

# WALK ROLL DELCO!



## Introducing Walk Roll Delco

An Active Transportation Plan for Delaware County  
2025 Philadelphia Western Suburbs Trail Summit | February 8, 2025



# Agenda

- What we heard
- Developing the network
- Recommendations
- Priority Network
- Implementation



# What we heard

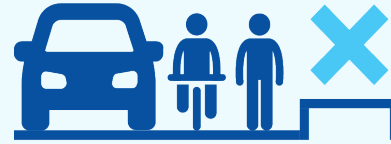


# What we heard

## 1730 Survey Responses:

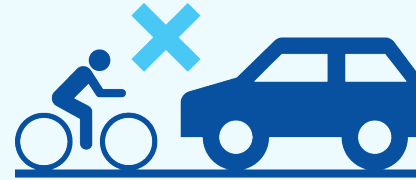
35% walk, bike, use transit, or use a mobility device

13.7% might bike more if there were protected bike lanes



### Missing Facilities

Lack of Sidewalks or separated bike lanes



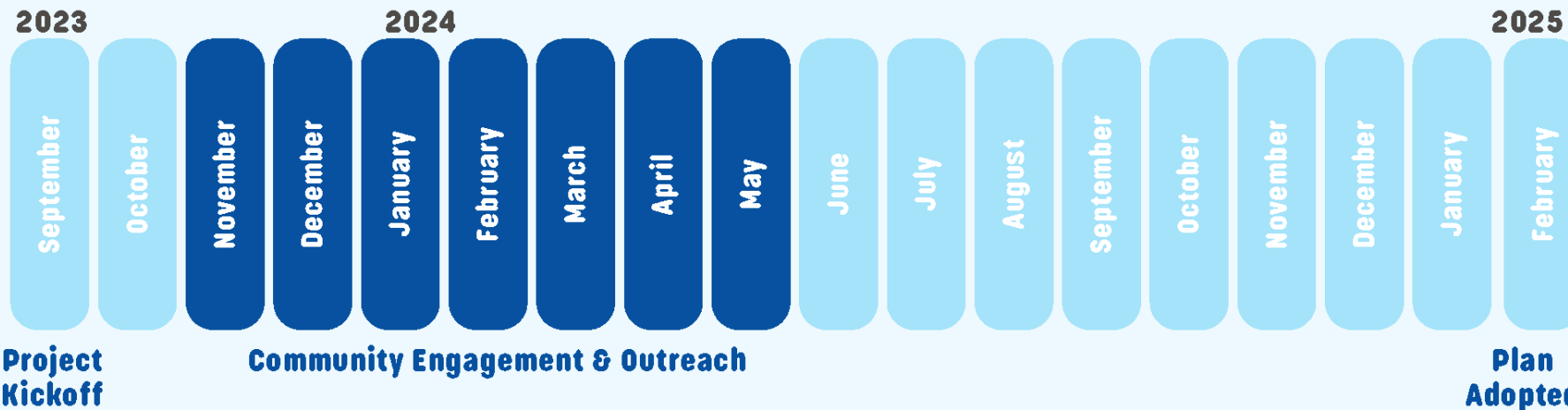
### Inadequate Facilities

Existing network does not protect users from danger



### Missing Connectivity

Existing network has gaps that interrupt safety and comfort of users



# The Data: Demand Analysis

Transit

Entertainment

Groceries

Parks & Trails

Education

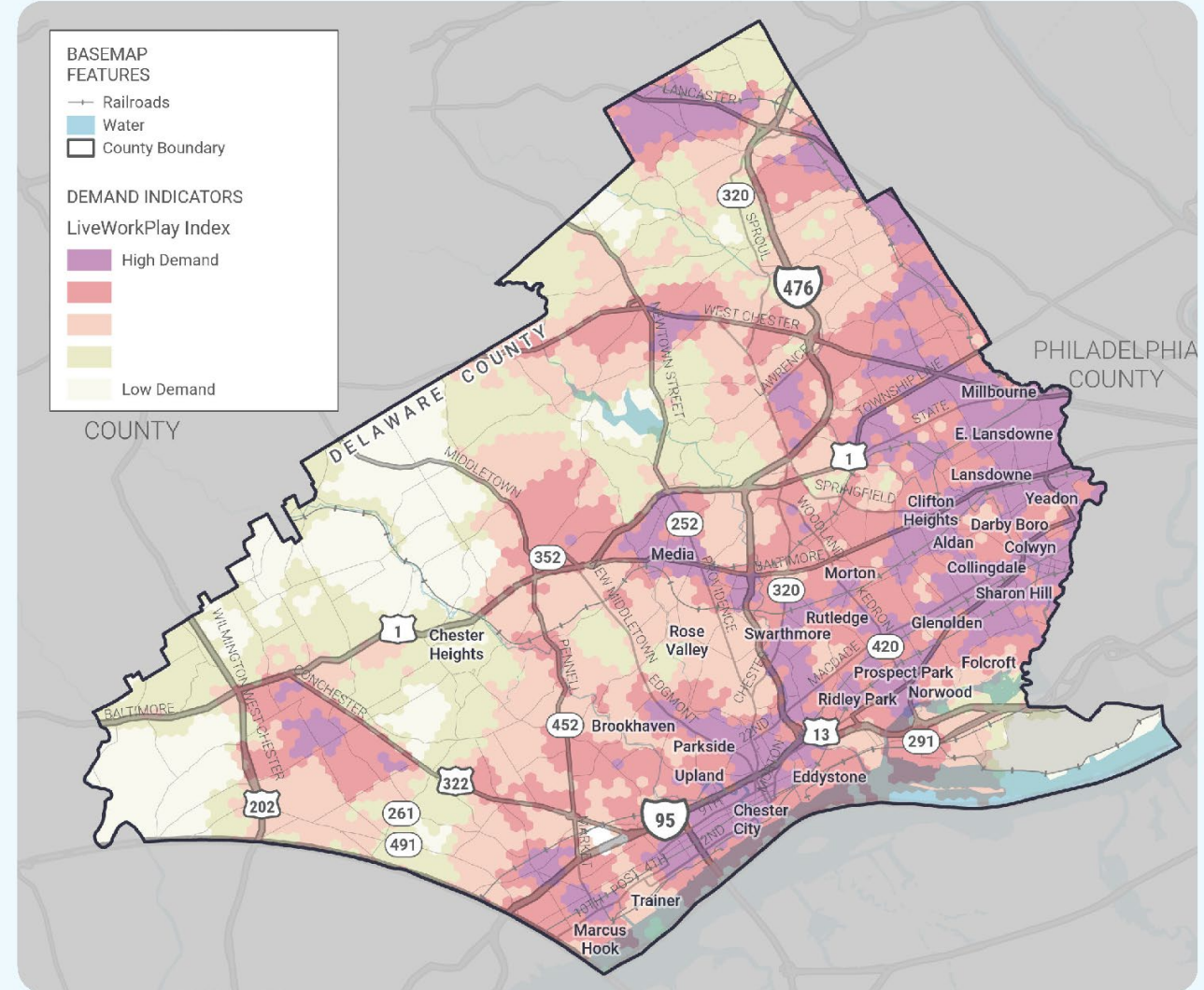
Job Density

Trip Distance

Zero Vehicle Households

Housing & Employment

Commute Mode Split



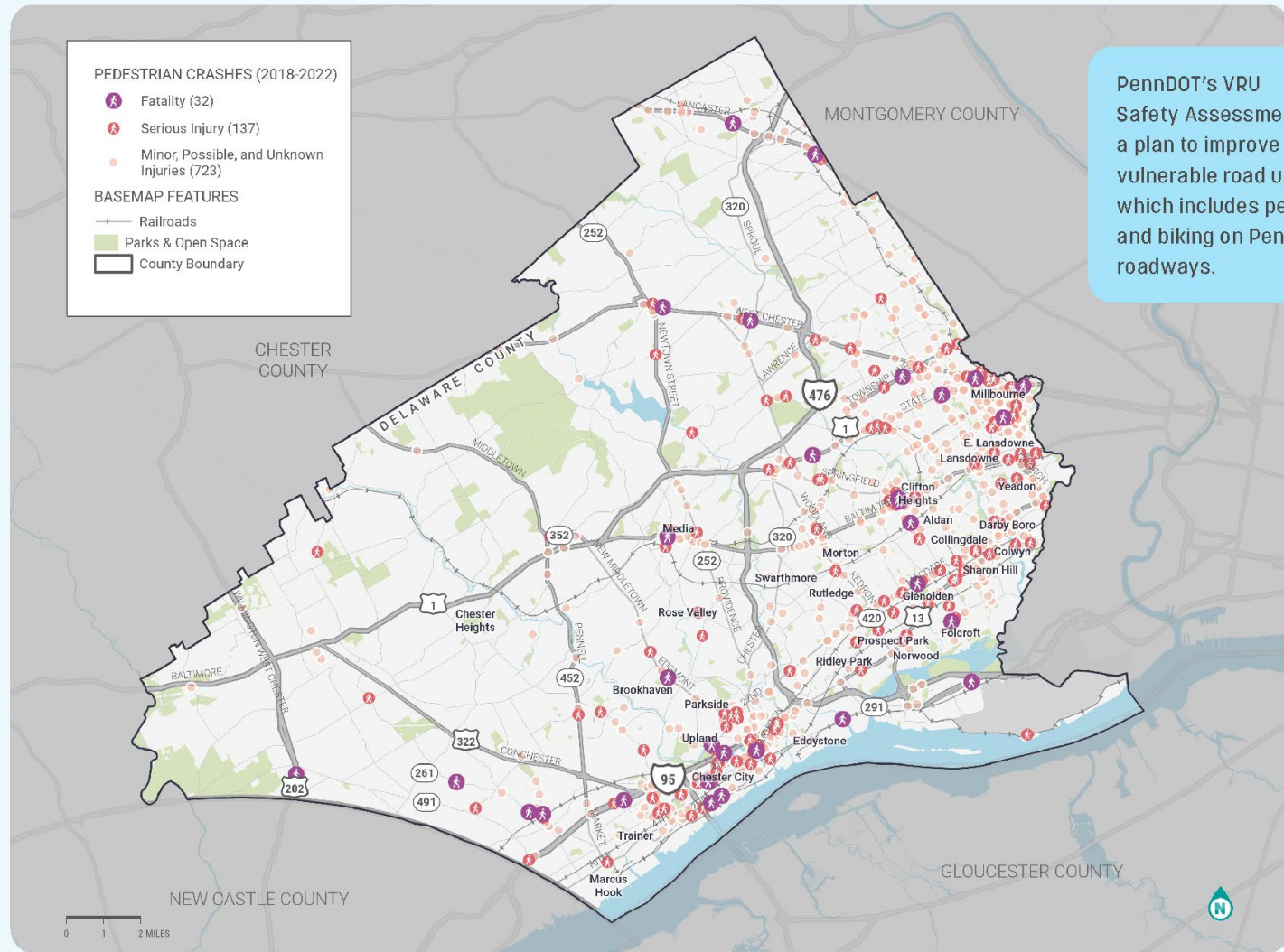
# The Data: Safety Review

## Pedestrian

19% of pedestrian crashes involved a serious or fatal injury

## Bicycle

11% of bicyclist crashes involved a serious or fatal injury



