



COMPLETE STREETS



PLANNER'S PORTFOLIO

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PLANNER'S PORTFOLIO **COMPLETE STREETS**

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Planner's Portfolio Series

The Planner's Portfolio Series is an outreach effort developed by Delaware County Council in order to explore the planning concepts available for communities to take advantage of the unique opportunities across Delaware County.

The pattern on the cover page, and found throughout this series, represents the importance of each individual component in the larger network. The Planner's Portfolio Series explores several of these components and how they can support community character in Delaware County.

For more information, contact the Delaware County Planning Department at 610-891-5200 or visit www.co.delaware.pa.us/planning to see the complete Planner's Portfolio series.

COMPLETE STREETS

MATURE NEIGHBORHOODS

While similar elements are present in many of the Complete Streets examples found nationwide, it is the expected levels of activity on specific roadways that determine what the minimum standards for a Complete Street are in various neighborhoods. For example, Mature Neighborhoods present older and more organic development patterns where buildings normally exist closer to the roadway, and smaller block lengths can commonly be found. Here, moderate to high levels of pedestrian, bicycle, and vehicular travel patterns necessitate the provision of sidewalks, crosswalks, bike lanes, and sharrows in addition to space devoted for the safe operation of motor vehicles. Two great examples of Complete Streets in Mature Neighborhoods can be found in Radnor Township (below) and Marcus Hook Borough (right).



Radnor Township

Louella Avenue, adjacent to Radnor Middle School, features brick crosswalks that enhance visibility and provide a safer crossing for pedestrians (left and above), particularly school children, walking along the road. Radnor Township also maximized parking capacity with the installation of parking stalls (below) while still maintaining a sidewalk on the west side of the street. This enhanced sidewalk network safely connects students and the surrounding neighborhood to Downtown Wayne.



Radnor Township



Radnor Township



Marcus Hook Borough



Marcus Hook Borough



Marcus Hook Borough

Market Street in Marcus Hook Borough has wide sidewalks along its length, increasing comfort and safety for pedestrians. The section of roadway between 3rd and 4th streets, however, is wider than normal due to a grass median. While the median helps to slow down traffic through the area, it also extends the distance pedestrians need to cross. To address this issue, the borough has installed mid-block crossings that include painted crosswalks and a paved path through the planted median. This increases the visibility of pedestrians and reduces both crossing time and distance.

COMPLETE STREETS

GROWING SUBURBS

Growing Suburbs are generally designed with wider roads, which increase vehicular speeds and reduce the safety of all other users. Pedestrian and bicycle activity levels on these roads are typically lower than average. Therefore, these roads do not always need to exhibit the same type of improvements necessary in Mature Neighborhoods. Growing Suburbs have a significant number of cul-de-sacs, resulting in streets and neighborhoods that are not well-connected. Sidewalks, enhanced crosswalks, and pedestrian refuge islands are several of the most important Complete Streets components in Growing Suburbs.



The Turner Road, Possum Hollow Road, and Rogers Lane intersection in Nether Providence Township was an auto-centric intersection with no clear vehicular movement patterns. This created a dangerous situation for pedestrians crossing the street, including those trying to access the Wallingford Train Station. Nether Providence Township added refuge islands and sidewalks (left) that connect on-street parking to the station and formalizes travel lanes. This provides pedestrians a safer crossing and significantly reduces conflicting movements of cars.



Bethel Township

Creekside Village in Bethel Township was developed with a number of pedestrian amenities. Sidewalks throughout provide safe routes for pedestrians while roundabouts and medians reduce the speed of cars without hindering traffic flow. Roundabouts help to increase the visibility of all users and limit the number of conflicts at each intersection.



Bethel Township



Bethel Township



Bethel Township

COMPLETE STREETS

CENTRAL PLACES

The Central Places have some of the most complete streets in the County. This is likely due to the historically high volumes of pedestrians and bicyclists with a consistent level of vehicular traffic. Streets in Central Places typically have wider sidewalks, narrower travel lanes, and enhanced crosswalks. Additionally, sidewalks typically have enhanced features, such as unique pavement patterns, street trees, street furniture, and signage. Added bicycle parking has become increasingly more common in Central Places. At intersections, sidewalk corners often extend into the street, curb-cuts are often wider, and crosswalks may have a special pavement pattern. Designing human-scaled infrastructure is the key to a complete street and creating a sense of place, particularly in Central Places where pedestrian traffic is very high.



Swarthmore Borough



Swarthmore Borough



Swarthmore Borough

In addition to the number of businesses in Downtown Swarthmore Borough and Swarthmore College, there is also a SEPTA train station. To safely provide access for all of these users, the borough and college have added enhanced crosswalks, street furniture, and adequate and convenient bicycle and vehicular parking along the street (left).



Chester City



Chester City



Chester City



Chester City

Widener University, in Chester City (above) has implemented many complete street concepts, particularly along East 14th Street. This busy roadway, which serves as a major thoroughfare through the campus, must also accommodate thousands of students each day. The University constructed mid-block crossings that provide easy access to the Student Union and Administration Building. The crossings, which are designed to accommodate different numbers of users, include enhanced crosswalks with pedestrian refuges or raised crosswalks/shared spaces.

COMPLETE STREETS

ACTIVITY CORRIDORS

Activity Corridors have high levels of vehicular traffic throughout the day. They are often surrounded by shopping centers and other commercial destinations. As such, it is important that all users are accommodated safely and efficiently in the design of these roadways. Enhanced crosswalks, including pedestrian refuge islands, protected bicycle lanes, and enhanced transit stops should be implemented to counter the high volume of traffic and wider design of roadways. Sidewalks should be buffered from the roadway by planting strips to provide a safer and more comfortable space for pedestrians. When implemented properly, elements of complete streets can help to increase pedestrian and bicycle traffic along the corridor without decreasing traffic volume or increasing travel times.



Many elements of complete streets can be found along Baltimore Pike in Concord Township (left). Bus shelters with ADA-compliant pathways, buffered sidewalks, and pedestrian actuators provide safer access for pedestrians along the corridor.



NACTO Urban Street Design Guide



Boston Transportation Department



NACTO Urban Street Design Guide

Examples of roadways similar to Activity Corridors with complete street designs (right) show several of the opportunities to better integrate transit, bicycle facilities, and parking with travel lanes to optimize current roadways.

OTHER PLANNER'S PORTFOLIOS:



CHARACTER AREAS
March 2016



COMMUNITY PLACEMAKING
March 2016



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April 2016



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