and explore the crash data online at <https://gis.delcopa.gov/portal/apps/sites/#/vision-zero-delco>.

In Delaware County..



1 out of 2 pedestrians involved in all crashes were walking in the roadway.

19% of pedestrian crashes involved a serious or fatal injury



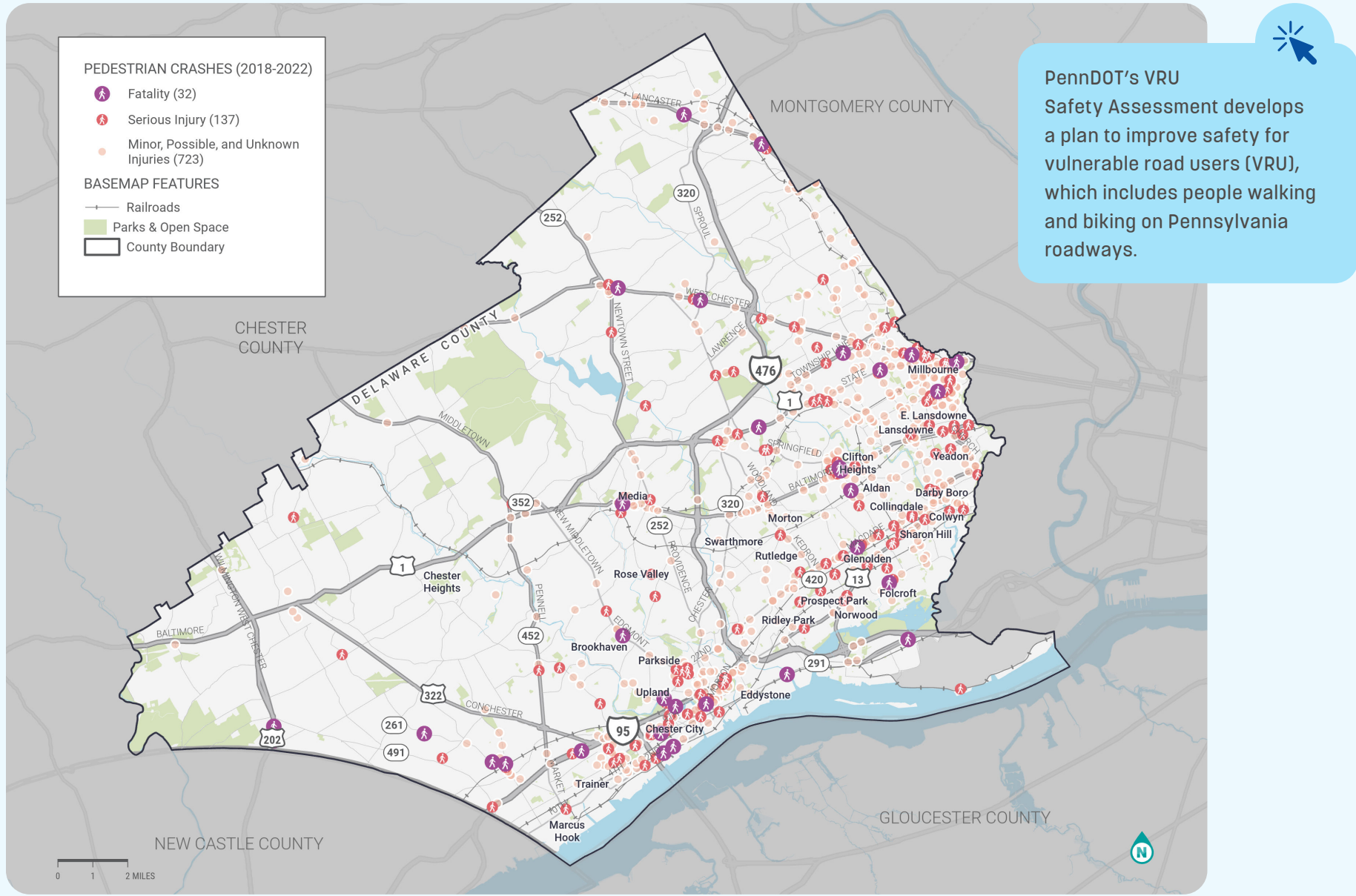
6% of motorist crashes involved a serious or fatal injury



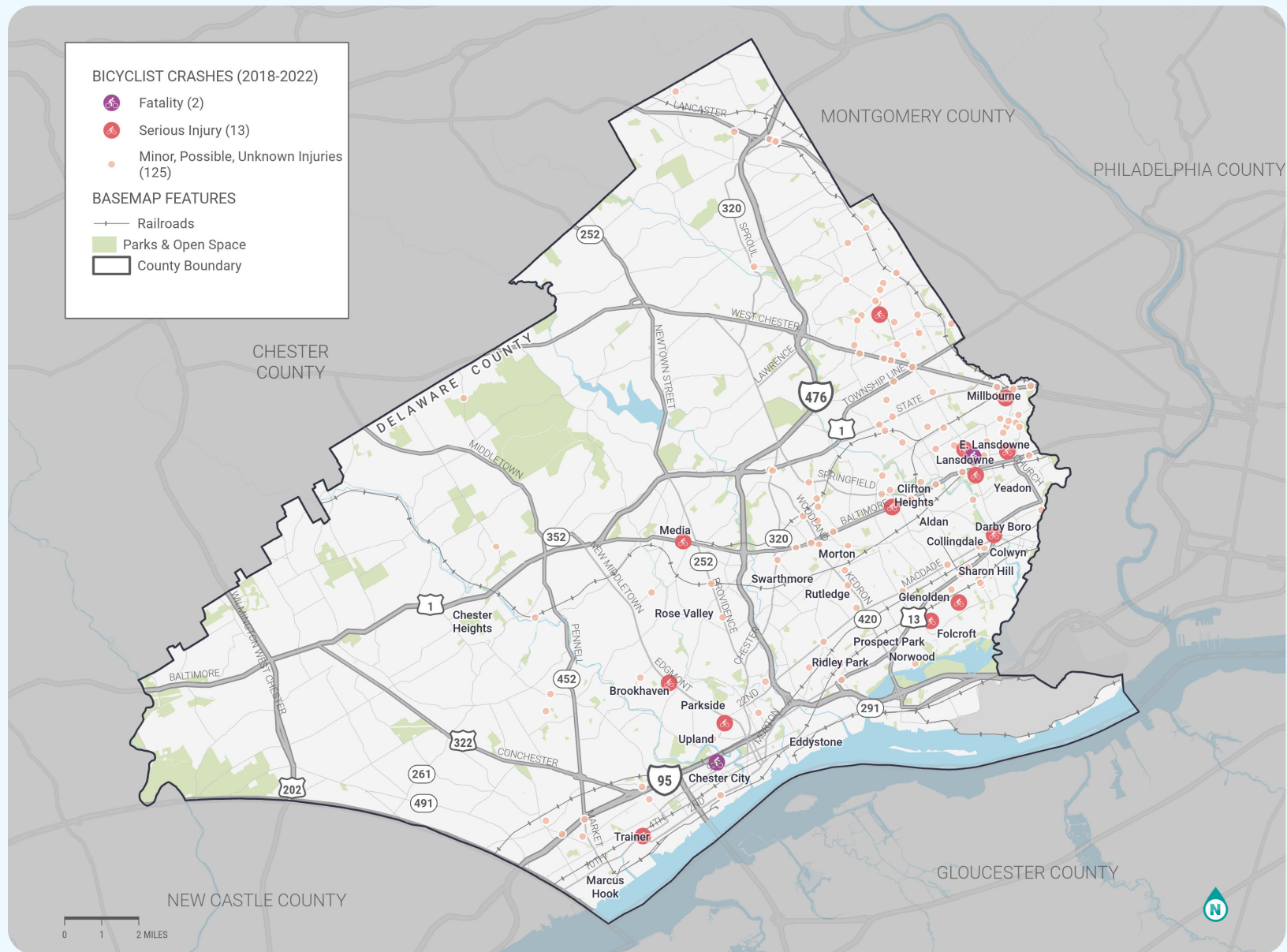
11% of bicyclist crashes involved a serious or fatal injury



Map 3 Pedestrian Crashes by Severity



Map 4 Bicyclist Crashes by Severity



Population and Equity

Equity Analysis

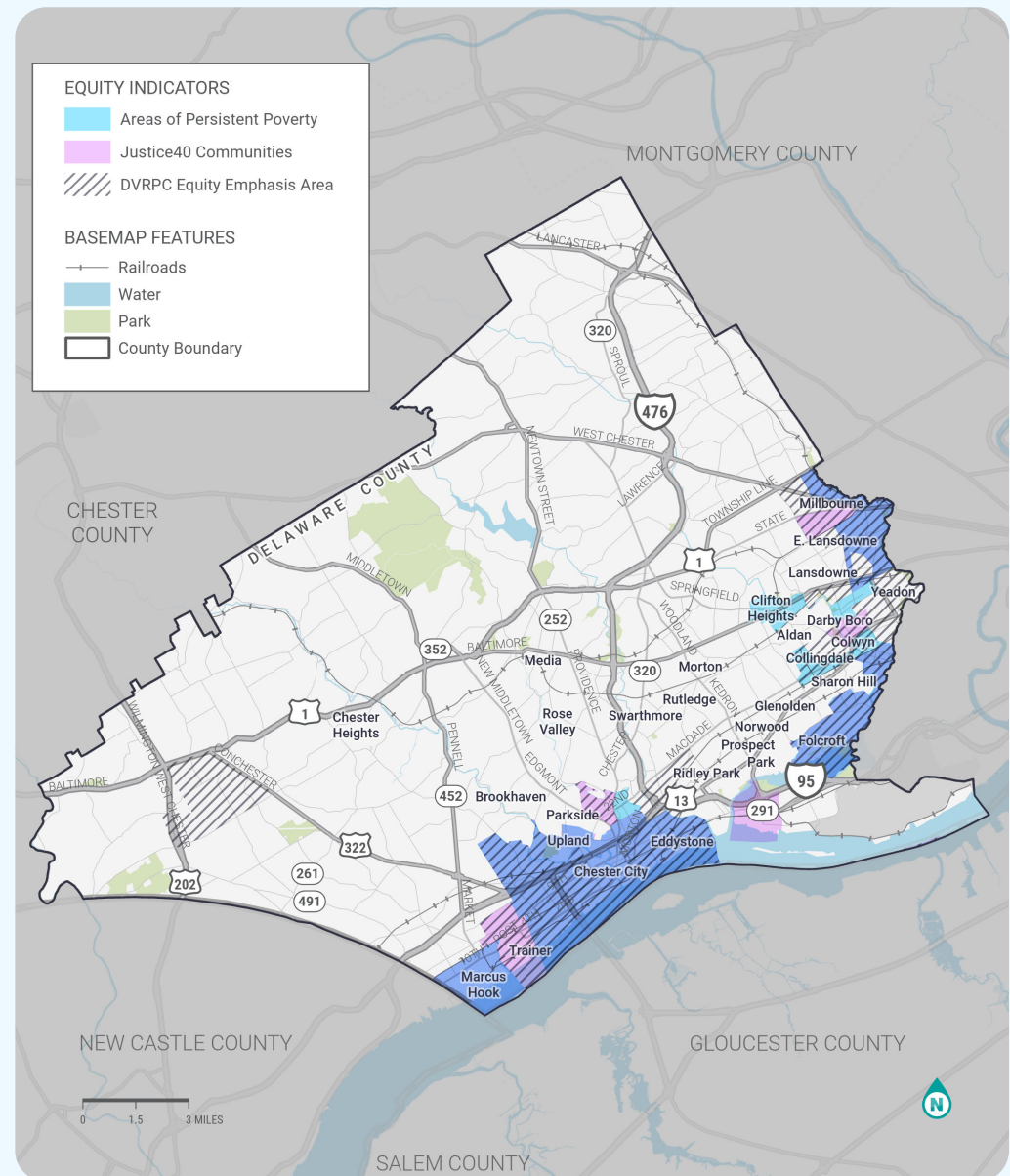
An equity analysis provides valuable information to identify where active transportation infrastructure can provide access to everyday destinations and recreational opportunities in communities that have been underserved or overburdened by transportation infrastructure (such as exposure to emissions).

Equity in Delaware County was evaluated using existing measures available from regional and federal analyses. These analyses identify communities based on demographic and environmental factors such as income, educational attainment, housing costs, access to a vehicle, air quality, and health factors. The equity emphasis areas in Map 5 represent communities that were identified in the following analyses:

- Delaware Regional Planning Commission's (DVRPC) [equity analysis](#)
- Data from the 2024 Climate and Economic Justice Screening Tool
- Data from the 2024 US DOT Equitable Transportation Community Explorer Tool

The equity emphasis areas are in the county's eastern and southern boundaries.

Map 5 Equity Emphasis Areas



The Existing and Planned Network

Bike and pedestrian planning has occurred through numerous plans conducted by various agencies at the regional, county, and local level. One of the goals of the Walk Roll Delco Active Transportation Plan is to unite previous planning efforts into one comprehensive vision for active transportation in Delco.

There are currently:

24 miles of shared lanes, 4 miles of bike lanes

61 miles of paved trails

3,845 miles of sidewalks

Previous planning efforts have recommended:

369 miles of on-road bikeways

94 miles of trails



Radnor Trail



Darby Creek Trail



Sproul Rd (PA 320) Bike Lanes in Springfield



Greenwood Ave Bike Lane in Landsdowne



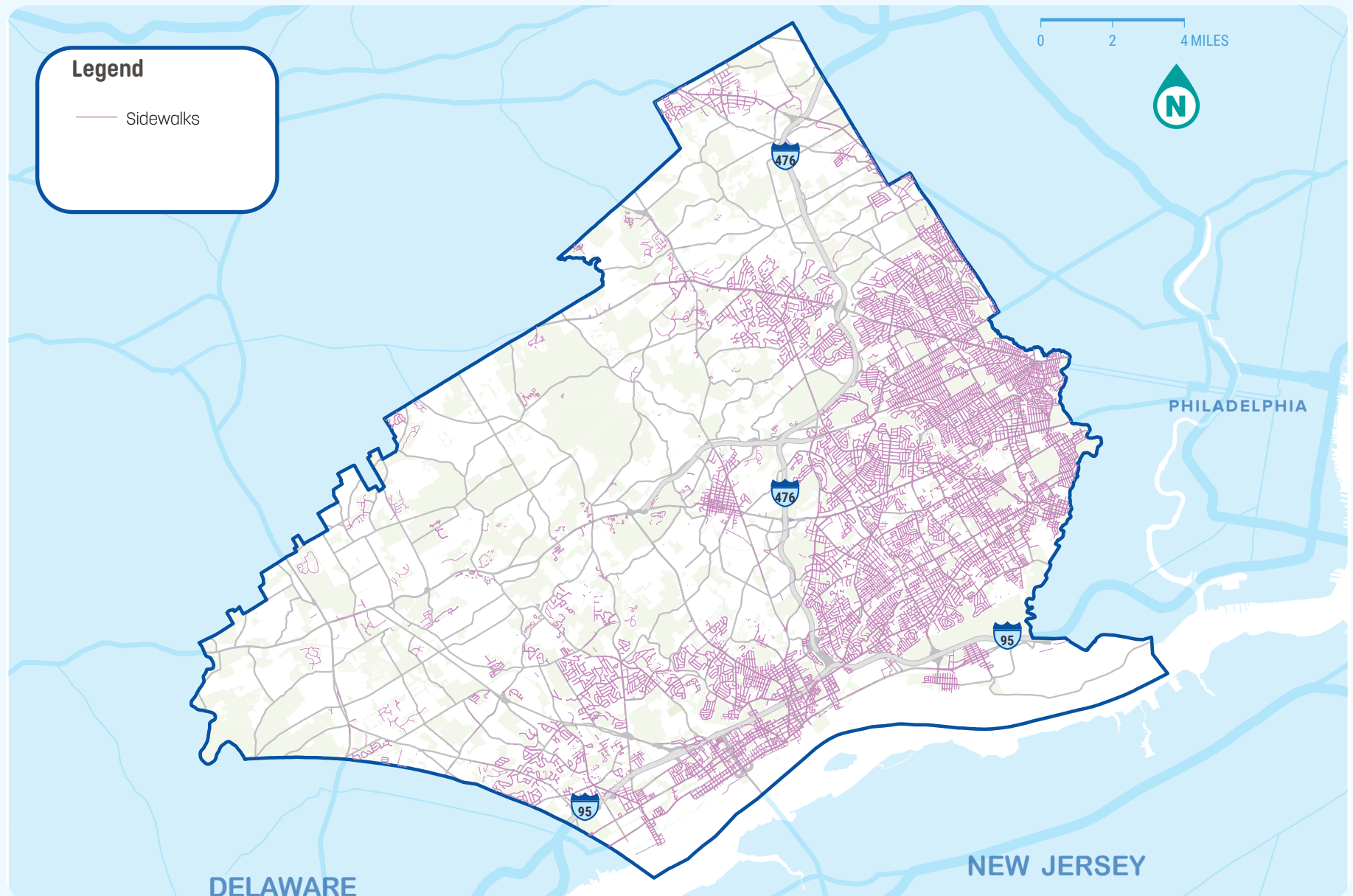
Map 6 Existing Bike and Trail Network



Photo Credit: Friends of Haverford Trails



Map 7 Existing Sidewalk Network



Active Transportation Opportunities

Opportunities for Regional Connections

- Connection to SEPTA's Media and Wilmington regional rail routes, trolley routes 11,13,101 and 102, and Norristown rapid transit route. These transit routes provide frequent regional transit options, though are not present in the more suburban northern and western parts of the county.
- Opportunity to connect to the regional East Coast Greenway and the 9/11 National Memorial Trail in Marcus Hook, Chester City, and Tinicum.

