

**REQUEST FOR
POLICY IMPLEMENT**

STATE OF DELAWARE

DEPARTMENT OF TRANSPORTATION

P.I. NUMBER: O-6

Complete Streets Policy

References: [Executive Order Number 6](#)

Issued: _____

Revised: _____

Effective: _____

Primary Responsibility: _____

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I. Purpose

To ensure that transportation system modifications are routinely planned, designed, constructed, operated, and maintained so as to enable safe and efficient access for all users. The result should be a system for all users that is comprehensive, integrated, connected, safe and efficient allowing users to choose among different transportation modes both motorized and non-motorized.

II. Objectives

1. To define and implement changes to the project development process that will value all transportation modes during the project scoping phase and enhance currently used design practices through updates to DelDOT design manuals, design memoranda, and policies.
2. To define roles and responsibilities through all phases of a project and implement strategies that will improve safety and convenience for all transit riders, pedestrians, bicyclists and motorists using the Delaware transportation system.
3. To define an Exemption Process.
4. To define a Waiver Process.

III. Applicability

1. All DelDOT Projects in the Public Right-Of-Way, where the pavement width is widened, shall consider all transportation modes and accommodate accordingly; facility type shall be based on the project location and the needs of the community.
2. System Maintenance projects are designed to keep what we already own in a good state of repair and as such are major maintenance/pavement reconstruction projects that do not require design or right of way acquisition, or bridge rehabilitation/reconstruction projects. While it is not the specific intent of these projects to expand existing facilities, opportunities to provide for other modes shall be explored during the project development stage.
3. As of the effective date of this policy, projects that have been submitted by the applicant as Preliminary or more advanced plans may be exempt.

IV. Responsibility and Implementation

1. The Divisions of Planning, Maintenance & Operations, Transportation Solutions and Delaware Transit Corporation, as well as any professional services (consultants) working for DelDOT will have the responsibility for implementation of this policy.
2. The Division of Planning, in coordination with each applicable Division, will be responsible for developing a Complete Streets Implementation Plan for the projects and programs produced in each Division. The Implementation Plan will be specific to each Division, but designed in a consistent and compatible format. Implementation Plans should be completed within twelve months of the effective date of this policy and include an annual review process.
3. Effectiveness of this policy may be reviewed from time to time at the request of affected Divisions within DelDOT or the traveling public.