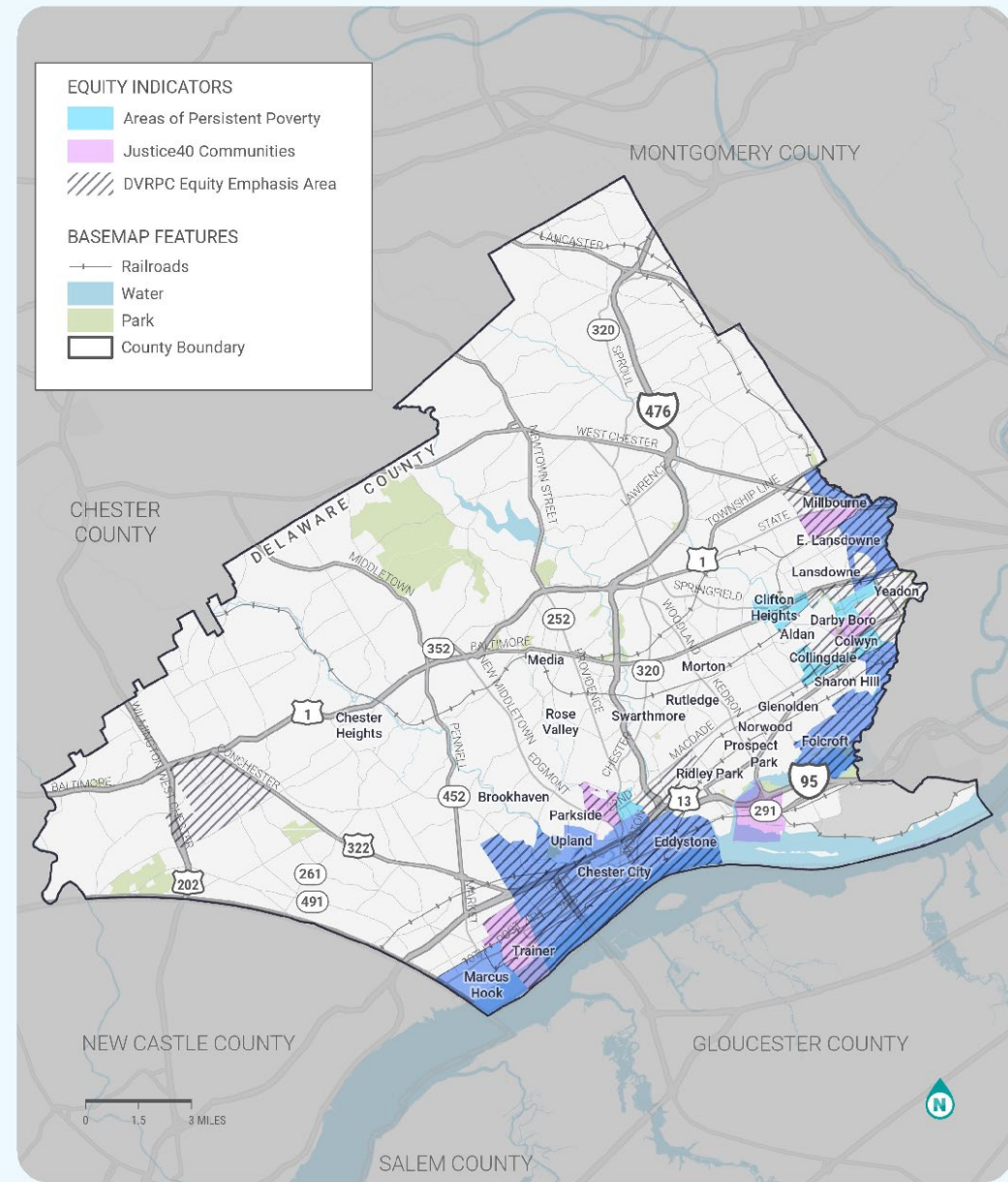
 PennDOT's VRU Safety Assessment develops a plan to improve safety for vulnerable road users (VRU), which includes people walking and biking on Pennsylvania roadways.

# The Data: Equity Analysis

DVRPC: Indicators of Potential Disadvantage

USDOT : Equitable Transportation Community Explorer Tool

CEJST: Climate and Economic Justice Screening Tool



# The Data: Existing and Planned Network

## By the Numbers:

24 miles shared lanes

4 miles bike lanes

61 miles paved trails

3,845 miles sidewalks





# Opportunities and Challenges

## Opportunities

- Regional Connections
  - Septa
  - ECG
- Natural Areas & Business District Connections
  - Ridley Creek Trail & John Heinz
  - Main Streets- Media
- Leverage Partnerships & Planning Work
  - ECG Alliance
  - Circuit Trails
  - DVRPC
  - Bicycle Coalition

## Challenges

- Barriers
  - Highways
  - Large intersections
  - Development patterns
  - Freight routes
- Accessible Bike Routes
  - Existing routes not comfortable
  - Separated facilities not prioritized
- Multiple Jurisdictions
  - Delco's limited control on roadways
  - Routes cover multiple municipalities
  - PennDOT is a major road owner
  - Interstate partnerships