Opportunities to Connect to Natural Areas and Business Districts

- Delaware County has abundant open space and parkland, as well as numerous recreational park trails, such as the Ridley Creek Trail, and the I-95 trail connecting to the John Heinz National Wildlife Refuge in Tinicum.
- Urban areas have a tight grid network and short blocks. There are "Main Street" style business districts in Media, Darby, and Chester City. This improves connectivity and provides multiple options for low-stress connections.

- The Delaware River provides opportunities for waterfront transportation and recreation, though rail and industry limit the full potential for public access.
- Most of the county has sidewalk coverage, with over 3,000 miles of sidewalk present.

Opportunities to Leverage Previous Planning, Partnerships, and Implementation

- Delaware County can leverage previous planning studies, implementation studies and municipal plans.
- There is a regional vision for a connected trail network. This includes advocacy work done through organizations such as the Greater Philadelphia Trail Network and East Coast Greenway Alliance.
- Delaware County has been included in regional planning efforts from DVRPC and the Philadelphia Circuit Trails initiative. This involves planned routes connecting the East Coast Greenway to Clayton County Park, a connection to the Cobbs Creek Trail, and a north/south spine connection along Chester Creek.

The East Coast Greenway

The East Coast Greenway travels through Delaware County via Marcus Hook, Chester City and Tinicum. This route is also part of the September 11th National Memorial Trail. Presently, sections along Route 291 are only accessible to confident riders who can navigate the on-road traffic, frequent trucks, and 35 miles per hour speed limit. Delaware County is actively working with the East Coast Greenway Alliance and county residents to enhance this connection with a recent [study to improve safety along route 291](#).



Active Transportation Challenges

Major Highway and Development Pattern Barriers

- Limited access highways & interstates (I-95, I-476 US 1, 13, 202) separate the county into “islands” of connectivity.
- Intersections between arterials are large and difficult to cross on foot or bike. An example of this is East Baltimore Pike and East Woodland Avenue.
- In the northern part of the County, suburban land development patterns create longer and more circuitous travel routes.



Large arterials like West Chester Pike create unsafe conditions for people walking and biking.

- There are a significant amount of freight routes and industrial sites near I-95. This can cause stressful biking and walking environments due to traffic volume, noise, and emissions.

On-Road Bikeways Generally Are Not Accessible for Riders of All Ages and Abilities

- Existing signed bike routes do not provide enough protection to be comfortable for all users. Of Delaware County's existing on-road facilities, 87% are signed routes or sharrows.
- Previous planning efforts have not prioritized separated on-road bicycling facilities and low-stress neighborhood connections.



Signed routes on busy roads are only suitable for the most confident riders.

Multiple Jurisdictions Add Complexity to Implementing Projects

- Delaware County has limited control over roadways – the County does not own any roads.
- Planned routes can traverse multiple municipalities, which provides an opportunity to supplement the County's resources by bringing these jurisdictions into the process. Yet, multiple road or land owners could add complexity to design and implementation.
- PennDOT is a major road owner and a crucial partner to collaborate with, particularly for safety-driven projects.
- Delaware County borders several Pennsylvania counties and shares a border with Delaware and New Jersey. Keeping up-to-date on nearby planning efforts can be difficult and interstate partnerships can be challenging to establish.



Chapter 02

Network Recommendations



Developing the Active Transportation Network

The active transportation network shows where new routes for walking, biking, and rolling should be created. The network will...



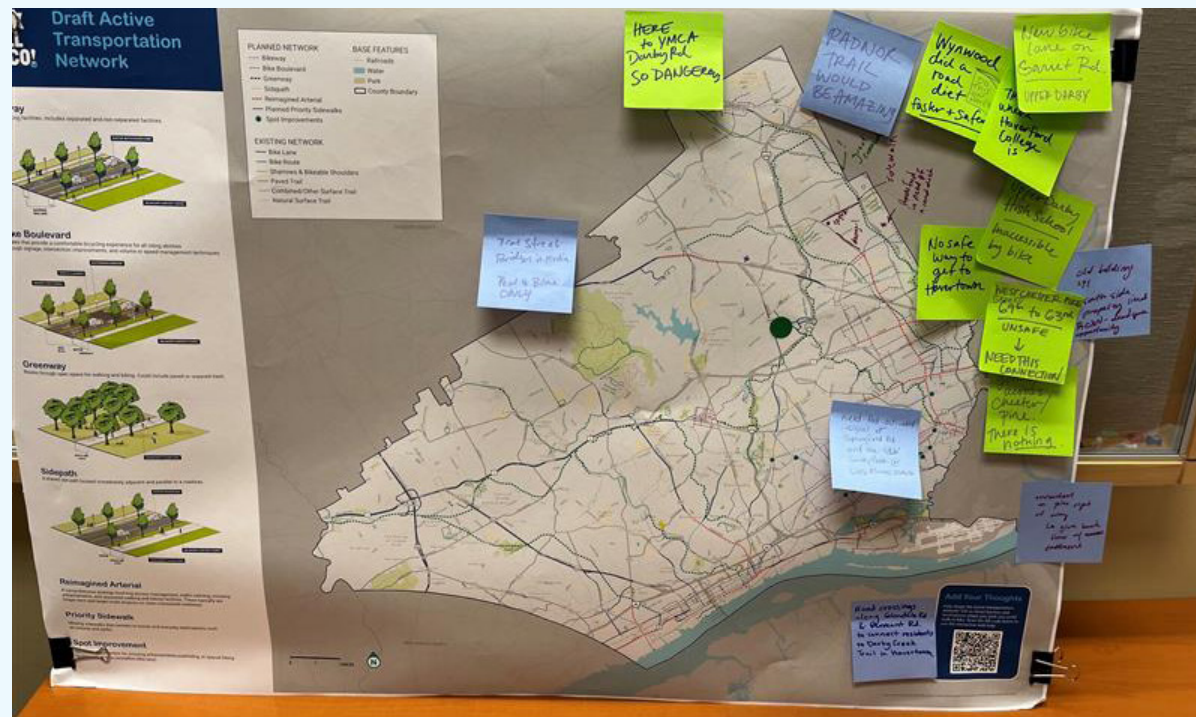
Plan routes where people of all ages and abilities can walk, roll, and bike.



Fill gaps to connect new neighborhoods and destinations to the larger network in Delaware County and beyond.



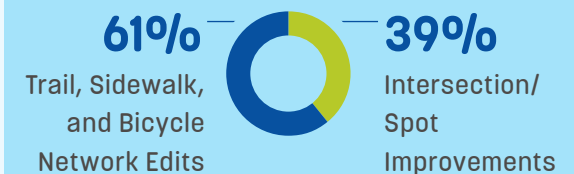
Hold Delaware County and their partners accountable for building new connections.



This plan's network reflects the hundreds of recommendations offered by residents.

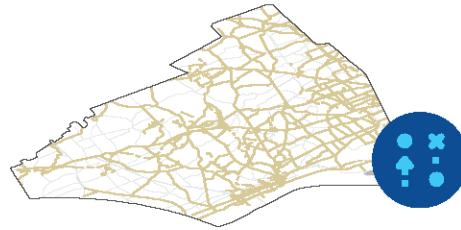
Residents made **290** suggestions and identified **311** locations, resulting in **124** network edits

Your Suggestions:



Network Goals

01 Previous Plans



02 Access

- Connect to destinations
- Connect to transit

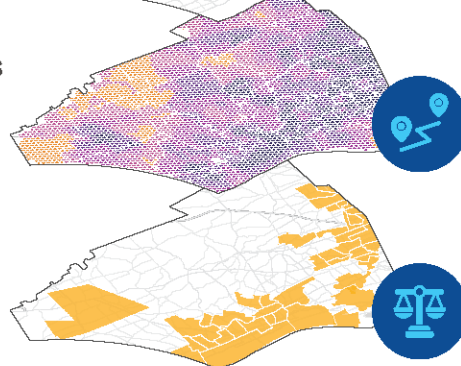
Connectivity

- Connect our neighborhoods
- Connect the network
- Connect the region



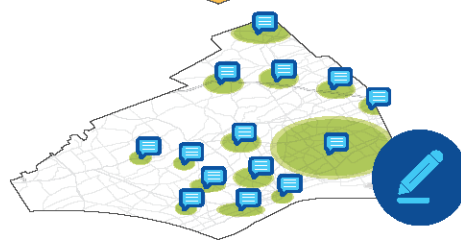
Equity

- Connect to and within equity emphasis areas

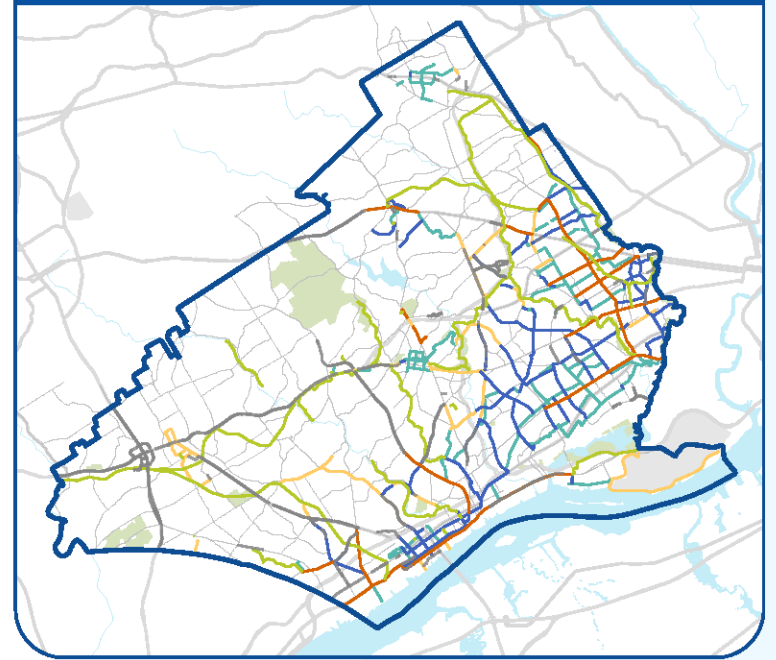


03 Listening and Refining

- Incorporating public and stakeholder feedback



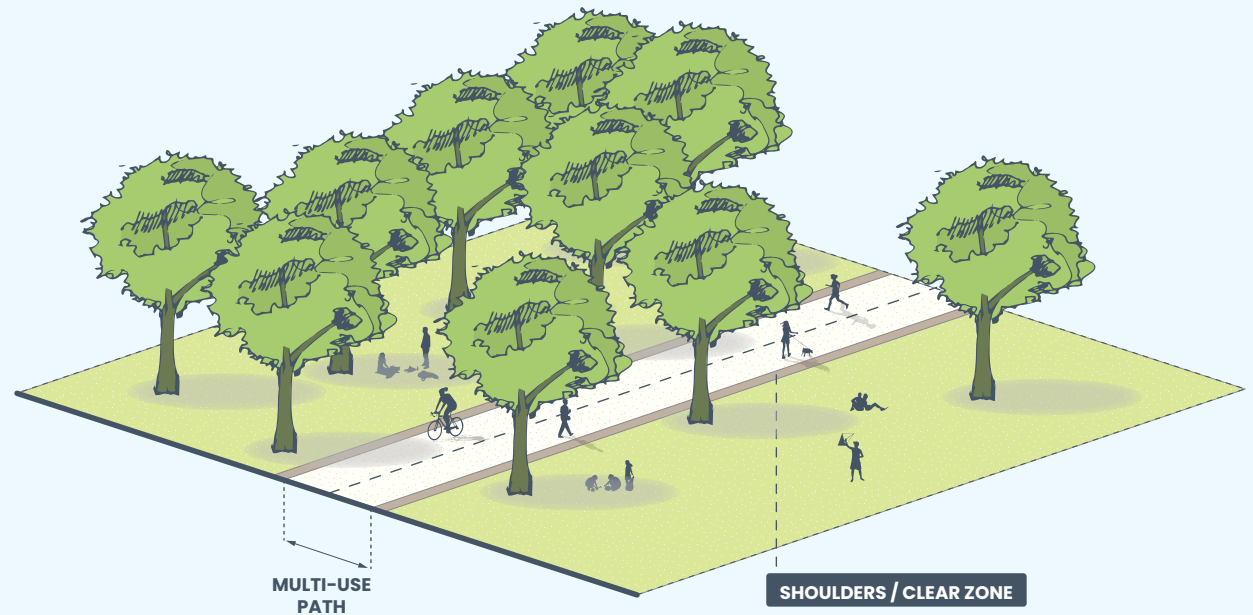
Final Network



The Network Facilities

Greenways

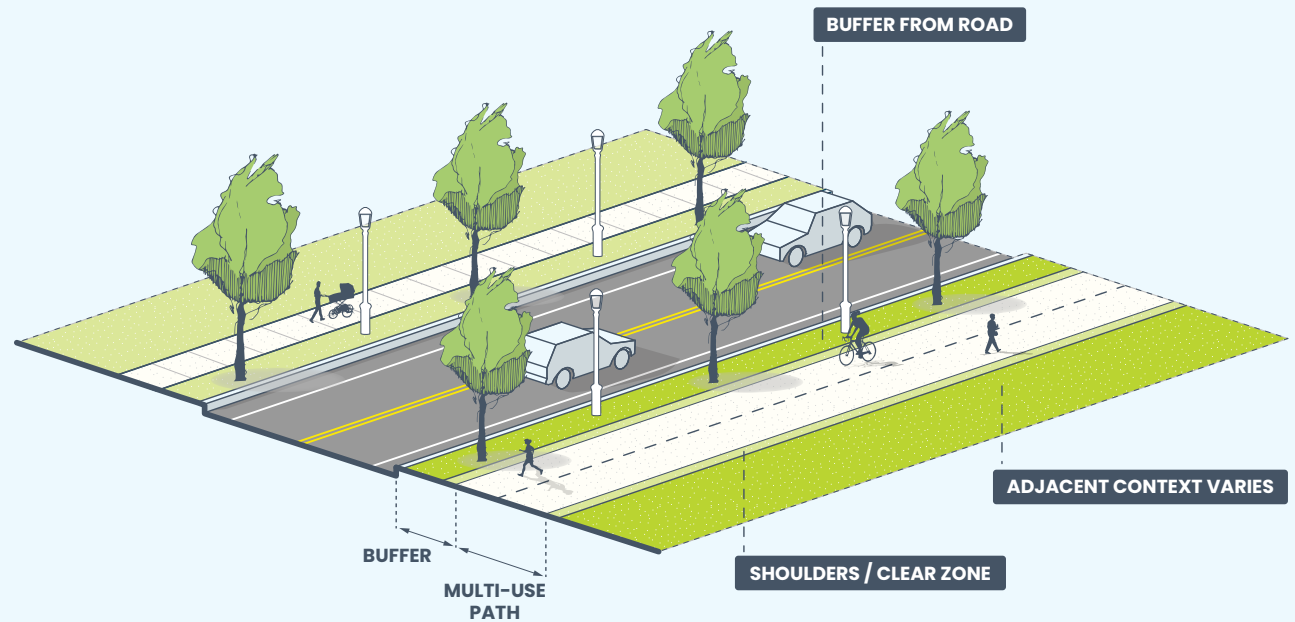
Routes through open space for walking and biking. Could include paved or unpaved trails.



The Network Facilities

Sidepaths

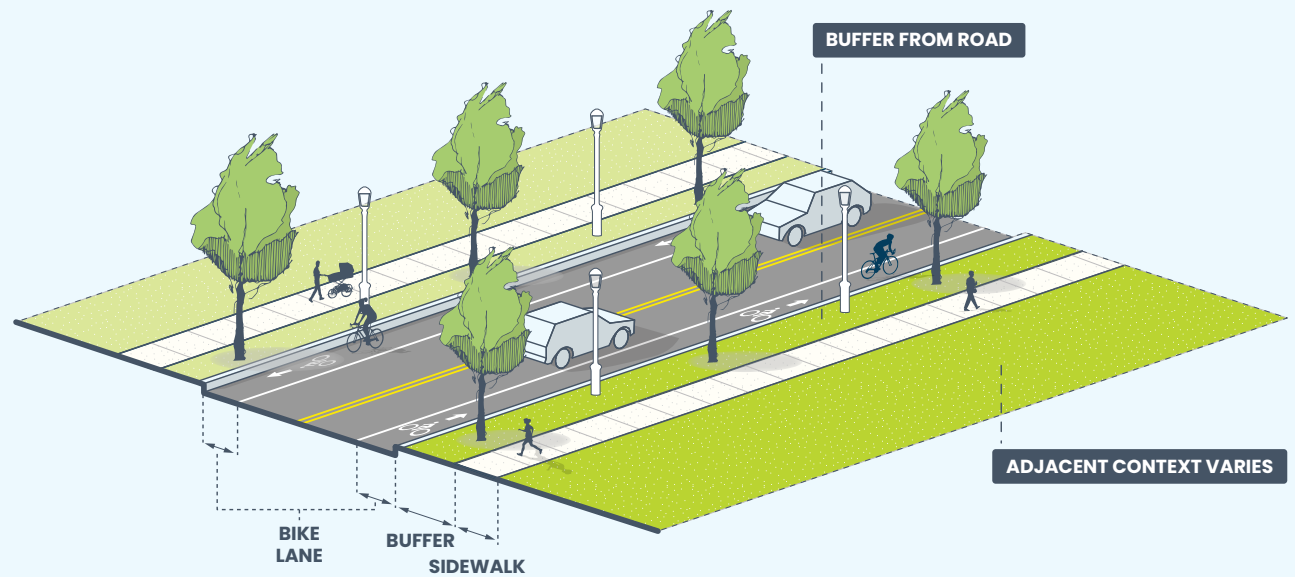
A shared use path parallel to a roadway.



