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

Today’s presenter

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Most presentation content courtesy of the National Complete Streets Coalition
www.completestreets.org

Three-part series on Complete Streets

- Part 1: Complete Streets basics and benefits (held on March 28, 2019)
- Part 2: Best practices in Complete Streets (held on April 11, 2019)
- Part 3: Complete Streets planning and policies (today’s webinar)

Planning and Policies
Complete Streets policies

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

Nearly 1,500 policies have been adopted nationwide.

As of December 2018

Policies adopted at all levels

- State: 51
  (across 35 states, including Puerto Rico)
- Regional/MPO: 93
- County: 100
- Municipal: 1,239
- Total: 1,484 policies

As of December 2018
Local and regional policies

As of December 2018

All sizes of jurisdictions

As of December 2018

Policy types

As of December 2018
Policy development best practices

Include all stakeholders
- Members of the community
- Elected officials
- Other agencies

Policy development helps to:
- Change transportation priorities
- Establish a new ideal for streets
- Communicate with the public

Policy development best practices

Usually part of a broader movement
- Bicycle/pedestrian planning
- Smart growth
- Community visioning
- Safety initiatives
- Climate change initiatives
- Physical activity/health campaigns
An ideal Complete Streets policy:

1. Sets a vision
2. Includes all users and all modes
3. Applies to all phases of all applicable projects
4. Specifies and limits exceptions, with management approval required
5. Emphasizes connectivity
6. Understood by all agencies to cover all roads
7. Uses best and latest design standards & is flexible
8. Complements the community’s context
9. Sets appropriate performance measures
10. Includes implementation steps

Vision

What do you want from your streets? What will consistently rally support from the community and its leaders?
All users & modes

A clearly stated directive to include the needs of all people, regardless of how they travel, into the everyday transportation decision-making process.

All projects & phases

Integrate Complete Streets into all projects:
- New construction
- Reconstruction
- Rehabilitation
- Repair
- Repaving
- Major maintenance
- Operations

Exceptions

Provides flexibility, but must not be exploited.

Three common exceptions:
- User groups are prohibited
- Cost is excessively disproportionate to need and use
- Documented absence of current AND future need

Management approval required
Network & connectivity

More than one or two “complete” streets
Connected, integrated system that provides for all users
Ensures gaps are filled

Other agencies

Many agencies have a stake in the funding, planning, and development of our streets.
Create partnerships
Communication between jurisdictions and agencies at all levels

Design guidance & flexibility

Use the best and latest design standards available
Allow for flexible approaches to design
Context sensitivity

Design relates well to type of neighborhood and buildings
Responds to multimodal transportation needs

Performance measures

Systematic collection and reporting of data
Ensures compliance with policy goals
Enables informed decision-making
Short and long term measurements

Performance Measures: Reading, PA

The City shall measure the success of this policy using, but not being limited to, the following performance measures:

- Number of crashes and severity of injuries
- Injuries and fatalities for all modes
- Number of curb ramps
- Number of countdown signals
- Miles of accessible routes
- On-time arrivals for BARTA
- Sidewalk condition ratings
- Travel time in key corridors (point A to point B)
- Emergency vehicle response times
- Number of audible traffic signals
- Number of students who walk or bike to school
- Access to industrial property (trucks)
Performance Measures: Reading, PA

(Continued)

- Commercial vacancies in downtown improvement district (DID)
- Number of mode users: walk, bike, transit
- Bike route connections to off-road trails (equity across all districts of the City)
- % of city that is within two miles of a 'low stress' bike route
- Number of employees downtown
- Number of bike share users
- Progress towards STAR Community standards: (a) drive alone max 25% and bike/walk min 5% of 5%; (b) 50% of household spending less than 15% of household income on transportation; and (c) bike/pedestrian fatalities – progress toward Vision Zero
- Citizen and business surveys of satisfaction with streets and sidewalks
- Number of bicycle friendly businesses recognized by the League of American Bicyclists
- Number of bike parking spaces

The Complete Streets Task Force will present an annual report to the Mayor and City Council showing progress made in implementing this policy. The annual report on the annual increase or decrease for each performance measure contained in this executive order compared to the previous year(s) shall be posted online for each of the above measures.

