

From Idea to Reality

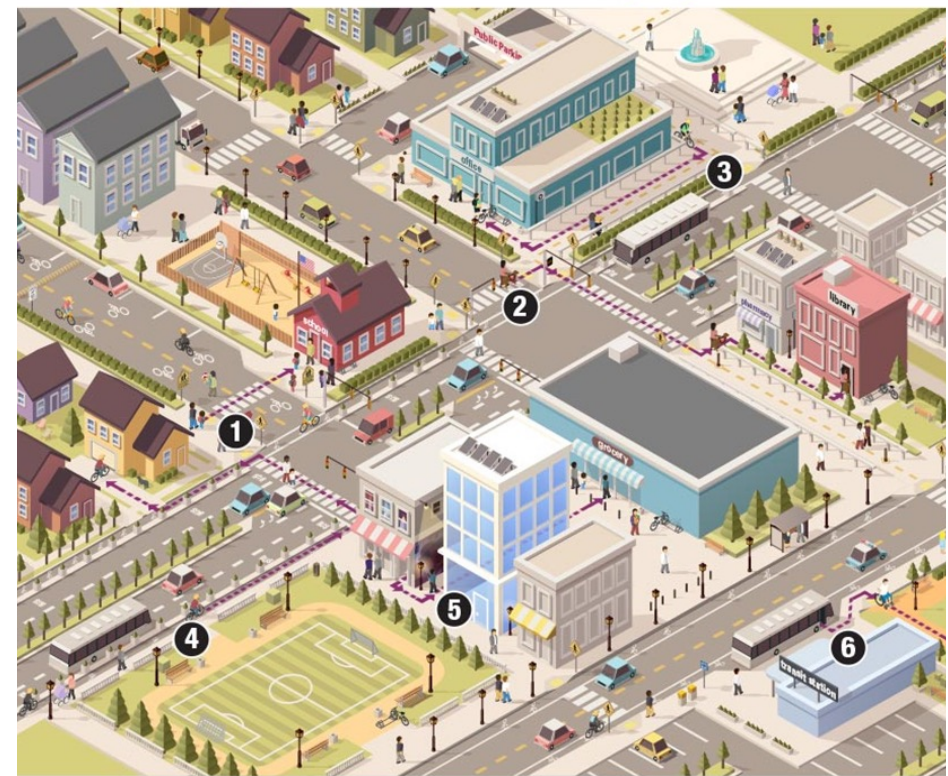
A Tool for Planning for and Codifying Active Transportation

October 16, 2023



Objectives

- To understand the impetus for expanding active transportation options and providing safe, accessible, and inviting networks for walking and biking to everyday destinations
- To understand the types of plans that can be developed to support active transportation
- To understand the aspects of a municipality's code that can help to create and support active transportation



Outline

- Level setting
- Making the case for Active Transportation
- Understanding the transportation status quo
- What can be done? What can you do?
- Planning tools
- Examples of policy in action
- Small group discussion – the draft tool



WHAT IS ACTIVE TRANSPORTATION?

