



COMPLETE STREETS

On Rural Roads

Presenter

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Historical Street Design

- Capacity
- Safety
- Efficiency
- Car-Centric



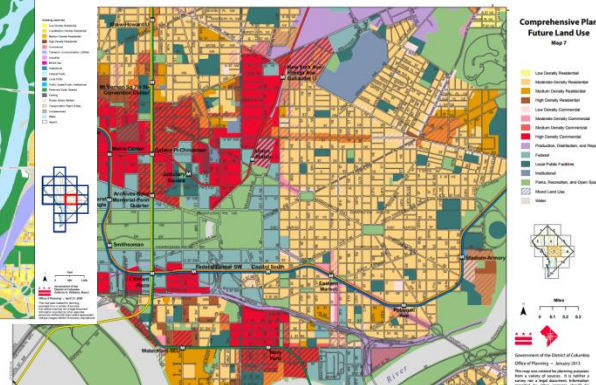
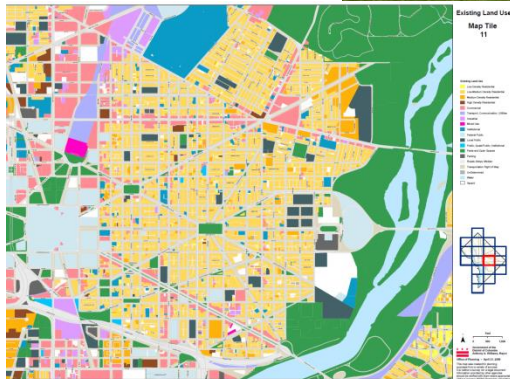
What is a “Complete Street?”

- A street that is planned, designed, operated, and maintained to:
 - Provide **access** and
 - Serve the local **context** and
 - Enable **safe, convenient and comfortable travel** for all users
 - Consider **land use**



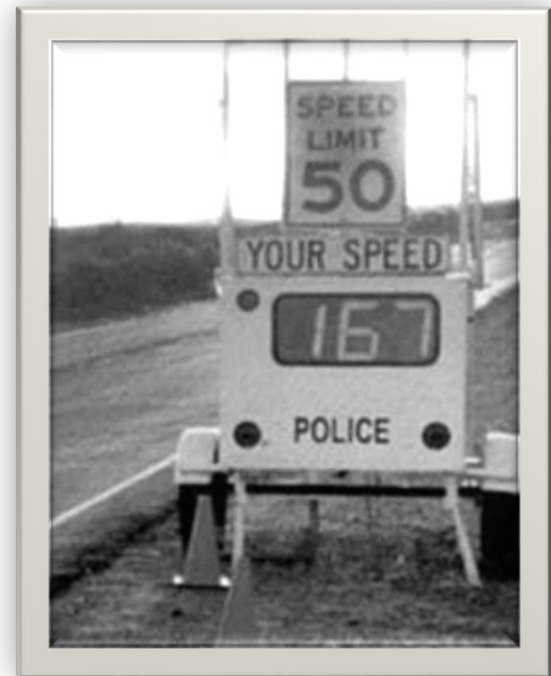
Complete Street Components

Based on Needs / Context



Context and Complete Street Components

- Houses far apart?
- Extensive agricultural fields?
- No pedestrian destinations?
- No existing trails, bicycle routes (existing or planned)



Context and Complete Street Components

- Rural road, but has:
 - Clusters of houses
 - Pedestrian or bicycling destinations within walking distance



Should consider additional modes

What is “walking distance”?

- The distance that most people will walk as opposed to drive.
 - For over 20 years, 0.25 miles or 5 minute walk.
 - Based on more recent studies, 0.5 miles or 10 minute walk is average.
 - Many walkers traveled over 1 mile.
 - Walking trips predominantly <2 miles.