Lesson learned: Starting with a manageable number of easy-to-track performance measures leads to a greater chance of success.

Project evaluation example: Edgewater Drive, Orlando, FL
Background

- Repaving project schedule by FDOT
- FDOT open to reconfiguration if City takes over jurisdiction
- Changes must be accepted by neighborhood and before/after study must be conducted
  - Public determined nine “measures of effectiveness”

Before:

After:
Measures of effectiveness

<table>
<thead>
<tr>
<th>Measure</th>
<th>Accomplished?</th>
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<tbody>
<tr>
<td>Avoid increased traffic on neighborhood streets</td>
<td>YES</td>
</tr>
<tr>
<td>Reduce speeding on Edgewater Drive</td>
<td>YES</td>
</tr>
<tr>
<td>Increase number of people bicycling</td>
<td>YES</td>
</tr>
<tr>
<td>Increased number of people walking</td>
<td>YES</td>
</tr>
<tr>
<td>Reduce crashes</td>
<td>YES</td>
</tr>
<tr>
<td>Increase use of on-street parking</td>
<td>YES</td>
</tr>
<tr>
<td>Increase pedestrian satisfaction among residents</td>
<td>YES</td>
</tr>
<tr>
<td>Increase pedestrian satisfaction among merchants</td>
<td>NO</td>
</tr>
<tr>
<td>Increase parking satisfaction among residents</td>
<td>YES</td>
</tr>
</tbody>
</table>

Crash rate

- Before: 12.6 crashes per month (346 per year)
- After: 8.4 crashes per month (252 per year)
- 34% Reduction
Injury rate

- Before: 3.6 injuries per MVM
- After: 1.3 injuries per MVM
- 68% Reduction

1 injury every 9 days (41 per yr)
1 injury every 30 days (12 per yr)

Speeding

- Percent of Vehicles Traveling over 36 MPH
- North End: Before 15.7%, After 7.6%
- Middle: Before 9.8%, After 8.9%
- South End: Before 29.5%, After 19.6%

Automobile traffic volumes

- Vehicles per Day
- Before: 20,500
- After: 18,100
- Generally remained in 18k-20k range
On-street parking use

- Parking Utilization Percentage
  - Before: 29%
  - After: 41%

People walking

- Number of Pedestrians
  - Before: 2,136
  - After: 2,632
  - 23% Increase

People bicycling

- Number of Bicycles
  - Before: 375
  - After: 486
  - 30% Increase
### Average peak period travel time

<table>
<thead>
<tr>
<th>Time</th>
<th>Northbound</th>
<th>Southbound</th>
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<tbody>
<tr>
<td>AM Before</td>
<td>4.0</td>
<td>3.5</td>
</tr>
<tr>
<td>AM After</td>
<td>4.5</td>
<td>4.0</td>
</tr>
<tr>
<td>PM Before</td>
<td>3.5</td>
<td>3.0</td>
</tr>
<tr>
<td>PM After</td>
<td>4.0</td>
<td>4.5</td>
</tr>
</tbody>
</table>

### Property values

- 4,600 residential properties in neighborhood
- Consistent with countywide growth of 8-10%
- 110 commercial properties in neighborhood
- Consistent with countywide growth of 1-2%

### Resource for selecting performance measures
Next steps
Clear direction beyond policy adoption
Maintain momentum
Assign oversight to new or existing committee
Regular public reporting to engage community, show accountability, and celebrate accomplishments

Include activities to:
- Plan for implementation
- Change procedures and processes
- Review and update design guidance
- Offer training and educational opportunities
- Measure performance

Exercise
What are the next steps you can take to introduce Complete Streets in your community?

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