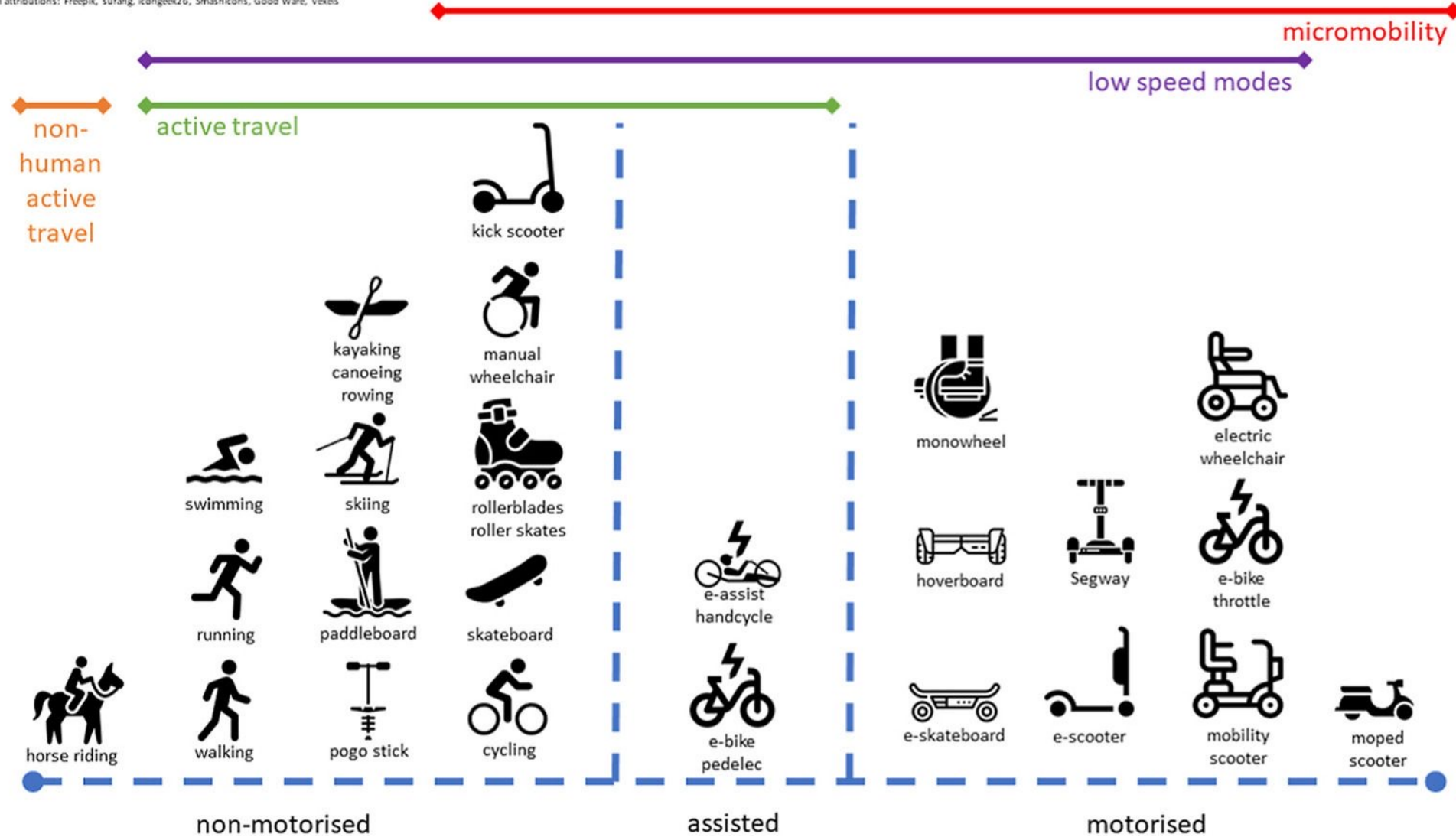


**Bike/ped infrastructure is not just for the bold and fit –
Safe streets for everyone -- all ages, all abilities, all means, all modes!**

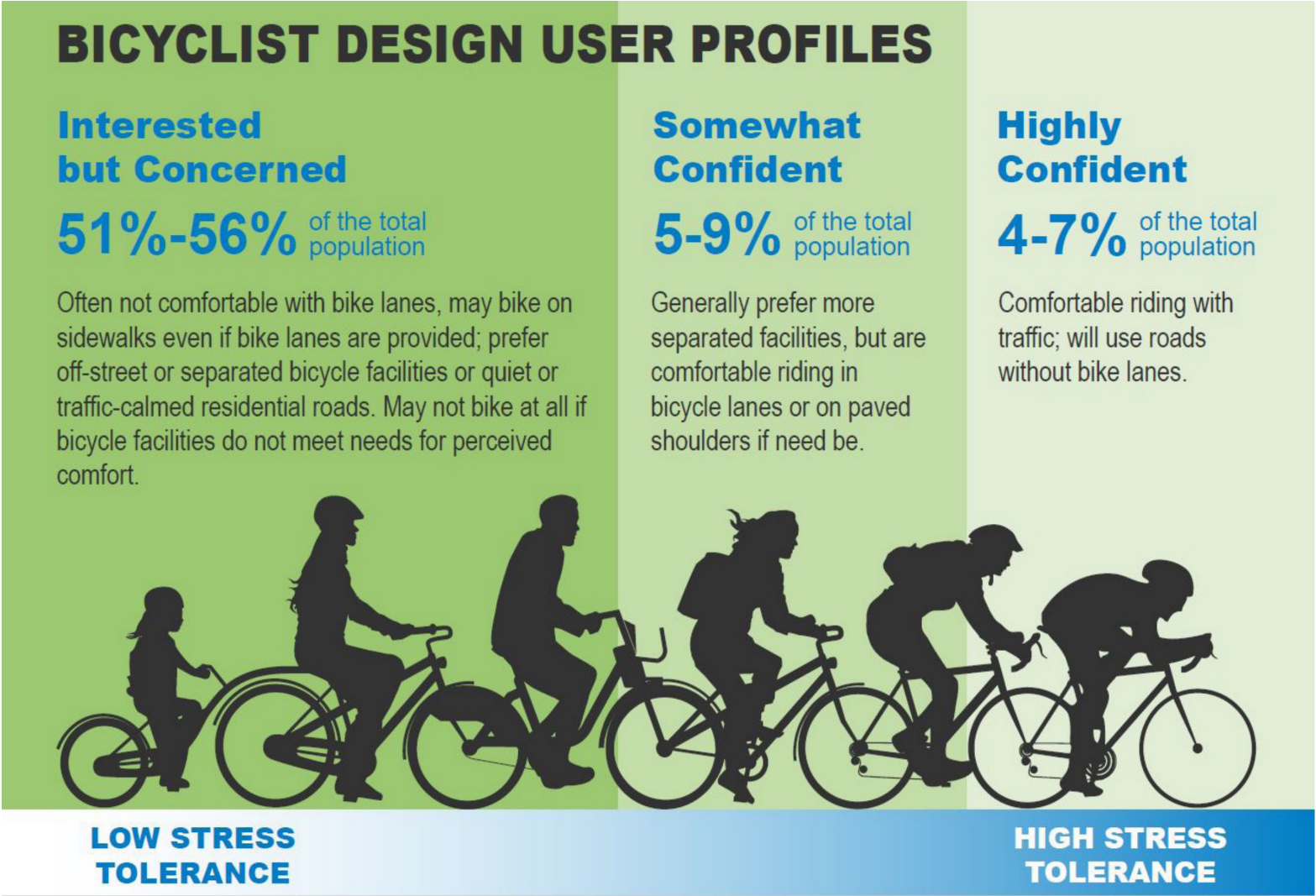
**Not just about trails or tourism–
Everyday destinations, utility mobility!**

WHAT IS ACTIVE TRANSPORTATION?

Icon attributions: Freepik, surang, icongeek26, Smashicons, Good Ware, Vexels



WHO IS ACTIVE TRANSPORTATION FOR?



FHWA Bikeway Selection Guide, pp. 12-13; referencing Dill and McNeil. "Revisiting the Four Types of Cyclists," Transportation Research Record 2587

WHO IS ACTIVE TRANSPORTATION FOR?