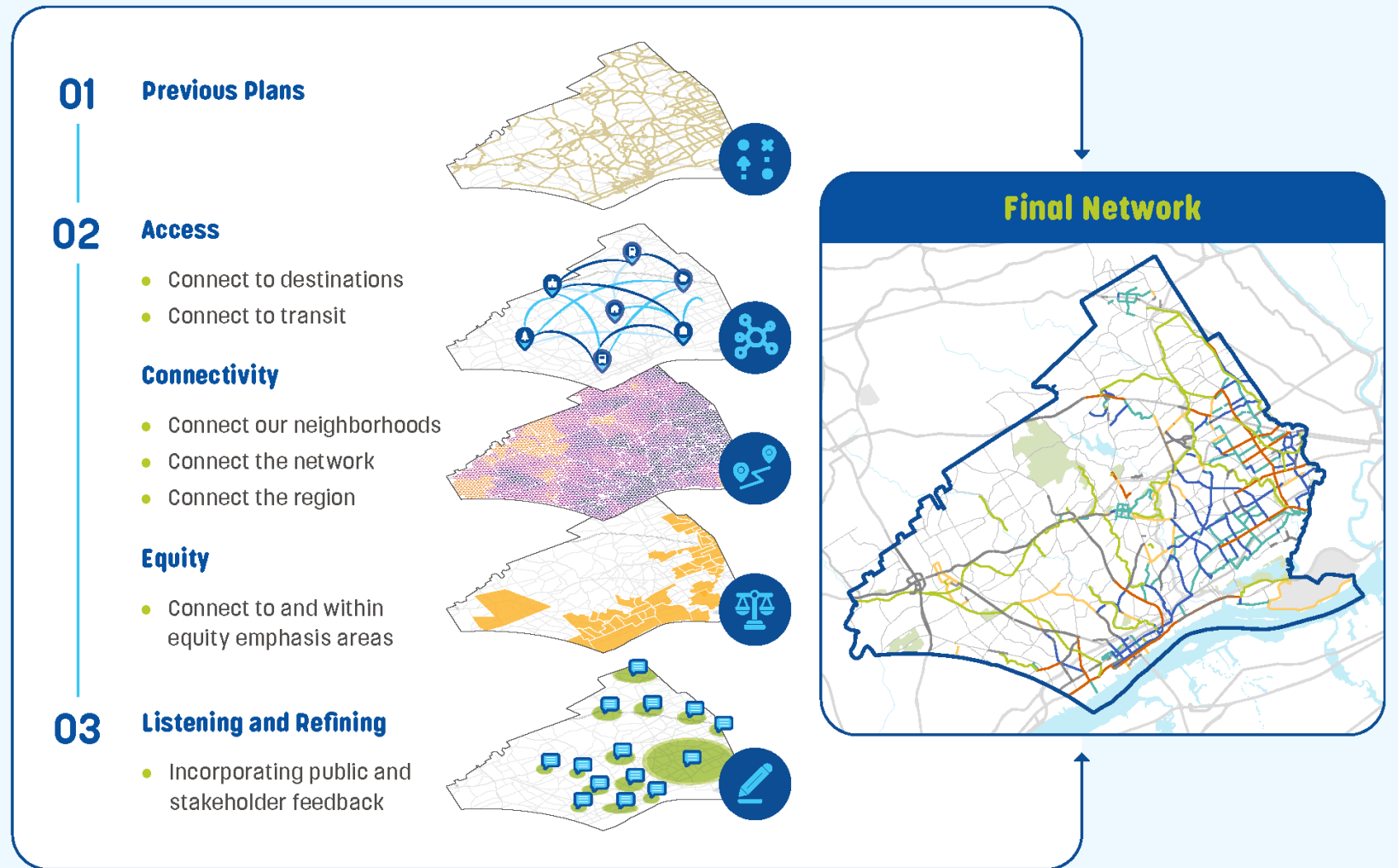


# Developing the Network



# Network Goals

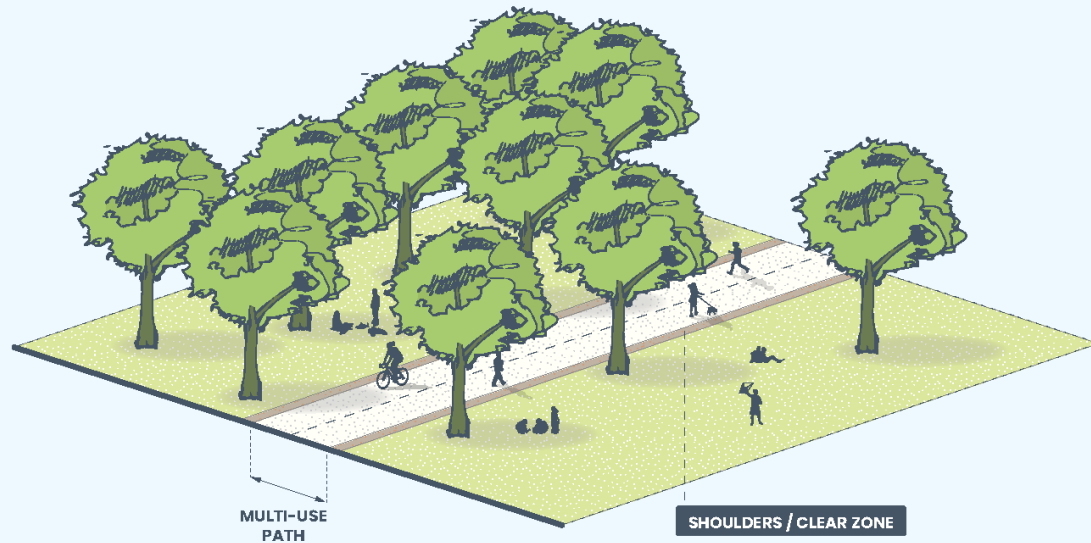
1. Provide safe connections
2. Invest in a connected network
3. Ensure active transportation facilities are accessible
4. Prioritize activities in underinvested areas



# Network Facilities: Greenways & Sidepaths

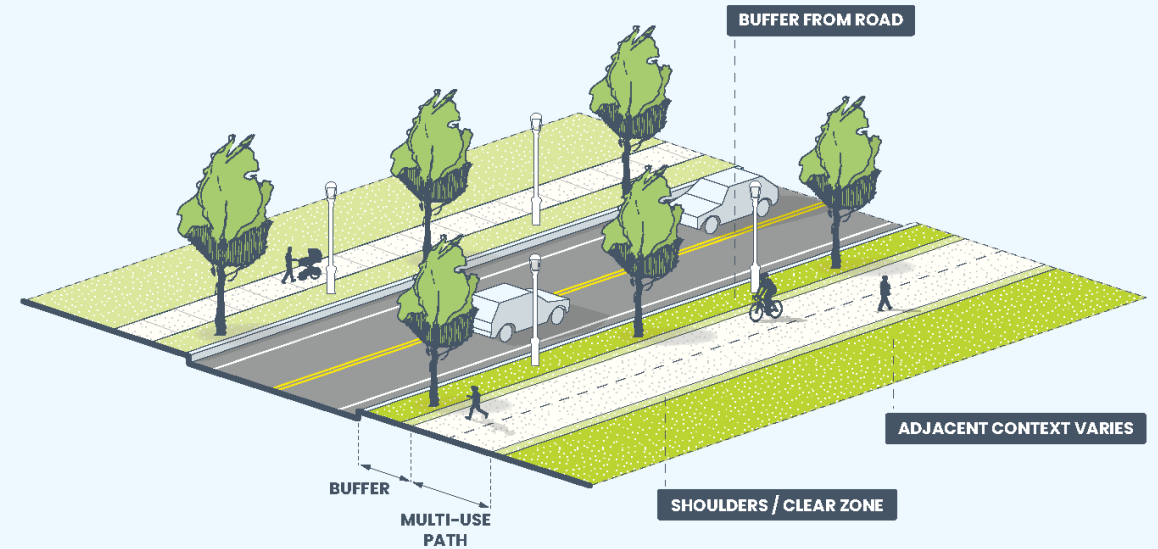
## Greenways

Routes through open space for walking or biking, which can include unpaved trails



## Sidepaths

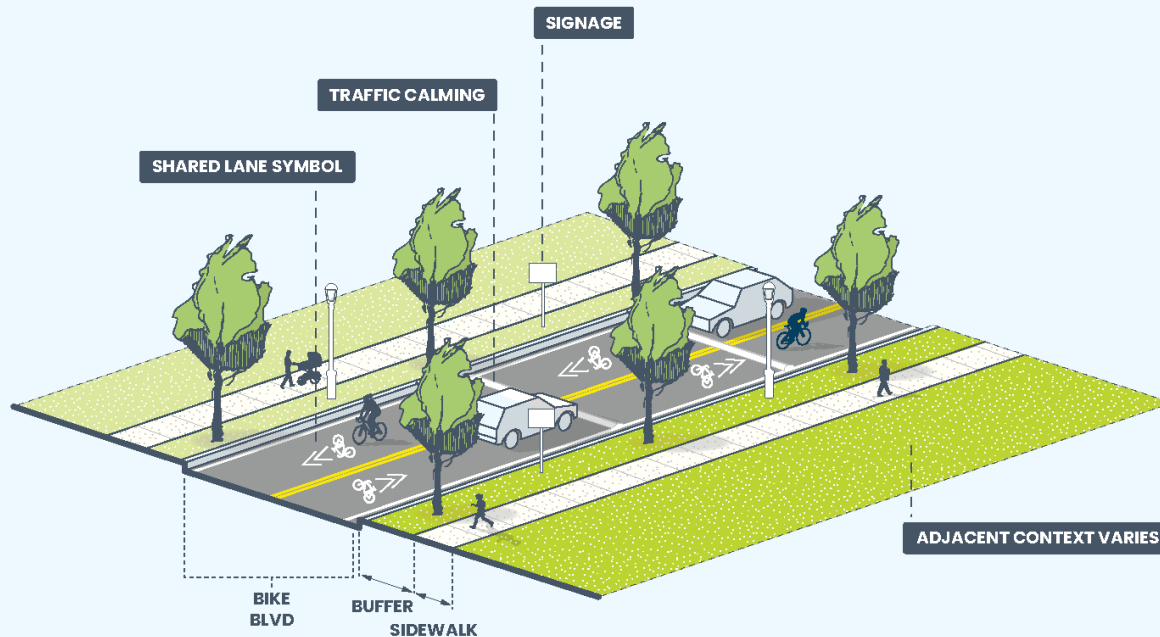
A shared use path parallel to the roadway



