Active Transportation Plans and Policies Web Conference

July 10, 2019
Carol Reichbaum
WalkWorks

University of Pittsburgh

Welcome
How many people are in the room?
Almost one in four adults in the United States report that they do not engage in any physical activity outside of their jobs. Sedentary lifestyles are an important reason that two of every three adults in the United States are overweight or obese.
Whose Goal Is It: Pennsylvania Department of Health or PennDOT?

• Theme 5: Improve Public Health
• GOAL: Provide active living environments with safe, connected, accessible facilities along with programs that influence public health by encouraging walking and bicycling.

https://www.penndot.gov/TravelInPA/RideABike/Pages/Master-Plan.aspx.
How the Department of Health is building partnerships to improve walkability
Walkable Communities
Adult Obesity Rates

Adult obesity rates (BMI >30), 2001-2016

Behavioral Risk Factor Surveillance System, 2016
Pennsylvania Residents Love to Walk

Figure 2: Top 10 Outdoor Recreation Activities

<table>
<thead>
<tr>
<th>Activity</th>
<th>Percent Participation in the Last Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking (Streets, Sidewalks, Trails)</td>
<td>[Bar Chart]</td>
</tr>
<tr>
<td>Visiting Historic Sites</td>
<td>[Bar Chart]</td>
</tr>
<tr>
<td>Scenic Driving</td>
<td>[Bar Chart]</td>
</tr>
<tr>
<td>Picnicking</td>
<td>[Bar Chart]</td>
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<tr>
<td>Swimming</td>
<td>[Bar Chart]</td>
</tr>
<tr>
<td>Wildlife Viewing</td>
<td>[Bar Chart]</td>
</tr>
<tr>
<td>Visiting Nature Centers</td>
<td>[Bar Chart]</td>
</tr>
<tr>
<td>Night Sky Viewing</td>
<td>[Bar Chart]</td>
</tr>
<tr>
<td>Bird Watching</td>
<td>[Bar Chart]</td>
</tr>
<tr>
<td>Lawn Games (Horseshoes, Bocce)</td>
<td>[Bar Chart]</td>
</tr>
</tbody>
</table>

Source: PA Resident Survey 2014
Statewide Survey Analysis - Walking

How easy or challenging is it to walk in your community?

Answered: 12,780  Skipped: 1,039

<table>
<thead>
<tr>
<th>Difficulty Level</th>
<th>Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Easy</td>
<td>2,470</td>
</tr>
<tr>
<td>Easy</td>
<td>3,792</td>
</tr>
<tr>
<td>Neither Easy nor Challenging</td>
<td>2,778</td>
</tr>
<tr>
<td>Challenging</td>
<td>2,629</td>
</tr>
<tr>
<td>Very Challenging</td>
<td>1,111</td>
</tr>
</tbody>
</table>
PennDOT Bike/Ped Plan

Statewide Survey Analysis - Walking

Which of these changes would most improve your walking experience?

Answered: 12,780  Skipped: 1,039

- More time for pedestrians to cross at intersections: 2,021
- Shorter crossing distances at intersections: 964
- Better maintenance of sidewalks: 4,726
- More sidewalks: 5,428
- Better separation between pedestrians and motor vehicles: 4,052
- Better enforcement of existing traffic laws: 4,171
- Education for drivers and cyclists on road rules and proper etiquette for both groups: 3,525
- Reduce speed limits on pedestrian corridors: 2,799
- Having more community amenities near my home (e.g., shopping, errands, open spaces): 3,003

https://www.penndot.gov/TravelInPA/RideABike/Pages/Master-Plan.aspx
Biking and walking are integral elements of Pennsylvania's transportation system that contribute to community health, economic mobility, and quality of life.
Steering committee

- Pennsylvania Department of Aging
- Pennsylvania Department of Community and Economic Development
- Pennsylvania Department of Conservation and Natural Resources
- Pennsylvania Department of Health
- Pennsylvania Department of Transportation
- AARP
- American Planning Association – PA Chapter
- Pennsylvania Downtown Center
- State Alliance of YMCAs
Pennsylvania Walkable Communities Collaborative

Mission
Increase walking and expand walkable communities across Pennsylvania.

Action teams
1. Research and Messaging Action Team
2. Outreach and Communications Action Team
3. Community Capacity-Building Action Team
4. PennDOT Connects Action Team
What have we done?

