



**Complete Streets Webinar Series**  
Part 1: Complete Streets Basics and Benefits  
March 28, 2019

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### What is and Why WalkWorks?

- Collaboration of the Pennsylvania Department of Health and the University of Pittsburgh Graduate School of Public Health
- Mission: To improve health status by addressing chronic disease risk factors to prevent and reduce obesity, diabetes, heart disease and more
  - Increase physical activity in built environment through development of walking routes
  - Influence policy by funding development of active transportation plans designed to increase opportunities for physical activity
- Method: Community-based partners, municipalities, planning organizations

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### Today's presenter



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jriegner@wrallp.com

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 **Smart Growth America**  
Making Neighborhoods Great Together

 **National Complete Streets Coalition**

Most presentation content courtesy of the  
National Complete Streets Coalition

[www.completestreets.org](http://www.completestreets.org)

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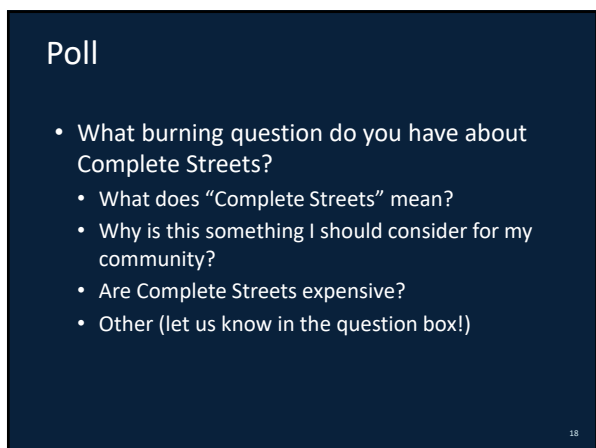
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## Poll

- What type of organization do you represent?
  - Township
  - Borough
  - City
  - Non-profit
  - Private sector/other

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## Three-part series on Complete Streets

- Part 1: Complete Streets basics and benefits (today's webinar)
- Part 2: Best practices in Complete Streets, Thursday, April 11
- Part 3: Complete Streets planning and policies, Thursday, April 18

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Why are Complete Streets so important?

**30% of Americans do not drive!**

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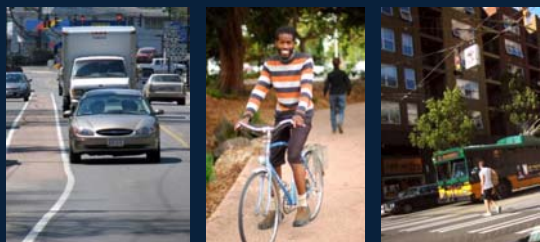
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### Complete Streets policies provide for all users



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### A Complete Streets policy...

Ensures that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users



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### Why have a Complete Streets policy?

To make the needs of all users the **default** for **everyday** transportation planning practices

- Reverse burden of proof: assume bike, walk, transit unless proven otherwise



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### Why have a Complete Streets policy?

To shift transportation investments so they create better streets **opportunistically**

- Take advantage of all planning, construction, operations and maintenance activities



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### Why adopt a policy?

To **make streets better each time you touch them**, not just via capital planning

- Small, low-cost, quick projects can have high impact



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### Why have a Complete Streets policy?

To ensure every project creates better streets *now* with **current funding sources**



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### Why have a Complete Streets policy?

To **save money**

- Retrofits cost more than getting it right initially



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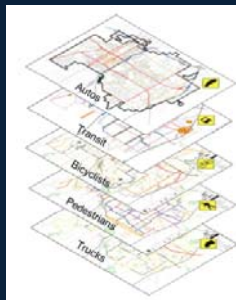
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### Why have a Complete Streets policy?

To gradually create a complete **network** of roads that serve all users



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### Why have a Complete Streets policy?

To give transportation professionals **political and community support** for innovative solutions that help make active living possible



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### Why have a Complete Streets policy?

To apply solutions across a community and **address systematic inequities**



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### Complete Streets in demand

**66%** of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

**73%** currently feel they have no choice but to drive as much as they do.

**57%** would like to spend less time in the car.

Future of Transportation National Survey (2010)

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### Who wants Complete Streets?

**47%**

of older Americans say it is unsafe to cross a major street near their home.