34% no way no how

ranges from 28-40%

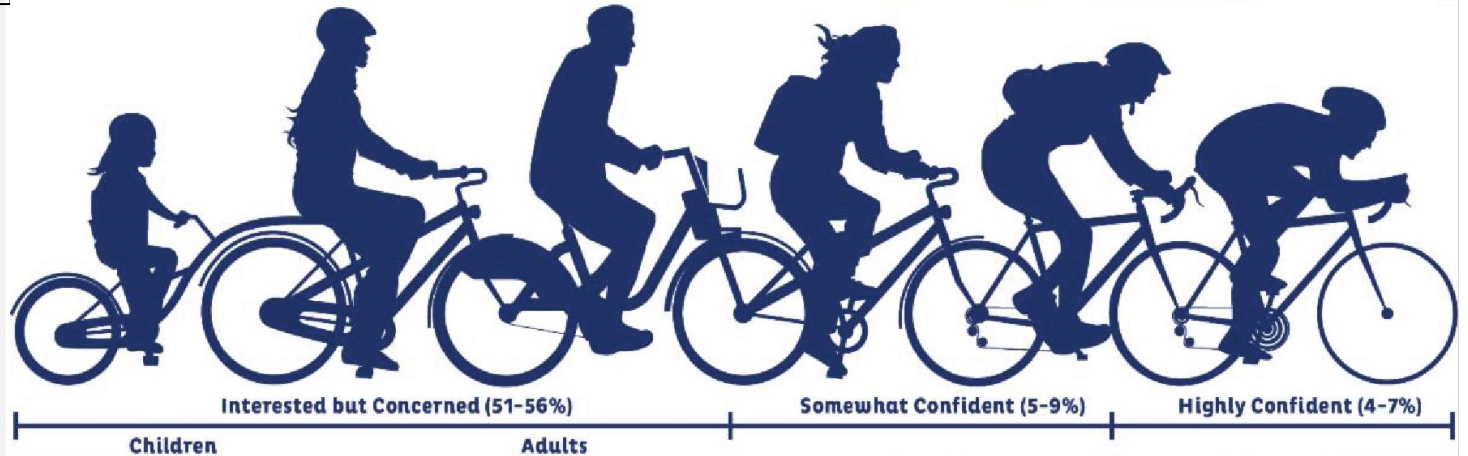
66% yes

ranges from 60-72%

NO STRESS TOLERANCE

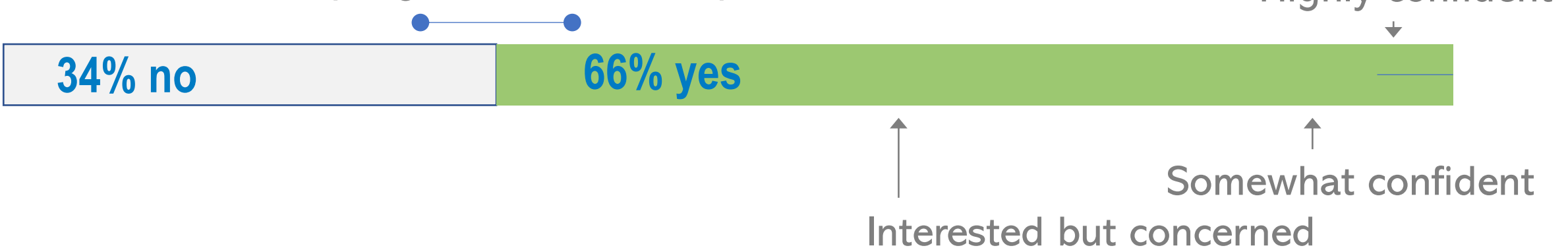
LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

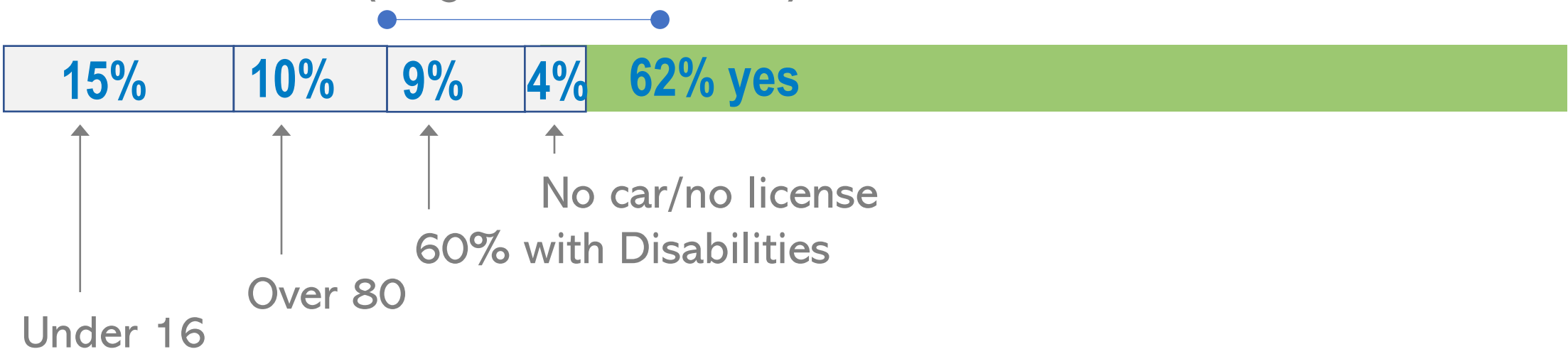


WHO IS ACTIVE TRANSPORTATION FOR?