More on Contextual influences

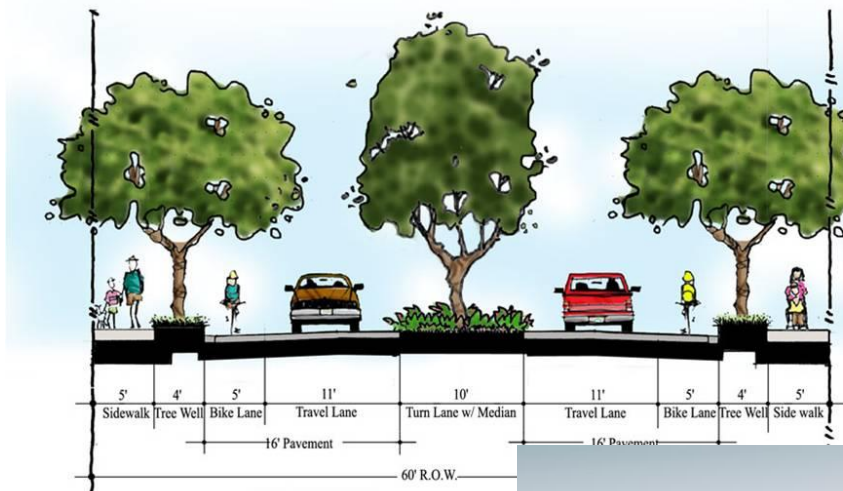
- Rural area with some existing developmental pressure
- No / few existing land use controls
- Numerous existing access points
- Potential for increased traffic