# Network Facilities: Bike Boulevards & Bikeways

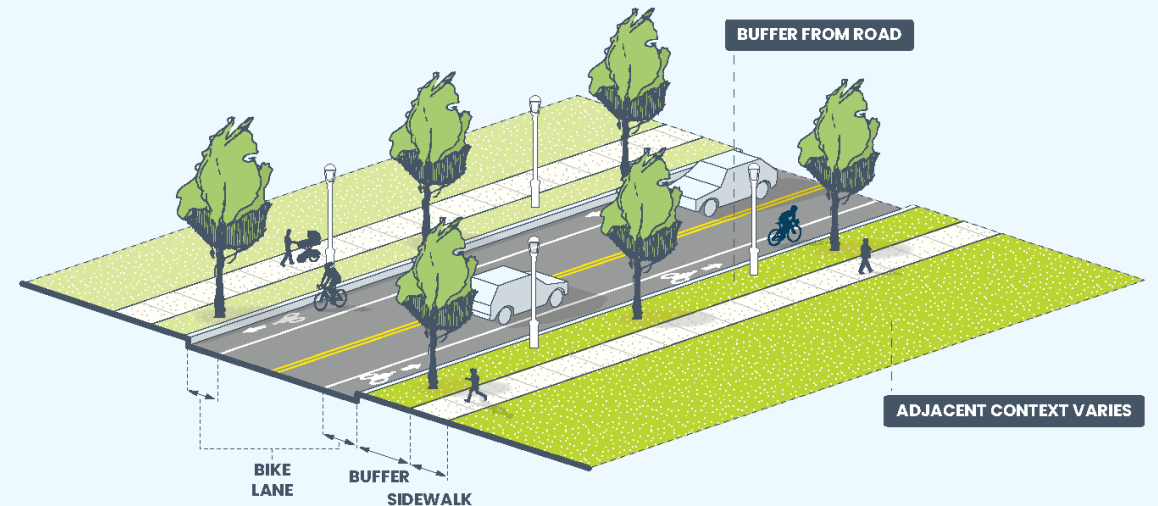
## Bike Boulevards

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



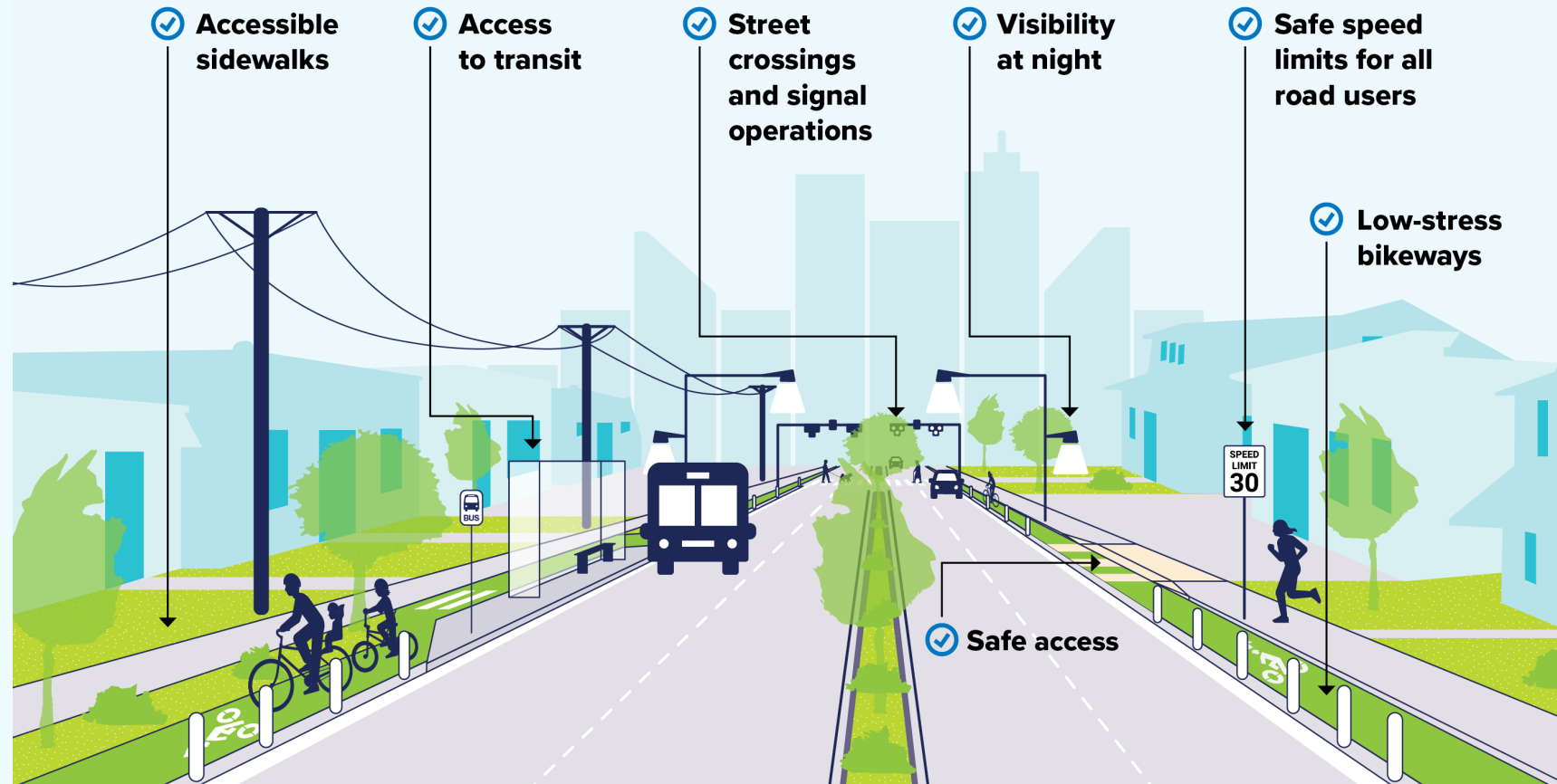
## Bikeways

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



# Network Facilities: Reimagined Arterials

**Reimagined Arterials** would create complete streets that comfortably accommodates multiple modes of transportation, increases safety, and provides a sense of place for residents.



# Network Facilities: Spot Improvements



## Rectangular Rapid Flashing Beacons (RRFB)

Increases motorist yielding rates by as much as 98%



## Leading Pedestrian Interval (LPI)

Gives pedestrians a head start in crossing before vehicles are given a green light



## Bicycle & Pedestrian Bridge

Connect areas disconnected by high volume roads



## Reduced Turn Radius

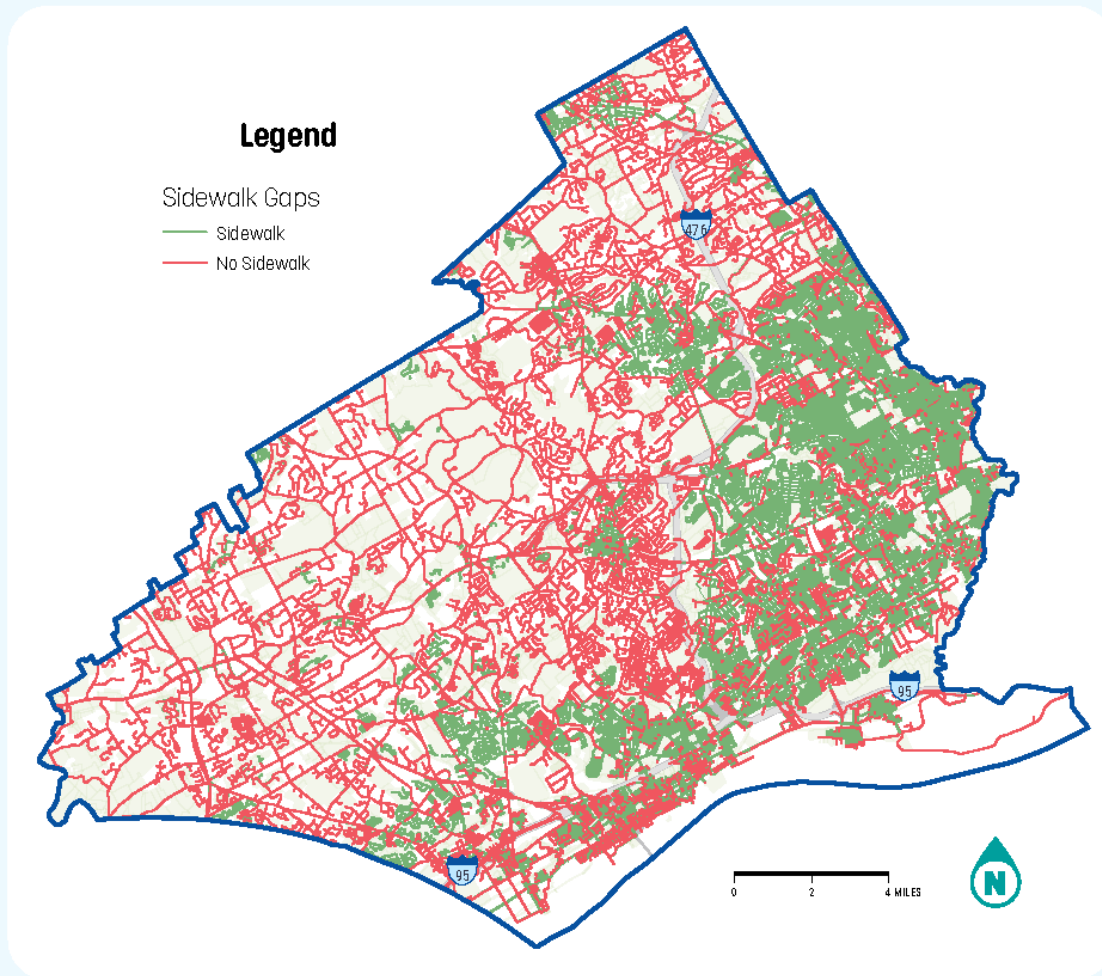
Curb extensions tighten right turns and force cars to slow down



