

Livable Delaware Executive Summary Department of Transportation

On March 28, 2001, Governor Ruth Ann Minner signed Executive Order number fourteen, which introduced the Livable Delaware initiative, stated the eleven goals, and required each State department and agency to complete an implementation plan to address these goals. The Department of Transportation reviewed all of our activities and identified 31 that directly support one or more of the Livable Delaware goals. Although each of these activities is discussed in detail later in the document, below is a summary of all the actions the Department is taking or will take to revise our programs, policies and regulations in support of the Livable Delaware goals and the “Strategies for State Policies and Spending”. These 31 actions have been grouped into four categories: General Transportation Planning, Transportation System Design, Transportation System Management, and Land Use Development Coordination.

General Transportation Planning

1. Activity/Policy/Program name: **Statewide Long Range Transportation Plan Update Revisions/Actions Needed**: Update the Plan to recognize the progress made over the past four years, and to make any adjustments necessary to support the “State Strategies for Policies and Spending” and Livable Delaware. Particular attention needs to be given to the State Infrastructure Map that was produced as part of the “State Strategies for Policies and Spending”, and to the underlying policies of the plan, which need to reflect Livable Delaware. This Task is well underway. The Transportation Investment Areas Map will be replaced with the Statewide Infrastructure Map produced under the “State Strategies for Policies and Spending.”

Contact Person: Joseph Cantalupo

Schedule: The update will be completed and offered to the Secretary for adoption in December 2001.

Resources Needed to Create/Revise: The Plan is in the process of the being updated with the assistance of consultant services. The effort has been divided into four phases: Developing a Position Statement (Task 1); Contextual/Background Analysis (Task 2); Strategies, Implementation, Monitoring and Budget (Task 3); and, the Final Plan (Task 4). Tasks 1 and 2 are underway and are presently budgeted for \$110,000. More precise scopes of work for Tasks 3 and 4 are pending early results from Task 1. With regard to financial resources, there is an additional \$490,000 budgeted for the update and it is expected that this will be adequate.

2. Activity/Policy/Program name: **Sussex County Long Range Transportation Plan Revisions/Actions needed**: The Sussex County Long Range Transportation Plan is in the process of being revised to reflect progress made over the past five years, to provide an updated basis for the county comprehensive land use plan update due next year, and to keep Sussex County in pace with the Metropolitan Planning Organization plans recently adopted for New Castle County by the Wilmington Area Planning Council and the plan being updated in Kent County by the Dover/Kent County Metropolitan Planning Organization.

Contact person: Joseph Cantalupo or Bobbie Geier

Schedule: The PAC met at the end of June 2001 to set priorities and the technical team is now in the process of writing the complete plan document. The plan document is expected to be completed by the end of August, undergo review by the PAC and general public through September and be completed by the end of October 2001.

Resources needed to create/revise: The Sussex County Long Range Transportation Plan is being updated with consultant assistance and to this point approximately \$300,000 has been budgeted for the effort.

3. Activity/Policy/Program name: **Research, Development and Technology Transfer Program**

Revisions/Actions Needed: DelDOT will make major investments in its research program to support the Livable Delaware program. We will focus on the effects of transportation on where people live and where businesses locate; and on the effects that these location decisions have on land use patterns, congestion, use of natural resources, air and water quality, and the overall quality of life.

Contact Person: Larry Klepner

Schedule: This reworking of priority areas will be completed before the next solicitation of research topics late this year.

Resources Needed to Create/Revise: We will dedicate our existing research funds to Livable Delaware focussed activities. A peer exchange of our research program recommended that at least one department employee should be assigned to the research program full-time. Salary and fringe benefits for a mid-level manager would approach \$100,000.

4. Activity/Policy/Program name: **Corridor Capacity Preservation Program**

Revisions/Actions Needed: The Program was revised in 2000 to eliminate "A" & "B" areas and to change the program to reflect the "Strategies for State Policies and Spending" (SSPS) Investment Areas. Therefore, no revisions are needed at this time.

Contact Person: David DuPlessis

Schedule: The Plan for the SR1 corridor is complete. The Plan for the U.S. Route 13 corridor is in progress and is anticipated to be complete by the end of 2001. The Plan for the U.S. Route 113 corridor is anticipated to begin in 2002 and be completed by 2004. The label for this may be changed to be the "New North/South Route" in deference to local sentiment.

Resources needed to create/revise: We need to fill the vacant position (CEPM I) in order to continue managing and developing plans for each corridor, but the financial resources have been allocated in the CIP.