The Network Facilities

Bikeways

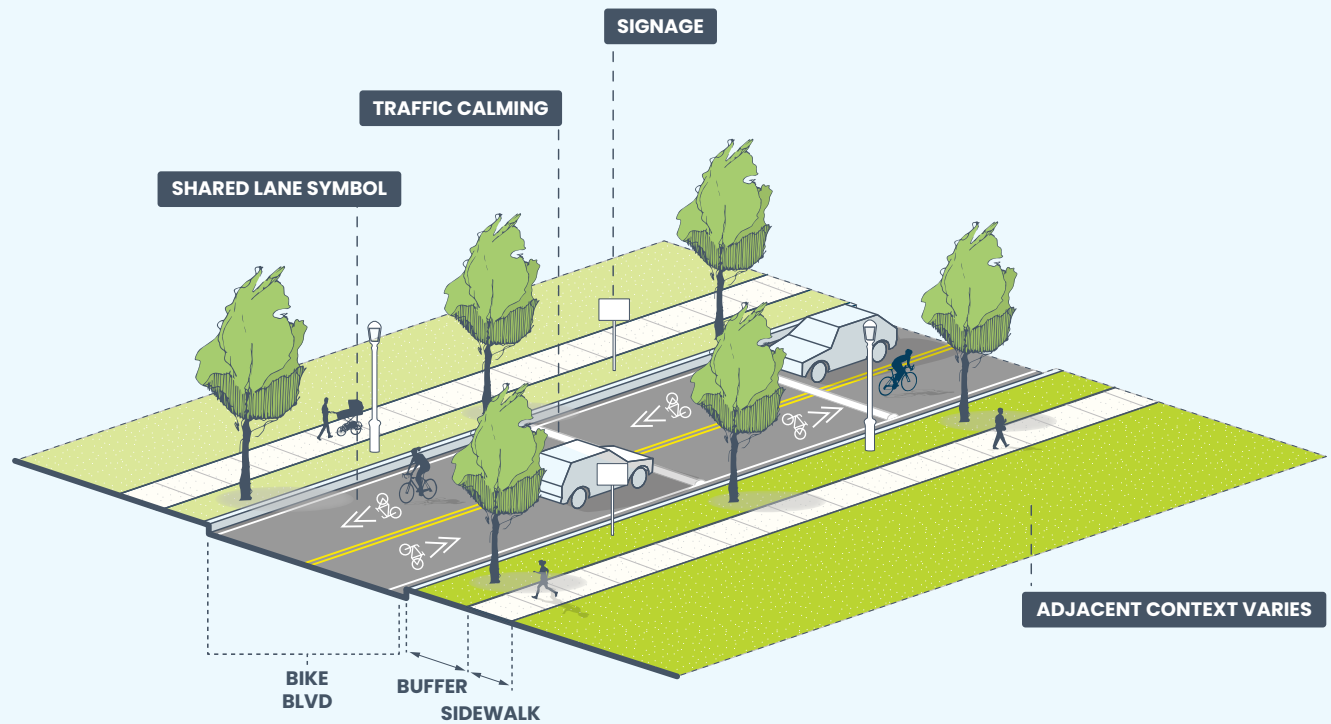
On-road biking facilities. Include separated and non-separated facilities.



The Network Facilities

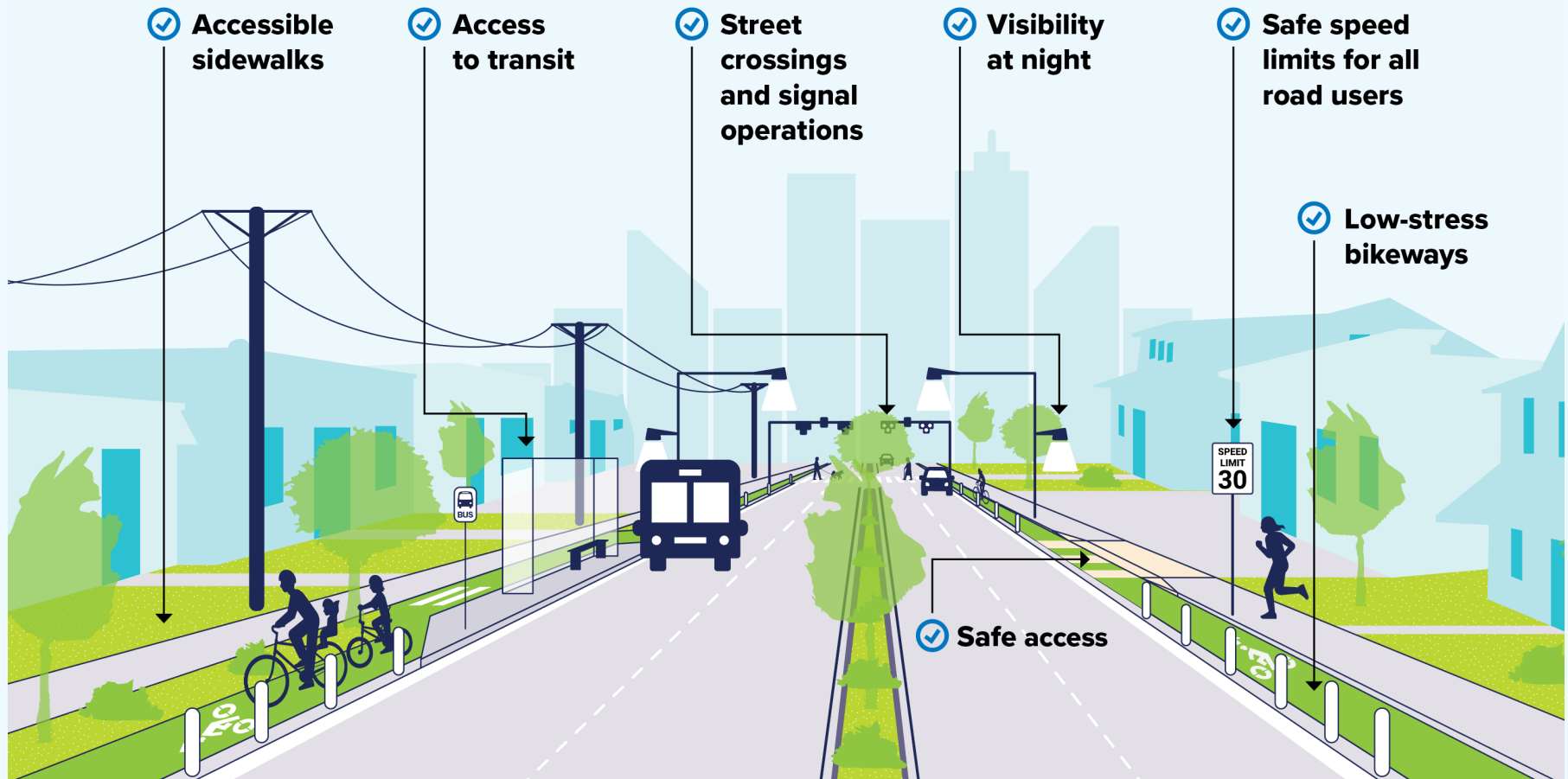
Bike Boulevards

Routes that provide a comfortable biking experience for all riding abilities through signage, intersection improvements, and volume or speed management techniques.



Reimagined Arterials

The county's high-volume arterial roads are currently some of the least inviting for active transportation, as users must typically interact with high-speed traffic while navigating a narrow right of way. The Walk Roll Delco Active Transportation Plan identifies numerous high-priority projects that reimagine arterial roadway segments as complete streets that can comfortably accommodate multiple modes of transportation, increase safety for roadway users, and provide a greater sense of place for residents.



Spot Improvements

“Spot improvements” refer to a wide variety of traffic measures that are targeted to a single intersection or other specific roadway location. In Delaware County and elsewhere, larger traffic conflicts are more pronounced at a small subset of problematic intersections, and improvements made there can significantly improve safety, comfort, and accessibility for all users.

The Active Transportation Plan recommends dozens of spot improvement projects at key intersections across Delaware County. This page summarizes some of the prominent improvement types recommended:

Recommended Spot Improvements

Bicycle/Pedestrian Bridge

Bicycle/pedestrian bridges allow active transportation users to cross an intersection separated from vehicular traffic. Separated crossings can be an effective way to reunite areas disconnected by high-volume roads.

Crosswalk

Marked crosswalks indicate the optimal crossing for pedestrians. An effective crosswalk must be convenient, accessible, and safe; this can include proper signage, the ability to cross at multiple legs of an intersection, and/or pedestrian-minded traffic signaling.

Leading Pedestrian Interval (LPI)

A leading pedestrian interval gives pedestrians time to enter a crosswalk before any vehicles are given a green light. This head start (typically 3-7 seconds) increases pedestrian visibility in intersections, protecting slower crossers.

Rectangular Rapid Flashing Beacons (RRFB)

RRFBs are signals that flash alternating lights to drivers when a pedestrian is looking to cross an intersection. According to the Federal Highway Administration, RRFBs can increase motorist yielding rates by as high as 98%.

Reduced Turn Radius

Vehicles turning right at high speeds are among the most likely to cause crashes with pedestrians, cyclists, and other motorists. Curb extensions tighten the turn, expanding pedestrian visibility and calming turn speeds.



Sidewalk Gaps

Delaware County currently has no sidewalks on about half of non-highway roads, and numerous other roads have incomplete, insufficient, or otherwise uncomfortable sidewalk facilities. These sidewalk gaps in the transportation network discourage active transportation, limit mobility, and put residents into more dangerous interaction with vehicle traffic. The Delaware County sidewalk gap map (right) shows that these gaps are more common in the northern and western parts of the county, but every part of the county has major connections without a safe or accessible active transportation option. Expanding sidewalk implementation and maintenance is a major priority of the Walk Roll Delco Active Transportation Plan and will improve county-wide pedestrian connectivity. Policy and programming recommendations for the County's sidewalk network can be found in Chapter 4.

Map 8 Delaware County Sidewalk Gaps

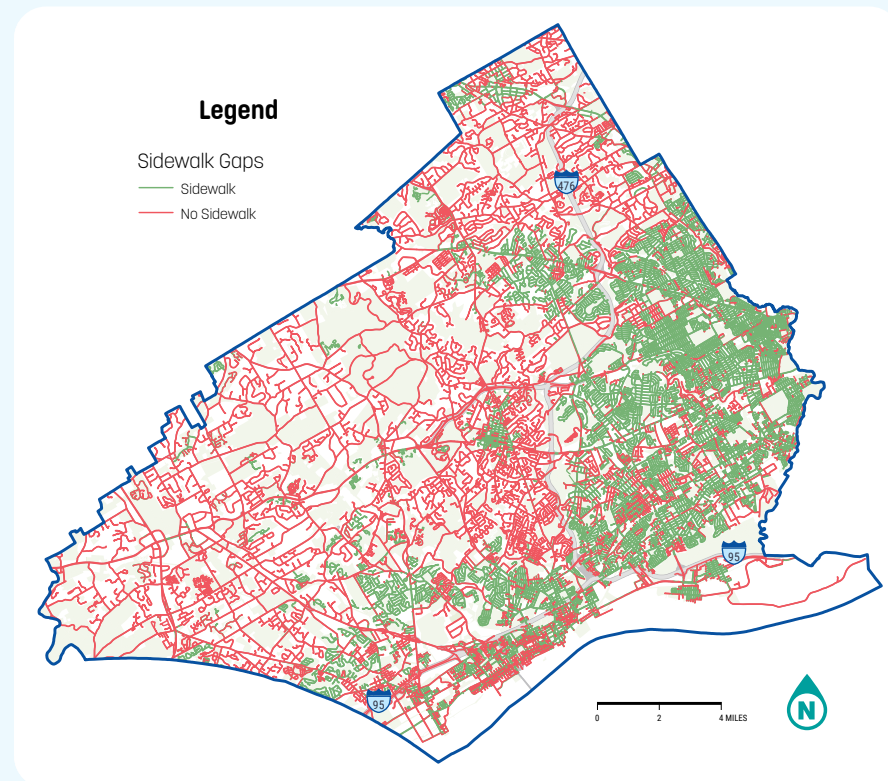


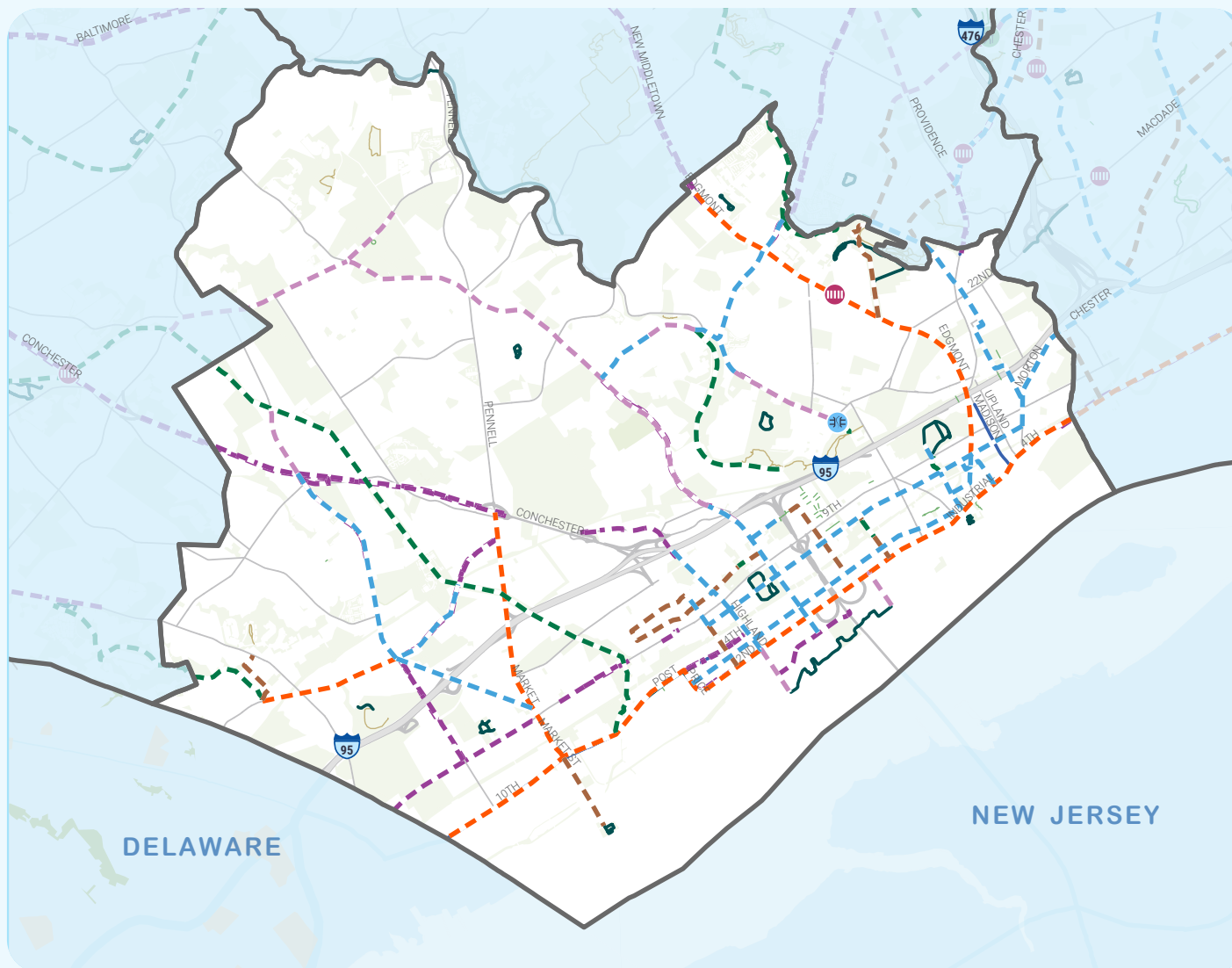
Table 2 Sidewalk Gaps by Planning District

	MISSING SIDEWALKS, MILES	MISSING SIDEWALKS, %
DELAWARE COUNTY	1927.2	50.68%
Planning District #1	230.9	38.40%
Planning District #2	148.6	24.74%
Planning District #3	79.8	13.21%
Planning District #4	528.4	56.91%
Planning District #5	474.8	88.46%
Planning District #6	464.7	87.43%



Active Transportation Network by District

Map 9 Planning District 1



Legend

Existing Facilities

- Bike Lane
- Bike Route
- Sharrows
- Paved Trail
- Combined/Other Surface Trail
- Natural Surface Trail

Recommendations

- Bikeway
- Sidepath
- Bike Boulevard
- Greenway
- Reimagined Arterial
- Recommended Sidewalks