**54%**

of older Americans living in inhospitable neighborhoods say they would walk and bike more often if the built environment improved.

**56%**

express strong support for adoption of Complete Streets policies.

Planning Complete Streets for the Aging of America, AARP

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### Who needs Complete Streets?

**1 in 12** households do not have access to a vehicle

**1 in 5** Americans aged 65+ do not drive

**100%** of children under 15 do not drive

2009 National Household Travel Survey 34

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### The tremendous potential

Of all trips:

**50%** are less than 3 miles

**28%** are less than 1 mile

**60%** are driven

↳ of these trips... ↲

2009 National Household Travel Survey 35

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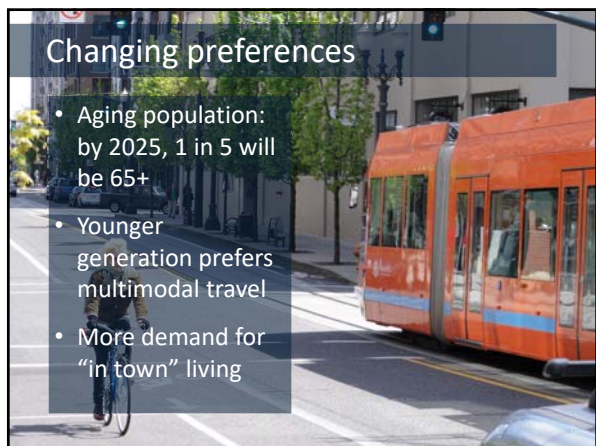
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### Changing preferences

- Aging population: by 2025, 1 in 5 will be 65+
- Younger generation prefers multimodal travel
- More demand for "in town" living



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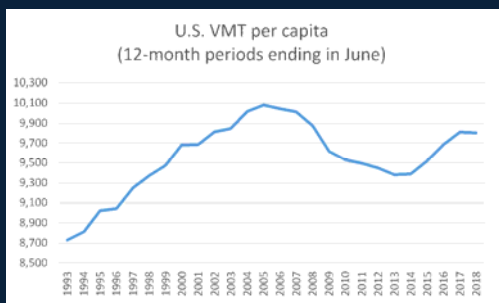
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### Per capita VMT isn't constantly growing



Source: FHWA and Census Bureau. Image: State Smart Transportation Initiative

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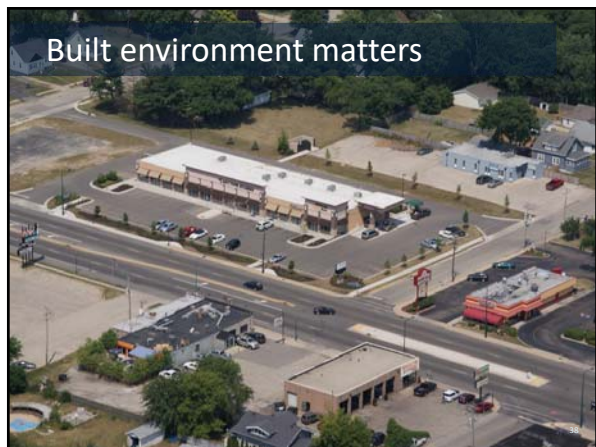
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### Built environment matters



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### Pedestrian scale is safer for everyone



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### Incomplete streets are unsafe



More than 40% of pedestrian deaths occurred where no crosswalk was available.

National Highway Traffic Safety Administration Fatality Analysis Reporting System 40

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### Incomplete streets are unsafe

Especially for:

- People of color
- Low-income communities
- Older adults



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### Pedestrian crashes

- ↓ 88% with sidewalks
- ↓ 69% with hybrid beacons
- ↓ 39% with medians
- ↓ 29% with street conversions



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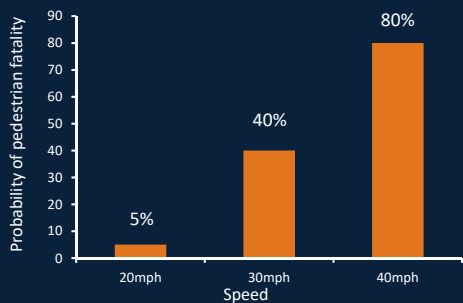
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## Safer travel speeds



W.A. Leaf and D.F. Preusser, "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries Among Selected Racial/Ethnic Groups," US Department of Transportation, National Highway Traffic Safety Administration (1999).

