





Complete Streets Webinar Series
Part 3: Complete Streets Planning and Policies



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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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)

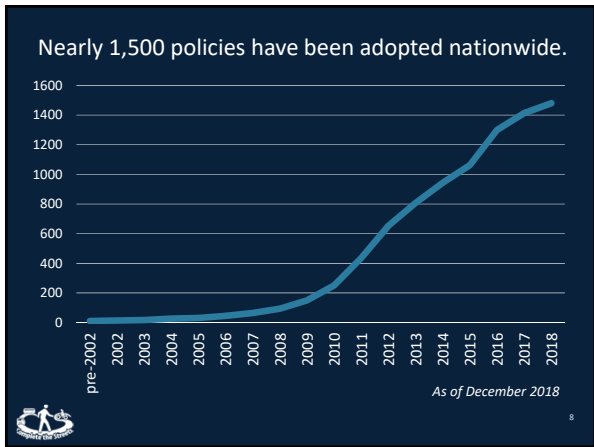


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Planning and Policies





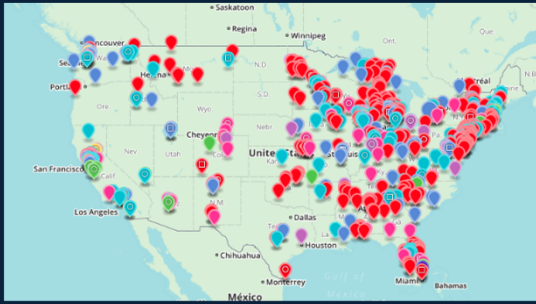


Policies adopted at all levels

- 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

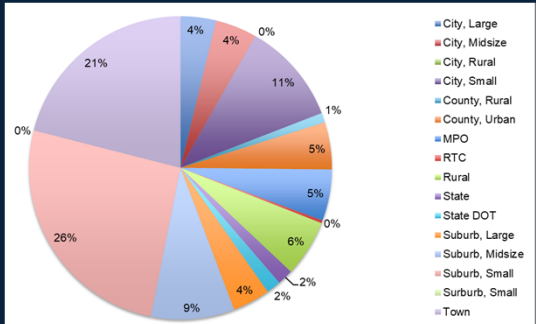


As of December 2018



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All sizes of jurisdictions

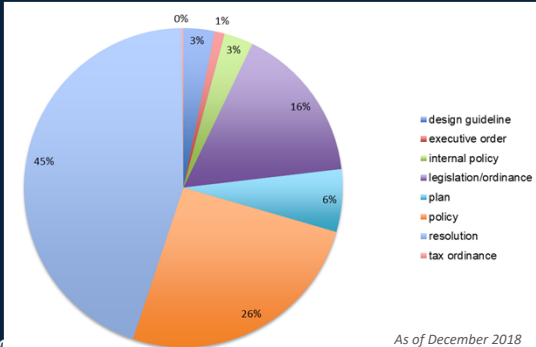


As of December 2018



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Policy types



As of December 2018



Policy development best practices



Include all stakeholders

- Members of the community
- Elected officials
- Other agencies

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Policy development best practices



Policy development helps to:

- Change transportation priorities
- Establish a new ideal for streets
- Communicate with the public

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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



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An ideal Complete Streets policy:



The Elements of a Complete Streets Policy

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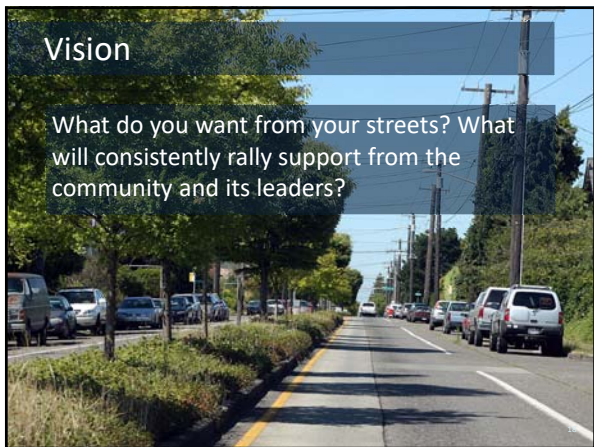
An ideal Complete Streets policy:


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

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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.