5. Activity/Policy/Program name: **The State Scenic & Historic Highways Program**

Revisions/Actions Needed: This new program is currently under development.

Contact Person: Joseph Cantalupo

Schedule: The program has been under development for approximately nine months and is scheduled to be completed and adopted by November of 2001, depending on the nature and number of comments received from the Advisory Board and public. At that time, the corridor nomination and designation process will begin.

Resources needed to create/revise: The Department applied for and received a federal grant of \$135,000 to develop the State Scenic and Historic Highways Program and match this grant

with approximately \$50,000 of state funds. The total of \$185,000 is adequate to complete the development of the program and more grant funds are being sought to market the program and develop corridor plans for individual roadways nominated into it.

6. Activity/Policy/Program name: **Transportation Enhancements Policy.**

Contact person: Joseph Cantalupo

Revisions/Actions Needed: Update the Transportation Enhancements Program Manual that is distributed to applicants and project sponsors. Revisions include improving the scoring and ranking process, clarifying the project sponsor definition, and eliminating the potential conflicts of interest that are created when members of the Transportation Enhancements Technical Advisory Committee also nominate projects. In addition, several other revisions to how the Program is administered should be considered during this process. These include how the “Strategies for State Policies and Spending” should influence the project selection process and whether the Department should provide a portion of the required local match to help speed the implementation of projects. We will also explore opportunities to use this program and funds to provide benefits and incentives for TDR Receiving Zones when a TDR program is established. Having the Manual eliminates the need for a Transportation Enhancements Policy, and a recommendation to revoke the policy is being made and pursued by the Statewide and Regional Planning Section of the Division of Planning and Policy.

Schedule: The revision of the Manual has not been scheduled. It is expected to begin during the first quarter of fiscal year 2002 and take no longer than four months to complete. Regardless of the extent of the revisions sought and eventually made, they need to be completed prior to calendar year 2002 when the selection process for the next round of federal funds will start.

Resources needed to create/revise: The majority of work needed to revise the Manual can be done in-house and within the Statewide and Regional Planning Section as part of a normal workload. Some consultant support to research other programs and assist in the production and printing of the revision is anticipated and approximately \$25,000 is being budgeted for this.

7. Activity/Policy/Program name: **Sale and Disposal of Excess Land Policy (R-01)**

Revisions/Actions Needed: In order to be compatible with Livable Delaware, we need to amend our policy so that prior to disposing of any excess lands, the Department will review each parcel with respect to whether the parcel is in a rural, community, urban or employment area. Disposition should only occur in and be prioritized in areas designated to promote development and growth to promote new employment into underutilized commercial and industrial sites. Those parcels in rural areas should be disposed of only in accordance with the purpose of protecting farmlands and critical natural resource areas and preserving the rural character of the surrounding properties. Only parcels in development areas should be considered for disposal without zoning or use restrictions. State of Delaware, Department of Transportation Policy Implement R-01 Sale and Disposition of Excess land will have to be modified to include the goals established in Executive Order No. 14, to assure no lands are sold that would disrupt the quality of life of communities. Lands that are disposed of to other state agencies would have to have explicit reference to the goals and objectives of Livable Delaware and the State Investment Strategies. Lands sold or disposed to the general public

could not be done so as to enhance development in those areas not designated to promote development.

Contact Person: Wayne Rizzo

Schedule: A manual revision could be accomplished within a 60-day period given current staffing and workload. It would take approximately 60-90 days additional to review all remaining parcels to categorize them according to rural, community, urban, or employment areas, and to make a recommendation to retain them or continue disposition.

Resources Needed to Create/Revise: The Real Estate Section currently has sufficient staff to continue its disposition process. In order to meet the goals and objectives of Livable Delaware and the State Investment Strategies, funding and manpower will be required of our Highway Operations Division to maintain those lands are be retained and designated as such. It is estimated that approximately \$100,000 per year will be needed to maintain those parcels retained. No additional manpower would be necessary if the maintenance was outsourced.

Transportation System Design

9. Activity/Policy/Program name: **Transit Planning Process**

Revisions/Actions Needed: The Department and DTC will work to improve coordination among state, county and municipal land use agencies with respect to transit planning. All development codes should include language that specifically addresses and facilitates transit use. Ideally, the inclusion of a “Transit Overlay District” in development codes would be beneficial in creating a formula for mixed land uses with higher population densities, which would support transit. County governments and DTC need to define transit districts/overlay zones suitable to support existing or future transit in rural, suburban and urban areas. DTC will work to require counties to consider transit with all new developments.