Consider access management planning and, possibly, land use planning

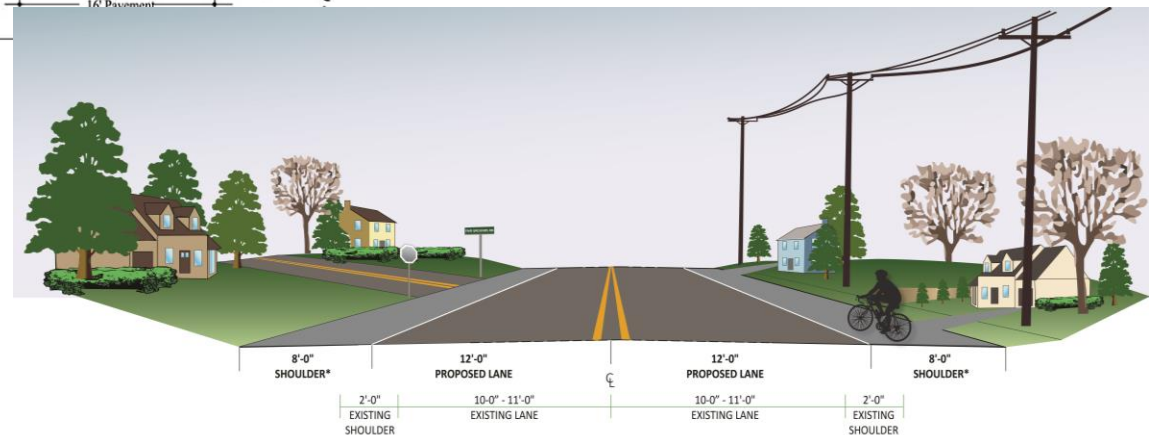


City / Town vs. Rural Road Complete Streets

City



Rural



*See Grading Treatment Below

Project Example



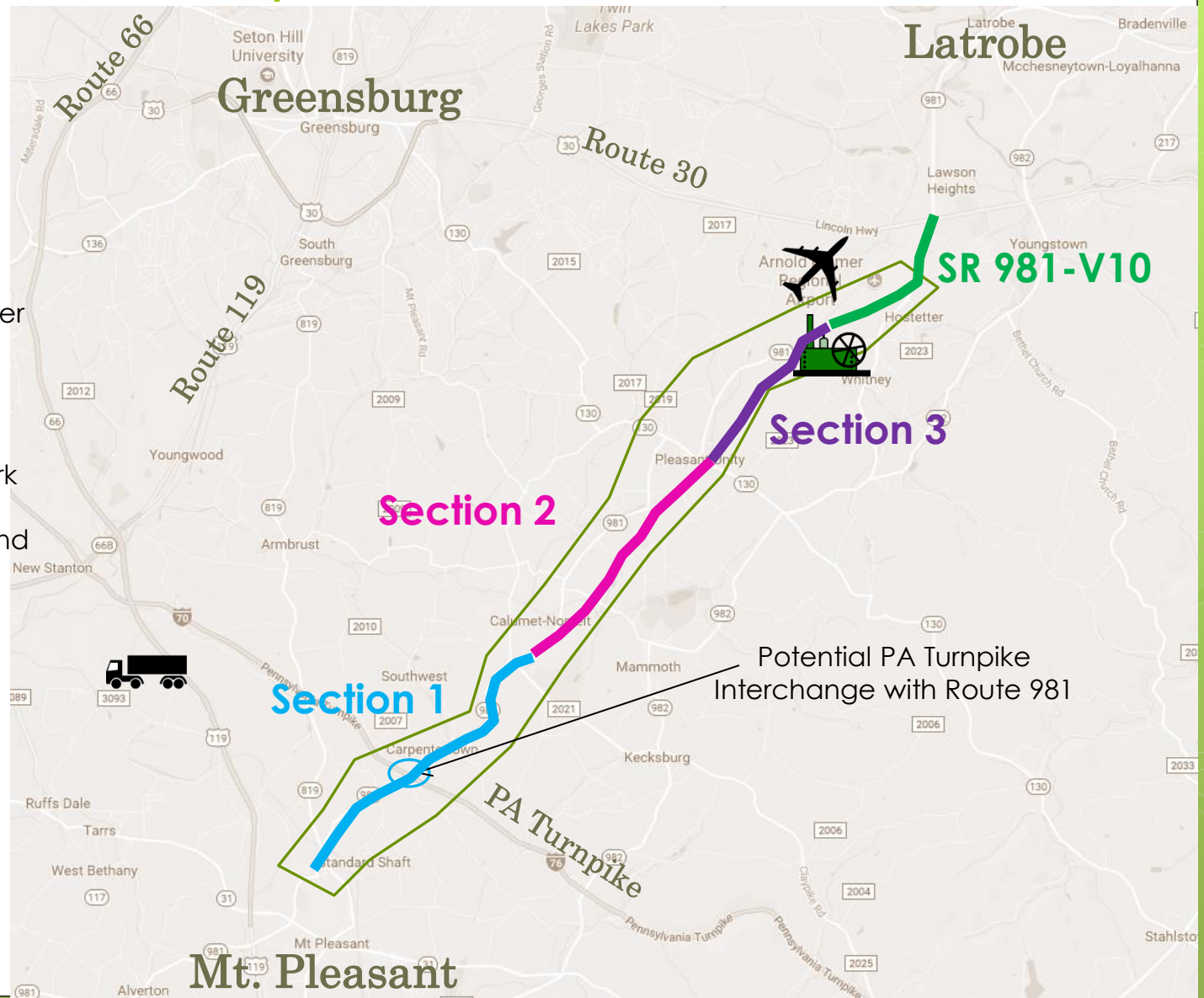
Arnold Palmer
Regional
Airport



Airpark
Industrial Park



Westmoreland
Intermodal
Center



Project Example

- Feasibility Study
 - Identified pedestrian needs
 - Identified desire to maintain rural character
 - Need to serve the Airpark Industrial Park
 - Potential for PA Turnpike interchange

[HOME](#)
[SECTION 1
RT 819 to Norvelt](#)
[SECTION 2
Norvelt to RT 130](#)
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RT 130 to Airport](#)
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Project Purpose and Need

Study Area Mapping and Analysis

Draft Preferred Improvement Concept

Public Involvement

FEASIBILITY STUDY

The Laurel Valley Transportation Improvement Project (LVTIP) Feasibility Study was a comprehensive approach to identifying a series of fundable, attainable, and sustainable roadway improvements to meet transportation needs on or near the existing Route 981 Corridor. The Study Area extended from Route 30 near the Arnold Palmer Regional Airport to the Route 819/981 intersection in Mount Pleasant. The study considered improvements to enhance safety, mobility and access consistent with land use and projected future growth in the region.