## Marked Crosswalk

Indicate optimal crossing locations for pedestrians

# Network Facilities: Sidewalk Gaps



	MISSING SIDEWALKS, MILES	MISSING SIDEWALKS, %
<b>DELAWARE COUNTY</b>	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%





# Recommendations



# The Network will...

**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:**



**Routes for all ages and abilities**

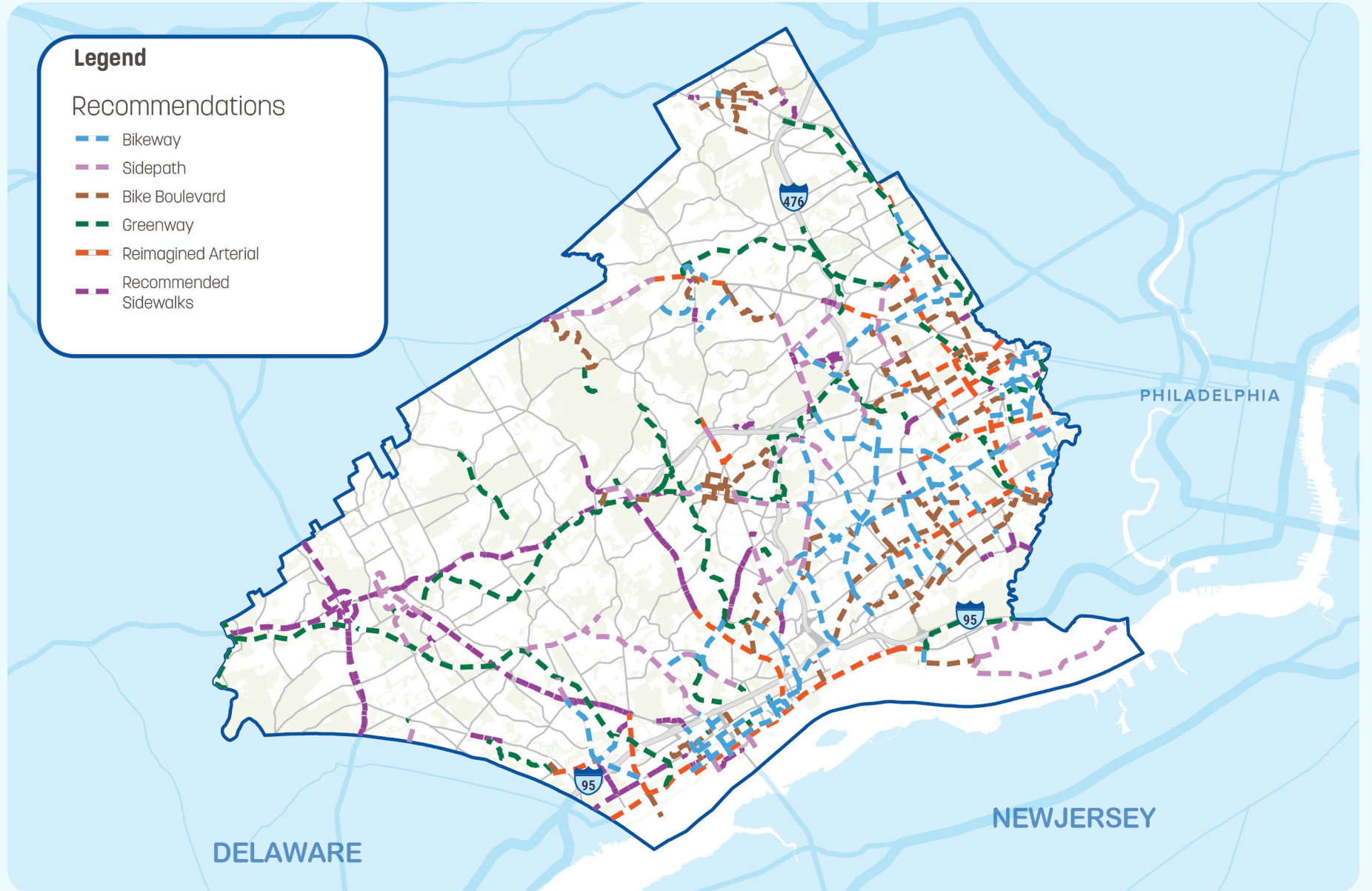


**Fill gaps, connect neighborhoods & destinations to the larger network & beyond**

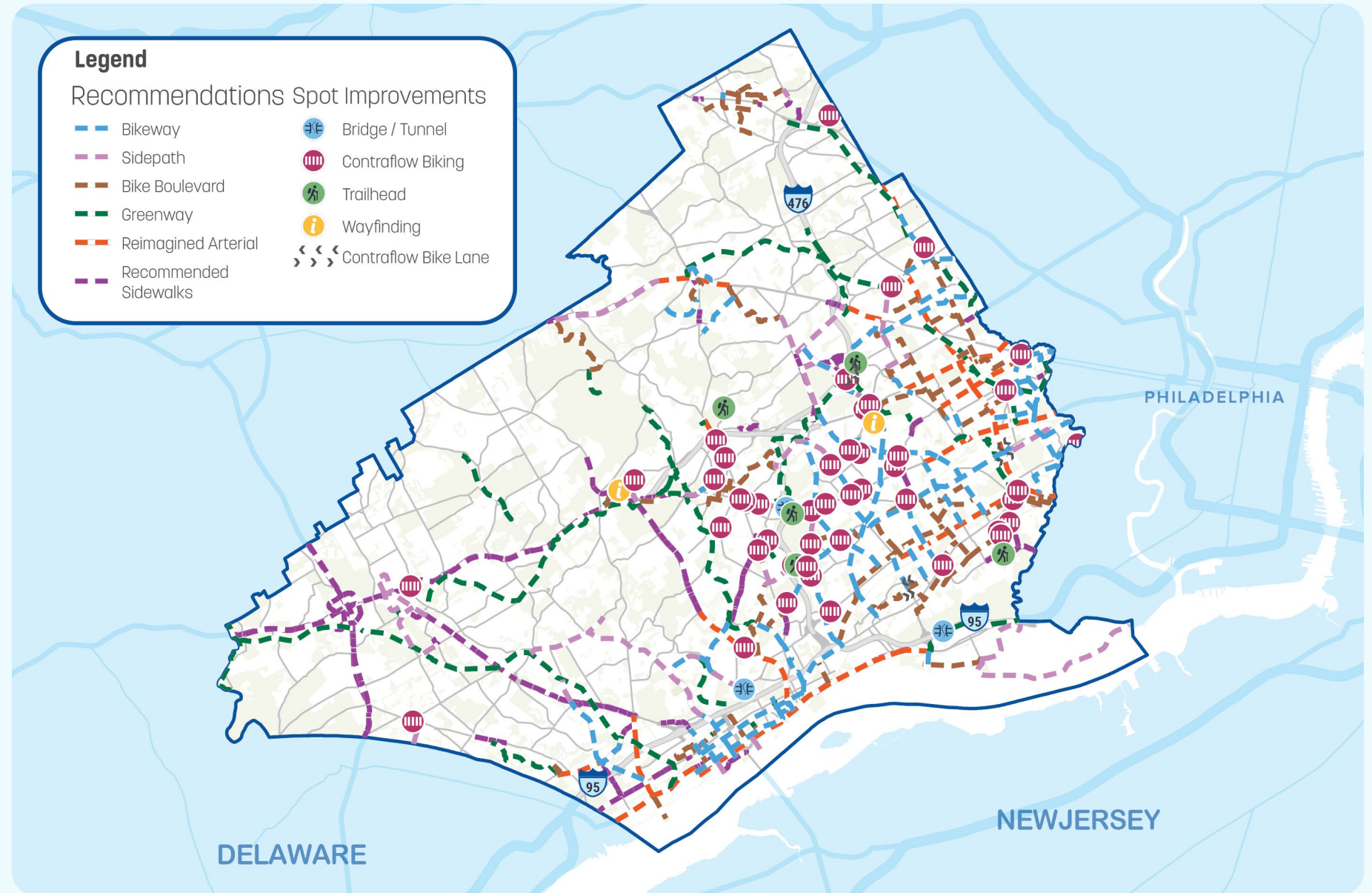


**Accountability for building new connections**

# The Network



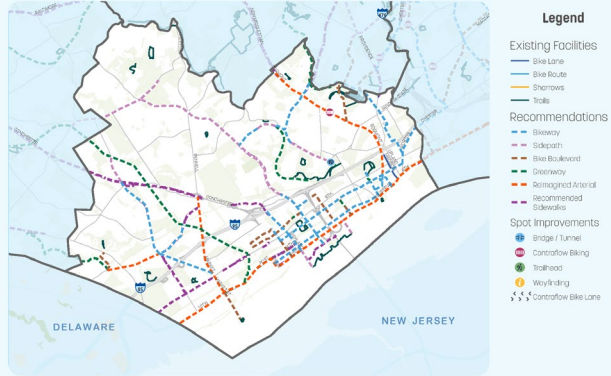
# Network Spot Improvements



# The Network

## Active Transportation Network by District

Map 9 Planning District 1



## Active Transportation Network by District

Map 10 Planning District 2



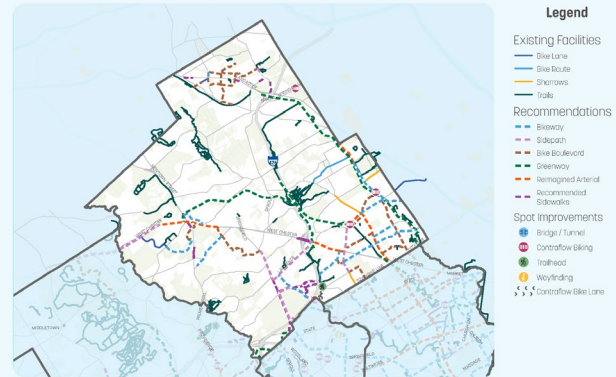
## Active Transportation Network by District

Map 11 Planning District 3



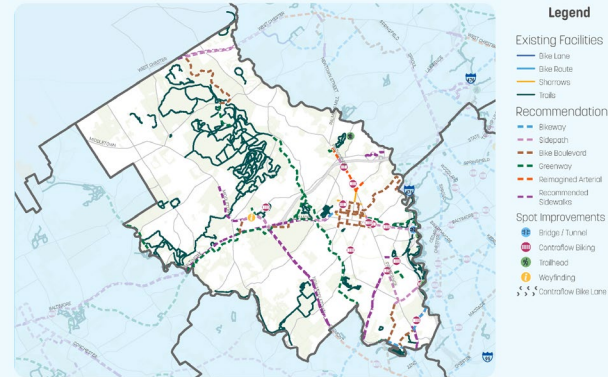
## Active Transportation Network by District

Map 12 Planning District 4



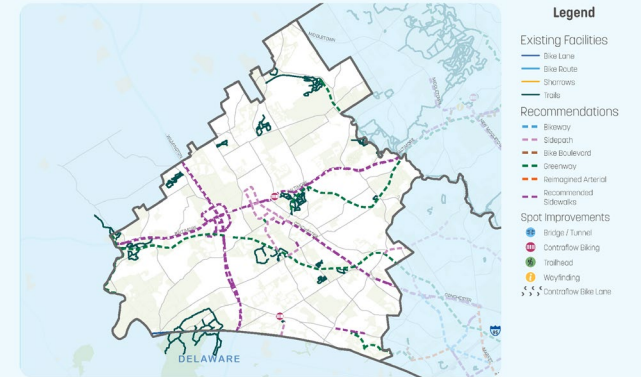
## Active Transportation Network by District