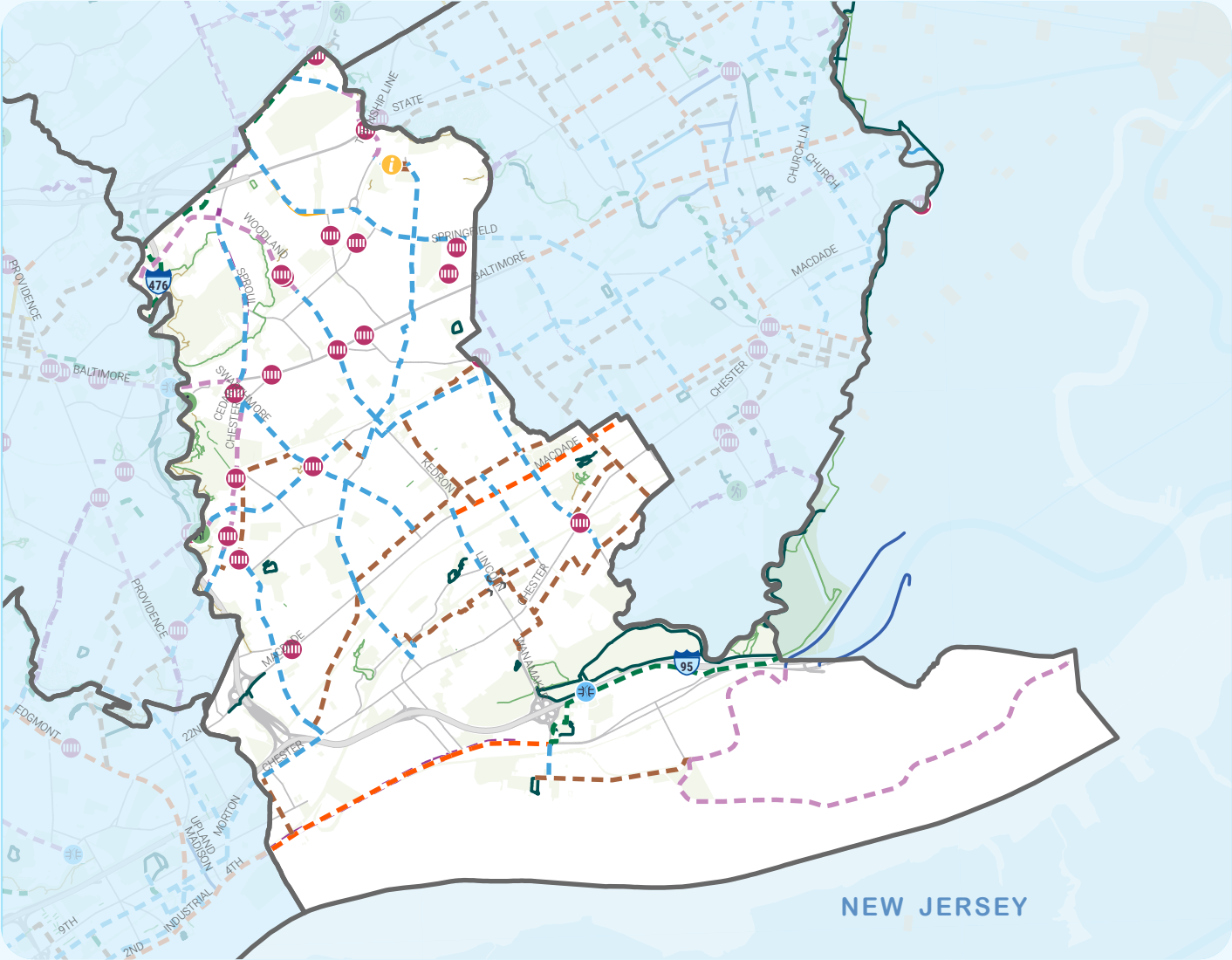
Spot Improvements

- Bridge / Tunnel
- Crosswalk
- Trailhead
- Wayfinding
- Contraflow Bike Lane



Active Transportation Network by District

Map 10 Planning District 2



Legend

Existing Facilities

- Bike Lane
- Bike Route
- Sharrows
- Paved Trail
- Combined/Other Surface Trail
- Natural Surface Trail

Recommendations

- Bikeway
- Sidepath
- Bike Boulevard
- Greenway
- Reimagined Arterial
- Recommended Sidewalks

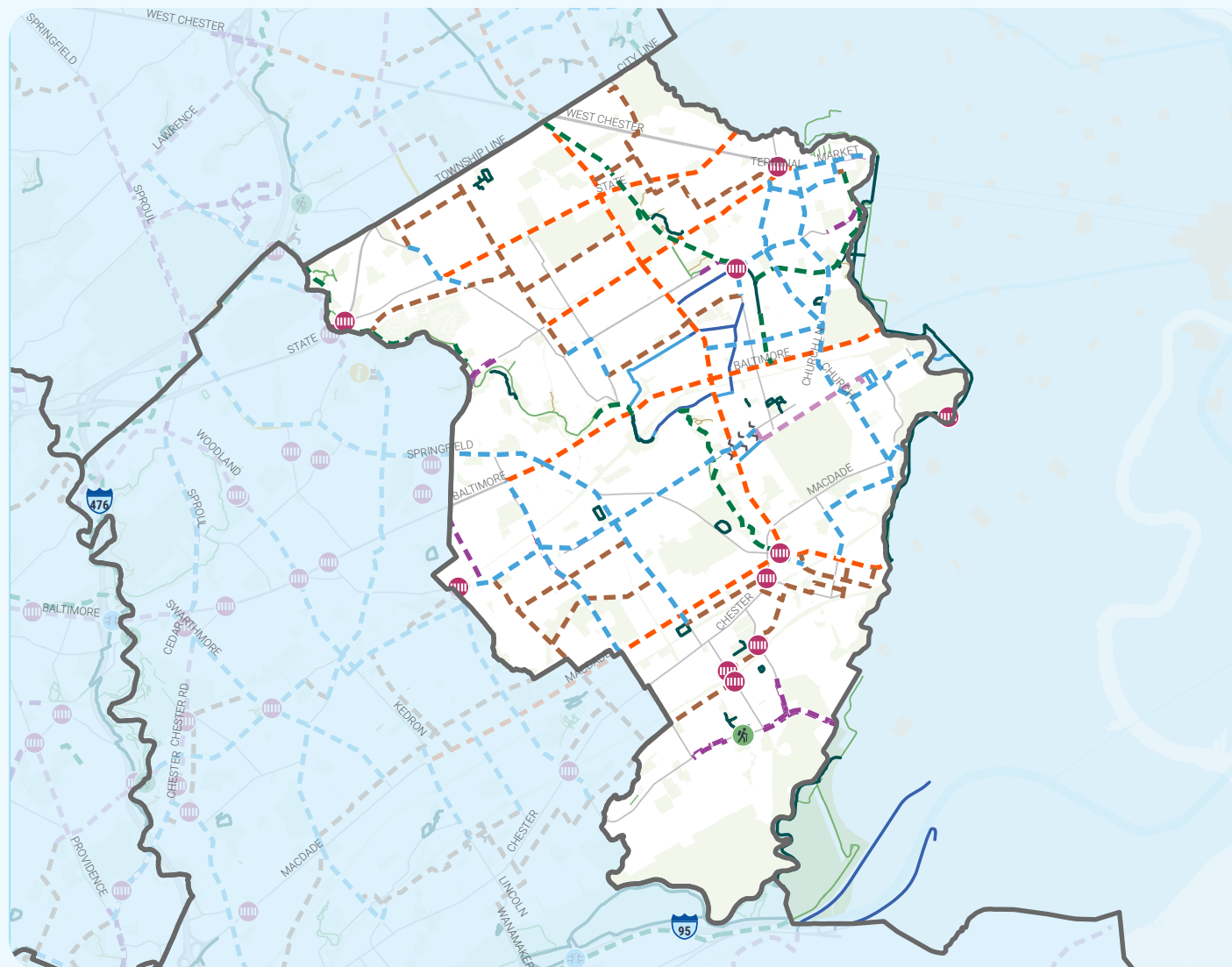
Spot Improvements

- Bridge / Tunnel
- Crosswalk
- Trailhead
- Wayfinding
- Contraflow Bike Lane



Active Transportation Network by District

Map 11 Planning District 3



Legend

Existing Facilities

- Bike Lane
- Bike Route
- Sharrows
- Paved Trail
- Combined/Other Surface Trail
- Natural Surface Trail

Recommendations

- - - Bikeway
- - - Sidepath
- - - Bike Boulevard
- - - Greenway
- - - Reimagined Arterial
- - - Recommended Sidewalks

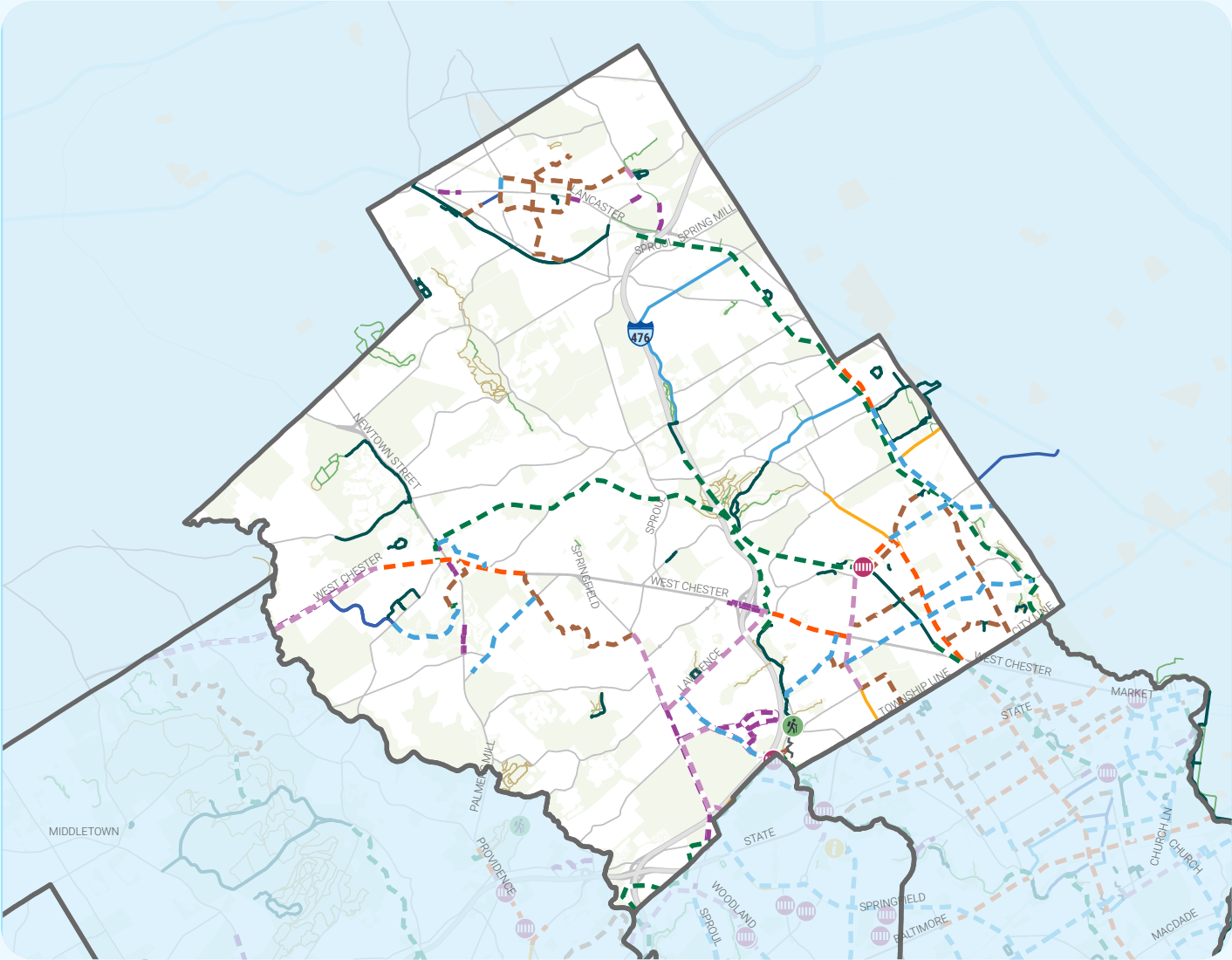
Spot Improvements

- ⚡ Bridge / Tunnel
- ⚡ Crosswalk
- ⚡ Trailhead
- ⚡ Wayfinding
- ⚡ Contraflow Bike Lane



Active Transportation Network by District

Map 12 Planning District 4



Legend

Existing Facilities

- Bike Lane
- Bike Route
- Sharrows
- Paved Trail
- Combined/Other Surface Trail
- Natural Surface Trail

Recommendations

- Bikeway
- Sidepath
- Bike Boulevard
- Greenway
- Reimagined Arterial
- Recommended Sidewalks

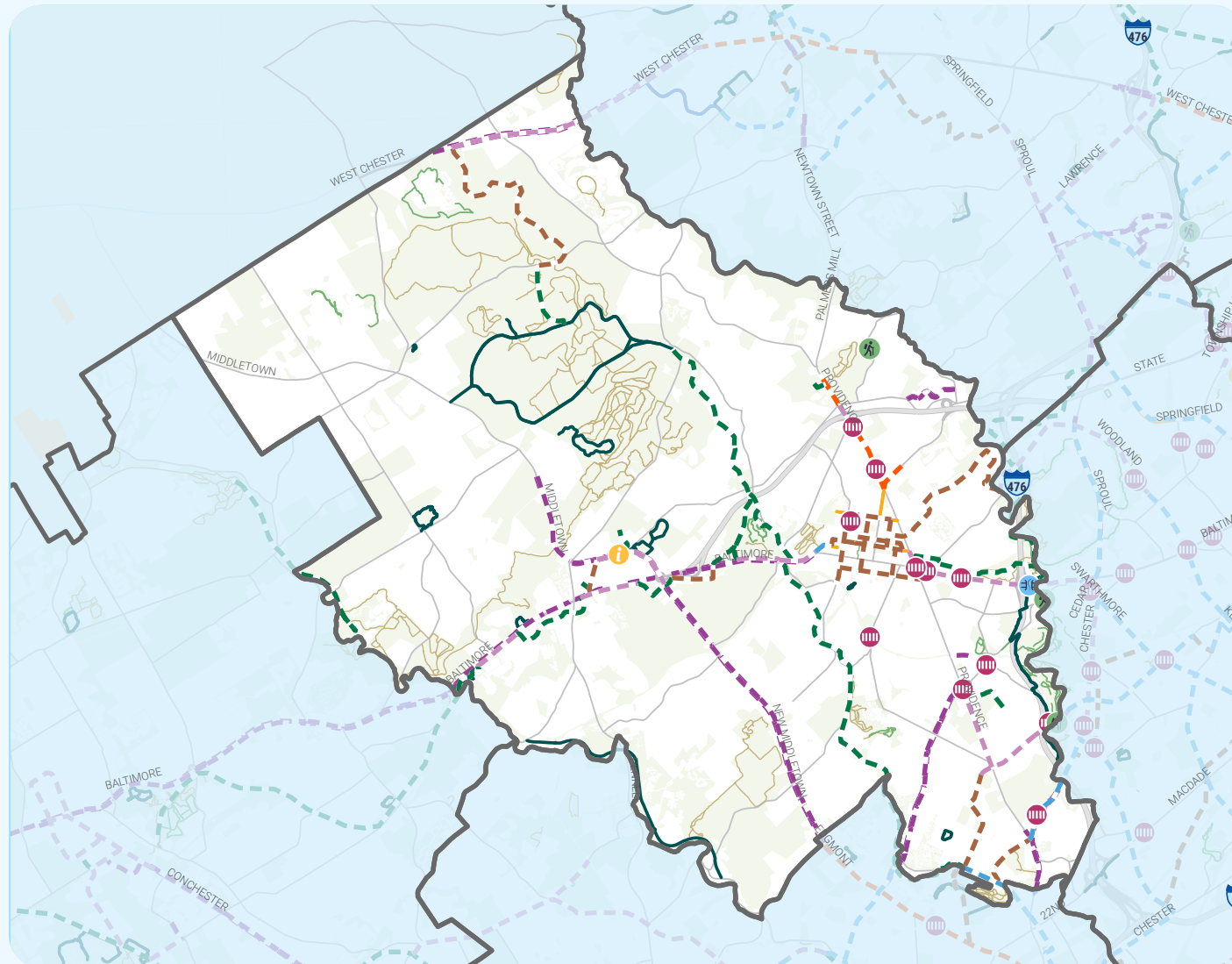
Spot Improvements

- Bridge / Tunnel
- Crosswalk
- Trailhead
- Wayfinding
- Contraflow Bike Lane



Active Transportation Network by District

Map 13 Planning District 5



Legend

Existing Facilities

- Bike Lane
- Bike Route
- Sharrows
- Paved Trail
- Combined/Other Surface Trail
- Natural Surface Trail

Recommendations

- - - Bikeway
- - - Sidepath
- - - Bike Boulevard
- - - Greenway
- - - Reimagined Arterial
- - - Recommended Sidewalks