- Developed a ‘Creating a Walkable Community in Pennsylvania’ rack card.
- Partnered with the Pennsylvania State Association of Boroughs (PSABs) to host 5 in-person Complete Streets workshops.
- Presented at the 2018 American Planning Association – PA Chapter Conference.
- Presented at the 2019 PA Statewide Conference on Heritage.
CREATING a
Walkable
Community
in
Pennsylvania

Healthy
Regular walking can REDUCE ANXIETY AND DEPRESSION, and improve mental function. Connected, walkable communities are associated with better memory among Alzheimer’s patients.

Walkable communities are correlated with better physical health, including LOWER RATES OF OBESITY.

Safe
As more people walk in a community, the RISK of being struck by a vehicle DECREASES.

Community design that encourages walking also tends to SLOW VEHICLE TRAFFIC, reducing the number of crashes.

Vibrant
Walkable communities ATTRACT MORE BUSINESSES. Walkable neighborhoods boost HIGHER HOME VALUES.

Green
More people walking means fewer cars on the road, REDUCING THE AMOUNT OF POLLUTANTS in the air such as carbon monoxide and particulates.

Tree-lined streets, a key component to many walkable areas, can IMPROVE AIR QUALITY and LOWER SURFACE TEMPERATURES.

Connected & Accessible
Walkable communities CONNECT PEOPLE TO THE PLACES THEY LOVE such as recreation opportunities with parks and trails. Walkable communities with accessible sidewalks are BETTER FOR FAMILIES AS WELL AS OLDER ADULTS AND PEOPLE WITH DISABILITIES, providing space for navigating with wheelchairs, walkers, and strollers.

Equitable
Including walking infrastructure in inclusive, so ALL PEOPLE BENEFIT regardless of wealth or physical ability.

A walkable community can REDUCE A FAMILY’S TRANSPORTATION COSTS. Owning, maintaining, and operating a vehicle costs $8,000 per year. WALKING IS FREE!

CONNECT WITH THE WALKABLE COMMUNITIES COLLABORATIVE
At PA WalkWorks.com

HOW YOU CAN
help create a walkable community

ENGAGE Key Stakeholders

ASSESS Routes for Walkability & Safety

IDENTIFY Priority Projects & Locations

FIND TOOLKITS, RESOURCES & MORE AT
PAWALKWORKS.COM
Rebecca Bradley
Wilkins Township

From Active Transportation Plan to a Complete Streets Policy
What about the SALDO?
Churchill-Monroeville-Wilkins Comprehensive Plan – 2018
Goal #3 – Connectivity & Trails

The problem
Residents of Churchill, Monroeville and Wilkins have few opportunities to bike or walk safely in public spaces, or to easily connect with public transit.

The vision
Churchill, Monroeville and Wilkins improve their desirability and sustainability by providing residents with opportunities to walk or bike safely near their homes, to reach key arterial routes, and to access safe and convenient transit stops.
Goal #3 – Connectivity & Trails

• **Strategy:** Review and revise ordinances as needed to support implementation of pedestrian and cycling infrastructure with road projects, new development and redevelopment
Wilkins leaders work with neighboring community leaders to develop bicycle lanes on Greensburg Pike and a shared walking/bicycle path on Churchill Road.

• Wilkins Commissioners adopt new ordinance requiring sidewalks in commercial zones with (re)development

• Wilkins and Monroeville work to increase pedestrian access in the Route 22 corridor

• Wilkins leaders agree to seek funding for development of an ATP
OUR VISION: Wilkins Township is a place where residents and visitors of all ages and abilities can choose to walk or bicycle in a safe and comfortable network designed for every day transportation and recreation needs.
Active Transportation Process

Wilkins Township
Active Transportation Plan

Wilkins Active Transportation Advisory Council

PennDOT and Allegheny County

Advocacy Organizations
Non-Profit Organizations & Foundations
Health Providers & Organizations
Allegheny County Health Department
Public Works
Planning Department
Police Department
Public Parks & Recreation

Woodland Hills School District
Parents & Teachers
Safe Routes to School Committee
Township Residents & Business Owners
“Communities need to first envision what kinds of places and interactions they want to support and then plan a transportation system consistent with this collective community vision. Whether establishing a broad vision or focusing on specific objectives, land use planning always involves elements of transportation. They are intimately linked.”

