Complete Streets in Delaware

Pedestrian Council
September 28, 2016

Drew Boyce
Director of Planning
Complete Streets – Where Are We?

- Delaware Code
- Executive Order
- Policy
- Design Resources
- Implementation Plan
TITLE 17 CHAPTER 1 § 132 (f)

- Adopted in 1972
- Whenever the Department of Transportation widens, constructs or reconstructs any major arterial, minor arterial, collector road or proposed road in an urbanized area of this State, the Department shall incorporate within such plans, layout, widening, construction or reconstruction the construction of sidewalks, provided there is a need for sidewalks or that it can be reasonably anticipated that the need for sidewalks will exist.
A Complete Streets Policy should:

- (a) Establish DelDOT's objective of creating a comprehensive, integrated, connected transportation network that allows users to choose between different modes of transportation;
- (b) Establish that any time DelDOT builds or maintains a roadway or bridge, the agency must, whenever possible, accommodate other methods of transportation.
- (c) Focus not just on individual roads, but changing the decision-making and design process so that all users are considered in planning, designing, building, operating and maintaining all roadways;
Executive Order 6 – 4/24/09

- (d) Recognize that all streets are different and user needs should be balanced in order to ensure that the solution will enhance the community;
- (e) Apply to both new and retrofit projects, including planning, design, maintenance, and operations for the entire right-of-way;
- (f) Ensure that any exemption to the Complete Streets Policy is specific and documented with supporting data that indicates the basis for the decision;
- (g) Direct the use of the latest and best design standards as they apply to bicycle, pedestrian, transit and highway facilities;
Design Resources

- AASHTO Green Book
- AASHTO Design Guides for Both pedestrian and bicycle facilities
- DelDOT Road Design Manual
- DelDOT Project Development Manual
- Pedestrian Accessibility Standards for Facilities in the Public Right of Way
- Designing Walkable Urban Thoroughfares
- DelDOT Subdivision Manual
- DelDOT Traffic Calming Manual
Implementation Plan

- Visual Guide to Implementation
- Utilizes *The Strategies For State Policies And Spending*
- Guidance for each type of Project or Program
- Provides illustrations for the right facilities in the right context
Urban Local Streets - Neighborhood Residential

Urban Local Streets are found in residential neighborhoods and carry low volume, low speed automobile traffic (generally 30 mph or less). These streets are generally found in Levels 1, 2 or 3.

- On-road bicycle accommodations expected as shared use
- Sidewalks for pedestrians expected

<table>
<thead>
<tr>
<th>Hierarchy of Need</th>
<th>Pedestrian Lighting</th>
<th>Transit Facilities</th>
<th>Benches/Street Furniture</th>
<th>Street Trees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highly Recommended</td>
<td>Recommended on Transit Lines</td>
<td>Recommended</td>
<td>Recommended</td>
<td>Recommended*</td>
</tr>
</tbody>
</table>

*Street trees are desirable if they can be provided within the limits of design standards, context, or field conditions
Checklist for Designers and Engineers

Provides and inventory of added features

CS Considerations for Project Managers

To comply with EO #6 and this CS Policy Implementation Plan, Project Managers need to consider Complete Streets with each project they undertake. The information below is provided to help project managers think through Complete Streets considerations when a project begins and as it develops.

The goal of Complete Streets is to provide safe mobility for all users. Each street that is completed not only creates more mobility options for that street by increasing the numbers of bike lanes, sidewalks etc. on that facility, but helps complete a larger network, so that mobility for that mode is meaningful.

Project Name:
State Strategies Level:
Street Type:

This project adds:
* Linear feet of on-street bike lanes striped _________ or _______ built________
* Linear feet of sidewalks /total sidewalk LF if missing links
* Number of new street trees
* Number of curb ramps/ ADA accommodations built __________
* Number of pedestrian crossings
* Number of bus pads
* Number of bus shelters
* Number of countdown pedestrian signals
* Number of audible pedestrian signals
* Number of pedestrian signal timings brought into compliance with the current MUTCD
* Number of uncontrolled crosswalks brought into compliance with the current MUTCD
* Number of road lane miles
* Number of street light fixtures/ responsible utility ___________
* Number of pedestrian light fixtures/ responsible utility ___________
Waiver Process

Review Team
- Title II ADA Coordinator
- Pedestrian Coordinator
- Bicycle Coordinator
- DTC* Planning Manager
- DOTS Representative
- M&O Representative

Request for Waiver
- Waiver Conditions
  - Technically infeasible
  - Unreasonable to meet full compliance
- Documentation

Appeal
- Chief Engineer
- Director of Planning
- Executive Director of DTC
- M&O Director

*Project Manager will coordinate and document the entire waiver process*

*DTC - Delaware Transit Corporation*
Philadelphia Pike – Harvey to Gov. Printz

Existing Section

- 4 11 ft travel lanes
- 2 8 ft shoulders

Proposed Section

- 2 11 ft travel lanes
- 1 12 ft turning lane
- 2 5 ft bike lanes
- 2 8 ft parking lanes

Same curb to curb distance
Philadelphia Pike - Phase 2
Commonwealth Intersection
Refined Plan
Existing Conditions - South Governors Avenue

Proposed improvements for South Governors Avenue include crosswalks, a center turn lane, shoulders and sidewalks.
Moving Forward

- Continuing to Change the Culture
- Educating Customers
- Continue to Update Manuals
- Performance Measure Evaluation
Questions
Delaware’s Definition

A *Complete Street* is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for *all* users – including bicyclists, pedestrians, transit riders, truck drivers, and motorists – which is appropriate to the function and context of the facility.
A Complete Street is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users – including bicyclists, pedestrians, transit riders, truck drivers, and motorists – which is appropriate to the function and context of the facility.