Want to Bike (ranges from 60-72%)



Able to Drive (ranges from 55-75%)



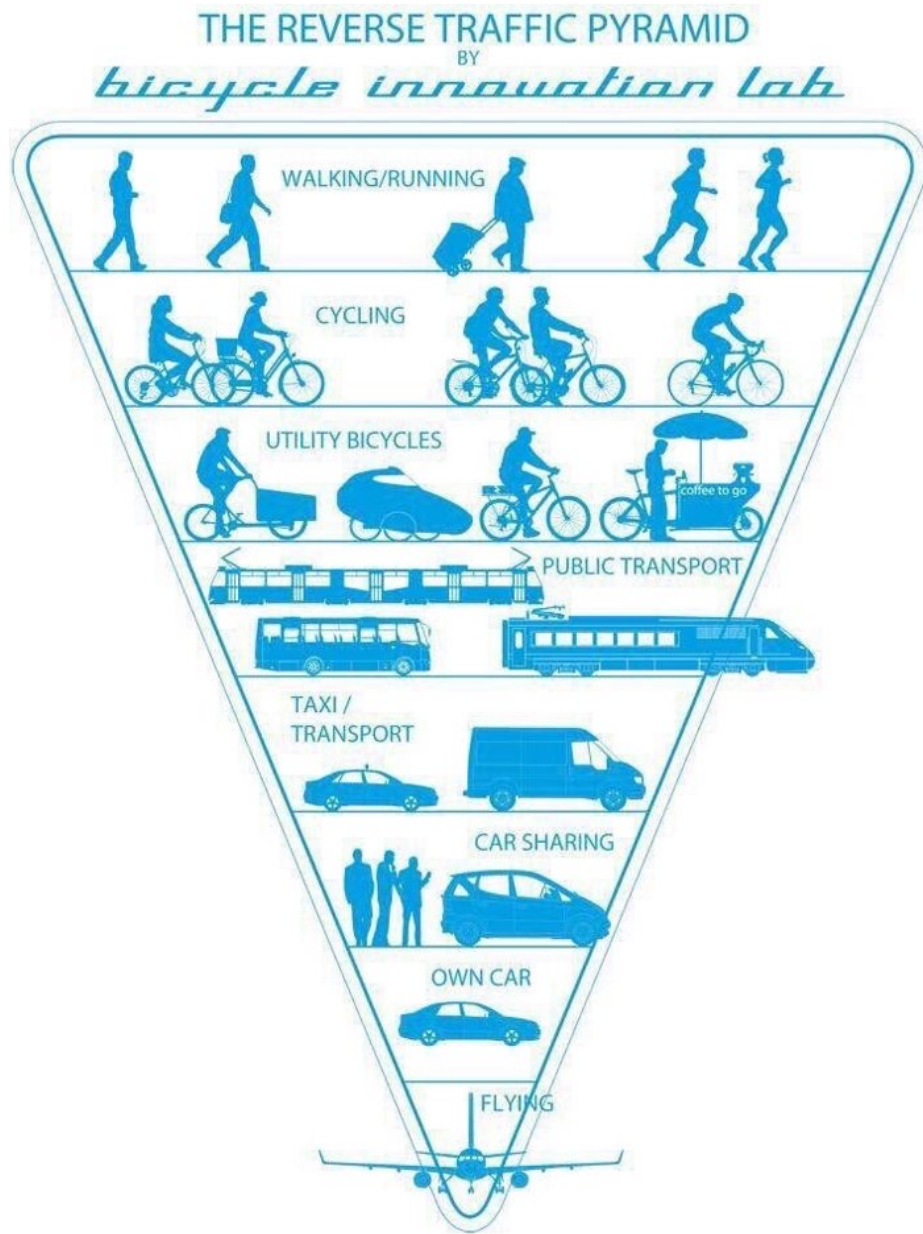
THIS DIAGRAM IS ACTUALLY ABOUT CARS

Equality



Equity





Why Active Transportation?

- Public Health
- Economic Development
- Environmental Protection
- Fiscal Responsibility
- Equity

WHAT DISCOURAGES ACTIVE TRANSPORTATION?

PHYSICAL ACTIVITY
BUILDS A
HEALTHY AND STRONG AMERICA

THE PROBLEM

PHYSICAL ACTIVITY SAVES LIVES AND PROTECTS HEALTH

1 IN 10 premature deaths could be prevented by getting enough physical activity.

It could also prevent:

1 IN 8 cases of breast cancer

1 IN 8 cases of colorectal cancer

1 IN 12 cases of diabetes

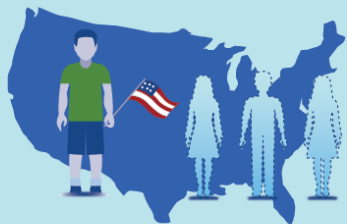
1 IN 15 cases of heart disease

“If you could package physical activity into a pill, it would be the most effective drug on the market.”

Dr. Ruth Petersen, Director of CDC's Division of Nutrition, Physical Activity, and Obesity

Inadequate physical activity.

IMPACT ON MILITARY READINESS



“Long-term military readiness is at risk unless a large-scale change in physical activity and nutrition takes place in America.”

Mission:Readiness
Military Leaders for Kids

About 1 IN 4 YOUNG ADULTS is too heavy to serve in our military.

- Promotes favorable body composition
- Improves attention and some measures of academic performance (with school physical activity programs)

- Improves cognitive function
- Reduces arthritis symptoms
- Prevents weight gain

- Extends years of active life
- Helps prevent weak bones and muscle loss
- Delays onset of cognitive decline

PHYSICAL ACTIVITY BENEFITS COMMUNITIES

ECONOMIC

Building active and walkable communities can help:

- Increase levels of retail economic activity and employment
- Increase property values
- Support neighborhood revitalization
- Reduce health care costs

SAFETY

Walkable communities can improve safety for people who walk, ride bicycles, and drive.

WORKFORCE

Physically active people tend to take fewer sick days.