- PennDot CONNECTS, Spring 2019, “How Streets Help Build Community Character”
“The Wilkins Township Complete Streets Policy requires all transportation projects designed for streets and trails systems to be safe and, at all times, to provide practical access to users of all abilities, including pedestrians, bicyclists, transit users and motorists, together with vulnerable populations, such as people with disabilities, seniors and children. This policy is intended to promote better health, to make overall travel more efficient by increasing affordable transportation mode choices and easing the transition from one mode of transportation to another.

It is the long-term intent of this policy to contribute to the desirability of Wilkins as a place to live, work and do business and to contribute to improved air quality in the region by reducing the number of commuter trips taken by driving alone.”
TOWNSHIP OF WILKINS
established 1821

110 Peffer Road
Turtle Creek, PA 15145

P: 412-824-6650 x10
C: 412-327-6180
rvargo@wilkinstownship.com

Rebecca Vargo
Manager
Matthew Edmond
Montgomery County Planning Commission

What’s the flow?
What’s the Flow?
Engaging Municipalities and the Public
July 10, 2019
Montgomery County – A Brief Look

- Over 825,000 people
- 483 square miles
- 62 municipalities
- Wide range of community types
- MontCo owns 75 miles of roads & 130 bridges
Why Write a CS Policy for a County?

Decisions are made in design!

Most county-owned roads are major arteries

In our plans – Montco 2040 & Bike Montco
Montgomery County’s (Draft) CS Policy

Enshrines CS policies into the design of county-owned roads, bridges, & facilities

Also guides how county departments work with partners

INTERNAL USE

EXTERNAL USE
How to Get the Word Out?

1 public meeting?
6 public meetings?
More???

No…a webinar!
PURPOSE – to inform AND to get feedback
Gives context to read the draft and comment at the end

Hosted by DVRPC

30-45 minutes

Multiple e-mails to partners and social media posts
Our Webinar

3 PARTS

1. Montgomery County Context & Complete Streets Summary
2. Draft Policy Overview
3. Invitation to provide feedback via the website
The CS Policy is Important for Municipalities

2/3 of our municipalities contain a county-owned road or bridge

We want it to be a model for our municipalities to adopt
Graham Copeland and Jack Smyth
Upper Dublin Municipal Authority

From an Office Park to a Multi-Modal, Mixed-Use Community
Upper Dublin Township - Location
Upper Dublin Township - Profile

- Population 26,000
- Suburban environment
- 2017 Township budget - $33 mil.

### Median Family Income

- **Upper Dublin Township**: $128,133
- **Montgomery County**: $99,587
- **Commonwealth of Pennsylvania**: $66,646

### Owner-Occupied Real Estate

- **Upper Dublin Township**: 87.7%
- **Montgomery County**: 73.2%
- **Commonwealth of Pennsylvania**: 69.8%

### Median Value, Owner-Occupied Housing

- **Upper Dublin Township**: $383,200
- **Montgomery County**: $292,600
- **Commonwealth of Pennsylvania**: $164,700

### Housing Valued at $500,000 and Over

- **Upper Dublin Township**: 24%
- **Montgomery County**: 14.4%
- **Commonwealth of Pennsylvania**: 5.3%

### Education and Profession

<table>
<thead>
<tr>
<th>Category</th>
<th>Upper Dublin Township</th>
<th>Montgomery County</th>
<th>Commonwealth of Pennsylvania</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents with Bachelor's Degree or Higher (Age 25 and older)</td>
<td>63.4%</td>
<td>45.5%</td>
<td>27.5%</td>
</tr>
<tr>
<td>Residents with Graduate or Professional Degree or Higher (Age 25 and older)</td>
<td>29.5%</td>
<td>19.6%</td>
<td>10.7%</td>
</tr>
<tr>
<td>Workforce employed in professional industries categories</td>
<td>57.2%</td>
<td>48.1%</td>
<td>40.3%</td>
</tr>
</tbody>
</table>

Source: 2013 US Census American Community Survey estimates.

(Professional industry categories include: business management, finance, insurance, real estate, professional, scientific, technical and information services, education, healthcare and social assistance.)
Fort Washington Office Park - Location
Fort Washington Office Park - Profile

- First modern business park in East Coast - broke ground in 1955
- 536 acre campus
- 200+ businesses – mix of office, light industrial, recreational
- 12,000 employees
Upper Dublin Township is improving the Fort Washington Office Park, to become a modern, mixed-use business park - managed professionally and uniformly, enabling it to be competitive with its peers.

