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

Jeff Riegner
Whitman, Requardt & Associates, LLP
jriegner@wrallp.com
Many streets are inadequate

No sidewalks
Too dangerous to cross on foot

Many streets are inadequate

Unsafe for bicyclists
Many streets are inadequate

Uninviting for bus riders

Many streets are inadequate

Inaccessible for wheelchair users

Many streets are inadequate

No room for people!
We know how to build right
We know how to build right

Yet many roads are built like this

Yet many roads are built like this
Yet many roads are built like this.

What are Complete Streets?

Complete Streets are streets for everyone, no matter who they are or how they travel.

Poll

• What burning question do you have about Complete Streets?
• What does “Complete Streets” mean?
• Why is this something I should consider for my community?
• Are Complete Streets expensive?
• Other (let us know in the question box!)
Poll

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

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

Why are Complete Streets so important?

30% of Americans do not drive!
Complete Streets policies provide for all users

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

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
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

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

Why have a Complete Streets policy?

To ensure every project creates better streets now with current funding sources
Why have a Complete Streets policy?

To **save money**
- Retrofits cost more than getting it right initially

Why have a Complete Streets policy?

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

Why have a Complete Streets policy?

To give transportation professionals **political and community support** for innovative solutions that help make active living possible
Why have a Complete Streets policy?
To apply solutions across a community and address systematic inequities.

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.

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.
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

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

Changing preferences

- Aging population: by 2025, 1 in 5 will be 65+
- Younger generation prefers multimodal travel
- More demand for “in town” living
Per capita VMT isn’t constantly growing

Built environment matters

Pedestrian scale is safer for everyone
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

Incomplete streets are unsafe

Especially for:

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

Pedestrian crashes

↓ 88% with sidewalks
↓ 69% with hybrid beacons
↓ 39% with medians
↓ 29% with street conversions
Safer travel speeds

![Safer travel speeds chart](chart.png)

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.

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.
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.

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.

Connect to work, shops, schools, and homes. Create smooth, predictable trips by planning and designing for transit routes.
Health

We are moving without moving

60% are at risk for diseases associated with inactivity:
  • Diabetes
  • High blood pressure
  • Other chronic diseases

Chronic disease

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

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

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

Economic development

Lancaster, California:
- 48 new businesses
- 802 new jobs
- Vacancy rate: 4%
- Sales tax revenue: ↑ 96%
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.

Environmental benefits

Fewer emissions

Less noise pollution

Less pavement

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
Complete Streets changes the built environment

Changes intersection design

Changes intersection design
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

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

Rural roads with shared paths
Paved shoulders

Low traffic, shared residential streets

Residential skinny streets
Modern roundabouts

Complete Streets and trails

Streets provide access to trails

Complete Streets + trails = comprehensive network

Complete Streets take pressure off overcrowded trails

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.
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

*Sign up for Parts 2 and 3 at pawalkworks.com!*