Contact Person: Cathy Dennis

Schedule: Generally, coordinate with each agency involved, through scheduled sessions and/or public meetings, and encourage transit-focused dialogue. The regular scheduling of transit-focused dialogue would allow transit planning to become an ongoing, high priority agenda item. The Traffic Mitigation Agreement responsibilities, concerning transit, will be transitioned from DelDOT Planning to DTC Planning by spring of 2002.

Resources Needed to Create/Revise: This activity can be implemented with current staff resources.

10. Activity/Policy/Program name: **Prioritization Process for CIP Projects**

Revisions/Actions Needed: The Prioritization process will be revised to replace the current Transportation Investment Areas designations with the designations in the state strategies map. In addition, when a TDR program is established, we will add language to the prioritization process to give higher weight to projects benefiting TDR Receiving Zones.

Contact Person: Tyrone Crittenden

Schedule: Beginning in September, this effort will be completed in two (2) months.

Resources Needed to Create/Revise: The resources required to make these revisions are all available within the Department’s current staff.

11. Activity/Policy/Program name: **Context Sensitive Design Policy (D-07)**

Revisions/Actions Needed: This policy was recently adopted and no revisions are needed at this time. However, in order to better implement this new policy, the Department has resolved to pursue the two activities listed below:

- Creation of a position for an in-house Landscape Architect.
- Revision of the Tree Preservation Policy (M-02). The current Tree Preservation Policy was issued in 1983 and has never been updated. This policy needs to be restructured to provide guidelines for the use and design of new landscaping. Also, the Department needs to develop a list of acceptable species for use within the right-of-way.

Contact Person: Lorene Athey

Schedule: Implementation has already begun. We anticipate that the Landscape Architect position will be fully operational by September 1, 2001. The process of researching and revising the Tree Preservation Policy will begin as soon as the Landscape Architect position is fully operational. We anticipate research will begin in September 2001 and, be completed with a new policy in place by December 30, 2001.

Resources Needed to Create/Revise: The Context Sensitive Design Policy has been adopted by the Department. Projects using this option may require up to five percent more construction dollars to complete. Additional monetary resources may be required to maintain those amenities that become the Department's responsibility, but this cannot be estimated at this time.

A full time non-merit position has been reallocated as a Landscape Architect. In addition, approximately 40 hours of management time will be required to develop the work plan, work with others in the Department to establish opportunities and process, and allocate necessary resources. Funding for research and policy development activities will be identified on a project-by-project basis through existing sources. Approximately 120 staff hours will be needed to research and develop the new Tree Preservation Policy. Approximately 25 management hours will be required to review and approve the policy. Approximately 3 clerical hours will be needed to copy and distribute the policy during the writing and approval process. Additional time may be needed if a public process is required. As landscaping becomes more common within the right-of-way, maintenance personnel will need to be trained in the proper care techniques. Additional money may be needed for maintenance activities or, if the correct choices are made, money may be saved because less maintenance is required.

12. Activity/Policy/Program name: **Sidewalk Policy**

Revisions/Actions Needed: Although the current policy supports Livable Delaware, it should be revised into a **pedestrian policy** to more broadly address pedestrian access and accommodations. While the current policy addresses maintenance, the assignment and implementation of maintenance remains an ongoing issue. This issue needs to be clarified within the Policy as well as be addressed more broadly as is being done under a separate initiative to develop a comprehensive maintenance policy. Design standards for pedestrian facilities are available in other Department documents (e.g., the Road Design Manual) and should be addressed as part of the project development process. Contact Person: Joseph Cantalupo

Schedule: The Statewide and Regional Planning Section will accomplish this revision during the first half of fiscal year 2002. Resources Needed to Create/Revise: If the Policy is revised to focus on when pedestrian facilities should be provided rather than how, the revision can be led by the Bicycle and Pedestrian Coordinator within a normal workload and without any financial resources other than those associated with staff time.

13. Activity/Policy/Program name: **Bicycle Policy**

Revisions/Actions Needed: No additional action is needed or recommended at this time. The Bicycle Policy has been in effect for six months. It creates a strong, positive climate for establishing and preserving bicycle facilities, and as a result has been tested a few times. Most of the test cases thus far involve projects that were in design prior to the implementation of the Policy and therefore do not adequately indicate how it is working.