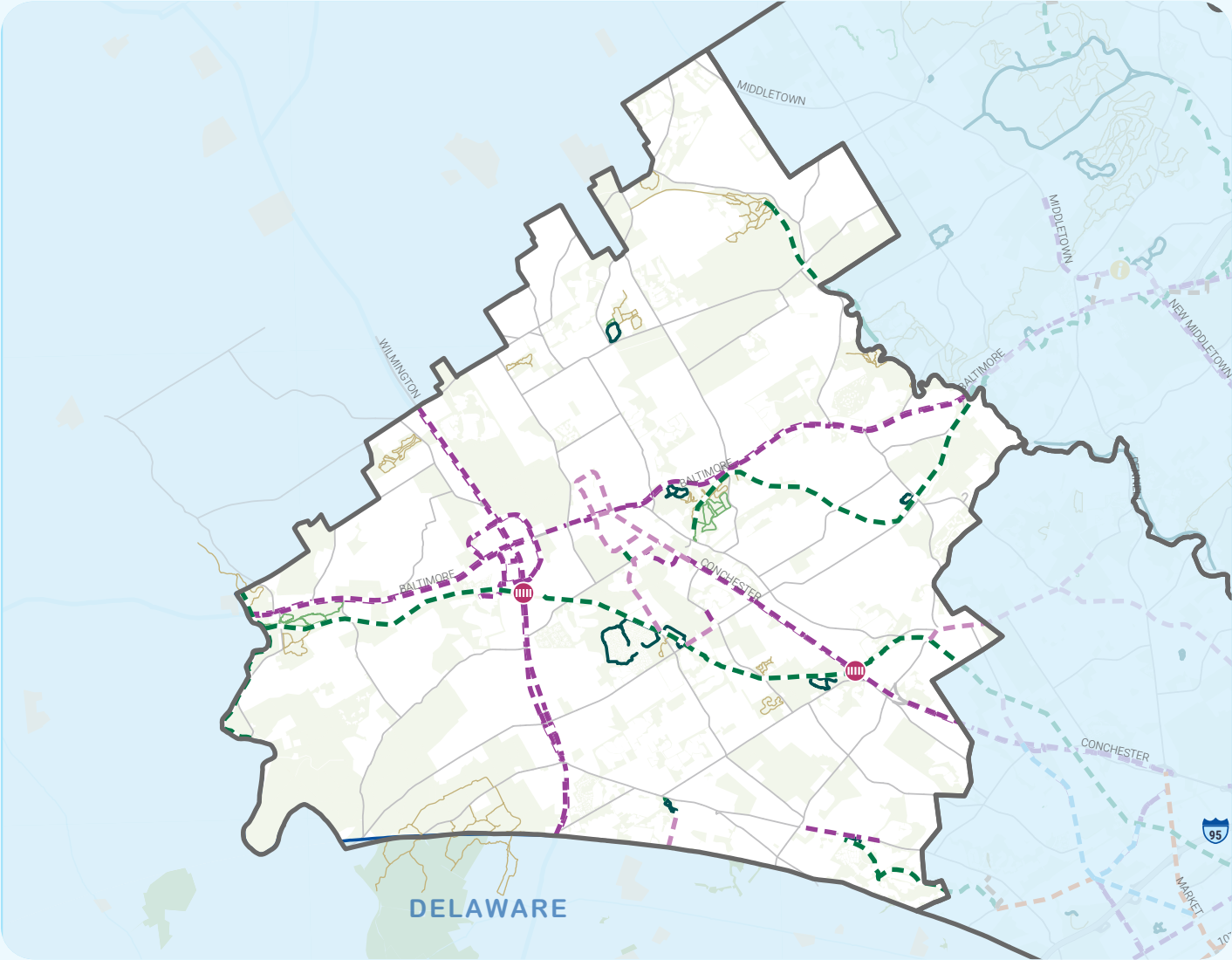
Spot Improvements

- ⚡ Bridge / Tunnel
- ⚡ Crosswalk
- ⚡ Trailhead
- ⓘ Wayfinding
- ⚡ Contraflow Bike Lane



Active Transportation Network by District

Map 14 Planning District 6



Legend

Existing Facilities

- Bike Lane
- Bike Route
- Sharrows
- Paved Trail
- Combined/Other Surface Trail
- Natural Surface Trail

Recommendations

- Bikeway
- Sidepath
- Bike Boulevard
- Greenway
- Reimagined Arterial
- Recommended Sidewalks

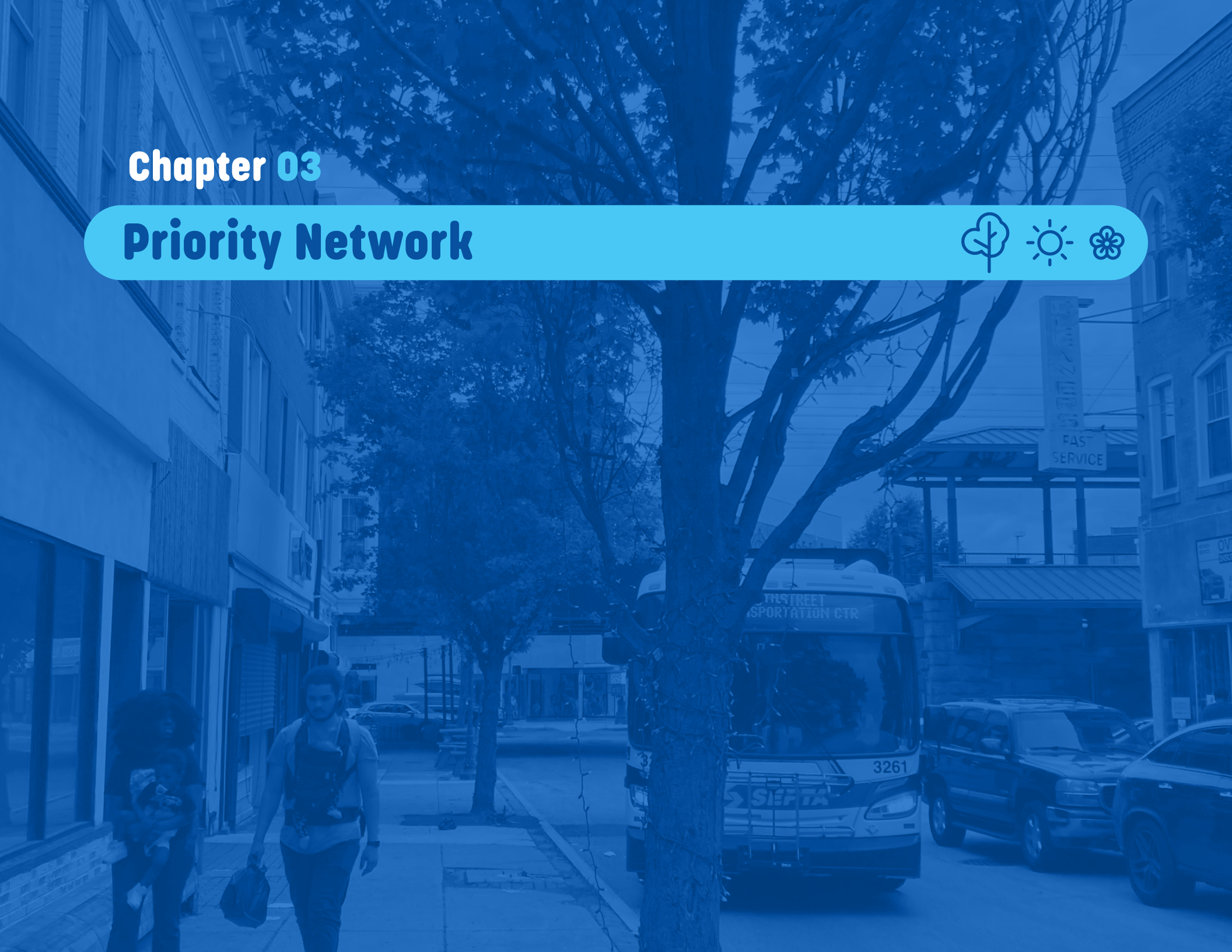
Spot Improvements

- Bridge / Tunnel
- Crosswalk
- Trailhead
- Wayfinding
- Contraflow Bike Lane



Chapter 03

Priority Network



Why Prioritize?

The Priority Network

The network recommendations shown in Chapter 2 were prioritized in order to create the primary and secondary network shown in this chapter. The primary network highlights the network segments that meet the goals set out for the Walk Roll Delco Active Transportation Plan and form a core network to connect people, jobs, and destinations in Delco. Focusing on a smaller subset of projects pinpoints the most essential parts of the network to allocate limited funding and staffing resources. This helps the County decide which projects should be advanced through feasibility and design studies, and helps inform budget allocations and competitive grant applications. The primary network was also sorted into “short-term” opportunities to elevate possible opportunities to construct these projects under a faster timeline and with lower-cost materials. This assessment is based on planning-level assumptions about the cost and feasibility to implement the project.

The secondary network still represents important connections, and these projects may still be implemented if the opportunity arises, such as through new roadway projects, development, or funding.

The Prioritization Process

The prioritization process was informed by DVRPC’s LINK tool. This tool assesses and quantifies the benefits that would come from building a new active transportation route. The benefits increase if the project closes an existing high-stress gap in the network. The results from the LINK analysis were combined with local data. For geographic completeness, the top resulting routes in each planning district were selected. Then, a quantitative review added segments to the network for completeness and connections to the existing network.

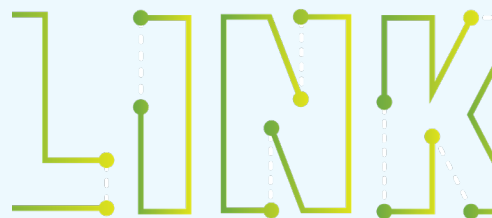


Figure 3 The Prioritization Inputs

Quantitative Inputs	
	Bike & Pedestrian Crash History
	Total Population Connected
	Total Jobs Connected
	Equity Emphasis Area
	Connects to Existing Circuit Trail
	Connected to a Rail Stop
	Connects to a K-12 School
	Connects to a University
	Connects to Essential Services
	Connects to Parks
Qualitative Inputs	
	Geographic Representation
	Fills Gaps
	Connects to Existing Facilities and Important Destinations
	Includes County Priorities



The Prioritized Network

14%

Short Term Priority Network (less complex)

- Includes 0.3 miles of greenways, 20 miles of bikeways, and 15 miles of bike boulevards.

28%

Priority Network (more complex)

- Includes 48 miles of greenways, 4 miles of bikeways, 5 miles of sidepaths, and 14 miles of reimagined arterials.

Secondary Network

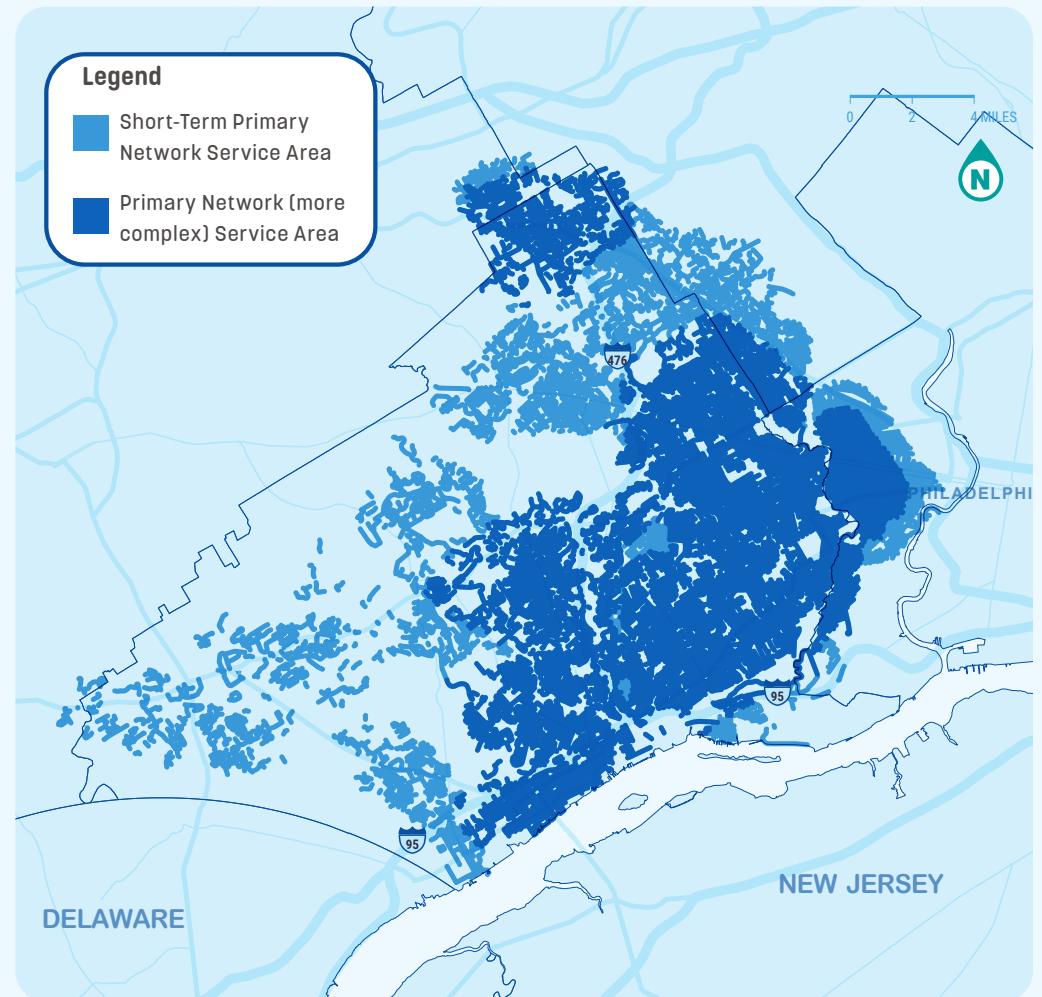
- Includes 17 miles of greenways, 42 miles of bikeways, 29 miles of sidepaths, 40 miles of bike boulevards, and 25 miles of reimagined arterials.

58%

The map to the right shows the areas connected to low stress biking facilities through the priority network. If built, the short term priority network would connect 1,464 roadway miles and the more complex priority network would connect 1,979 roadway miles.



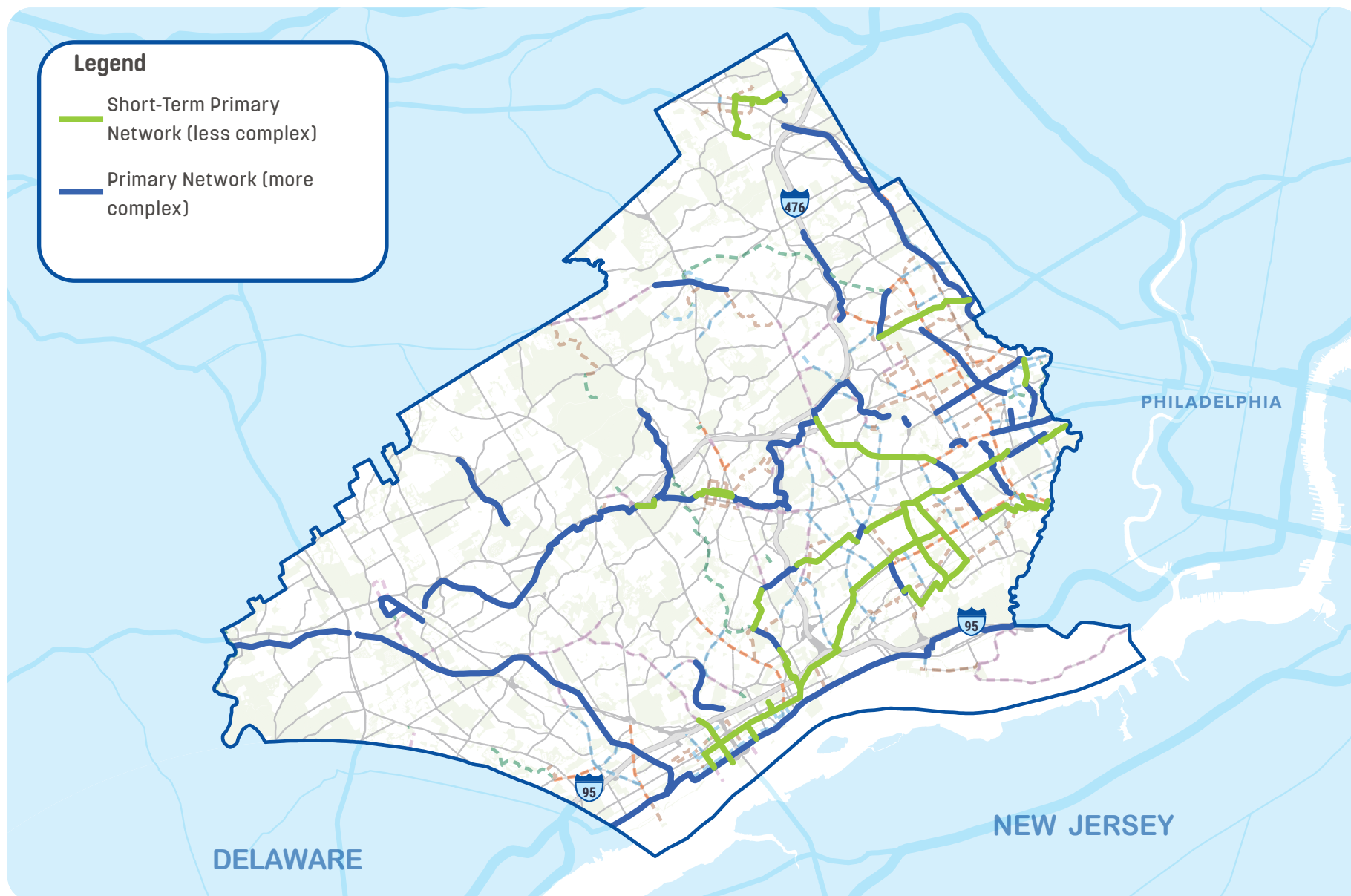
Map 15 Areas Connected Through the Priority Network