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## Safer conditions save money

- Every avoided collision produces cost-savings for individuals.
- Within a sample of 37 projects, the improvements averted \$18.1 million in one year
- For individual projects, these savings alone can justify the cost of these improvements.



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## People with disabilities

Nearly 1 in 5 Americans have a disability

Sidewalks make a community accessible for all

- ADA requires sidewalks be accessible, but doesn't require their construction

Reduce the need for expensive paratransit



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### Children

More than 1/3 of kids and teens are obese.

Unhealthy weight gain brings higher risk for pre-diabetes, high cholesterol, high blood pressure, sleep apnea, and joint problems



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### Children

Dedicated, safe space for bicycling and walking help kids be active and gain independence.

Being physically active helps kids learn and improves their mental health



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### Transit service

Connect to work, shops, schools, and homes

Create smooth, predictable trips by planning and designing for transit routes



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## Health

We are moving without *moving*

60% are at risk for diseases associated with inactivity:

- Diabetes
- High blood pressure
- Other chronic diseases



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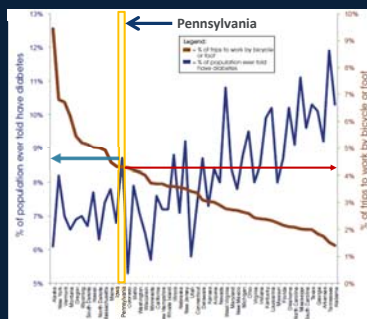
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## Chronic disease

Lowest levels of biking & walking → highest rates of diabetes, high blood pressure, & obesity.



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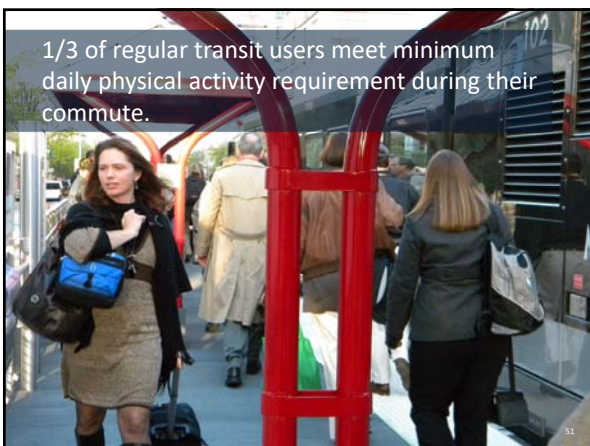
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1/3 of regular transit users meet minimum daily physical activity requirement during their commute.



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## Provide choices

Residents are 65% more likely to walk in a neighborhood with sidewalks.



Cities with more bike lanes per square mile have higher levels of bicycle commuting.

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## Economic development

Barracks Row, Washington, DC:

- \$8m public investment over two years
- \$8m private investment in the following two years
- 32 new business establishments
- \$80,000 in sales tax annually



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## Economic development

Lancaster, California:

- Reconstruction project
- \$11.6m public investment
- 48 new businesses
- 802 new jobs
- Vacancy rate: 4%
- Sales tax revenue: ↑ 96%



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## Wallet-friendly

Transportation is second largest expense for families: ~18% of budget

Low-income households can spend up to 55% of budget on transportation.

Complete Streets give people more control over their expenses.



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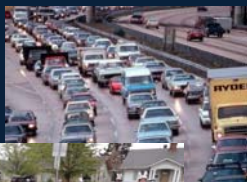
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## Environmental benefits

Fewer emissions

Less noise pollution

Less pavement



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## Summary of benefits

- Safety
- Support for people with disabilities
- More welcoming communities for children and older adults
- Public health
- Economic development
- The environment
- Freedom of choice

*Think about what benefits would matter most to your community*

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## Complete Streets changes the built environment

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## Changes intersection design



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## Changes intersection design