U.S. Department of Health and Human Services
Centers for Disease Control and Prevention

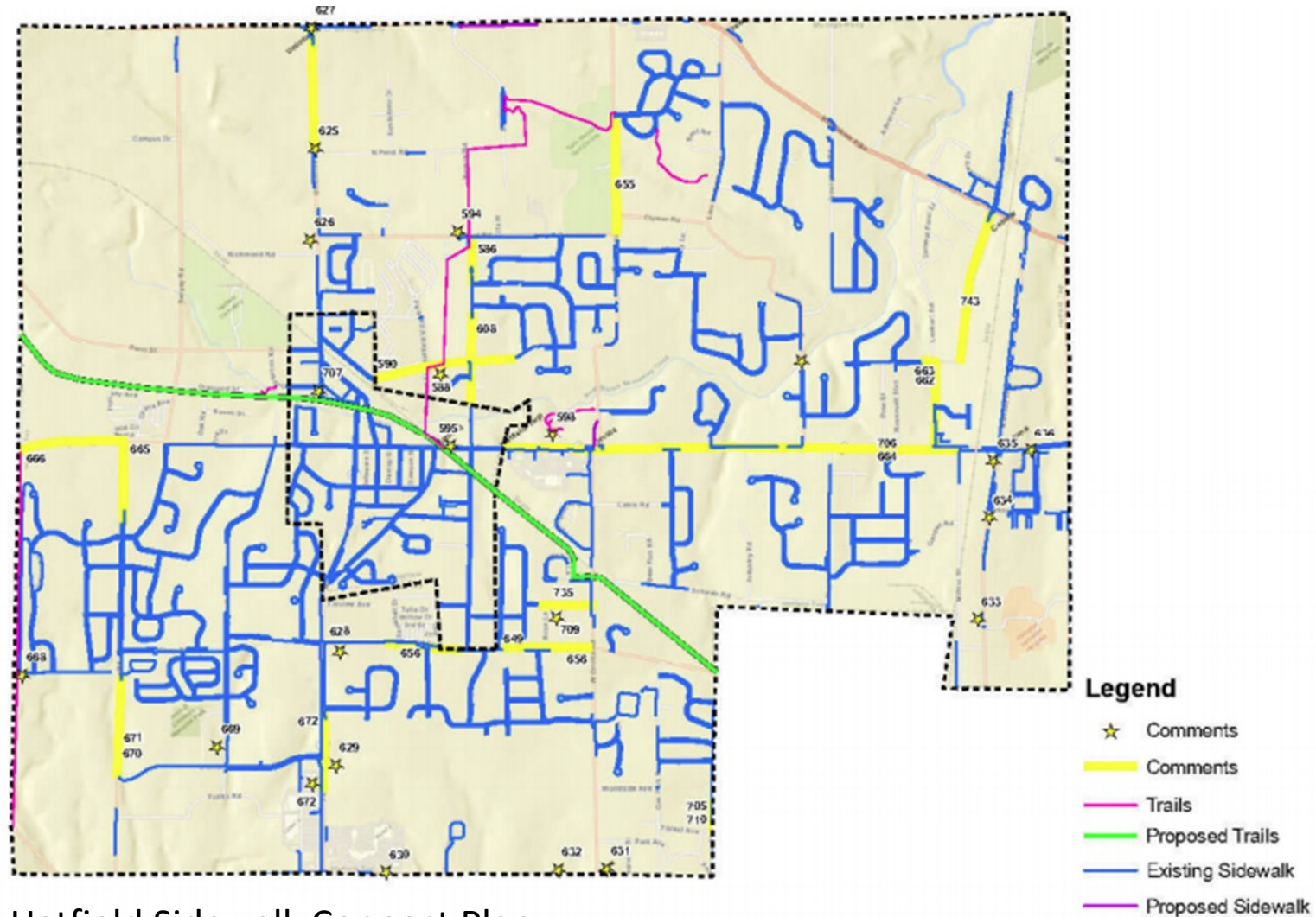
FOR MORE INFORMATION PLEASE VISIT:

Division of Nutrition, Physical Activity, and Obesity
www.cdc.gov/nccdphp/dnpao

CREATING AN ACTIVE AMERICA
PEOPLE
HEALTHY
NATION

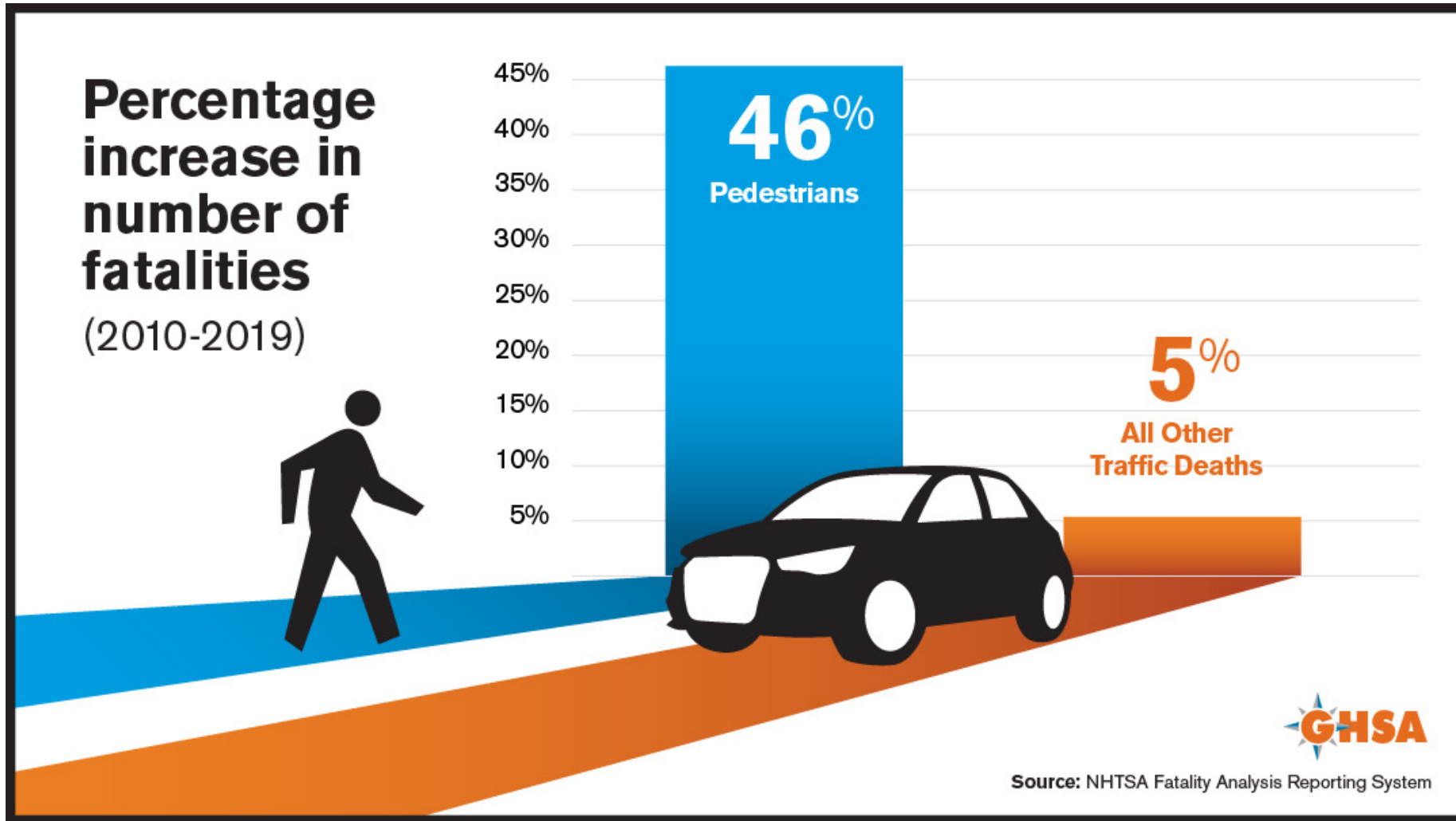
DNPao
201902

WHAT DISCOURAGES ACTIVE TRANSPORTATION?