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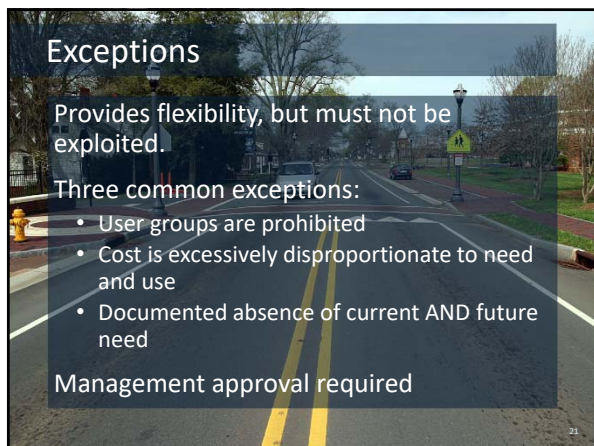


All projects & phases

Integrate Complete Streets into all projects:

- New construction
- Reconstruction
- Rehabilitation
- Repair
- Repaving
- Major maintenance
- Operations

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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

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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

Design guidance & flexibility



Design guidance & flexibility



Design guidance & flexibility





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)



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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 " 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



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Performance Measures: Reading, PA

(Continued)

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 on-line 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.



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Project evaluation example:
Edgewater Drive, Orlando, FL



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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”



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Before:



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After:



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Measures of effectiveness

Measure

1	Avoid increased traffic on neighborhood streets
2	Reduce speeding on Edgewater Drive
3	Increase number of people bicycling
4	Increase number of people walking
5	Reduce crashes
6	Increase use of on-street parking
7	Increase pedestrian satisfaction among residents
8	Increase pedestrian satisfaction among merchants
9	Increase parking satisfaction among residents



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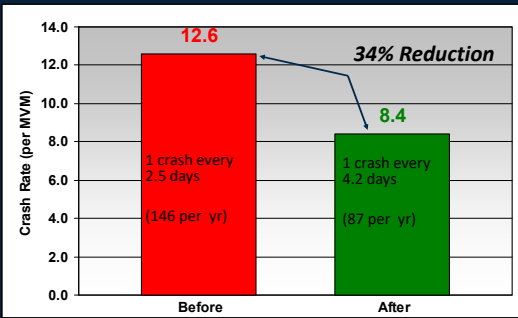
Measures of effectiveness

Measure	Accomplished?	
1	Avoid increased traffic on neighborhood streets	YES
2	Reduce speeding on Edgewater Drive	YES
3	Increase number of people bicycling	YES
4	Increase number of people walking	YES
5	Reduce crashes	YES
6	Increase use of on-street parking	YES
7	Increase pedestrian satisfaction among residents	YES
8	Increase pedestrian satisfaction among merchants	NO
9	Increase parking satisfaction among residents	YES