Map 13 Planning District 5



## Active Transportation Network by District

Map 14 Planning District 6

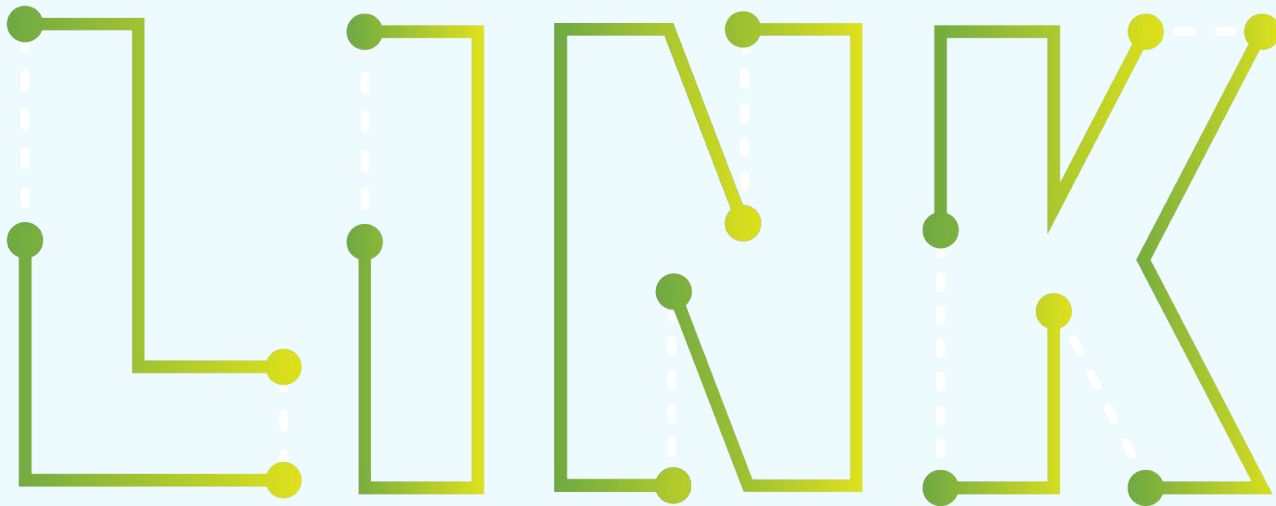




# The Priority Network

















# How did we prioritize?



## Data Driven Approach

Assesses and quantifies benefits from building a new route

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



# How did we prioritize?

## Short Term Priority: *(less complex)*

**0.3 miles** greenways

**20 miles** bikeways

**15 miles** bike boulevards

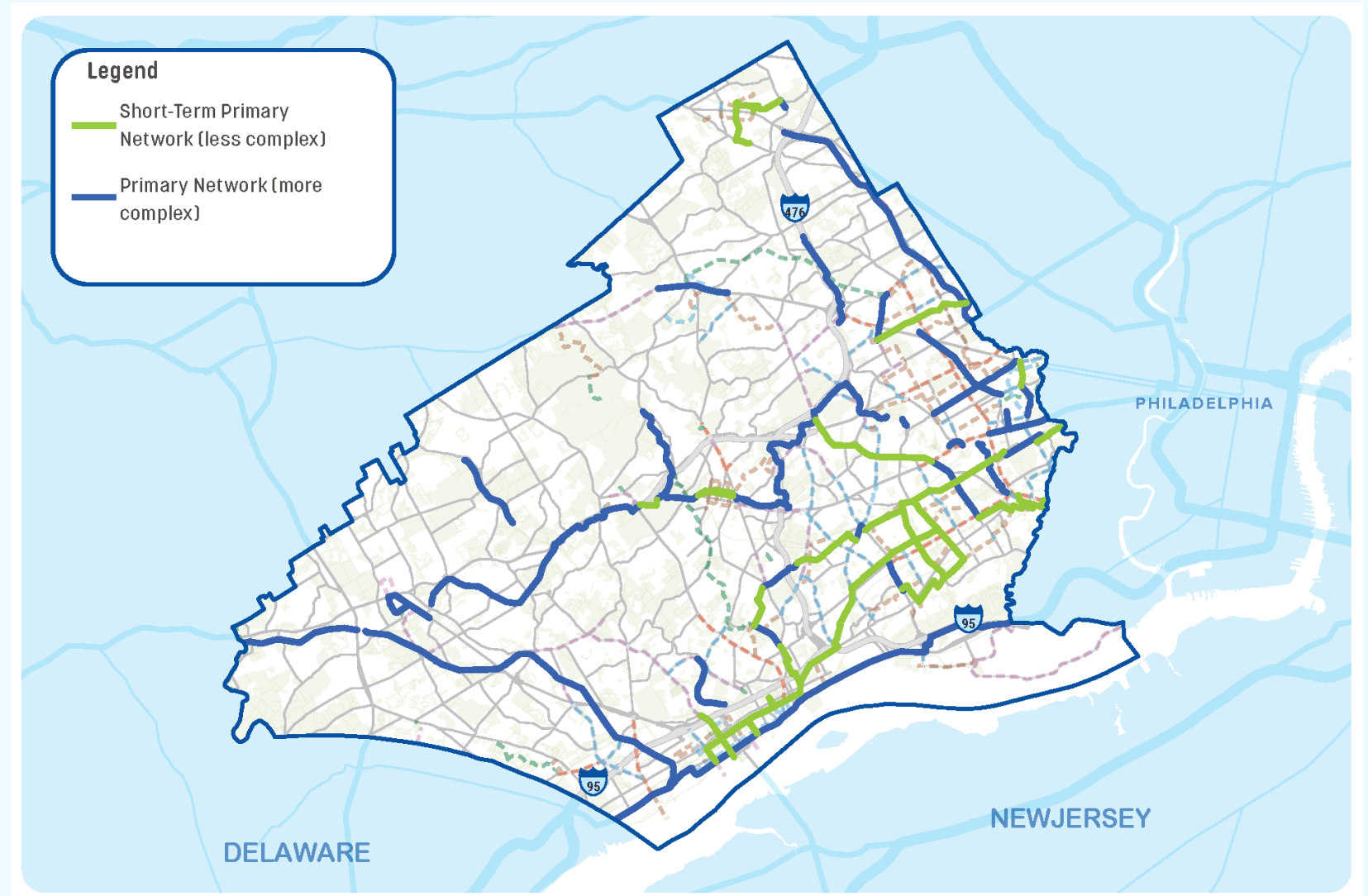