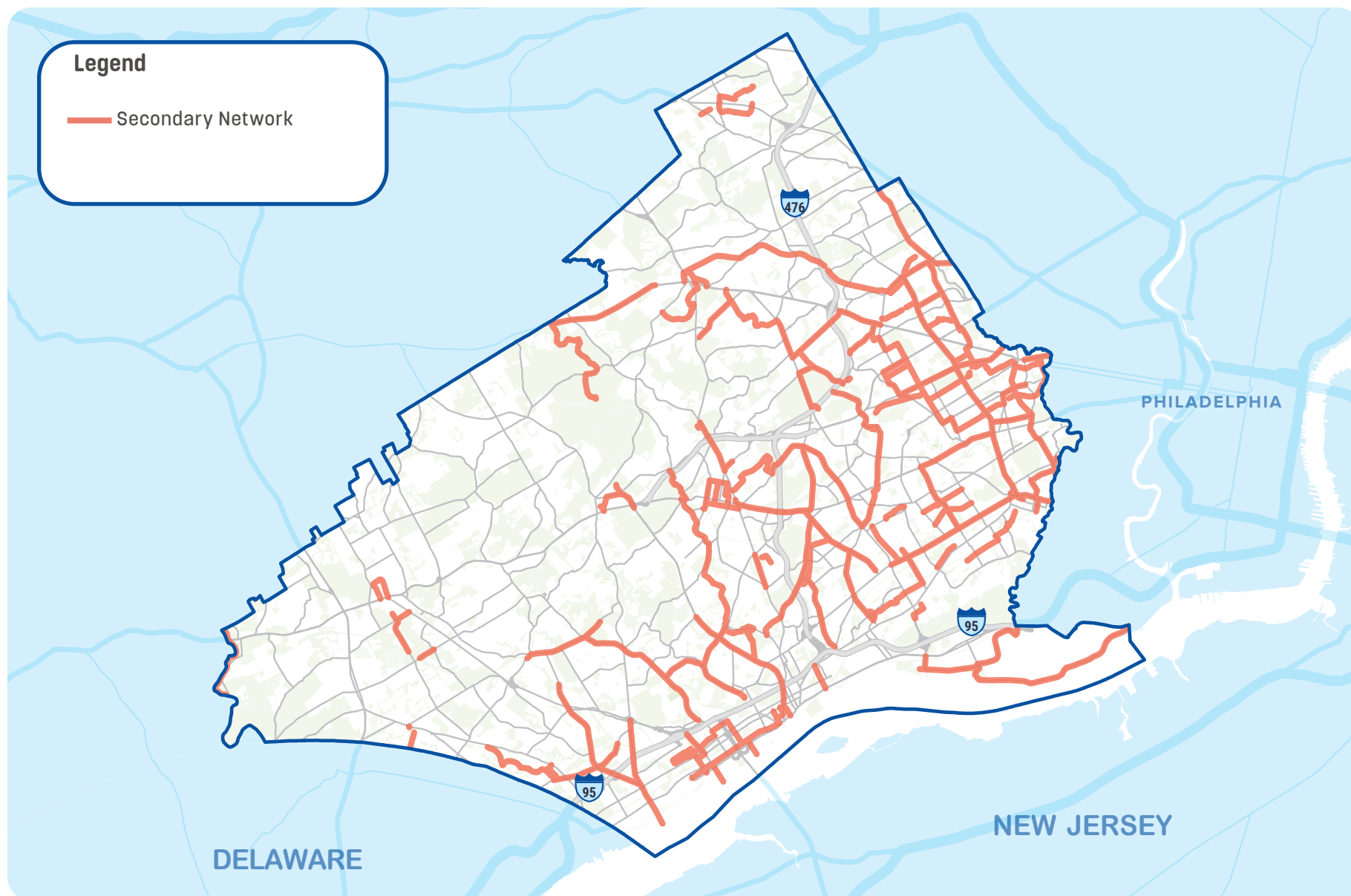
Percent of the total network



Map 16 The Priority Network



Map 17 The Secondary Network



Sample Projects

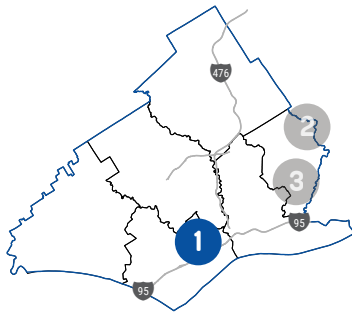
What are the sample projects?

The sample projects were selected from the priority network to showcase what the active transportation network could look like as on-the-ground projects. These sample projects include conceptual design to engage with stakeholders and the public, and to serve as examples of the bicycle and pedestrian facilities shown on the active transportation network.

Engle Street Bikeway (North of W 3rd Street)

This project creates a new low-stress connection for **41,700 people** in Delco, including **15,700 low income residents**.

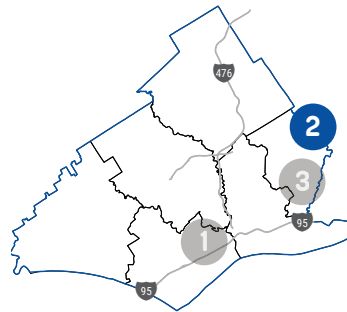
This project would create a low-stress route to an estimated **12,800 total jobs**, two **rail stations**, 7 **health facilities**, and 11 **public schools**.



69th Street Bikeway and Safety Improvements

This project creates a new low-stress connection for **186,100 people** in Delco and Philadelphia, including **85,100 low income residents**.

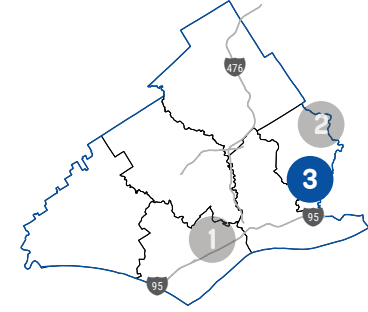
This project would create a low-stress route to an estimated **24,700 total jobs**, 22 **rail stations**, 21 **health facilities**, and 34 **public schools**.



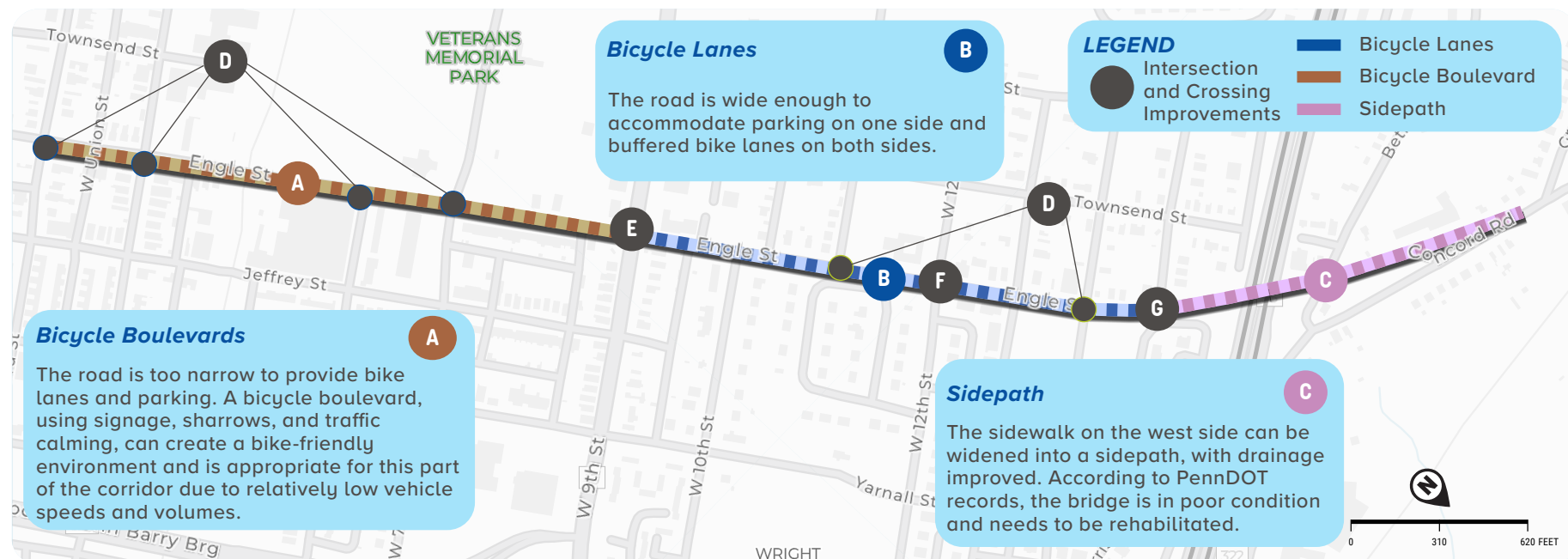
Pusey Ave-Pine Street-Spruce Street Bikeway and ADA Improvements

This project creates a new low-stress connection for **140,900 people** in Delco and Philadelphia, including **50,200 low income residents**.

This project would create a low-stress route to an estimated **25,200 total jobs**, 27 **rail stations**, 14 **health facilities**, and 38 **public schools**.



Sample Project #1: Engle Street Bikeway (North of W 3rd Street)



PROJECT ELEMENTS

- A** Bicycle Boulevard with traffic calming and parking between 2nd St and 9th St.
- B** 5' bike lanes on both sides with parking and calming between 9th St. and 14th St.
- C** Add sidepath to west side of bridge between 14th St. and Concord Rd.
- D** Daylight intersections by installing curb extensions to prevent illegal parking. Evaluate if existing signals are warranted.
- E** Signal improvements and curb extensions at the intersection with 9th St.
- F** Signal improvements and curb extensions at the intersection with 12th St.
- G** Bike crossing to transition from bike lane to sidepath at the intersection with 14th St. Add RRFB to facilitate safe crossing.

PROJECT BACKGROUND

The Engle Street Bikeway is a key opportunity to take advantage of a low volume corridor which provides a connection across I-95. With a combination of bike lanes, bicycle boulevards, and traffic calming improvements, this corridor can become safer and more bikeable.

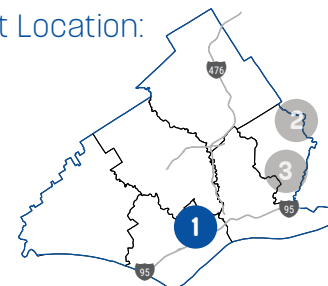
Municipalities:
City of Chester, Chester Township (District 1)

Road Owners:
City of Chester - 3rd St. to 9th St.
PennDOT - 9th St. to Concord Rd.

COST ESTIMATES

Estimated Project Cost: \$ 1.05 million*
Includes upgrading signals south of 9th St.
*Cost of bridge rehabilitation not included.
Typical costs for rehabilitation could range from \$1 million to \$10 million or more, depending on the extent of rehabilitation needed.

Project Location:

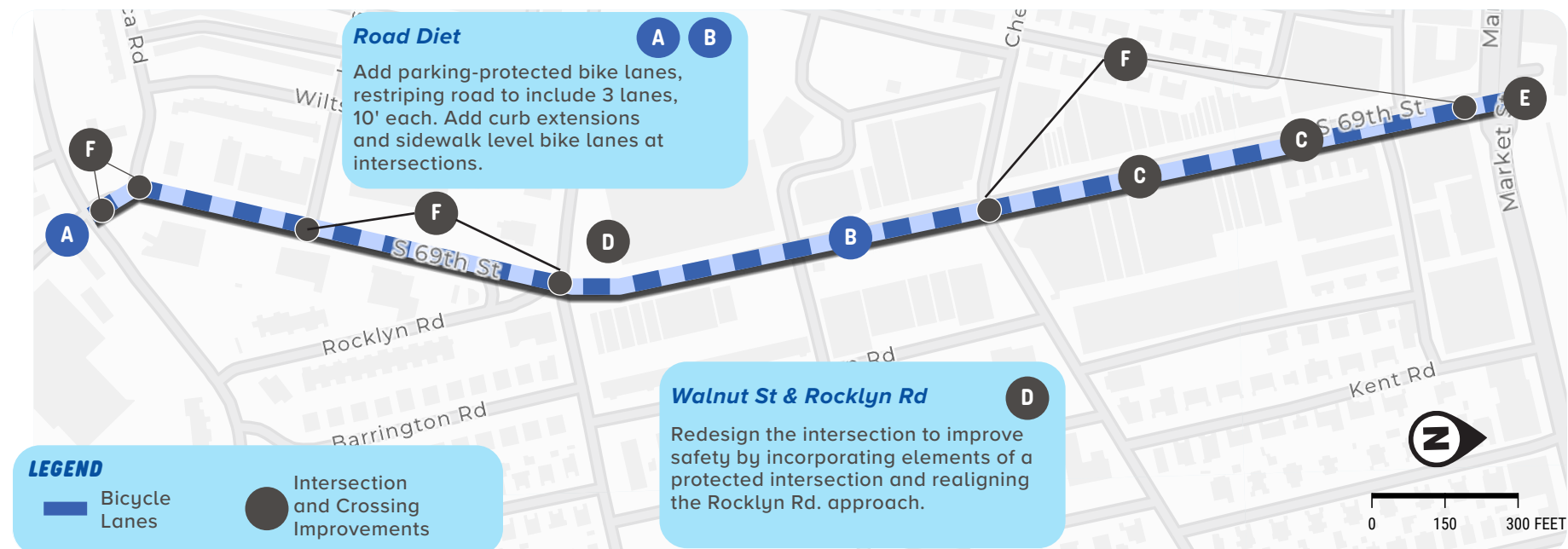


Sample Project #1: Engle Street Bikeway (northern section)

OUR VISION



Sample Project #2: 69th Street Bikeway and Safety Improvements



PROJECT ELEMENTS

- A** Restripe wide 2-lane roadway to include parking-protected buffered bike lanes.
- B** Restripe 4-lane roadway to 3-lanes with center turn lane and parking-protected bike lane.
- C** Install refuge islands with RRFB at midblock crosswalks.
- D** Improve intersection with Walnut St. & Rocklyn Rd. Add curb extensions and improve crossing for bikes.
- E** Improve intersection with Walnut St. & Market St. Add bicycle railing to bridge over Market St, and coordinate additional improvements with SEPTA and PennDOT.
- F** Add curb extensions and upgrade curb ramps.

PROJECT BACKGROUND

This corridor connects to the 69th Street Transportation Center. It is also a Vision Zero Delco Corridor of Concern. The relatively low vehicle volumes on this corridor make it a candidate for a road diet, including redesigning the road to include bicycle lanes.

Municipalities: **Upper Darby**

(District 3)

Road Owners: **Upper Darby Township**



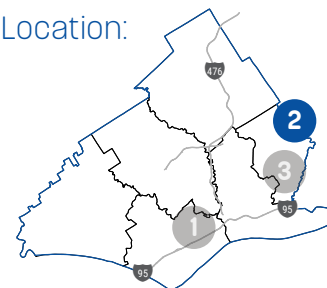
Vision Zero Delco has identified this area as a Corridor of Concern for roadway safety. You can read the full plan at: <https://www.delcopa.gov/planning/publications.html>

COST ESTIMATES

Estimated Combined Project Cost: \$2.20 million

Includes resurfacing, curb extensions, bike lanes, pedestrian signal upgrades, new push buttons, and RRFBs.

Project Location:

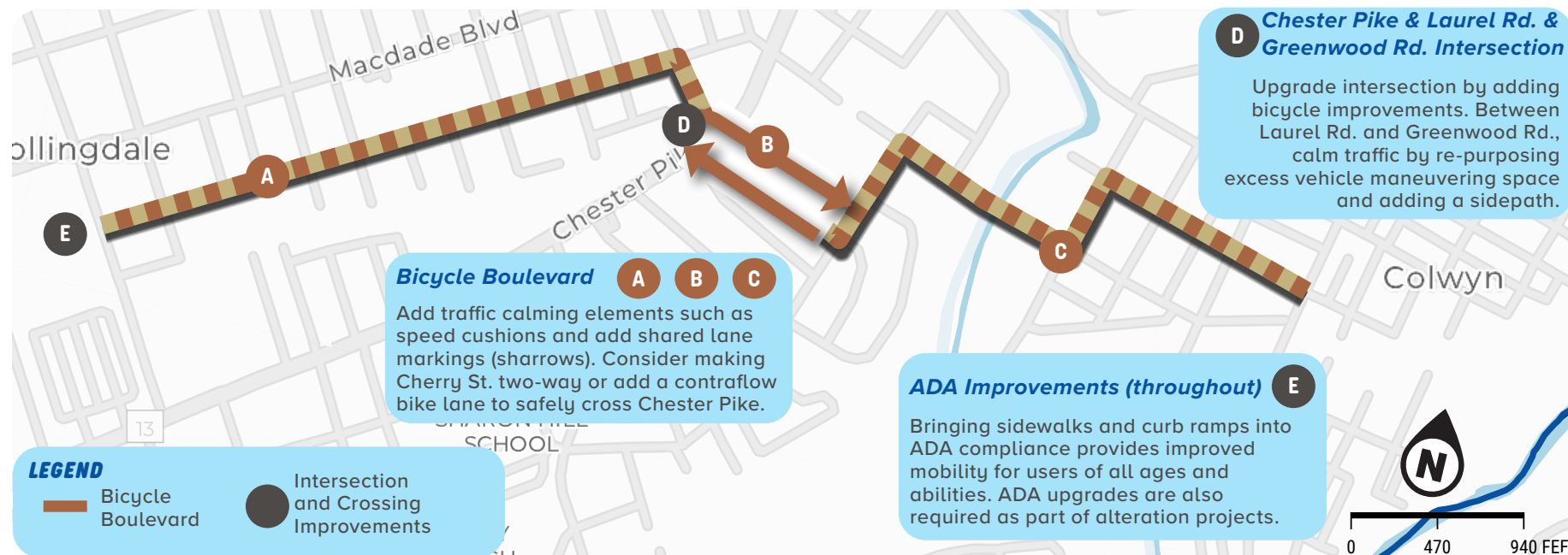


Sample Project #2: 69th Street Bikeway and Safety Improvements

OUR VISION



Sample Project #3: Pusey Ave-Pine Street-Spruce Street Bikeway and ADA Improvements



PROJECT ELEMENTS

- A** Add traffic calming elements, curb extensions, and shared lane markings (SLM) to Pusey Ave and Cherry St.
- B** Add traffic calming elements and SLM to Greenwood Rd. and Laurel Rd.
- C** Add traffic calming elements, curb extensions, and SLM to Pine St., 7th St., and Spruce St..
- D** Improve intersection with Chester Pike, and Greenwood Rd. Add curb extension and sidepath to east side of intersection.
- E** Upgrade ramps to ADA-compliant curb ramp throughout bikeway.

PROJECT BACKGROUND

A safe crossing across Darby Creek is needed for bicyclists and pedestrians that avoids busy roads such as Chester Pike. The Pusey Ave-Pine St.-Spruce St. corridor can provide a bike boulevard connection along low-speed, low-volume streets.

