

# Complete-ish

## Navigating tradeoffs in various contexts

Examples from recent DVRPC work

Gregory R. Krykewycz, PP, AICP



NJ Complete Streets Summit, October 26, 2015  
*Complete Streets in Your Communities*



Source: Rebuilding the Rust Belt

# Delaware Valley Regional Planning Commission (DVRPC)

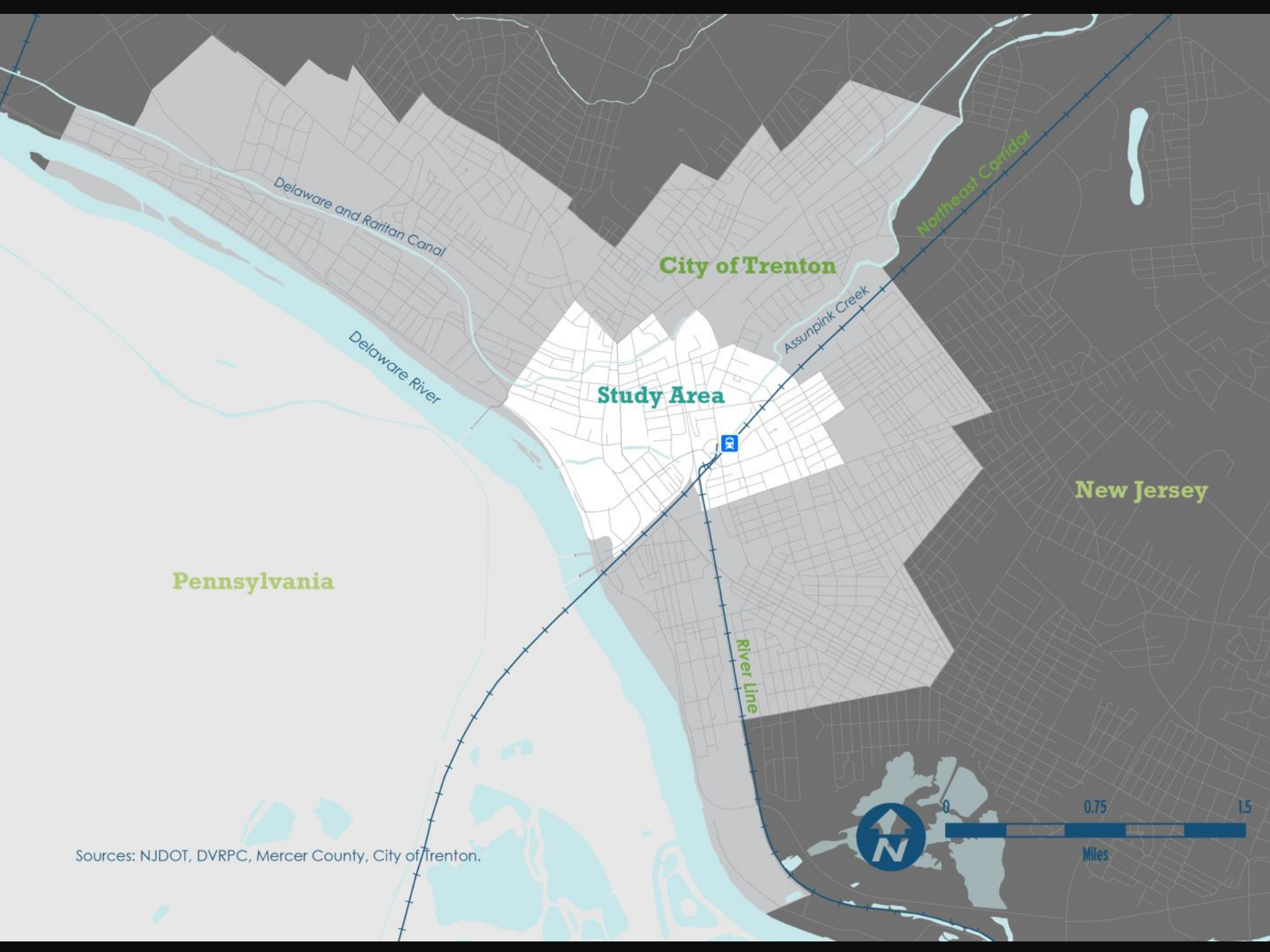
- **Metropolitan Planning Organization (MPO)** for the bi-state, 9-county Philadelphia region
- **Home rule region:** 353 municipalities; land use power resides with local governments
  - Regional planning here involves more carrots than sticks: MPO as facilitator and consensus builder