## Long Term Priority: *(more complex)*

**48 miles** greenways

**4 miles** bikeways

**5 miles** sidepaths

**14 miles** reimagined arterials





# How did we prioritize?

## Secondary Network:

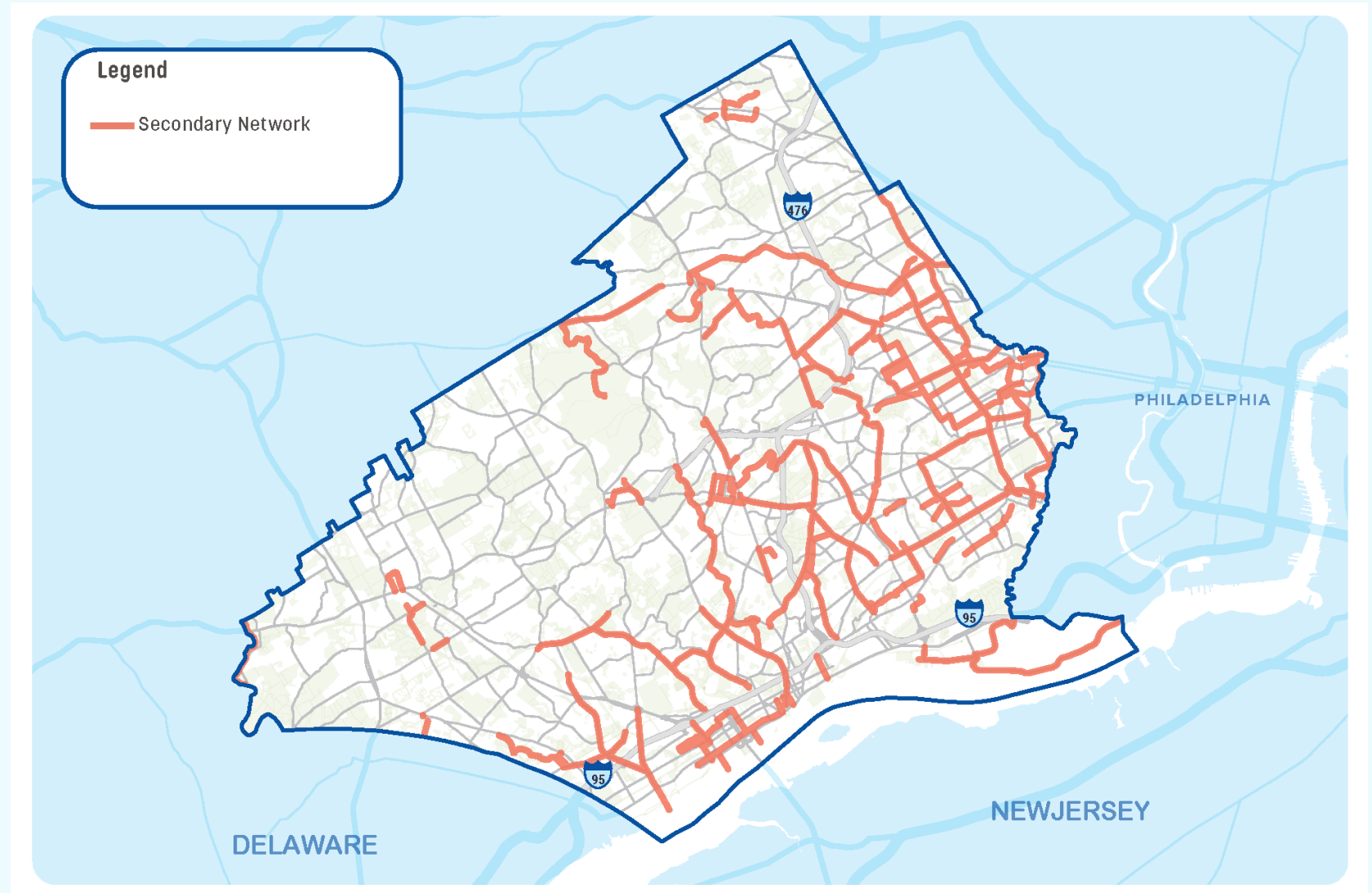
17 miles greenways

42 miles bikeways

40 miles bike boulevards

29 miles sidepaths

25 miles reimagined arterials



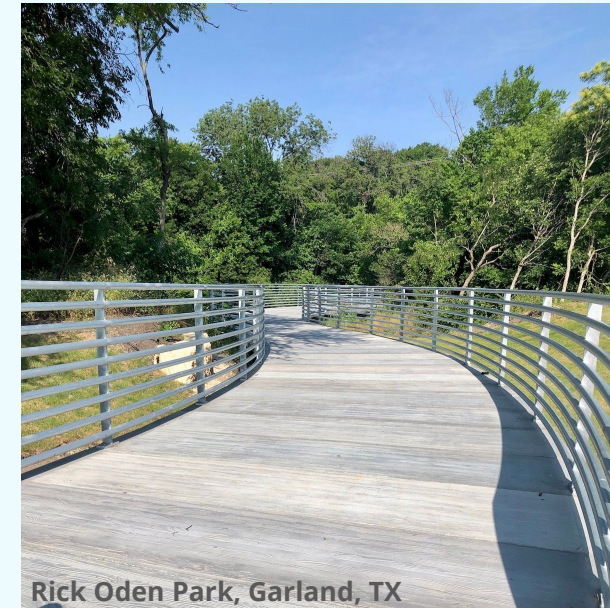
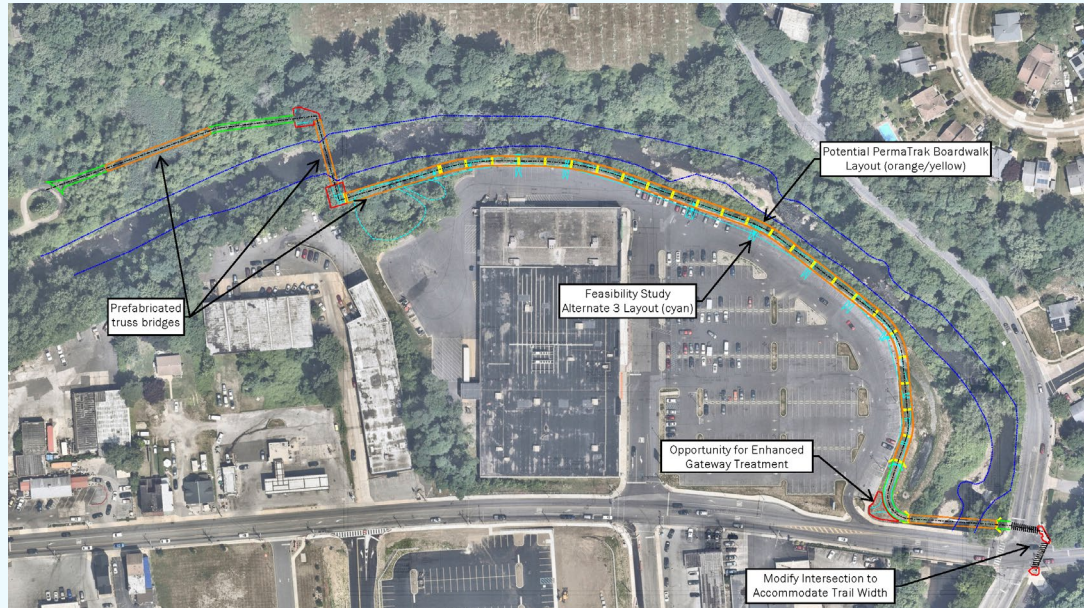
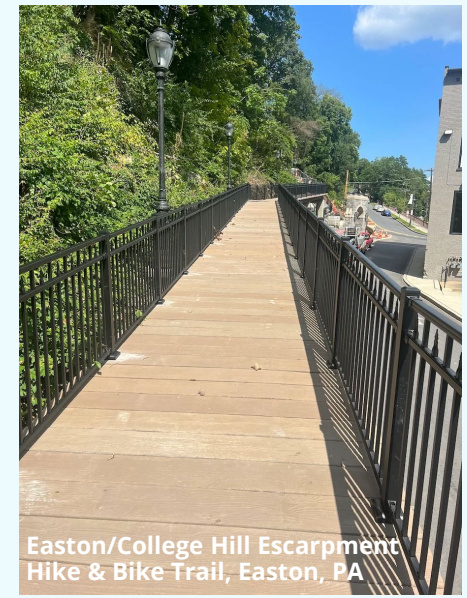
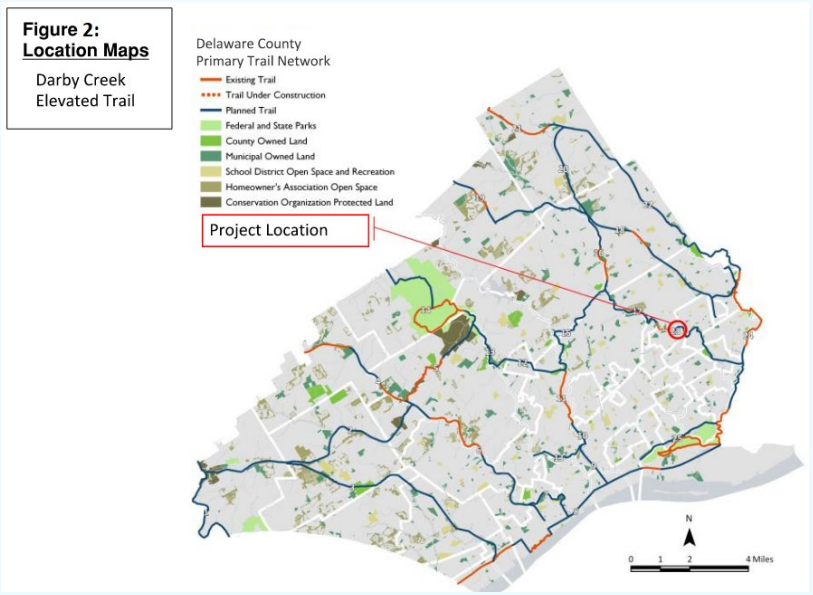