The work plan includes the following: *(Click below for larger view)*

Feasibility Study Implementation	Preliminary Solutions Development	Solutions Refinement	Feasibility Study Results
<ul style="list-style-type: none"> Westonland County and PennDOT Coordination Meeting Key Stakeholders (KeySt) Committee Formation <ul style="list-style-type: none"> Feedback on needs and performance measures Engineering Analysis <ul style="list-style-type: none"> Safety Traffic Geometry Draft Purpose and Needs (safety, mobility, economic development, etc.) 	<ul style="list-style-type: none"> KeySt Meeting #1 Draft Performance Measures Preliminary Impacts Evaluate Initial Performance Measures Develop Improvement Concepts Evaluate Logical Feasibility and Independent Utility Public Meeting #1 	<ul style="list-style-type: none"> KeySt Meeting #2 Refine Impacts <ul style="list-style-type: none"> Right-of-Way Field View Geotechnical Road View Refine Improvement Concepts KeySt Meeting #3 <ul style="list-style-type: none"> Update concepts as needed Public Meeting #2 Finalize Concepts <ul style="list-style-type: none"> Finalize Transportation Improvement Program (TIP) 	<ul style="list-style-type: none"> KeySt Meeting #1 Draft Feasibility Study Report <ul style="list-style-type: none"> Finalize Map/TP Develop Implementation Plan Update Map/TP and Implementation Plan as Needed Public Input Sought Final Report