We develop many planning tools and conduct planning projects for our member governments to encourage good thinking and pursue good practice







Delaware and Raritan Canal

Delaware River

City of Trenton

Assumpink Creek

Northeast Corridor

Study Area



River Line

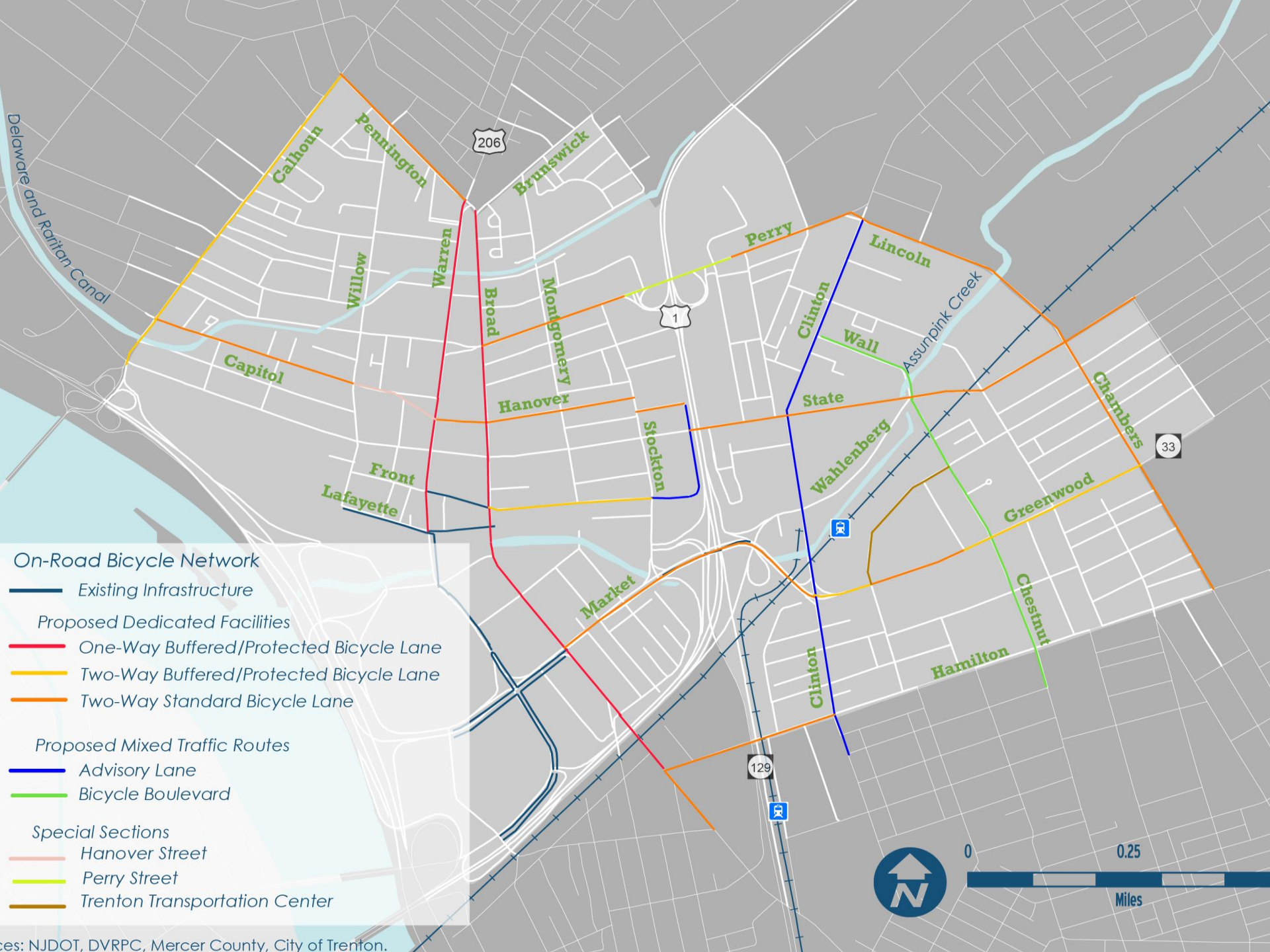
New Jersey

Pennsylvania

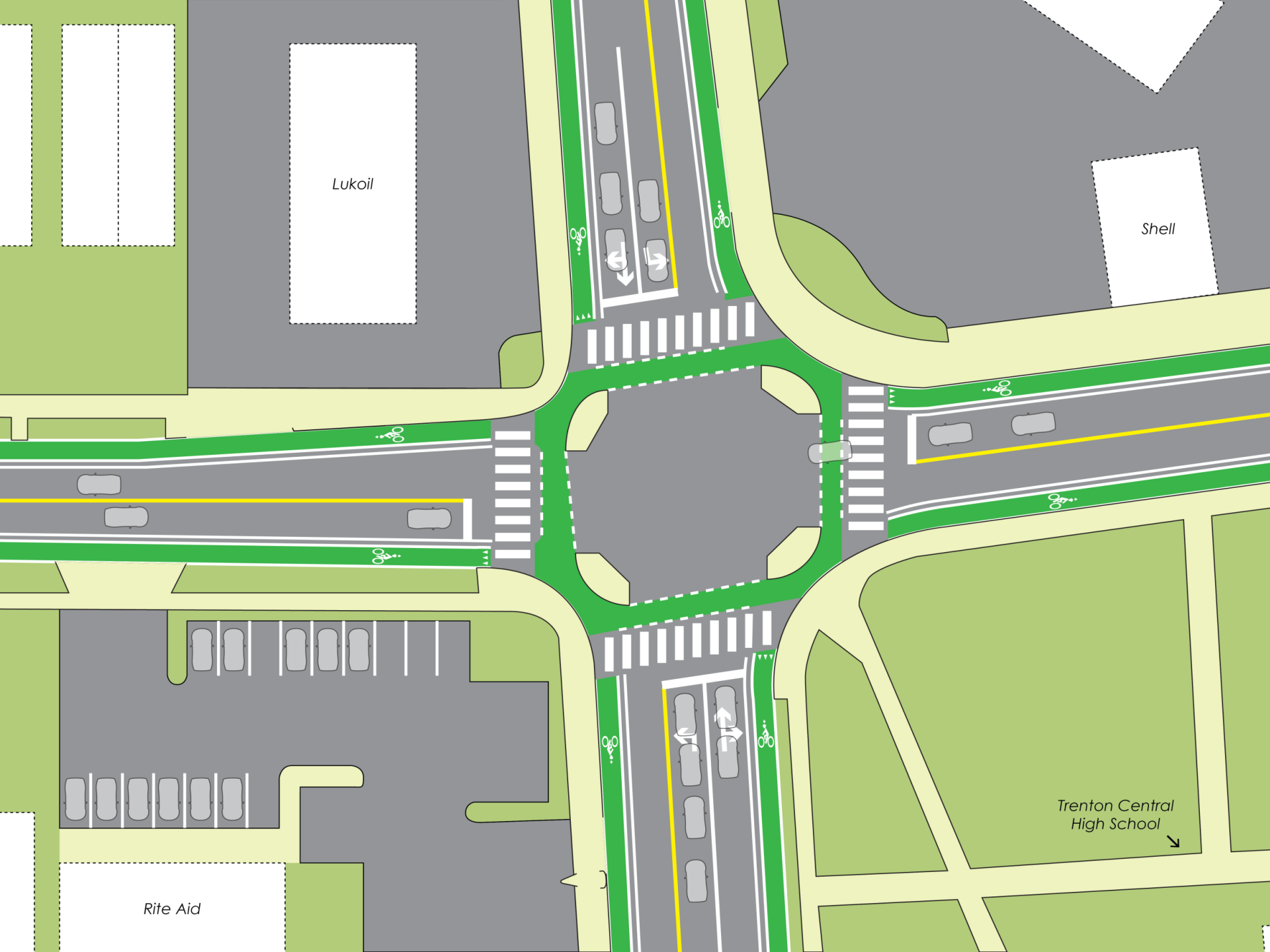
Sources: NJDOT, DVRPC, Mercer County, City of Trenton.