Contact Person: Joseph Cantalupo

Schedule: Not applicable at this time.

Resources Needed to Create/Revise: Not applicable.

14. Activity/Policy/Program name: **Road Design Manual Update**

Revisions/Actions Needed: The manual is currently being revised to be in line with the goals and objectives of Livable Delaware and the State Investment Strategies.

Contact Person: Michael H. Simmons

Schedule: The rewrite is expected to be completed by July 2002. Some chapters may or may not need to be further updated after that date.

Resources needed to create/revise: A Professional Services Agreement has been executed to have the manual rewritten with the help of a consultant.

15. Activity/Policy/Program name: **Farebox Recovery Policy**

Revisions/Actions Needed: The change being initiated through the new fare structure is an action already taken to help achieve the goals and objectives of Livable Delaware.

Contact person: Stephen Welch

Schedule: The project was initiated on May 21, 2001.

Resources needed to create/revise: The changes needed to bring the fare structure into compliance with the stated policy were initiated on May 21, 2001.

16. Activity/Policy/Program name: **Bus Stop Location Policy**

Revisions/Action Needed: No additional actions needed. Implementation of this new policy/program is well underway statewide.

Contact person: John Sisson

Schedule: Established in FY'99, the program will evaluate all 2,780 bus stops statewide within 4 years and ensure that all subsequent stops established are compliant with our policy standards.

Resources needed to create/revise: Management of program requires 1 full time FTE overseeing contractors and contracts for the purchase and installation of bus stop amenities. Two part time FTEs (600 annual hrs each) are required for bus stop evaluations. DTC has

entered into an agreement with the Department's Real Estate Section to pay the salary of an existing employee from capital funds to research and address Right of Way issues.

17. Activity/Policy/Program name: **Wetlands Mitigation/Banking**

Revisions/Actions Needed: Partner with the Department of Natural Resources and Environmental Control in site identification and selection. While the sites have to be acceptable to federal regulatory agencies for use, and the costs for purchase and/or site development need to be reasonable; we could look to Department of Natural Resources and Environmental Control for guidance to use the program as a means to implement state priorities for preservation, restoration and enhancement.

Contact Person: Terry Fulmer

Schedule: The implementation timeline for DNREC's Biodiversity Conservation Program calls for completing priority action items including mapping and management plans for biodiversity conservation and restoration by fall 2002. When available, this information will be used to select and prioritize wetland mitigation sites.

Resources Needed to Create/Revise: Wetland mitigation is already a compliance requirement of the Departments program.

Transportation System Management

18. Activity/Policy/Program name: **Highway Operations Maintenance Policy**

Revisions/Actions Needed: The effort currently underway to address snow removal from sidewalks and bus stops needs to be broadened to include overall maintenance policies for sidewalks outside of subdivisions in general. Similar efforts need to be initiated to address the maintenance of bike paths.

Contact Person: Glenn B. Pusey II

Schedule: One year will be required to develop, circulate, and approve any maintenance policies for sidewalk and bikeway maintenance.

Resources needed to create/revise: At least two independent committees are necessary to develop the sidewalk and bikeway policies since they address different constituencies, each will need different representation. We do not expect to need consultant assistance or additional monies to create the policy, but the policy will impact our operating budget.

19. Activity/Policy/Program name: **DELTRAC**

Revisions/Actions Needed: No major changes required. Continued implementation of the DelTrac program will significantly contribute to maintaining a livable Delaware by making traffic flow more smoothly and by giving people better information about congestion and alternative routes.

Contact person: Gene S. Donaldson

Schedule: Training program implementation during FY02. Staffing recommendation during FY02.

Resources needed to create/revise: Increased training of staff to plan, design, construct, operate and maintain DelTrac is required. Reallocation of or additional positions may be required to support the DelTrac program. The staffing study is nearing completion now.

20. Activity/Policy/Program name: **Roadside Environment**

Revisions/Actions Needed: This study is currently underway to improve the appearance of Delaware roadsides by using landscape enhancements that include native plants that are adapted to the region, displace invasive species that are highly competitive and detrimental to most plant species, and to do so in a manner that is cost effective and does not result in more maintenance but will require the same level of maintenance or will reduce the frequency of maintenance operations. This activity is already underway, no additional revisions are anticipated.

Contact Person: Bill Smith

Schedule: Final Recommendations and a Vegetation Manual are expected to be completed in Fiscal year 2005.