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Crash rate

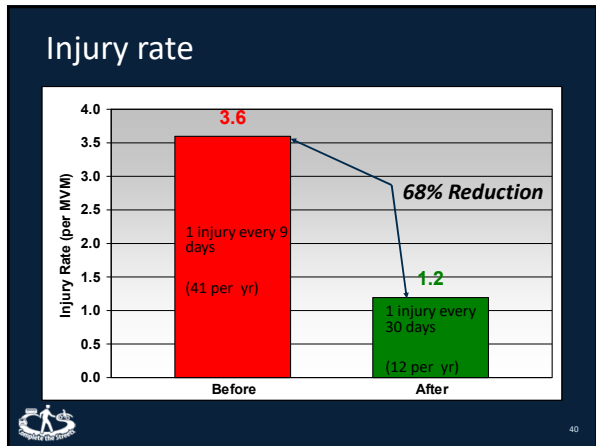


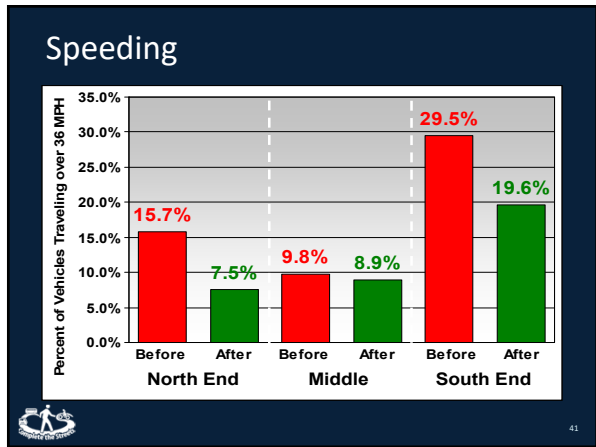
Time Period	Crash Rate (per MV/M)	Crash Frequency	Annual Crashes
Before	12.6	1 crash every 2.5 days	146 per yr
After	8.4	1 crash every 4.2 days	87 per yr

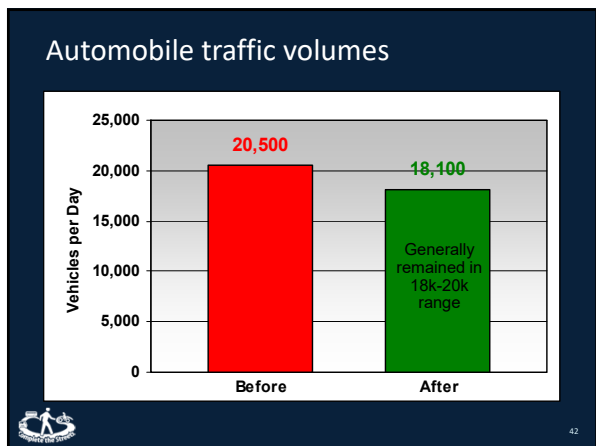
34% Reduction



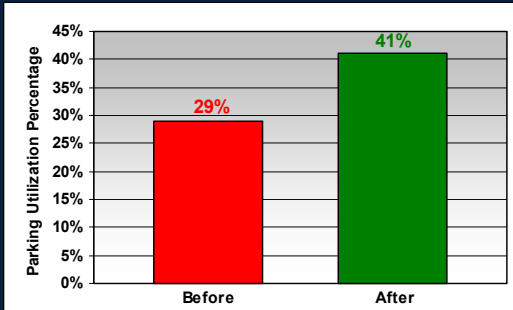
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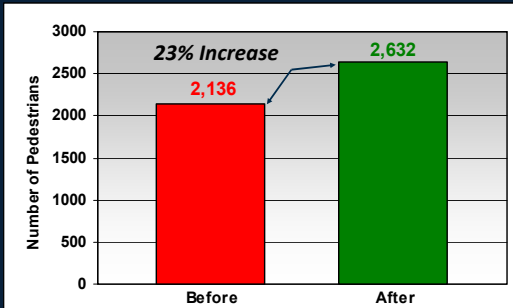


On-street parking use



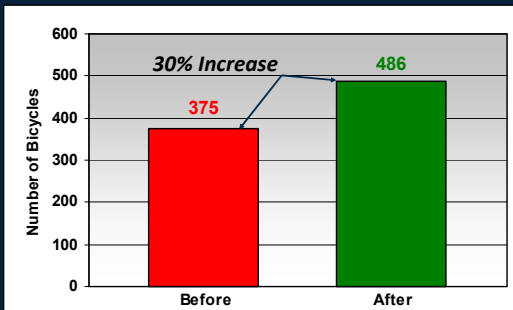
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People walking