Municipalities:
Collingdale, Darby (District 3)

Road Owners:
Collingdale - Pusey Ave, Cherry St., Greenwood Rd., Laurel Rd., Poplar St.
PennDOT - Pine St., 7th St., Spruce St.

COST ESTIMATES

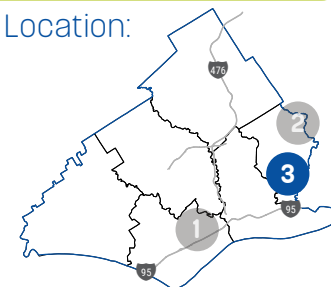
Estimated Combined Project Cost: \$1.12 million

Bicycle Boulevards: \$315,000*

**including re-purposing of vehicle space and sidepath on east side of Chester Pike between Laurel Rd. and Greenwood Rd.*

ADA improvements and curb ramps: \$805,000

Project Location:



Sample Project #3: Pusey Ave-Pine Street-Spruce St Bikeway and ADA Improvements

SATELLITE VIEW



Chapter 04

Policy and Programming

Recommendations



Policy and Programs Overview

Building new infrastructure is the most important aspect of completing the biking and walking network. Policy and programs that support active transportation strengthen design and engineering standards, build political will, and engage and educate the public about the benefits and possibilities of using active transportation.

Developing Recommendations

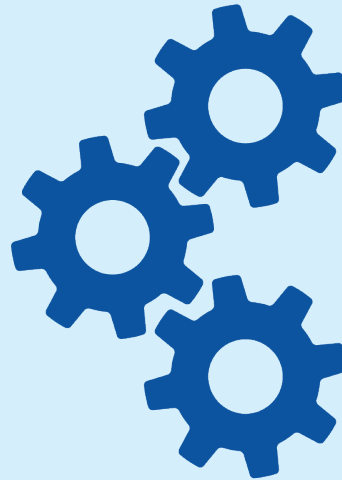
This plan combines national active transportation best practices and existing conditions analysis with community input and develop a series of recommendations for Delaware County. These recommendations are designed to help the county build and complete its planned active transportation network,

integrate biking and pedestrian needs into future roadway development projects, and educate and empower the public to improve active transportation in their neighborhoods.

Recommendation Categories

Policy Actions

create or modify design and regulatory standards in Delco to better serve active transportation.



Programming Actions

include studies, pilot programs, and events to expand and promote active transportation.

Sidewalk Actions

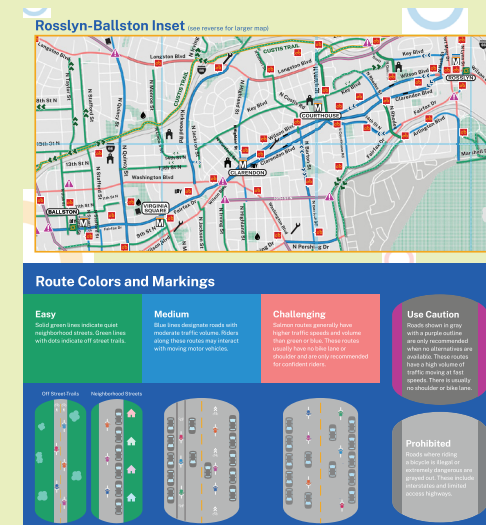
reflect the expansion and upgrade of sidewalk infrastructure as being a major priority for Delco.



Programming Recommendations

RECOMMENDATIONS	TIMEFRAME	ORGANIZATION(S)	SOURCE(S)
Expand bicycle and pedestrian count programs.	1 year	Delaware County	E S C P
Develop a Delaware County bike user map, including trails, bikeways, bike amenities, and low-stress neighborhood routes.	1 year	Delaware County, DVRPC, Bike Delaware County	E S C P
Develop a bike lane or trail maintenance request platform, coordinated with local 311 systems.	1 year	Delaware County; local municipalities	E S C P
Implement a bicycle education program for Delaware County schools.	1 year	Delaware County; Delaware County School System	E S C P

The [2022 Bicycle Comfort Level Map](#) from Arlington County, VA separates network routes by stress level, estimates travel time, and indicates connections to transit, bikeshare, and neighborhood amenities.



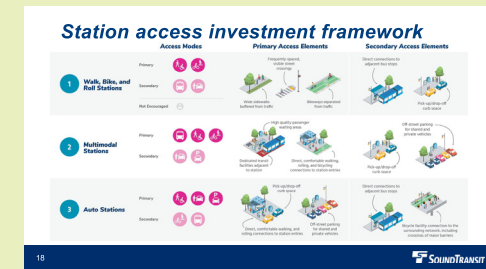
Source of Recommendations: **E** Existing Conditions **S** Steering Committee **C** Community Engagement **P** National Best Practice



Programming Recommendations

RECOMMENDATIONS	TIMEFRAME	ORGANIZATION(S)	SOURCE(S)
Develop an Access to Transit Plan that identifies needed improvements to transit stop access.	1 year	Delaware County; local municipalities, SEPTA	E S C P
Start an e-bike voucher program to provide rebates or discounts on e-bike purchases for low-income residents.	1-2 years	Delaware County; local municipalities, DVRPC, PennDOT, community groups	E S C P
Support e-mobility and/or bikeshare pilots in Delaware County.	1 year	Delaware County; local municipalities	E S C P
Conduct a countywide wayfinding study.	1-2 years	Delaware County; local municipalities, SEPTA, DVRPC, PennDOT	E S C P

Seattle's regional transit authority, Sound Transit, developed a [System Access Program](#) which determines necessary improvements and investments to regional transit based on a collaborative Station Access Typology.



Policy Recommendations

RECOMMENDATIONS	TIMEFRAME	ORGANIZATION(S)	SOURCE(S)
Develop a model ordinance toolkit to provide municipalities guidance on bike, pedestrian, and transit-oriented design best practices.	1 year	Delaware County	E S C P
Incorporate Walk Roll Delco Active Transportation Plan recommendations into relevant land use processes to include them in private development.	1 year	Delaware County; local municipalities	E S C P
Evaluate new facilities to be added to public roadway construction projects. Support local participation in PennDOT bike resurfacing programs.	Ongoing	Delaware County; local municipalities, PennDOT	E S C P
Develop and adopt a pedestrian crossing spacing policy.	<1 year	Delaware County; local municipalities, PennDOT	E S C P
Draft countywide active transportation design manual with current best design practices.	1 year	Delaware County; local municipalities	E S C P

National Association of City Transportation Officials (NACTO) guidelines recommend providing pedestrian crossings every 80 to 100 meters (262 to 328 feet), including midblock crossings if necessary. States like Oregon and New York incorporate land use into their criteria, with guidelines varying from 250 to 1,500 feet.



Source of Recommendations: **E** Existing Conditions **S** Steering Committee **C** Community Engagement **P** National Best Practice



Policy Recommendations

RECOMMENDATIONS	TIMEFRAME	ORGANIZATION(S)	SOURCE(S)
Develop a model zoning language with context-based thresholds for bike parking minimums (for localities to use and modify).	1 year	Delaware County; local municipalities	E S C P
Provide policy and design standards for pedestrian-scale lighting.	1 year	Delaware County; local municipalities, PennDOT	E S C P
Update bicycle lane references in County subdivision regulations.	1 year	Delaware County; local municipalities, PennDOT	E S C P
Work with SEPTA to encourage trails to be built alongside rail projects (rails-to-trails).	Ongoing	Delaware County; SEPTA	E S C P
Accommodate bicyclists and pedestrians during construction through active transportation-friendly Maintenance of Traffic (MOT) procedures.	Ongoing	Delaware County; local municipalities, PennDOT	E S C P

The City of Alexandria, VA requires that pedestrian and bicycle access be maintained during road construction without diverting from the original route, sometimes including the construction of new temporary protected sidewalks and bike trails.



Source of Recommendations: **E** Existing Conditions **S** Steering Committee **C** Community Engagement **P** National Best Practice



Priority Recommendations for Sidewalks

RECOMMENDATIONS	TIMEFRAME	ORGANIZATION(S)	SOURCE(S)
Improve sidewalk development requirements in countywide subdivision regulations.	<1 year	Delaware County; local municipalities	E S C P
Establish working group to research avenues for generating dedicating funding for sidewalk repair and maintenance.	<1 year	Delaware County; local municipalities, community groups, DVRPC, PennDOT	E S C P
Support improving local and township sidewalk requirements affecting private development.	<1 year	Delaware County; local municipalities	E S C P
Continue developing a list of high priority sidewalk gaps, based on metrics such as crash data, land use, pedestrian demand, transit, and community destinations.	Ongoing	Delaware County; local municipalities, DVRPC	E S C P
Continue to update the Delaware County sidewalk inventory as needed.	Ongoing	Delaware County; local municipalities	E S C P

Delaware County's **Steps Toward Walkability Sidewalk Inventory** maintains up-to-date information on the condition, connectivity, and geographic coverage of sidewalks in the county: <https://delcopa.gov/planning/pubs/StepsTowardWalkability.html>.

The Delaware County Regional Planning Commission **Pedestrian Portal** maintains a sidewalk inventory for Greater Philadelphia which analyzes regional gaps and connections: <https://walk.dvrpc.org/>

Source of Recommendations: **E** Existing Conditions **S** Steering Committee **C** Community Engagement **P** National Best Practice



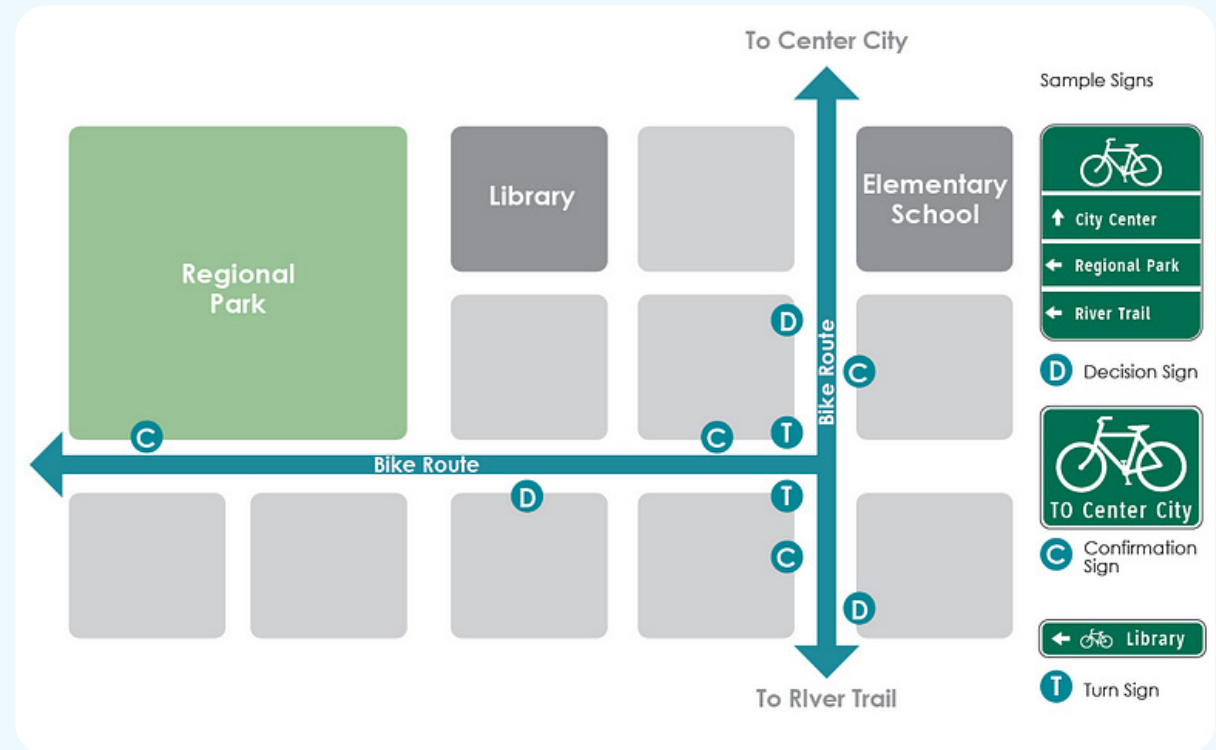
Wayfinding Recommendations

Principles of Wayfinding

A well-designed wayfinding system is crucial to the success of a transportation network. Users rely on wayfinding signage to provide clear and accurate information about the network; when successful, a wayfinding system enhances user comfort, protects safety, and promotes economic growth. Some key principles of successful wayfinding include:

- » **Simplicity:** signs should allow users to interpret information quickly, without having to stop travel. Design elements should be easily distinguishable, consistent across the network, and minimize the reliance on small text.
- » **Connectivity:** signs should situate users within the larger network and connect them to key destinations. Signage should be provided at consistent, regular intervals to direct users to recognizable districts and landmarks.
- » **Accessibility:** signs should be comprehensible for all users, including those with disabilities or limited English proficiency. Signs should be welcoming and highlight the feasibility of active transportation.

Figure 4 An example of a well designed wayfinding system



Chapter 05

Implementation



Project Implementation

The network specifies where new walking and biking connections should be build, and the policies and programs chapter shares ideas and strategies to create a safer, more connected, and low-stress network for biking and walking. This chapter focuses on how to put those ideas into action through implementation.

Making these recommendations a reality will take strong leadership and commitment from the public, elected officials, and transportation professionals. Working together with regional and state agencies, private organizations, and advocates will be key to success.

One of the biggest challenges to implementing projects is securing a source of funding. Implementing these projects and strategies will need to be phased, based on the resources and opportunities available. However, even small amounts of local funding can go a long way--especially when combined with support from other sources.



Implementation Recommendations

Building Capacity & Momentum

The implementation recommendations are focused on the administrative and funding strategies recommended to advance the design and construction of active transportation facilities in the county. Achieving the strategies and visionary network cannot be done alone, Delaware County will need to engage their partners in the community, their municipal partners, regional partners, and PennDOT.

To continue to build momentum towards active transportation, recommendations from the Walk Roll Delco Active Transportation Plan should be integrated into similar initiatives (such as the Vision Zero plan) and regularly provide updates on progress to the public.

RECOMMENDATIONS	TIMEFRAME	ORGANIZATION(S)	SOURCE(S)
Adopt the Delco Active Transportation Plan; support municipalities in adopting the recommendations and network map in this plan.	1 year	Delco; local municipalities	E S C P
Meet with individual municipalities to discuss opportunities for implementing bicycle and pedestrian facilities.	1 year	Delco; local municipalities	E S C P
Develop a funding strategy to set aside funding for bike, pedestrian, and trail design and construction.	1-2 years	Delco; local municipalities	E S C P
Advance the design concepts for the high priority network into the preliminary design stage (10-30% design).	1-2 years	Delco; PennDOT, local municipalities	E S C P
Meet with PennDOT to discuss recommendations made in this plan, and opportunities for collaboration.	<1 year	Delco; PennDOT	E S C P

Source of Recommendations: **E** Existing Conditions **S** Steering Committee **C** Community Engagement **P** National Best Practice



Implementation Recommendations

RECOMMENDATIONS	TIMEFRAME	ORGANIZATION(S)	SOURCE(S)
Promote this plan to the public through outreach efforts and engage the public about the benefits of active transportation.	Ongoing	Delaware County; DVRPC, local municipalities, community groups	   
Regularly provide public updates on progress towards building new bicycle and pedestrian facilities and progress made towards the recommendations in this plan.	Ongoing	Delaware County; DVRPC, local municipalities, community groups	   
Align improvements to active transportation accommodations with the Vision Zero Corridors of Concern, where applicable.	Ongoing	Delaware County; PennDOT, DVRPC, local municipalities	   
Provide assistance for local municipalities to adopt the Vision Zero Action Plans.	1 year	Delaware County; local municipalities	   
Evaluate Delaware County staffing needs and capacity to plan and implement active transportation recommendations.	<1 year	Delaware County	   

This plan was produced in alignment with the Vision Zero Delco safety action plan. Vision Zero Delco includes several additional bicycle and pedestrian recommendations, including:

- Installation of bicycle and pedestrian safety design features along identified Corridors of Concern.
- Model traffic calming and Complete Streets ordinances for Delaware County municipalities.

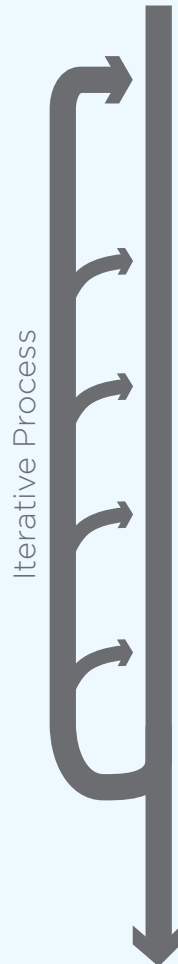


Source of Recommendations:  Existing Conditions  Steering Committee  Community Engagement  National Best Practice



Implementation Process

A clear and strategic approach to delivering projects helps keep the public engaged and informed, allows the project to advance efficiently through the design process, and measures the project success. Keeping the process consistent helps the community understand how a project moves from planning to design and implementation. The flowchart to the right outlines the steps involved in carrying out a project, from selecting the project to evaluating its outcomes.



1. Project selected through prioritization process for implementation
2. Project development and design process:
 - » Data collection and technical analysis
 - » Conceptual design alternatives
 - » Preferred design selected
 - » Assess maintenance needs
3. Engage with the public throughout and clearly explain new designs
4. Pre-implementation communications/promotion
5. Project implementation
6. Post-implementation encouragement programming to publicize new facilities
7. Evaluate project
8. Facility maintenance
9. Continue evaluation, monitoring maintenance, consider upgrades



Partnerships

Local Coordination

This plan was developed in coordination with the County's regional, state, and local partners. The county is made up of **49 local municipalities** which own the bulk of the county's roads, and each set their own priorities and policies for improving them. **PennDOT** owns and manages state roads within Delaware County, and will frequently fund and collaborate on transportation projects with counties and municipalities. The **Delaware Valley Regional Planning Commission (DVRPC)** is a major partner which provides planning resources and assistance while coordinating Delaware County's plans with the regional vision.