Resources Needed to Create/Revise: All resources are in place and revisions in these areas are not envisioned to change over the course of the project. Implementation of actual DelDOT projects carried out by DelDOT employees will be phased in near the close of the project.

21. Activity/Policy/Program name: **Traffic Calming Manual/Program**

Revisions/Actions Needed: No modifications are planned at this time, however, it will be necessary to work with the Field Services section during the development of a landscaping manual/policy to ensure compatibility. It is not known if modifications to the Traffic Calming Design Manual will be required in response to that effort. Periodic reviews will be conducted to keep pace with national practices and the development or revision of State and Federal guidelines and policies.

Contact person: Mike Somers

Schedule: None

Resources Needed to Create/Revise: None needed at this time.

Land Use Development Coordination

22. Activity/Policy/Program name: **Support Facilities Reports**

Revisions/Actions Needed: Develop legislation to repeal the applicable Delaware Code sections, dissolve the agreements that the Counties and DelDOT negotiated as a result thereof, and require that each of the three counties include requirements pertaining to traffic congestion in their subdivision and land development regulations. A provision to accept New Castle County's current standards in this regard may be appropriate.

Contact Person: T. William Brockenbrough

Schedule: Changing the Delaware Code should be doable within a year. Changing the county codes will take longer because we need to educate the Kent and Sussex County governments first on the need to do something and then on what they need to do. Estimate 18 months for the county code changes.

Resources Needed to Create/Re vise: +/- 10 person-hours to draft legislation to change the Delaware Code, dissolve the agreements, and require changes to the county codes. +/- 100 person-hours to draft model language for use in County codes and provide technical support to Counties as new regulations are adopted.

23. Activity/Policy/Program name: **LUPA (Land Use Planning Act) Reviews**

Revisions/Actions Needed: The Department will work with the Office of State Planning Coordination to review and revise the LUPA process. The Municipal Annexation Policy will

be revised to indicate the conditions under which the creation of a functional enclave would be acceptable. Those conditions are: 1) that none of the municipal utilities serving the functional enclave would occupy State-maintained rights-of-way; and 2) that the municipality would not seek to enforce its traffic laws in the area of the enclave.

Contact Person: T. William Brockenbrough, Jr.

Schedule: Completion is expected by August 31, 2001

Resources needed to create/revise: ± 30 person-hours to draft and process a revised policy implement.

24. Activity/Policy/Program name: **Traffic Impact Studies**

Revisions/Actions Needed: Begin to collect data on saturation flow rates and on the trip generation of certain types of land use, such as age-restricted active adult housing.

Contact Person: T. William Brockenbrough

Schedule: Send out a Request for Proposals in September 2001. Saturation flow rate study completed and data being incorporated by October 2002. Trip generation studies begin in October 2001 and continue as needed through October 2004.

Resources Needed to Create/Revise: We expect most of the 1997 consultant study to be reused. Therefore, we expect to complete the study and adopt, on at least a trial basis, some alternative measures of level of service for under \$100,000. Staff time to manage the study will be about 100 person-hours. The monies will come from existing Project Development funds. Specific efforts to collect data on saturation flow rates and on the trip generation of certain types of land uses, such as age-restricted active adult housing, could be done, on a limited basis, as consultant studies for under \$50,000 each. We estimate a total of 50 person-hours of staff time will be needed to manage the two studies.

25. Activity/Policy/Program name: **Site Plan Reviews**

Revisions/Actions Needed: Propose legislation to require local governments to create Development Advisory Committees to review land development plans at the conceptual stage. This will help to improve consistency between the Livable Delaware goals and the activities of local governments. The committee should include a representative from the Department of Transportation. With the Office of State Planning Coordination, work with each county and municipality to develop and adopt adequate facilities ordinances for transportation.

Contact person: David DuPlessis

Schedule: Proposed Legislation – first draft due at the end of September, final Draft to Secretary’s office by mid-October, submission to Governor’s office by November

Resources needed to create/revise: There will be some time required from existing staff (approximately 100 person hours) to review each new ordinance and attend Development Advisory Committee meetings.

26. Activity/Policy/Program name: **Commercial Entrance/Subdivision Street Review**

Revisions/Actions Needed: Update the manuals: “Standards and Regulations for Access to State Highways”, and the “Rules and Regulations for Subdivision Streets”. Both manuals should be combined into one document. The new access regulations should address adjacent land uses and better define the standards for access. In addition, we need to include a policy for requiring cross access easements. The revised subdivision street standards will focus on

updating the design requirements regarding drainage, pavement design, curbing requirements and in some cases the street widths. Our policy should create street design options that best match the type of community being developed. In addition, we need to include a policy for our current practice of requiring residential street interconnections. Finally, we need to update our bonding requirements and specify our maintenance responsibilities.