Lukoil

Shell

Rite Aid

Trenton Central  
High School







RAMP  
25  
M.P.H.

SOUTH  
476

CELESTA  
TJP-3339



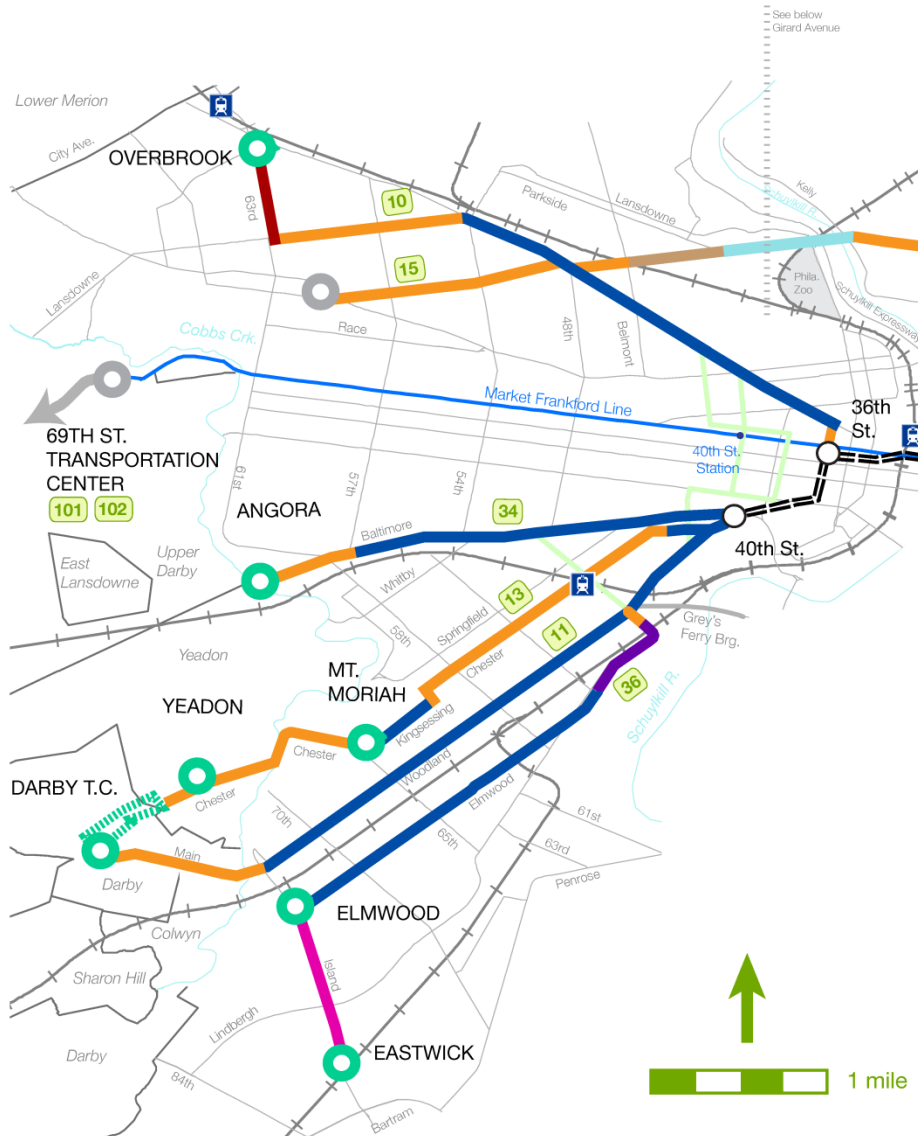




# Modern Trolley Stop Design Guidelines

## STREET ALIGNMENT EXISTING CONDITIONS

### West Philadelphia



### Surface Route Street Types Excluding Termini

**A**

10 mi.



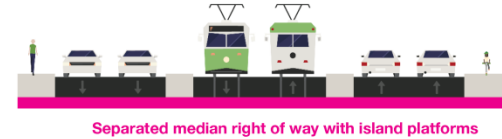
**B**

9 mi.