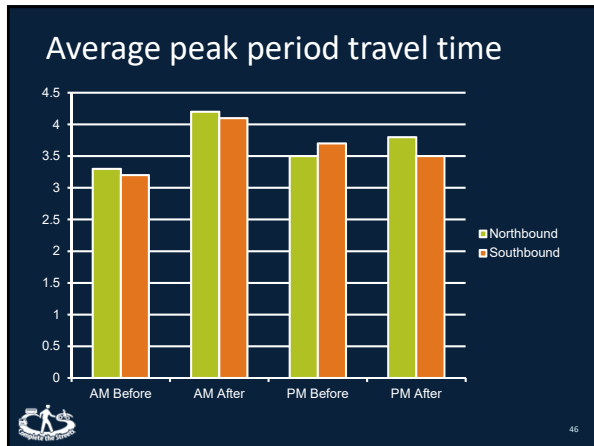


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People bicycling



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Property values

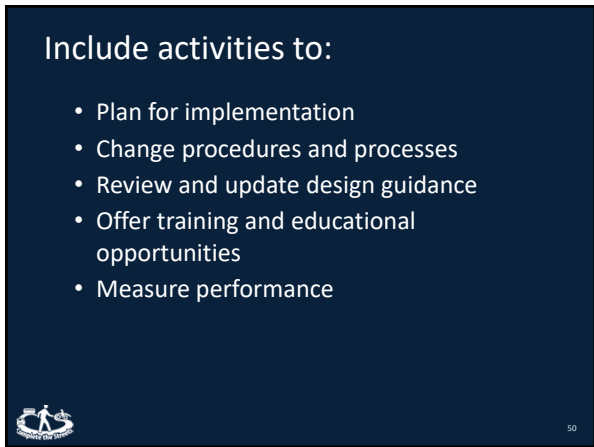
- 4,600 residential properties in neighborhood
- Consistent with countywide growth of 8-10%
- 110 commercial properties in neighborhood
- Consistent with countywide growth of 1-2%

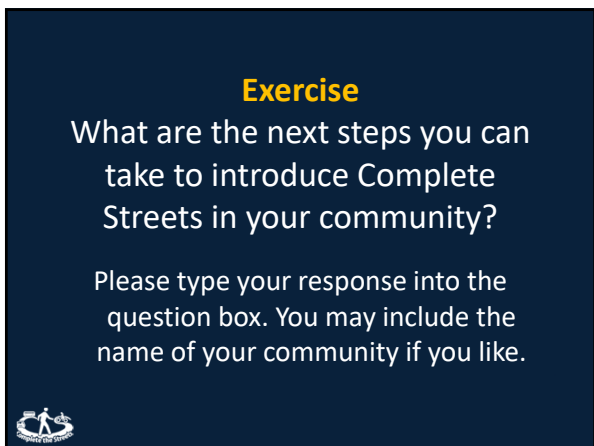
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Resource for selecting performance measures

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Understanding Complete Streets Policies and Field Review

This class is intended for elected officials, managers, public works personnel, planners, and community development professionals.

6 CBO This class is approved for 6 Certified Borough Official Credit Hours.

May 13 in Doylestown • May 14 in Gettysburg

Understanding Complete Streets Policies and Field Review

Do you see your streets as community assets? Are your streets safe for pedestrians, bicyclists, and public transit users? Nearly 800 jurisdictions across the U.S., including numerous municipalities in PA, have been transformed by adopting and implementing complete streets policies. Benefits include improved safety, livability, and economic development. This session will review sample policies and address the unique opportunities and challenges of implementing complete streets in PA. The class will include "field time," where participants can walk the host community and review the concepts covered in the classroom. **Space is limited to 30 participants.** This class is supported by the PA State Alliance of YMCAs. This class is approved for six Certified Borough Official (CBO) credit hours, and satisfies required component B.

REGISTRATION & SCHEDULING INFORMATION

\$25 for Members and Non-members

9 a.m. to 4:30 p.m. - lunch and breaks included

May 13 - Doylestown, Bucks County

May 14 - Gettysburg, Adams County

Register for this class at www.training.boroughs.org or contact Terri Dickow at 800-232-7722, Ext. 1042 or tdickow@boroughs.org.

PA State Association of Boroughs
2941 North Front Street
Harrisburg, PA 17102

PROJECT 8373
U.S. PROJECT #A02
HARRISBURG PA
PERMIT NO. 486

WalkWorks
pennsylvania
department of health

Thank you!

Mid-Atlantic Regional
PUBLIC HEALTH TRAINING CENTER
A Program of the Center for Public Health Practice