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### Changes bicycling



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### Changes bicycling



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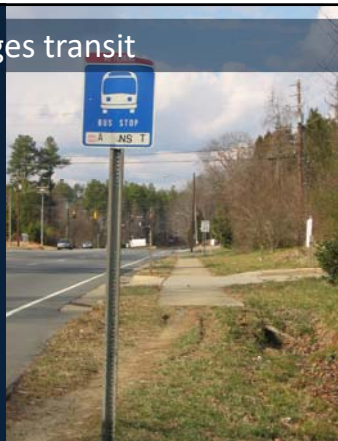
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### Changes transit



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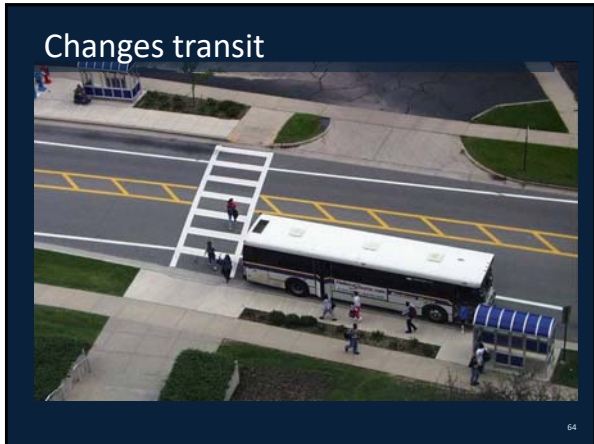
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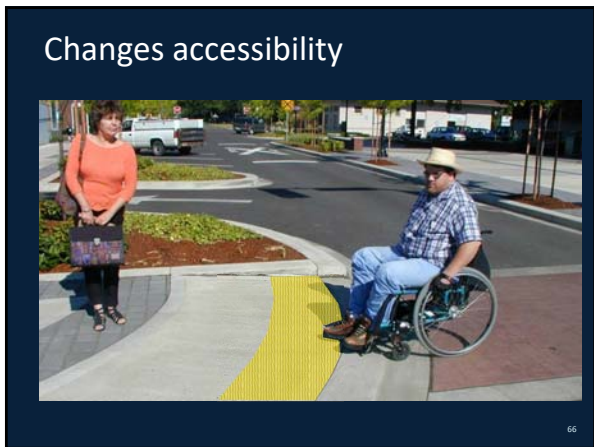
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### Complete Streets is NOT:

- One 'special' street project
- A design prescription
- A mandate for immediate retrofit
- Only accomplished with special funding source
- A silver bullet; other initiatives must be addressed:
  - Land use (proximity, mixed-use)
  - Environmental concerns
  - Transportation Demand Management

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### No magic formula for design

One size doesn't fit all

Doesn't mean every street has sidewalks, bike lanes and transit

Fits context of community: land use and transportation needs



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### Rural roads with shared paths