**C**

1 mi.



**D**

.6 mi.



**E**

.6 mi.



**F**

1 mi.



**G**

.7 mi

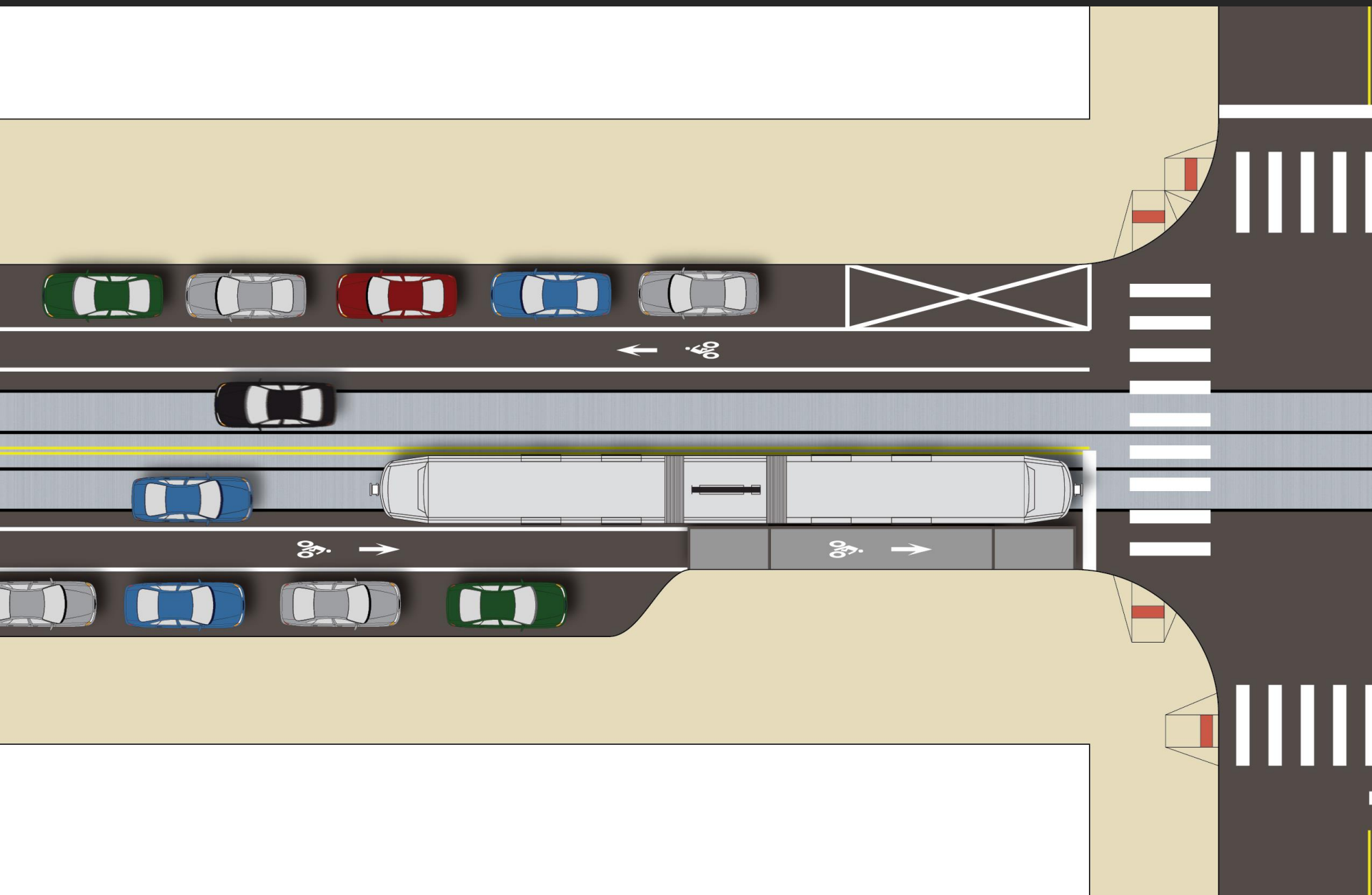


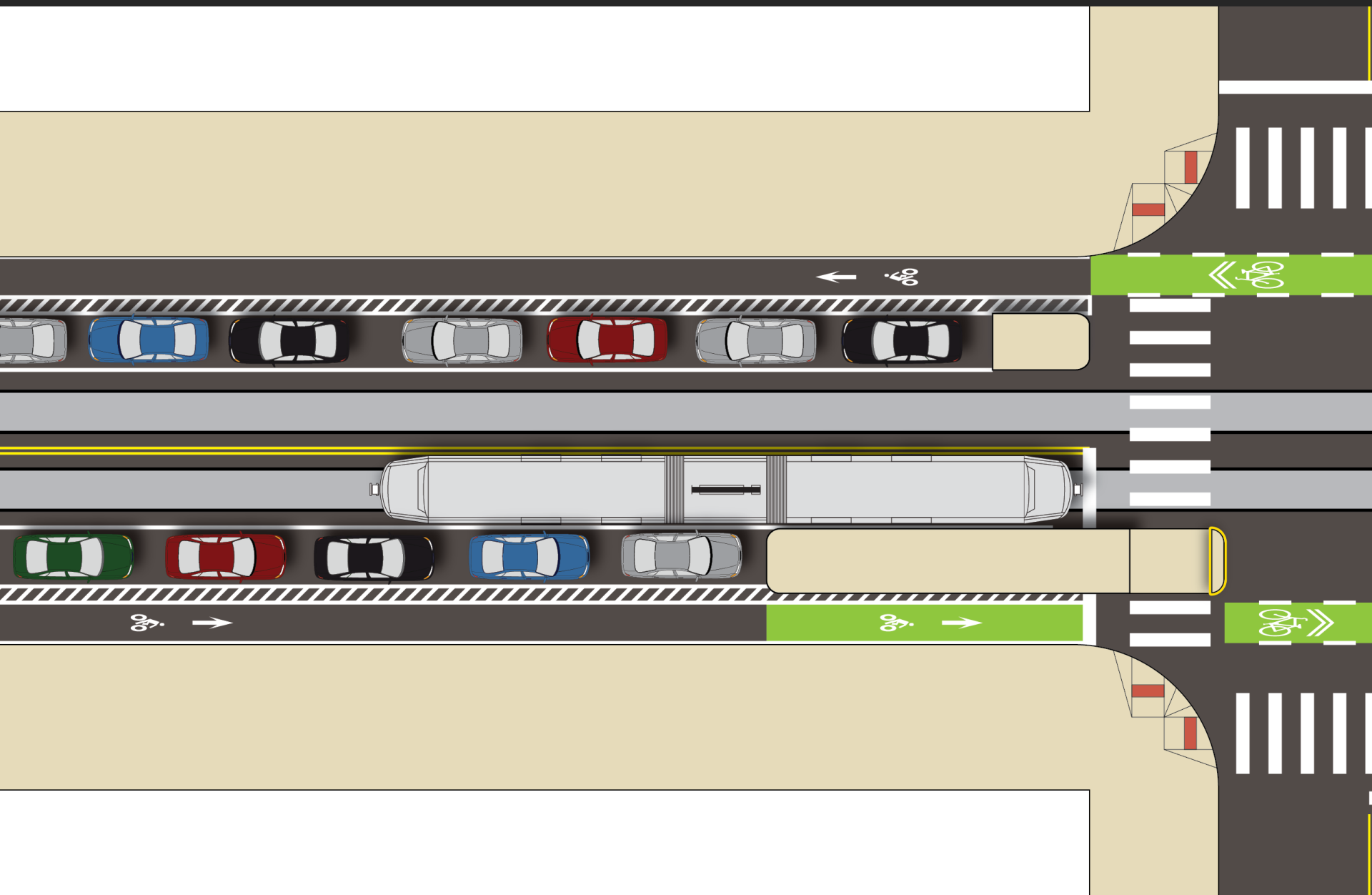


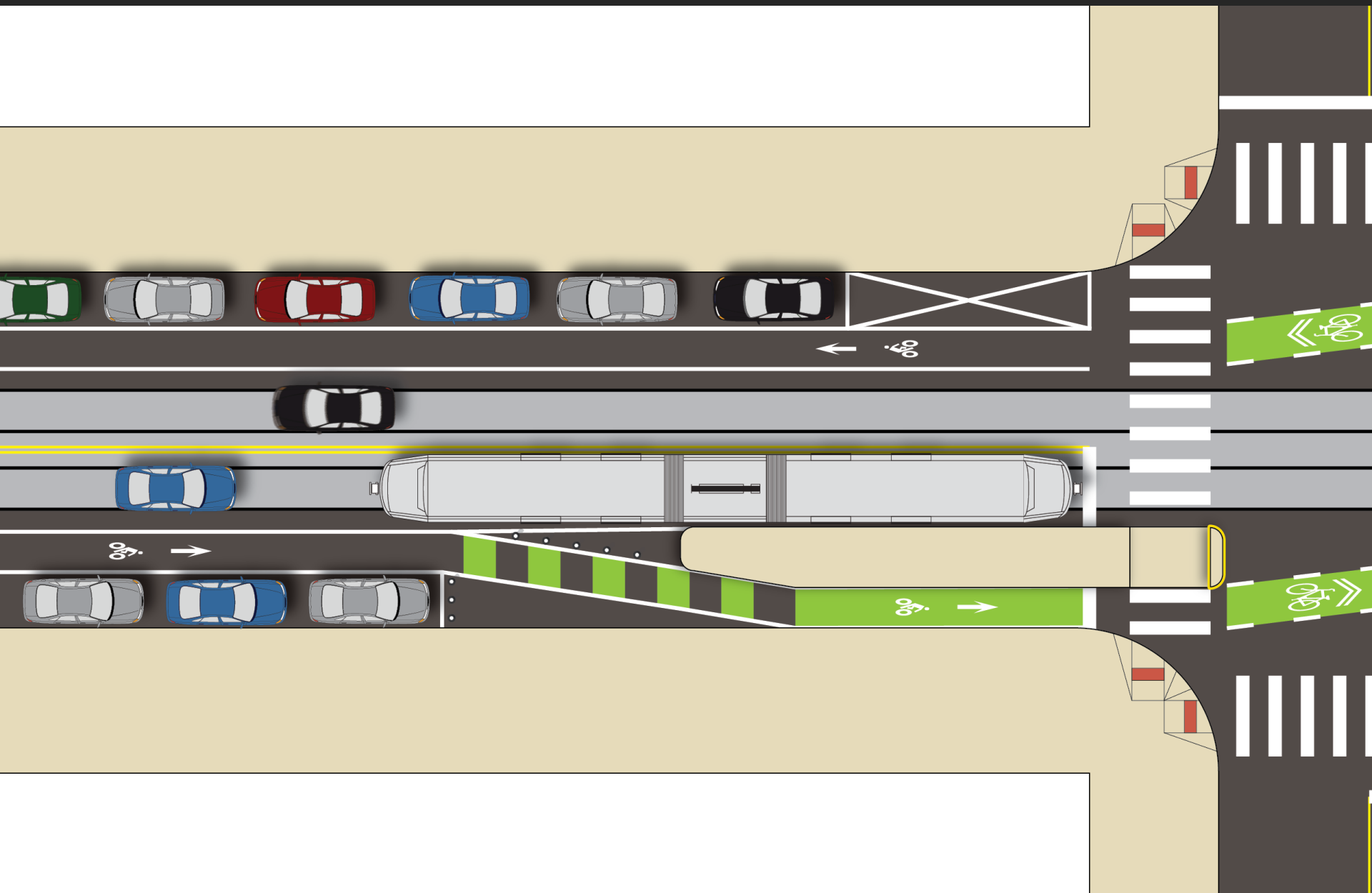