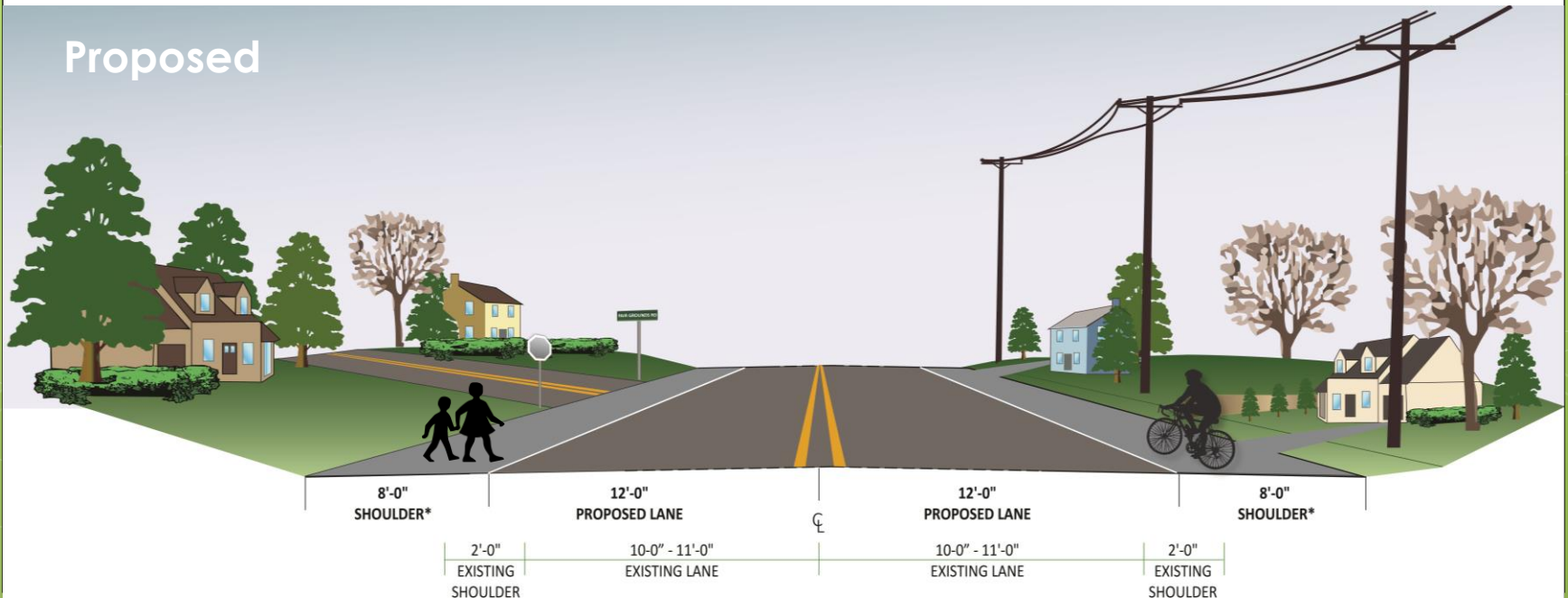
As of - 3/2017

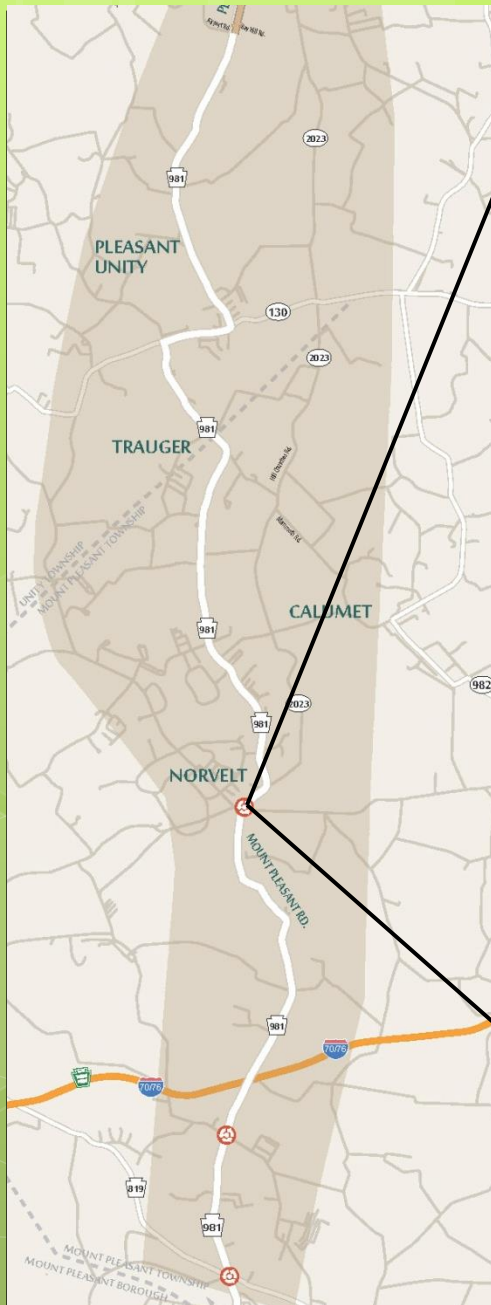
<http://laurelvalleyproject.com/>

Project Example



Proposed



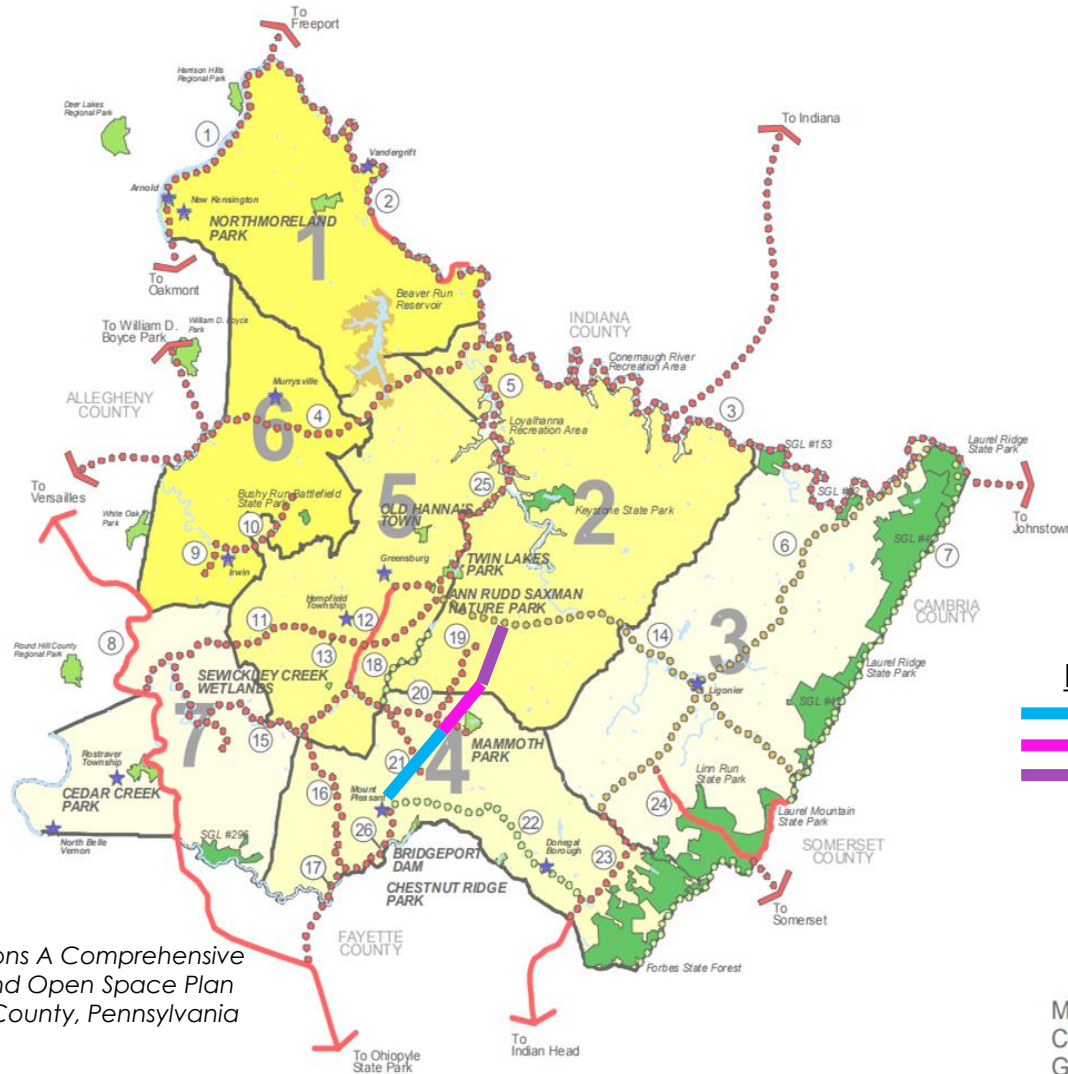


Potential Roundabout

Trail Connections

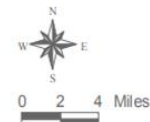
Trails/Greenways

- ① Treadway Trail
- ② Roaring Run Trail
- ③ Conemaugh River Greenway Trail
- ④ Saltsburg to Export to Trafford Rail Trail
- ⑤ Loyalhanna Recreation Area Lands
- ⑥ Route 711 Scenic Byway
- ⑦ Laurel Highlands Hiking Trail
- ⑧ The Yough River Trail
- ⑨ Tinkers Run Trail
- ⑩ Manor to Claridge Trail
- ⑪ Little Sewickley Creek Trail