# Implementation

**Darby Creek Elevated Trail**  
**East Coast Greenway**  
**Chester Creek Phase 4**

# Darby Creek Elevated Trail

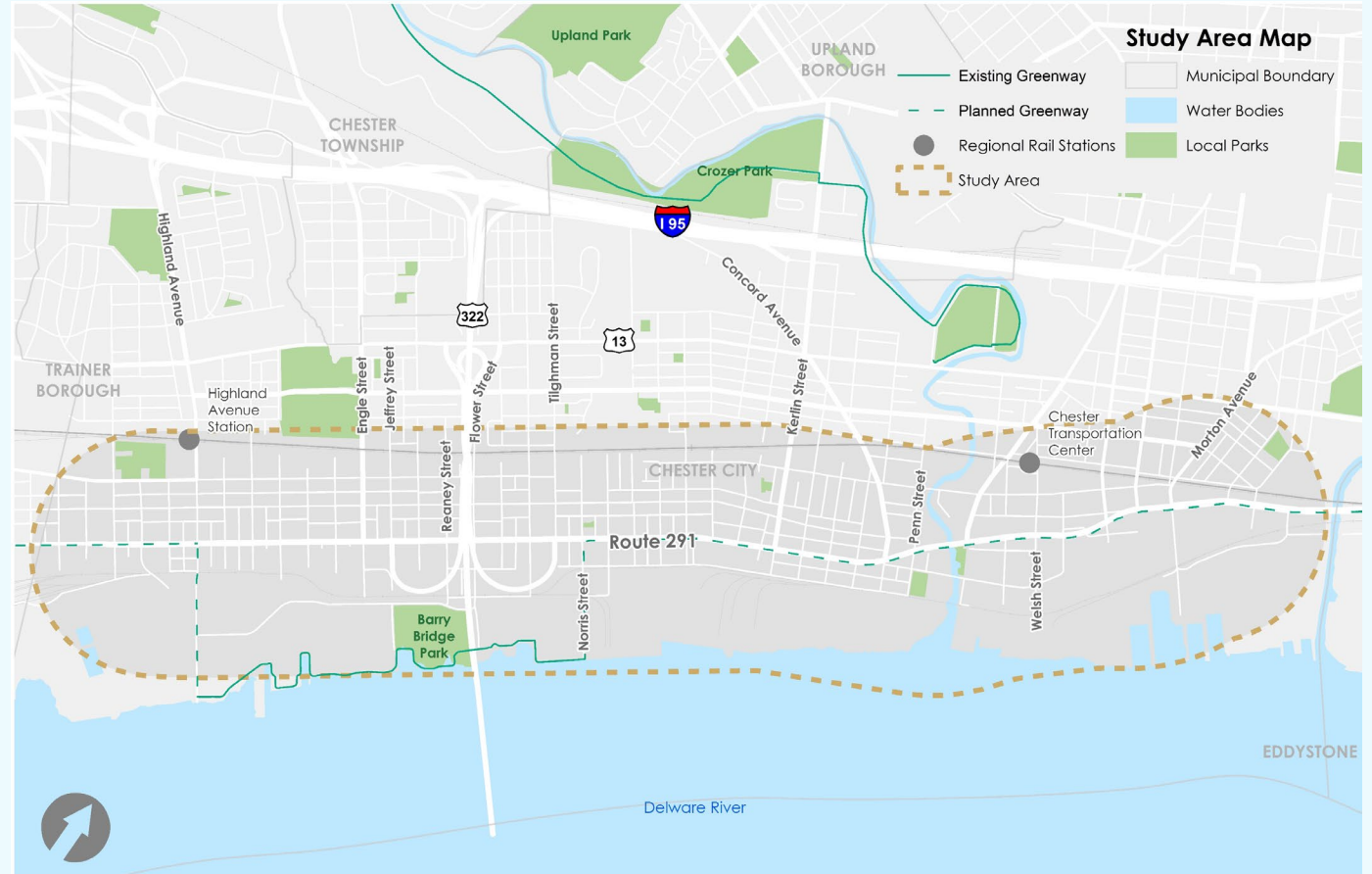
- Preliminary & Final Design
- DCED, CDBG, ARPA, Capital
- Consultant: NV5



# East Coast Greenway

Part of the Redesigning Route 291 Project

- Preliminary Design
- \$2.5mil Reconnecting Communities Grant & TIP Funding
- Partnership with PennDOT
- Consultant: In selection



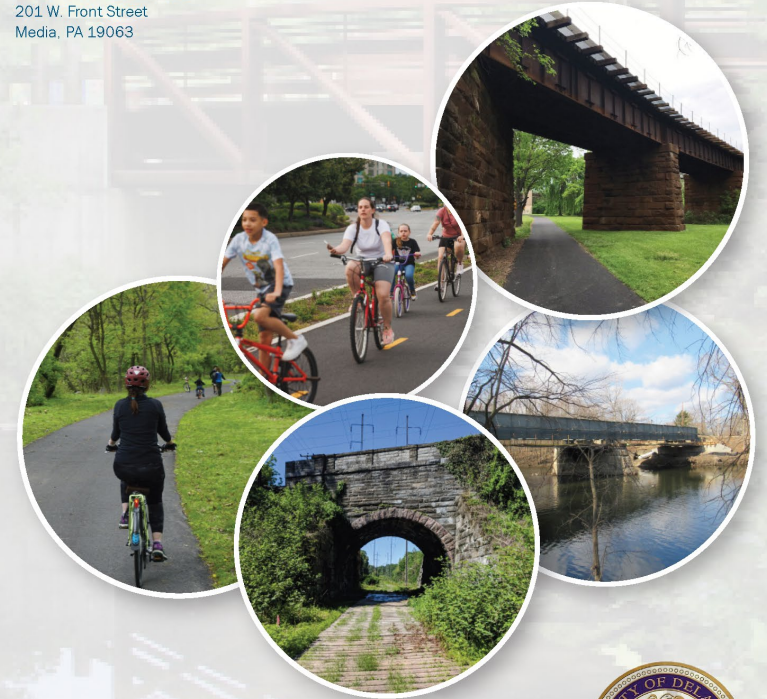
# Chester Creek Phase 4

- Feasibility Study
- LSA grant
- Partnership with Chester Township
- Consultant: NV5



## CHESTER CREEK RAIL TRAIL PHASE IV FEASIBILITY STUDY

PREPARED FOR:  
COUNTY OF DELAWARE  
201 W. Front Street  
Media, PA 19063



**NV5**  
1315 Walnut St., Suite 900  
Philadelphia, PA 19107  
(215) 751-1133



# WALK ROLL DELCO!

Thank you



Delaware County  
Planning Department