OFFICE  
URBAN & BYE  
REALTY  
SALES  
MANAGEMENT  
RENTALS  
215-222-4800

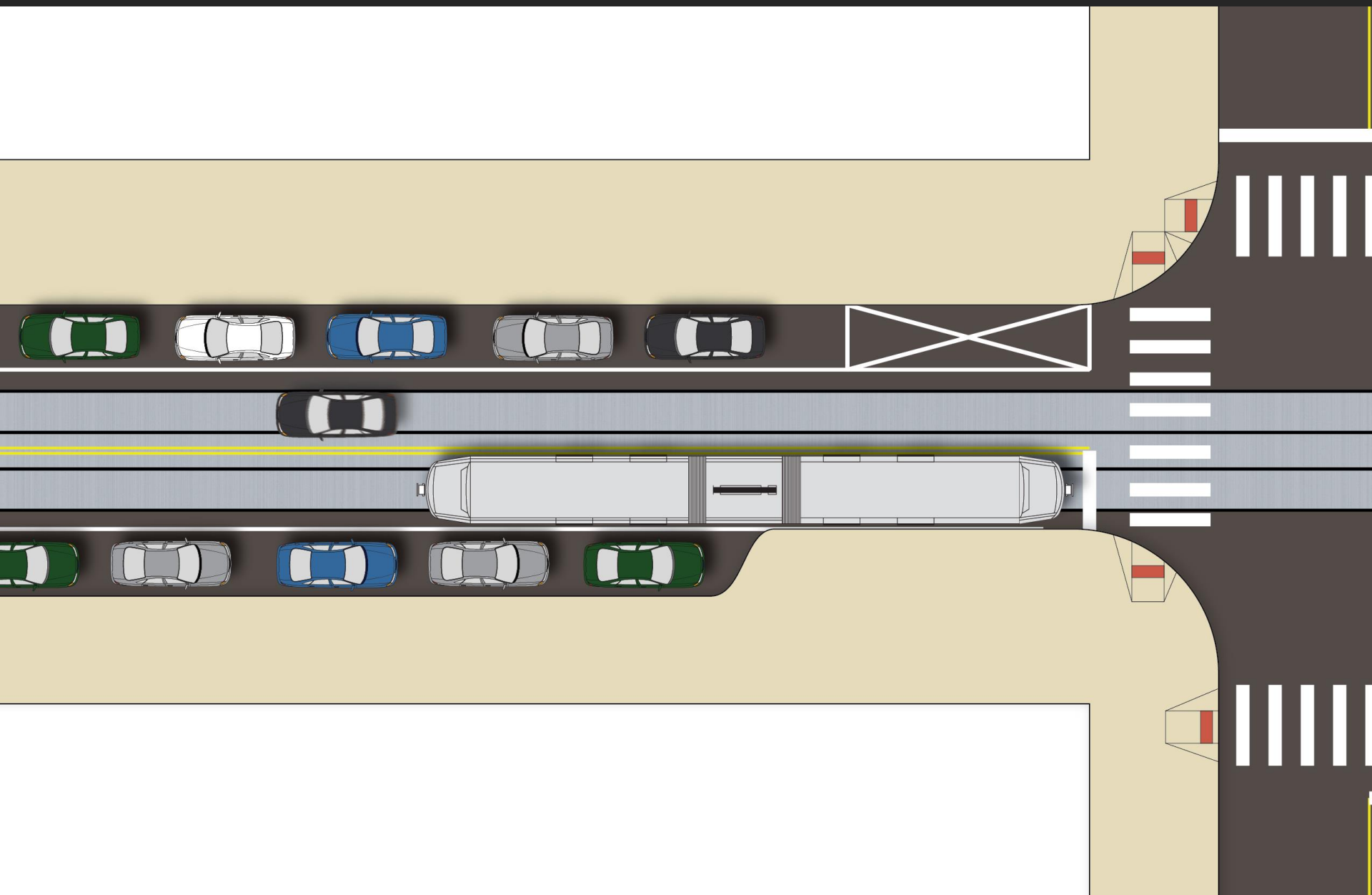
UNAUTHORIZED PARKING  
PROHIBITED  
ALL VEHICLES TOWED BY  
LEW BLUM  
TOWING CO.  
215-222-4800  
CASH ONLY

URBAN & BYE  
REALTY  
215-222-4800











## DEPARTMENT OF TRANSPORTATION POLICY

Policy No. 703  
Supersedes: 703 dated  
8/7/89  
Page 1 of 3

SUBJECT: Complete Streets Policy	Effective Date:	Commissioner Approval:
		Sponsor Approval: Robert Miller
		Contact Telephone #: 530-3855

### 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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