- ⑫ The Five Star Trail
- ⑬ Hempfield Township Proposed Bike/Pedestrian Trail
- ⑭ The Lincoln Highway Heritage Corridor
- ⑮ Big Sewickley Creek Trail
- ⑯ Hunker to Scottsdale Trail
- ⑰ Scottsdale to Connellsville Trail
- ⑱ West Point Trail
- ⑲ Marguerite Trail
- ⑳ Youngwood to Mammoth County Park Trail
- ㉑ Carpenterstown Trail
- ㉒ Jacobs Creek Greenway
- ㉓ Indian Creek Valley Trail
- ㉔ P.W. & S. Railroad Bike Trail
- ㉕ Little Crabtree Creek Trail
- ㉖ Coal & Coke Trail



LVTIP

- Section 1
- Section 2
- Section 3



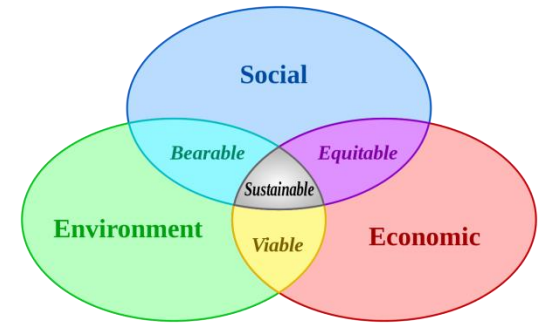
Map 27
County-wide Parks, Trails and
Greenways Master Plan