Hatfield Sidewalk Connect Plan

RISING SEVERE INJURY AND DEATH ON ROAD



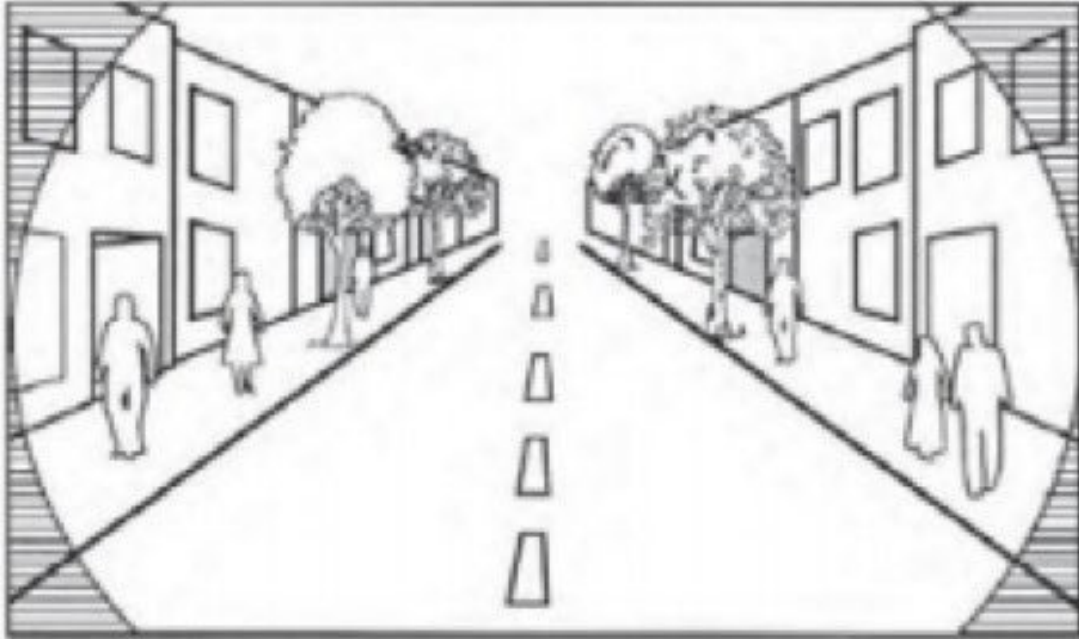
VEHICLES OF INCREASING SIZE AND WEIGHT



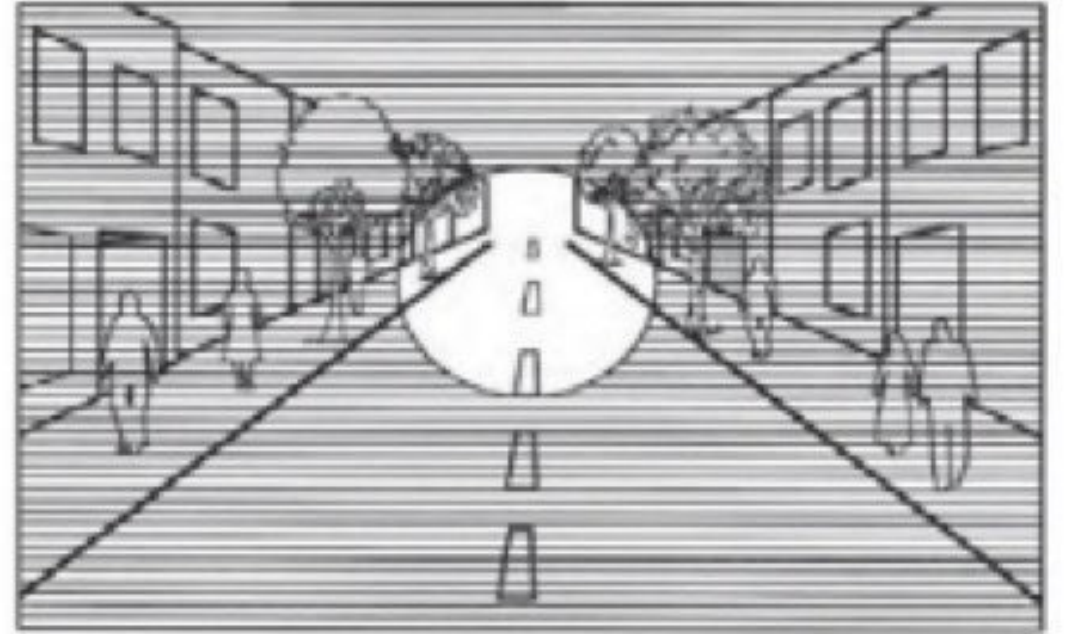
VEHICLES BUILT WITH LESS VISIBILITY



CONSEQUENCES OF SPEED



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

CONSEQUENCES OF SPEED



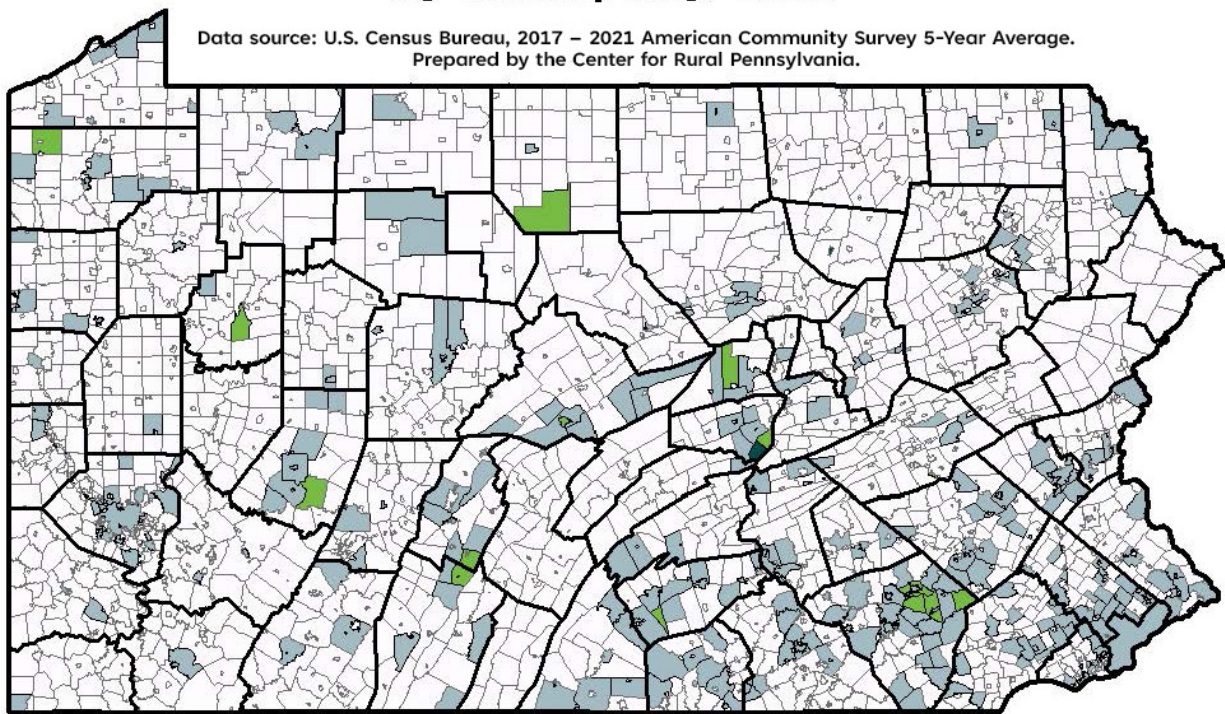
EVERYONE NEEDS TO BE ABLE TO GET AROUND



Mobility Options for All