These intergovernmental partnerships, along with a wide variety of other public and private partners (including SEPTA, professional organizations, advocacy groups, businesses, school districts, and private citizens) have all shaped and informed our Active Transportation Plan and will be vital for successfully implementing it across the county.

Who Manages Delco Roads?



PennDOT Connects

The Pennsylvania Department of Transportation coordinates planning in Delaware County and other local governments across the state through **PennDOT Connects**, an agency-wide collaboration with county, local, and regional transportation project planning. **PennDOT Connects** is designed to consider the full range of mobility needs, including bicycle, pedestrian, and transit planning.



Selecting Facilities

On-Road Facilities

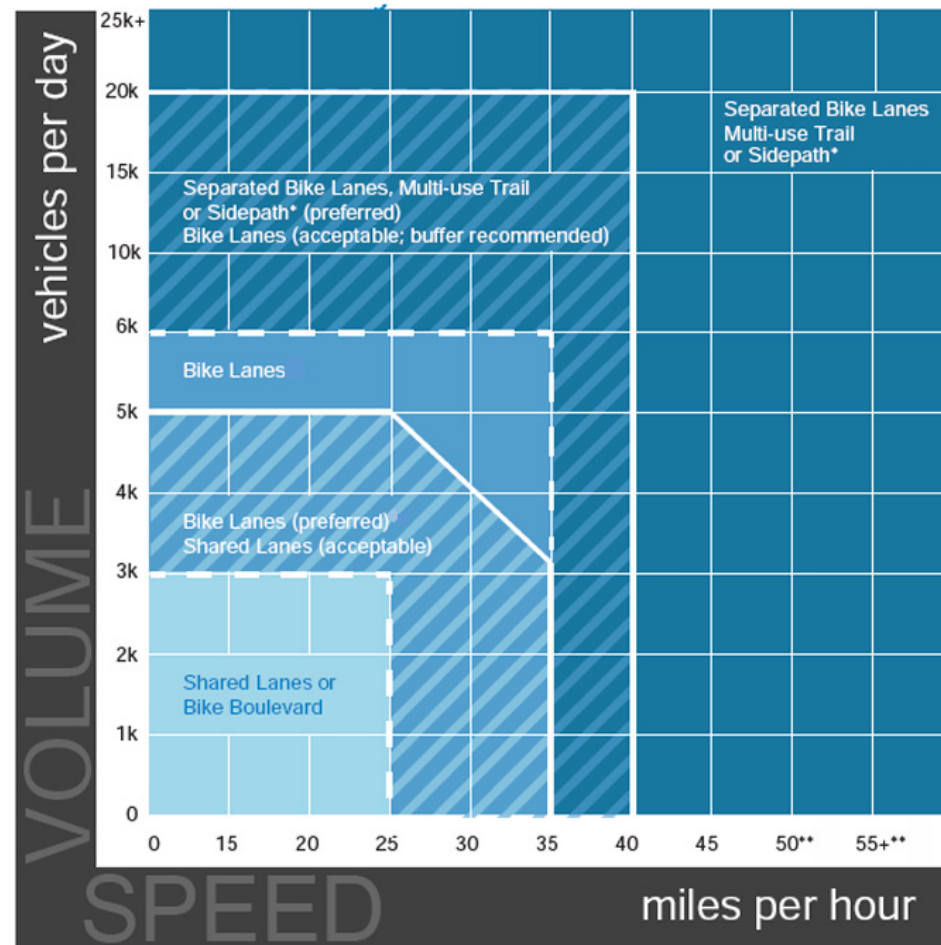
The Walk Roll Delco network provides high-level guidance on the facility type recommended. However, further feasibility assessments should be done to determine the specific facility design best suited for the context. This is particularly important for the on-road facilities, as inadequate biking facilities, such as shared lane markings or unprotected bike lanes used on high speed roads, can prove to be dangerous, uncomfortable, and inaccessible for most riders.

The 2021 [PennDOT Contextual Roadway Design Manual](#) includes a reference table determining the recommended facility type for on-road bicycle facilities, shown in Figure 55. This table is adapted from Federal Highway Administration (FHWA) [Bikeway Selection Guide](#), which includes additional resources to consider when designing and implementing on-road biking facilities.

Trails and Shared Use Paths

When considering trail and shared use path design consider the current and potential future user volumes, as well as land use. [FHWA's Shared-Use Path Level of Service Calculator](#) is a tool to help estimate path user volumes and provides recommendations for pathway widths.

Figure 5 Guidance for on-road bikeways



- ♦ To determine whether to provide a multi-use trail/sidepath or separated bike lane, consider pedestrian and bicycle volumes or, in the absence of volume, consider land use.
- ♦♦ Speeds 50 mph or greater in urban areas are typically found in urban/rural transition areas.

Source: Iowa Bicycle and Pedestrian Long-Range Plan



Maintaining Bike & Pedestrian Facilities

Active transportation infrastructure should be regularly maintained to be safe, reliable, and accessible for all users. Importantly, maintenance programs should be proactively planned. Regularly inspecting and addressing any identified maintenance concerns creates a more equitable system, rather than reacting to user requests and complaints. Poorly maintained facilities may result in people not using the facility and can create unsafe conditions, such as pedestrians walking in the roadway.

Maintenance for active transportation facilities is typically done by local jurisdictions for trails and greenways, or by the roadway owner for on-road facilities. In the case of sidewalks, regular maintenance (such as clearing vegetation, snow removal, and trash removal) is the responsibility of the adjacent property owner.

Anticipated maintenance requirements and their associated costs should be a part of the project design and cost estimate development stage. Materials can impact the facility's durability and maintenance costs. Consider the trade-offs between durability and flexibility when designing a project. Quick build materials are typically less expensive, but may require higher maintenance costs.

Recommendations for maintaining active transportation facilities in Delaware County include:

- Consider the facility owner's maintenance capacity during the design phase. Design facilities to allow for public work vehicles to access and perform any necessary maintenance duties.
- Develop a checklist of maintenance criteria that is specific to various active transportation facilities.
- Inventory the current conditions for trails and on-road bikeways in the County.
- Develop a criteria to prioritize facility repair or replacement.
- Provide and promote a platform to submit maintenance concerns.



Small fleet vehicles for clearing snow and debris from paths and bike lanes

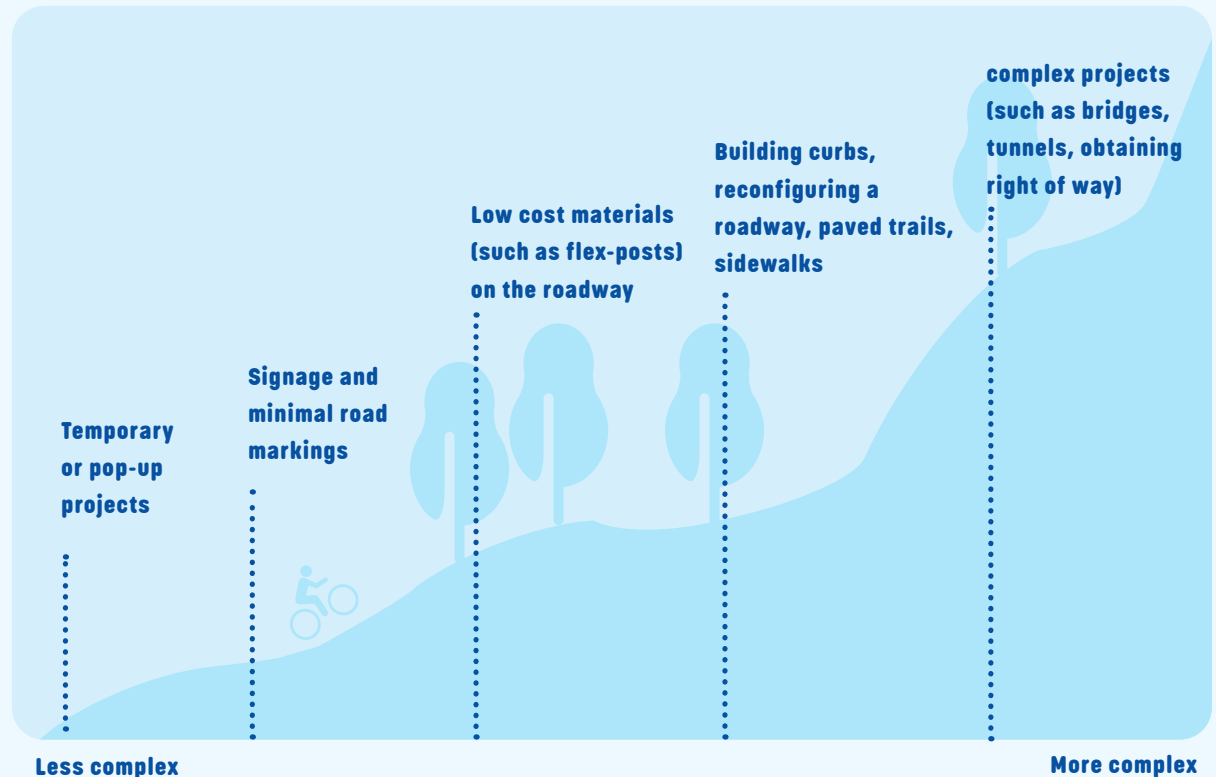


Quick Build

What Is Quick Build?

“Quick Build” is a strategic approach to urban development which prioritizes the rapid and affordable installation of mobility and traffic safety improvements. These improvements use flexible, low-cost materials (including paint, signage, and planters) which can be installed with a fraction of the cost and time typically required for traditional infrastructure projects. With the proper maintenance, Quick Builds can last for years; however, Quick Build is also a pragmatic, effective way to receive community feedback on an improvement and generate support for upgrading it to more durable infrastructure.

Figure 6 Projects by Complexity



Temporary bike lane



Quick build bike lane



Conventional greenway



Pedestrian bridge along a railway



Quick Build Examples

Quick Build Separated Bike-way:

A separated bike facility created with planters, jersey barriers, free standing flex posts, curb barriers, etc.



Bike Corrals:

Converting curbside parking spaces into parking for scooters clears sidewalks for pedestrians and separates the sidewalk from street traffic.



Quick Build Tightened Corner:

Tightened corners slow vehicles down to minimize conflicts at turns, using paint, free standing flex posts, planters, etc.



Slow Streets:

“Slow streets” keep vehicle speeds low to better provide safety and comfort to pedestrians and cyclists using a combination of signage and design elements to create a number of low-cost design elements.



Bikeway Markings:

Applying standard bikeway markings with paint to indicate bike traffic is a low-cost method for implementing bike lanes and shared roads, where appropriate.



Protected Intersections:

Protected crossings for cyclists and pedestrians can minimize conflicts with turning vehicles using standing posts, planters, curb extensions, and paint.

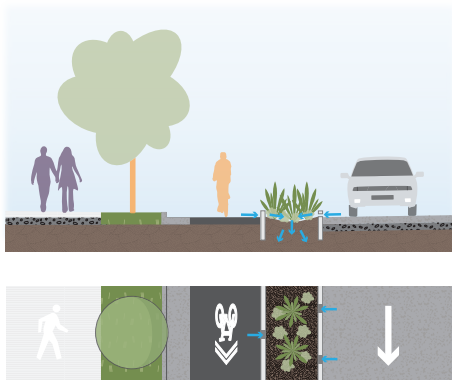


Green Design

Stormwater Management

Landscaping for stormwater management along a corridor can create a cooling effect, enhance a corridor's identity, and support active transportation strategy, in addition to helping manage and drain stormwater.

Bioretention swales manage runoff at the edge of the street. They can double as a curb extension at intersections or as a buffer for active transportation users at the midblock.



Material Selection

The materials selected for a facility can alter its suitability for different active transportation needs. An unpaved greenway might reduce impermeable surface, while paved surface may enhance accessibility and comfort.

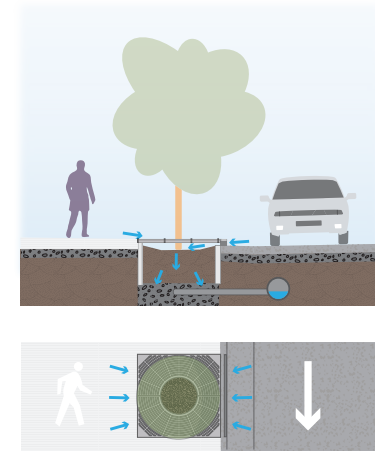
Permeable pavements allow water to infiltrate through them and collect runoff.



Resiliency

New or enhanced active transportation facilities have the potential to strengthen and prepare communities against all types of weather and climate while improving the comfort and accessibility of active transportation.

Stormwater trees planted along a corridor manage stormwater and reduce urban heat island effects, while providing shade and a buffer for active transportation users.



Performance Measures

A well-defined set of performance measures are crucial for determining the effectiveness of plan recommendations and maintaining the long-term accountability of the plan. The performance measures included below provide a way to track the progress of the plan's core visions around mobility, connectivity, safety, and public health:

PERFORMANCE MEASURE	2050 TARGET	POTENTIAL SOURCES
Proportion of total commute trips made using active transportation.	Increase active transportation commuters 15% by 2050.	U.S. Census (ACS); Multimodal traffic counts; Transit ridership.
Proportion and total mileage of network segments built across the overall and high-priority Active Transportation Network.	Implement 25% of the short-term priority network by 2050.	Delaware County inventory
Total daily Vehicle Miles Traveled (VMT) countywide.	Reduce VMT from baseline levels by 7.5% by 2050.	Daily traffic counts; PennDOT; DVRPC; FHWA
Daily number of active transportation trips; average time spent on physical activity.	Increase all active transportation trips by 15% by 2050.	Physical health surveys; cellphone data; county health rankings.
Annual number of people killed in traffic crashes while walking or biking.	Achieve zero bicycle or pedestrian fatalities by 2050	Annual crash statistics (Pennsylvania Crash Information Tool)
Proportion of residents within a 1/2 mile walking distance, or 3 mile biking distance, of key community destinations, including parks, schools, transit centers, and retail centers.	Increase by 20% by 2050.	Delaware County inventory; local GIS data; U.S. Census



Funding Strategies

The funding opportunities and pathways available for active transportation projects vary depending on the project's stage. Most localities will supplement regular capital improvement funding with grants from the state, regional, or federal level, especially for planning, engineering, and construction. Many of the most prominent active transportation grants are competitive and only award funds to a limited number of applicants. However, they typically offer localities considerable flexibility and creativity in building the most beneficial improvements possible.

Where Grants Come From

This report identifies several prominent grants and funding programs at the federal, state, and regional level which could facilitate future active transportation projects in Delaware County. Each grant offers funding in the service of a public goal, with a substantial amount of available grant funding being used to further congestion and traffic safety improvement initiatives at the U.S. and Pennsylvania Departments of Transportation.

The Delco Green Ways Grant Program

Established in 2018, the Delco green ways grant program is a program to assist municipalities in designing, planning, or constructing trail and open space facilities. Eligible projects include land acquisition and easements, construction of new trails, planning services, design and engineering, feasibility studies, and permitting. **To date, Delaware County has committed more than 20 million in funding across the county, through 118 applications awarded.** This represents four rounds of funding.

This funding helps leverage outside funding sources, serving as local matching funds.

From the four application cycles, 72% of projects are ongoing and 27% are complete. Projects include the Marple Township Veterans Memorial trail extension and pedestrian crossings, a Radnor Trail Extension from Valley Forge to Heinz Refuge, and bike route implementation.



Radnor Forge to Refuge Trail Feasibility Study



Potential Sources of Funding

Federal Programs/Grants

U.S. Dept. of Transportation

CMAQ: Congestion Mitigation/Air Quality Improvement Program

Funds transportation projects designed to reduce traffic congestion and improve air quality; supports a variety of projects that encourage alternatives to driving alone and reduce emissions associated with traffic.

RAISE: Rebuilding American Infrastructure with Sustainability and Equity

A competitive grant program funding investments in transportation infrastructure that significantly expand local and regional safety, sustainability, equity, and quality of life.

SS4A: Safe Streets for All

Federal grant funding the planning and/or implementation of projects and strategies which help prevent traffic deaths and serious injuries.

Federal Highway Administration

SRTS: Safe Routes to School

Provides funding for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school.

State & Regional Programs/Grants

Pennsylvania Dept. of Transportation

TASA: Transportation Alternative Set Aside

State-administered funding source for construction of 'transportation alternatives,' including active transportation street improvements, Safe Routes to School projects, and transportation-focused trails.

ARLE: Automated Red Light Enforcement Grant Program

Grant that redirects automated red light fines into awards for a wide range of low cost safety improvements, such as traffic signal upgrades, roadside guardrails, etc.

Green Light-Go: Pennsylvania's Municipal Signal Partnership Program

Competitive reimbursement grant program designed to improve the efficiency and operation of existing traffic signals, including retiming, detection, etc.

Pennsylvania Department of Community and Economic Development

LSA: Local Share Account

Redirects state gaming revenues into a grant for public interest projects, including sidewalk and pedestrian improvements.

Delaware Valley Regional Planning Commission

TCDI: Transportation and Community Development Initiative

Regional funding for local planning initiatives that further DVRPC's 2050 long range plan, including those providing improvements to multimodal transportation.



A photograph of a family walking away from the camera on a path in a park. The father is on the left, wearing a plaid shirt and light-colored pants, holding a smartphone. The mother is on the right, wearing a light-colored dress with a bow in her hair. A young child is walking between them, holding their hands. The entire image is covered with a semi-transparent blue filter.

**WALK
ROLL
DELCO!**