Project Example



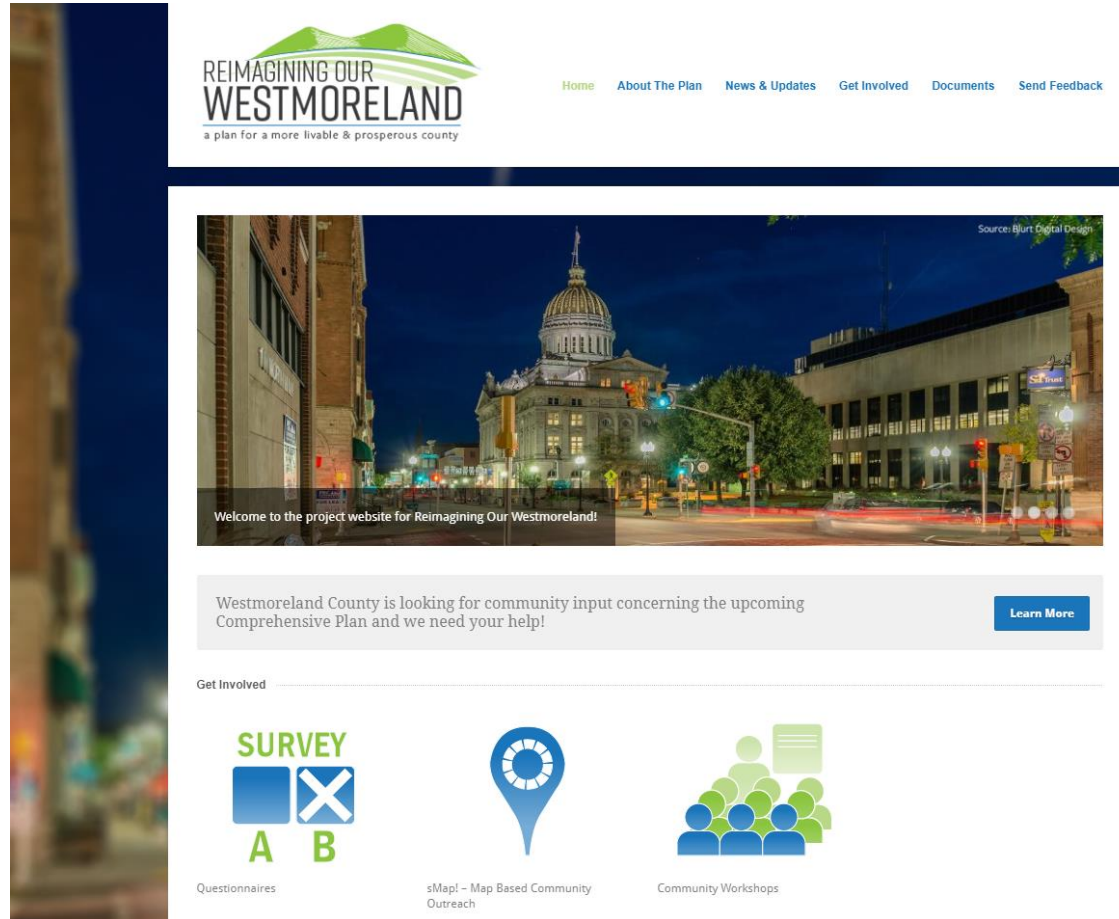
Project Example

- Local Land Use Planning
 - Led by Westmoreland County
 - Working with affected municipalities
 - Evaluating existing land use regulations
 - Assessing possibility for land use changes after construction
 - Determining community vision for future land use
 - Helping to develop land use controls (corridor overlays, ordinances, etc.)



Project Example

- Local Land Use Planning



<http://www.hlplanning.com/portals/westmoreland/>

Things to Consider

- Distance between homes and pedestrian destinations
- Posted Speed
- Roadway Geometry
- Lighting needs
- Vehicle mix
- Need for land use controls
- Access management



Benefits of Complete Streets

- Support economic growth
 - Increase accessibility
- Improve the environment
 - Less cars = better air quality
- Foster independence
- Increase healthy behaviors
- Reduce potential for costly future retrofits
- Maintain future capacity by controlling growth and access



Future of Transportation

2010 National Transportation Survey of Americans

- 67% want more options
 - Freedom to choose HOW they get there
- 73% feel they have no choice but to drive
- 57% want to spend less time in a car

Transportation for America

Preference to Reduce Traffic Congestion

Future of Transportation National Survey



Opportunity

- 50% of trips are less than 3 miles
- 28% are less than 1 mile
 - 60% of these trips are by motorized vehicle



Source: National Household Travel Survey (2009), FHWA

Complete Streets are not

- A demand to immediately upgrade existing roads
- A one-size fits all approach
- A special street design
- A silver bullet, still need to address
 - Environmental issues
 - Demand management
 - Special considerations in certain areas



Thank you!

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