Implementing Complete Streets in Pennsylvania

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Valley Forge, Pennsylvania
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Moderator

John Madera, AICP, Transportation Planning Consultant

Panelists

John Nawn, PE, PTOE, FACFEI, Patrick Engineering, Inc.

Brian D. Hare, PE, Chief, Design Services Division, Bureau of Design, PennDOT

Mike Dzurko, Bureau of Highway Safety and Traffic Engineering, PennDOT
Agenda

1. What are Complete Streets, and why do we need them?
2. Why aren’t more of our streets complete?
3. Implementation of a Complete Street
4. Is reform needed?
   a. Design regulations and processes
   b. Maintenance and funding policies
   c. Right-of-way and risk management policies
5. Open Q&A
6. Lightning round: How do I implement this?
What Are Complete Streets?

Complete Streets are designed and operated so they are safe, comfortable, and convenient for all users – pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

-- National Complete Streets Coalition
Why Do We Need Complete Streets?

SURVEY SAYS:

“In choosing where to live, how important to you was the availability of bikeways, walking paths, and sidewalks...?”

Somewhat or very important 65 Percent

Source: Federal Highway Administration
SRTS: The numbers that matter

![Bar chart showing the percentages of students walking/biking to school and those who are obese in 1970 and 2000.](chart.png)

- **1970**
  - Walk/Bike to School: 70%
  - Obese: 10%

- **2000**
  - Walk/Bike to School: 80%
  - Obese: 20%

Legend:
- Blue: Walk/Bike to School
- Red: Obese
SURVEY SAYS:

“During the past 30 days, have you used any of the following types of transportation for either personal or business travel?”

Public transit 15 percent
Bicycle 20 percent

Source: Federal Highway Administration
Why aren’t more streets Complete Streets?
Reasons for biking...

✓ Time competitive with car and bus up to 5 mi.
✓ Economical
✓ Environmentally benign
✓ Provides fitness benefit
✓ Great way to get to know your community!
Change in Bike Commuting, Percent, 1990 - 2000

- Bucks 568 -20%
- Chester 129 -70%
- Delaware 650 -30%
- Montgomery 550 +20%
- Philadelphia 4908 +28%

Source: US Census
HIKERS and BIKERS
Move to the side of the road when a vehicle approaches
BLOS “A”
BLOS “E”
- **Men** - 2:1, working age (25-64 years)
- **Women age** 25-34 years
- **Affluent and educated** (median HHI $64K)
- More likely to live in two-person households
- Own fewer cars

*Source: DVRPC, 2007*
THE YOUNG AND THE RESTLESS: HOW PHILADELPHIA COMPETES FOR TALENT
Bicycle trips: purpose

- Work commute: 29%
- Exercise or recreation: 35%
- Shopping, appointments, errands: 15%
- Social visit: 5%
- School commute: 6%
- Other: 4%
- Work-related: 6%

Source: DVRPC, 2007
“What would encourage you to ride more?”

<table>
<thead>
<tr>
<th>Feature</th>
<th>&quot;Very Important&quot;</th>
<th>&quot;Important&quot;</th>
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</thead>
<tbody>
<tr>
<td>Bike lanes</td>
<td>82%</td>
<td>59%</td>
</tr>
<tr>
<td>Wide shoulders</td>
<td>80%</td>
<td>41%</td>
</tr>
<tr>
<td>Shared lanes</td>
<td>72%</td>
<td>35%</td>
</tr>
<tr>
<td>Greenway trails</td>
<td>71%</td>
<td>46%</td>
</tr>
<tr>
<td>Sidepaths</td>
<td>64%</td>
<td>44%</td>
</tr>
</tbody>
</table>

Source: DVRPC, 2007
Bike Lane Progress

Bike Lane Miles

Philadelphia
NJ Counties
PA Counties

Courtesy John Boyle, BCGP
15 mph
20 mph
25 mph
<table>
<thead>
<tr>
<th>SPEED</th>
<th>( p(\text{killing pedestrian}) )</th>
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</thead>
<tbody>
<tr>
<td>15 mph</td>
<td>3.5%</td>
</tr>
<tr>
<td>31 mph</td>
<td>37.0%</td>
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<tr>
<td>44 mph</td>
<td>83.0%</td>
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Who regulates streets and highways?

- FHWA
- AASHTO
- NCUTCD
- PennDOT
- Access Board
- County
- Municipality
Implementation of a Complete Street