

CITY OF NEWARK
Newark, Delaware

TRAFFIC COMMITTEE MEETING
April 20, 2010
5:00 p.m.

Members Present: Chief Paul Tiernan, Carol Houck, Rich Lapointe, Marvin Howard

Members Absent: Dave Gula
Tom Parkins
Lt. George Stanko

1. REQUEST FOR A PEDESTRIAN CROSSING SIGNAL AT THE INTERSECTION OF S. CHAPEL STREET AND EAST DELAWARE AVENUE.

Chief Tiernan said it was his understanding that the Delaware Department of Transportation is currently working on installing a pedestrian crossing signal at this location.

2. UPDATE FROM THE BICYCLE COMMITTEE.

Mike Fortner distributed the Delaware Department of Transportation Complete Streets Policy, issued 12/07/09, effective 01/06/10. Mr. Fortner said DelDOT has an interest in getting cities to endorse the policy. If the Traffic Committee endorses the policy, the Bicycle Committee would send a recommendation to Council.

Mike Fortner said the purpose of a Safe Streets Policy is to make roads safe for all users (bicyclists, pedestrians and transit). The policy encompasses all state roads and right-of-ways. For example, in the situation of a rehabilitation project the Complete Streets Policy ensures that all modes of transportation would benefit.

Mike Fortner said in the past, roads have been primarily designed for cars and one of the policy goals is traffic alleviation and making roads safer for all modes of transportation. The policy does not include City maintained roads.

Mike Fortner said the department director's has reviewed the policy. One main concern that was brought to the Bicycle Committee's attention is quite often the City maintains state maintained roads. Rich Lapointe inquired as to whether the policy specifically states that the Delaware Department of Transportation (DelDOT) would be responsible for all maintenance. Rich Lapointe said the maintenance agreements between the City of Newark and DelDOT include face of curb to face of curb, which only includes the pavement. Rich Lapointe said the city does not want to take on any additional maintenance responsibilities other than what has already been established.

Rich Lapointe said he would endorse the policy with clarification that DelDOT maintains all facilities that they provide in the Complete Streets Policy. Mike Fortner said he feels that by adding the above addendum to the Complete Streets Policy would suit the interest of the Bicycle Committee.

Rich Lapointe said certain roads have an agreement that all road markings and signage are the city's responsibility. Rich Lapointe said for example, the state could add two miles of bike lanes, bike symbols and signage that is already the city's maintenance and feels DelDOT could argue that the City is not taking on any additional maintenance responsibilities.

Chief Tiernan recommended the Traffic Committee table this item in order to form a proper detailed response.

OLD BUSINESS:

Chief Tiernan informed Rich Lapointe that effective Monday, April 19th officers were transferred back to the Traffic Division and within the next week or two they should be available to perform traffic counts on Country Club Drive.

There being no further business, Chief Tiernan called for a motion to adjourn.

MOTION BY RICH LAPOINTE, SECONDED BY CAROL HOUCK, TO ADJOURN.

MOTION PASSED. VOTE: 4 TO 0.



Paul M. Tiernan, Chairman

**REQUEST FOR
POLICY IMPLEMENT**

STATE OF DELAWARE

DEPARTMENT OF TRANSPORTATION

P.I. NUMBER: O-6

Complete Streets Policy

References: Executive Order Number 6

Issued: 12/07/2009

Proposed Complete Street Act of 2009

Revised: N/A

Effective: 01/06/2010

**Primary Responsibility:
Director: Transportation
Solution**

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I. Purpose

To ensure that the Delaware Department of Transportation (DelDOT) system modifications are routinely planned, designed, constructed, operated and maintained in a way that enables 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 subdivision and 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 projects in the state right-of-way that are considered road reconstruction, widens the pavement width, or allows for the inclusion of facilities for all users, 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 the State already owns in a good state of repair and are usually maintenance/pavement rehabilitation projects and require limited design and no right-of-way acquisition. While it is not the specific intent of these projects to expand existing facilities, opportunities to provide and improve safety for other modes shall be explored during the project development stage.

IV. Responsibility and Implementation

1. Planning, Maintenance & Operations, Transportation Solutions and Delaware Transit Corporation (DTC), as well as any professional services (consultants) working for DelDOT will have the responsibility for implementation of this policy.
2. Planning, in coordination with each applicable division, will be responsible for developing a Complete Streets Implementation Plan for DelDOT programs and projects. The implementation plan will have specific actions for each division, and be designed in a consistent and compatible format. The implementation plan should be adopted 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 the Secretary, the affected divisions within DelDOT, or the traveling public.

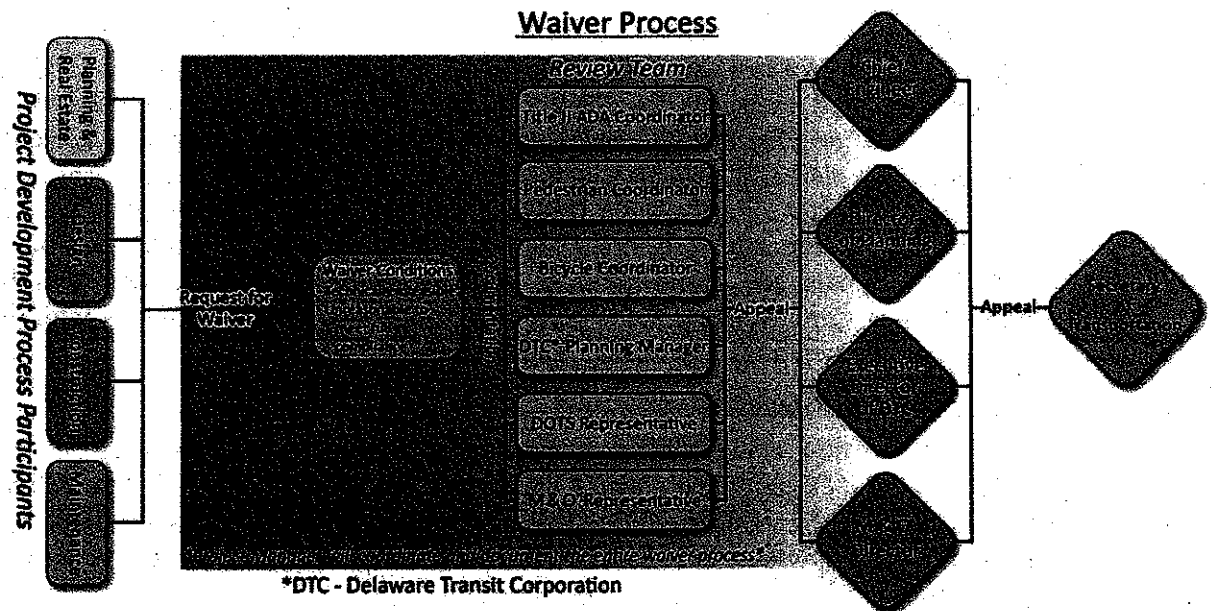
V. Exemptions

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. Alteration and maintenance projects on an affected roadway that prohibits by law use of the roadway by specific users. (Example I-95). New construction would be exempt for facilities within the right-of-way.
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 stop 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 maintenance.
4. As of the effective date of this policy, projects that have been submitted by the applicant as Semi-Final or more advanced plans are exempt.

VI. Waivers

It is recognized, in a built environment, that complexities and challenges exists 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 Semi-Final 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

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. Additionally, pedestrian signals with countdowns modules and accessible pedestrian signals are being installed throughout the state. DTC 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 that a Statewide Complete Streets Policy be delivered to the Governor 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.

VIII. 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).