Contact Person: David DuPlessis

Schedule: This is a 24 month effort.

Resources Needed to Create/Revise: The Department has a consultant available to revise both the “Rules and Regulations for Subdivision Streets” and “Standards and Regulations for Access to State Highways” manuals. This effort will require an internal Technical Review Committee. The estimated cost to complete this activity is \$250,000.

27. Activity/Policy/Program name: **Congestion Standards – Levels of Service**

Revisions/Actions Needed:

- Serve as a technical resource and work to establish county and municipal standards for traffic congestion.
- Serve as a technical resource and work with county and municipal governments to develop appropriate peak hour LOS standards for different areas (community, developing, and rural). All three counties and the municipalities should vary their standards in the same way and that way should be consistent with the Strategies for State Policies and Spending.
- Work with Sussex County to develop a better method to treat seasonally congested areas. We need to work with them to determine what traffic conditions to address in what locations. Both the land use patterns and the transportation network needed to support traffic on summer weekends are very different from those needed to support traffic on winter weekdays.
- Work with the Office of State Planning Coordination on an educational effort to explain to county and local elected officials their role and responsibility in managing congestion through managing land use.

Contact Person: T. William Brockenbrough.

Schedule: Beginning in September 2001, we anticipate completion in December 2002.

Resources needed to create/revise: To avoid the impression of overly influencing the local decision-making process, the State needs to bring in a “neutral” party to help educate and facilitate. We anticipate that the work will involve several University of Delaware staff and faculty. We anticipate the cost to be less than \$200,000 unless we need additional, highly specialized, expertise to assist with an unanticipated issue. We estimate staff time to manage the effort and provide technical support to be 400 person-hours. The Department is in the process of contracting with the University to provide support for action number 4 on the above list.

28. Activity/Policy/Program name: **Subdivision Manual Updates – “Rules and Regulations for Subdivision Streets and Standards” and “Regulations for Access to State Highways”**

Revisions/Actions Needed: Both manuals need to be revised and combined into one document by the Department. (As noted in activity numbers 1, 5, and 13.)

Contact Person: David DuPlessis

Schedule: This is an 18-24 month effort.

Resources needed to create/revise: The Department has a consultant available to revise both the “Rules and Regulations for Subdivision Streets” and the “Standards and Regulations for Access to State Highways”. This effort will require an internal Technical Review Committee.

29. Activity/Policy/Program name: **Mobility Friendly Design Standards**

Revisions/Actions Needed: Wording regarding the use of these standards needs to be updated to reflect the investment areas depicted in the “Strategies for State Policies and Spending” map. Currently, the use of these standards by developers is optional, and none have chosen to use them. We will work with the counties to see if they will require the use of these standards in the community and developing areas, especially in transit served areas. Doing so would improve the efficiency of future transit service as areas become more developed.

Contact Person: David DuPlessis

Schedule: We will discuss this with the counties and resolve this issue over the next year.

Resources Needed to Create/Revise: Wording changes can be completed using current resources.

30. Activity/Policy/Program name: **Interconnectivity Policy**

Revisions/Actions Needed: The Department’s approach to interconnectivity needs to be formalized. Rather than create a separate policy, this approach will be incorporated into the re-write of the Department’s Subdivision Manual, which is currently underway. Companion pieces such as Policy S-23 will also be incorporated into the same document. A series of criteria to establish the guidelines for decision making on requiring interconnectivity will be created as part of the re-write.

Contact person: David DuPlessis

Schedule: The re-write of the “Rules and Regulations for Subdivision Streets” and the “Standards and Regulations for Access to State Highways” manual is scheduled to be completed in 24 months.

Resources needed to create/revise: No new resources, other than those currently available, would be needed to address this issue.

31. Activity/Policy/Program name: Suburban Street Funds, currently known as **Community Transportation Funds**

Revisions/Actions Needed: Develop a menu of Livable Delaware related items that legislators can use these funds for. The list will include such items as bicycle facilities, landscaping, traffic calming, and decorative lighting.

Contact person:

Schedule:

Resources needed to create/revise: No new resources, other than those currently available, would be needed to address this issue.