Complete-ish
Navigating tradeoffs in various contexts
Examples from recent DVRPC work

Gregory R. Krykewycz, PP, AICP

Source: Rebuilding the Rust Belt
Delaware Valley Regional Planning Commission (DVRPC)

- **Metropolitan Planning Organization (MPO)** for the bi-state, 9-county Philadelphia region

- **Home rule region**: 353 municipalities; land use power resides with local governments
  - Regional planning here involves more carrots than sticks: MPO as facilitator and consensus builder

We develop many planning tools and conduct planning projects for our member governments to encourage good thinking and pursue good practice
Modern Trolley Stop Design Guidelines

STREET ALIGNMENT EXISTING CONDITIONS

West Philadelphia

Surface Route Street Types Excluding Termi

<table>
<thead>
<tr>
<th>Type</th>
<th>Length</th>
<th>Street Configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>10 mi.</td>
<td>2 drive/trolley lanes, 2 parking lanes, 2 bike lanes</td>
</tr>
<tr>
<td>B</td>
<td>9 mi.</td>
<td>2 drive/trolley lanes, 2 parking lanes</td>
</tr>
<tr>
<td>C</td>
<td>1 mi.</td>
<td>Separated median right of way with island platforms</td>
</tr>
<tr>
<td>D</td>
<td>.6 mi.</td>
<td>2 drive/trolley lanes, 2 drive non-trolley lanes, 2 parking lanes</td>
</tr>
<tr>
<td>E</td>
<td>.6 mi.</td>
<td>2 drive/trolley lanes, no parking, 2 bike lanes</td>
</tr>
<tr>
<td>F</td>
<td>1 mi.</td>
<td>4 drive/trolley lanes, 2 parking lanes, island platforms</td>
</tr>
<tr>
<td>G</td>
<td>.7 mi</td>
<td>2 drive/trolley lanes, 4 non-trolley drive lanes, 2 parking, island platform</td>
</tr>
</tbody>
</table>
I. PURPOSE
To create and implement a Complete Streets Policy in New Jersey through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way that are federally or state funded, including projects processed or administered through the Department’s Capital Program.

II. DEFINITIONS
A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

III. BACKGROUND
The benefits of Complete Streets are many and varied:

- Complete Streets improve safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.
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NJ Complete Streets Summit, October 26, 2015
Complete Streets in Your Communities

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