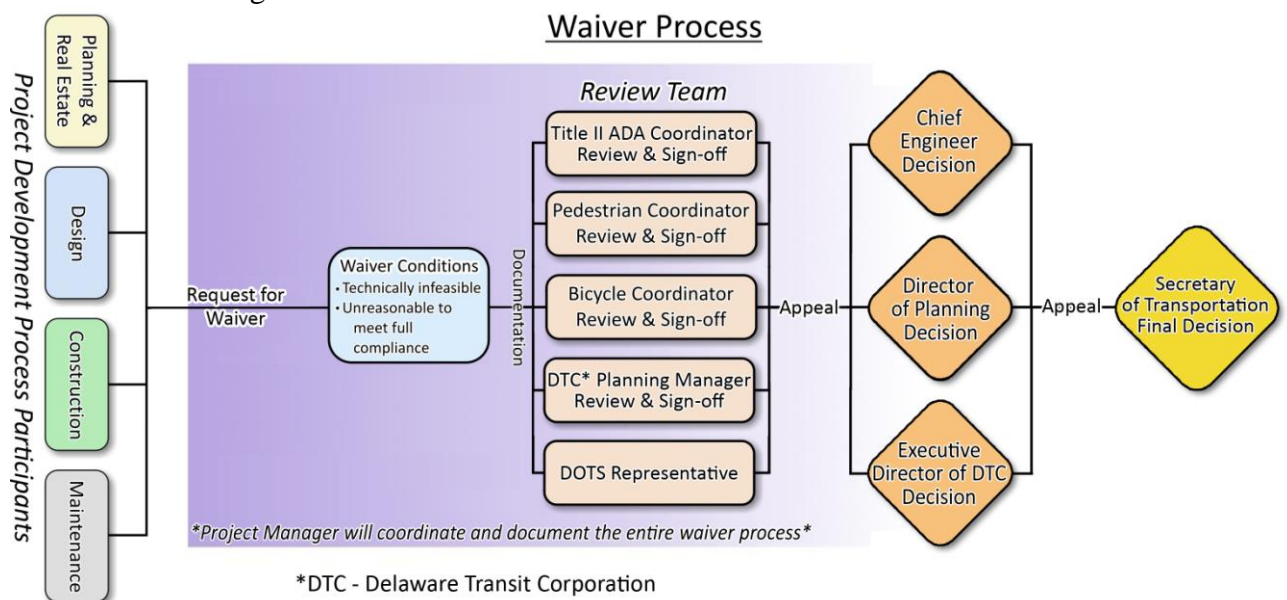
V. Exemptions

Justification and documentation exists for a roadway project to be exempt from the requirements of this policy based upon one of the following circumstances:

1. An affected roadway prohibits, by law, use of the roadway by specified users. If this is the case, documented effort shall be made to depict how those specific users are accommodated elsewhere. Example: facilities located on roadways that cross or otherwise intersect with the affected roadway. In this instance, an effort to accommodate prohibited users within the ROW of the same transportation corridor must be made.
2. If it is determined that a reasonable and equivalent alternative already exists for certain users or is programmed in the CTP/TIP as a separate project as determined by representatives of appropriate modes. (Example: transit planner representing bus service identifies project for new bus stops already programmed.)
3. Ordinary maintenance activities designed to keep transportation facilities in serviceable condition that does not interfere with existing facilities for longer than the time needed to perform the maintenance (i.e. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance).

VI. Waivers

It is recognized, in a built environment, that complexities and challenges exist and there is a need to avoid or mitigate impacts to natural and cultural resources. There may also be right-of-way and financial constraints associated with individual projects. In an effort to reconcile these constraints, DelDOT will include a Waiver Process, with appropriate time constraints, in each Division Implementation Plan. The general Waiver Process concept is shown in the diagram below:



Every effort should be made to identify constraints early in the project scoping phase. Therefore, Complete Street Waivers shall be initiated no later than the preliminary design phase of all projects.

VII. Justification

Complete Streets Defined

The term ‘Complete Street’ means a roadway that accommodates all travelers, particularly public transit users, bicyclists, pedestrians (including individuals of all ages and individuals with mobility, sensory, neurological, or hidden disabilities), and motorists, to enable all travelers to use the roadway safely and efficiently. (HR 1443 IH)

Creating complete streets means planning, designing, constructing, maintaining and operating streets and all directly related components for motorized and non-motorized modes of travel, as appropriate for the area. The most basic element of a complete streets policy is that it ensures that roads are planned and built to serve all users.

National Movement

The proposed Federal Complete Streets Act of 2009 defines effective complete streets policies that are flexible enough to use in daily transportation planning practice. It directs state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to adopt such policies within two years of enactment and applies the policies to upcoming federally funded transportation projects.

Delaware Accomplishments

The Delaware Department of Transportation (DelDOT) has been working towards a transportation system that allows users to choose between various modes. In fact, even though the term “Complete Streets” is relatively new, many DelDOT projects have been planned, designed, and built as such.

DelDOT has adopted a Statewide Bicycle Plan that authorizes DelDOT to plan and establish bikeways across the state for the use, enjoyment and participation of the public in non-motorized transportation. DelDOT is also currently working on a Statewide Pedestrian Action Plan that will ensure all pedestrian facilities are built to current ADA standards. The plan also includes a statewide sidewalk inventory that will identify gaps in the pedestrian network and enable DelDOT to create a prioritization plan for sidewalk installation. Delaware Transit Corporation has completed a statewide bus stop inventory and is currently working on a bus stop policy with the goal of enhancing accessibility, reliability, and customer convenience.

Executive Order Number 6

On April 24, 2009, Governor Jack A. Markell signed into effect Executive Order No. 6. This Executive Order directed the development and adoption of a Statewide Complete Streets Policy by September, 2009. This step toward creating a transportation system in Delaware that provides facilities for biking, walking, and transit, can increase safety, reduce traffic congestion and improve air quality.

IV. Effective Date

This policy shall become effective 30 day(s) after signature by the Secretary, or, if applicable, upon compliance with the regulatory process required by the Administrative Procedures Act (29 Del.C. Ch. 101).