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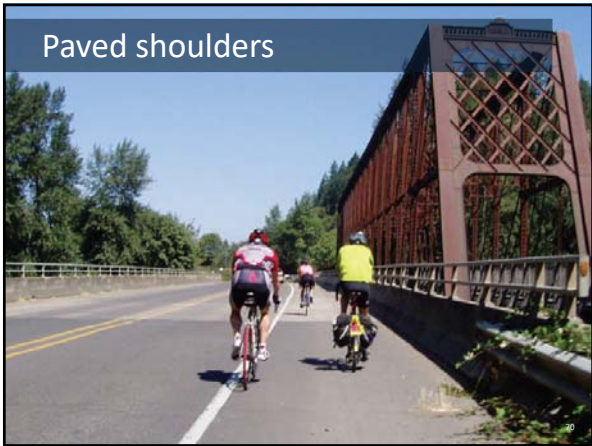
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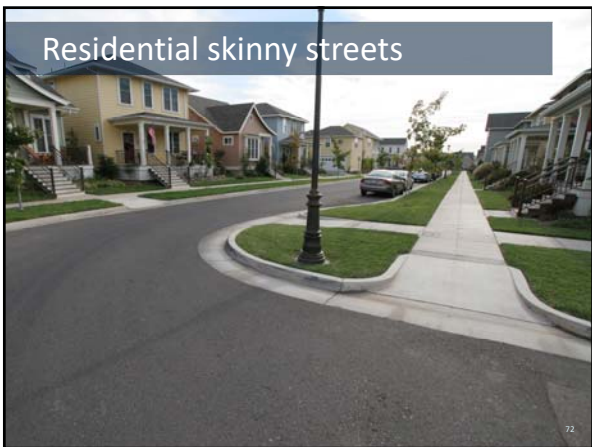
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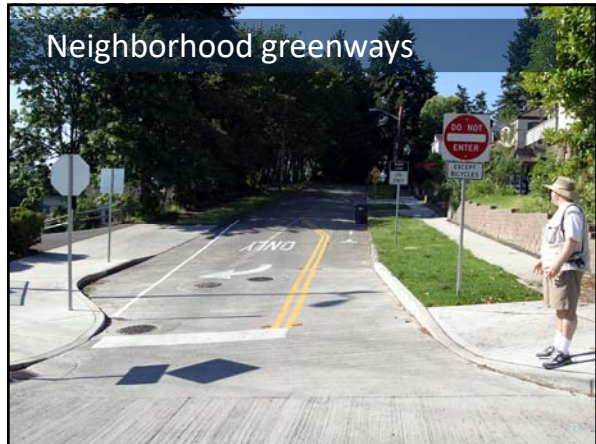
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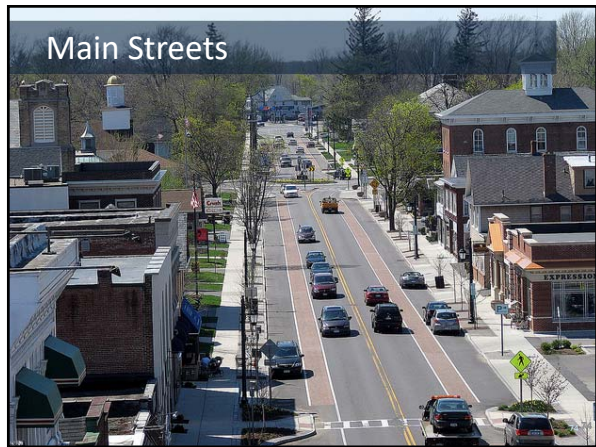
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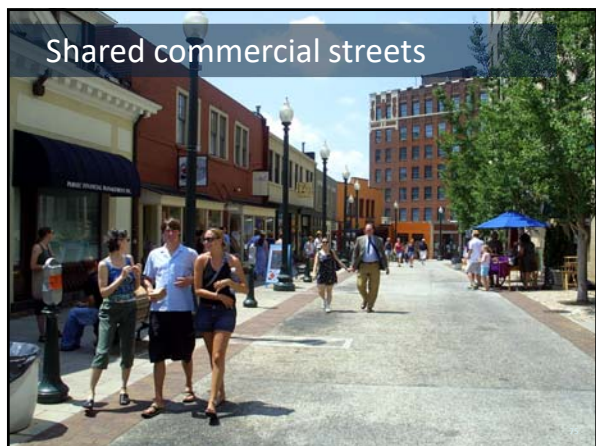
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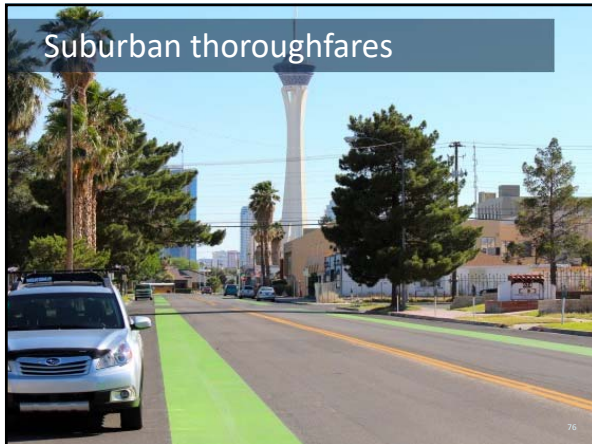
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### Complete Streets and trails



Streets provide **access** to trails

Complete Streets + trails = **comprehensive network**

Complete Streets take pressure off overcrowded trails

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### Exercise

How would your community benefit from a Complete Streets policy?

Please type your response into the question box. You may include the name of your community if you like.

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### Three-part series on Complete Streets

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- Part 2: Best practices in Complete Streets, Thursday, April 11
- Part 3: Complete Streets planning and policies, Thursday, April 18

*Sign up for Parts 2 and 3  
at [pawalkworks.com](http://pawalkworks.com)!*

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