We will return the Fort Washington Office Park to its role as an engine for economic growth in the region, and a highly-performing asset for the benefit of its community stakeholders: the businesses and property owners within the park, Upper Dublin Township and its taxpayers, Upper Dublin School District and its students, and Montgomery County.

New mixed use and multifamily development will be enabled through a progressive and market-based zoning ordinance that promotes new investment, to create a dynamic “live – work – play” environment.

Our collaborative effort will result in more businesses, increases in private sector investment, real estate development and jobs; and greater overall contribution towards the tax base township-wide.
Objectives of the Office Park Modernization

- Upgrade the office park to be more competitive in the regional real estate market
- Improve the physical and economic conditions, including transportation/infrastructure construction and programming
- Provide additional amenities to residents and office park users
- Attract new investments – new businesses and real estate development
- Increase property values and overall tax base
  - Allowing Upper Dublin Township and School District to continue providing top-level municipal services and public education.
"TDM are strategies used to inform and encourage travelers to maximize the efficiency of a transportation system leading to improved mobility, reduced congestion, and lower vehicle emissions."

National Association for Commuter Transportation
Fort Washington Office Park – TDM Initiatives

Pedestrian & Biking Infrastructure
Provide Upper Dublin Township with the tools to make Fort Washington Office Park an accessible, multi-modal use park.
TDM – Pedestrian & Bicycle Improvements

Bicycle Amenities and Facilities

- Provide and/or support bikeshare
  - 9% survey respondents indicated they would be interested in a bike share

- Bicycle Repair Stations
Aaron Bibro and Anton Kuhner
Hatfield Township

Hatfield Township

Tech Savvy Residents
Sidewalk Connections Study

Steps to a Healthier You
Hatfield Township, Montgomery County

Situated in Southeastern Pennsylvania

10 square miles

Major Roadways

– PA Route 309
– PA Route 463
– Proximity to PA Turnpike (Lansdale Interchange)

3 SEPTA Regional Rail Train Stations
Background

- 18,000 residents
- 1,200 businesses
- Award Winning Aquatic Center
- 5 Schools
- 13 Parks
- Trails
- Open Space
Study Goals

Develop a Township-wide Sidewalk Connections Feasibility Study to provide pedestrian improvement recommendations to:

1) enhance the transportation network to improve access for pedestrians of all capabilities,

2) encourage non-vehicular travel to reduce traffic congestion, promote healthy lifestyles, and support economic development, and

3) build on recent and ongoing planning efforts and studies by the Township.
Community Feedback

• Common Practices for Community Input
  – Public Meetings
  – Mailed Survey
  – Online Feedback
Project Approach

• Township use of social media
  – Twitter, Facebook, Website, etc.
• Website for community input.
  – Survey
  – Map based Commentary
• Targeted Interviews
Walkability Survey

Results
Gauging Perceptions

Question 1
Do you feel confident that you can safely walk to your destination in Hatfield Township?

- Yes - I never think twice. (3 votes)
- Mostly - There are a few places that make me uncomfortable. (12 votes)
- Sometimes - It depends on the trip. (10 votes)
- Never - It is too dangerous to walk around Hatfield Township. (2 votes)
• Specific Locations Identified
• Description of suggestions provided.
Online forum allows for feedback on suggestions.
Lessons Learned

• Online methods effective in soliciting feedback
• Survey completed primarily by 45-54 age group
• Map completed primarily by 25-44 age groups
• Additional feedback should be obtained to ensure representation from entire community
Thank You!
Erin Trone
Lower Allen Township

Generating Enthusiasm
COMMITTEE

• 20 Members
  • 10 Invited
  • 10 volunteered
    • Saw the invite via our facebook page
    • Withdrew our newsletter article because we had such a good response
  • 4 people regularly attend as public that live outside the community
    • Stated their communities didn’t have anything like this to participate in, so decided to be a part of ours!
PROJECT LIFE CYCLE

- Kick-off Meeting held in January
- Monthly meetings since then
- Consultant came on board in March
- April- hosted a data gathering bike tour
- May - presented findings
  - Tornado Warning-issued night of meeting- 15 people still came!
- July- draft report will be discussed
- August – plan will be presented and adopted by Board of Commissioners
- Then what?
FURTHERING THE CONVERSATION

- Reach Out to Other Communities
- Develop a Trail Council
- Educational Outreach
- Promotional Activities
- Support Funding
- Other ideas?
Discussion/Questions?
Thank You!