EVERYONE NEEDS TO BE ABLE TO GET AROUND

Percent of Pennsylvania Workers Commuting by Bicycle, by Municipality, 2021

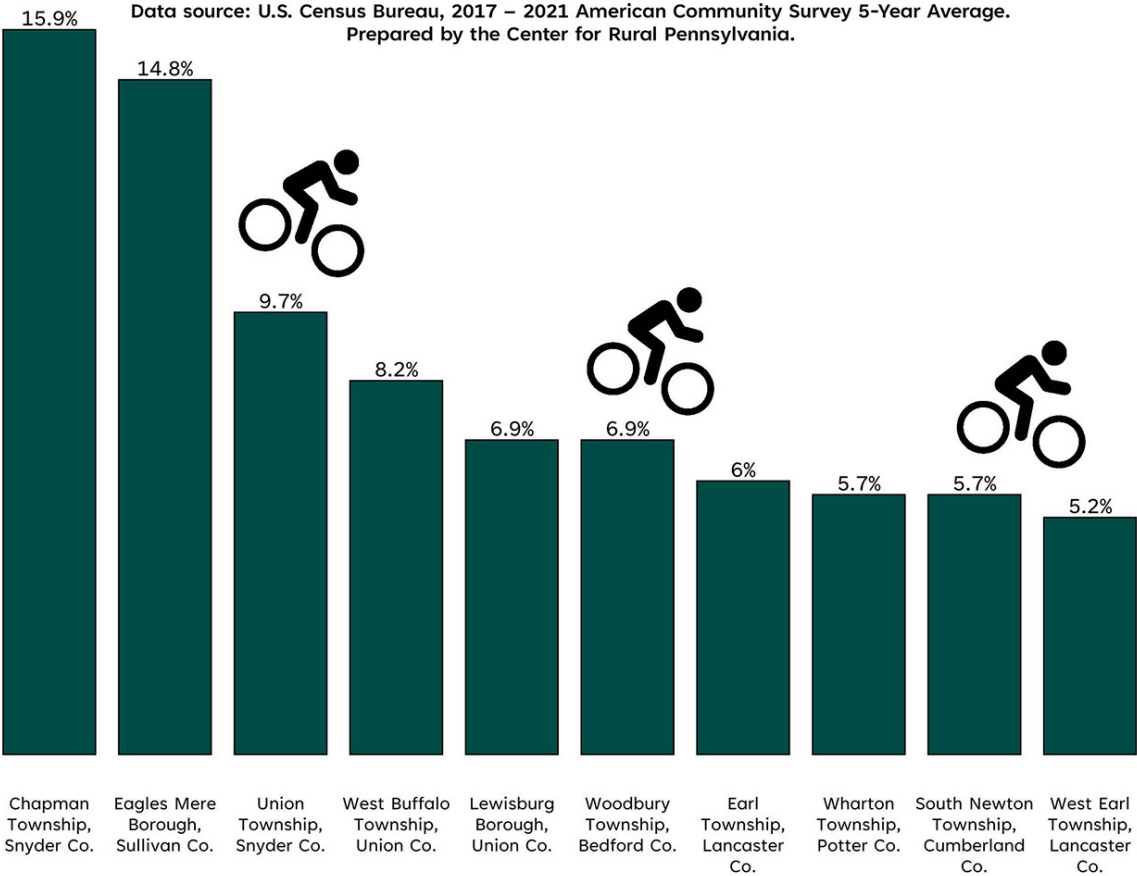


Estimated Number of Bike Commuters in Pennsylvania: 27,303



10 Pennsylvania Municipalities with the Highest Rates of Bicycle Commuting, 2021

Data source: U.S. Census Bureau, 2017 – 2021 American Community Survey 5-Year Average.
Prepared by the Center for Rural Pennsylvania.

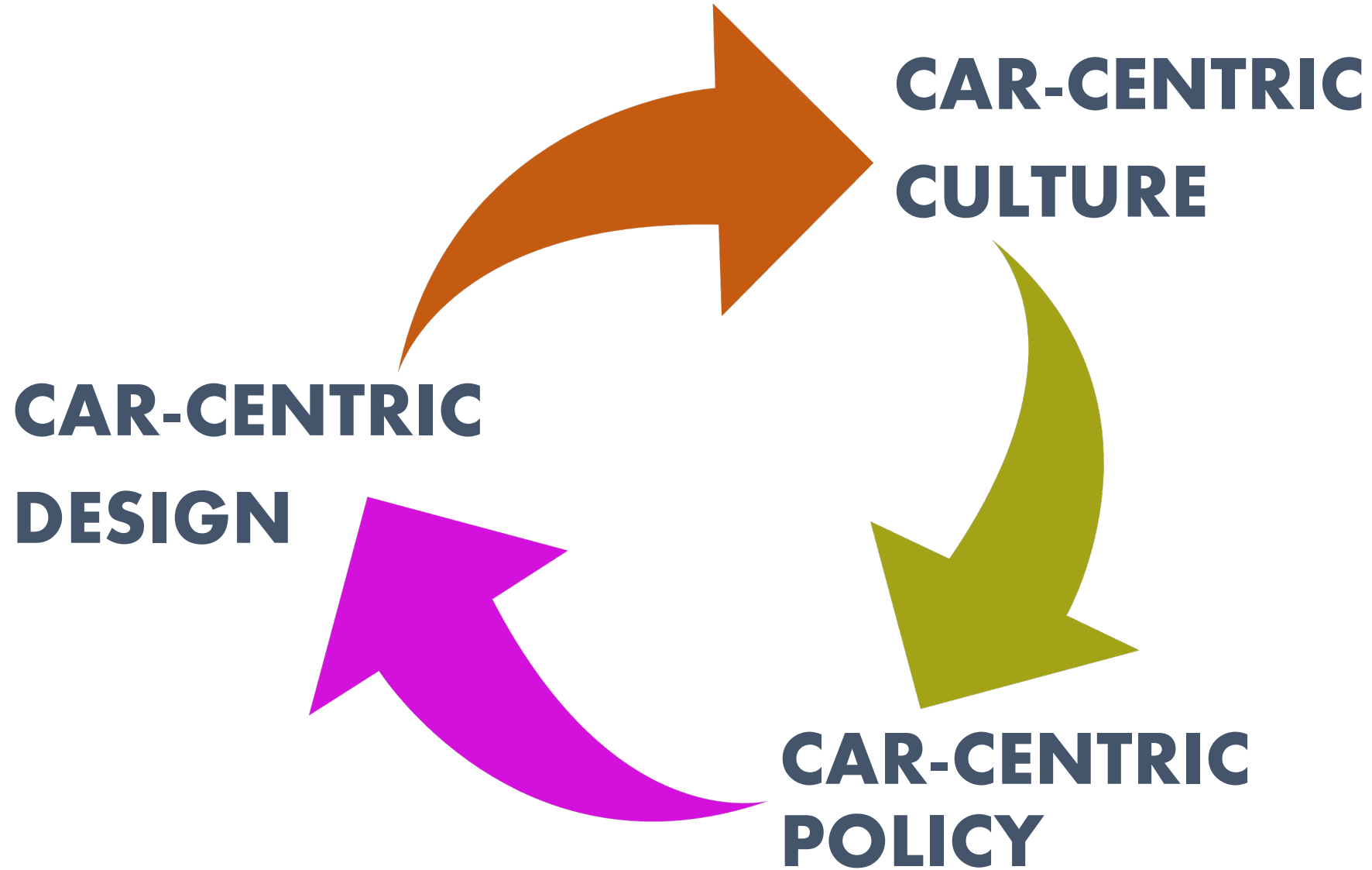




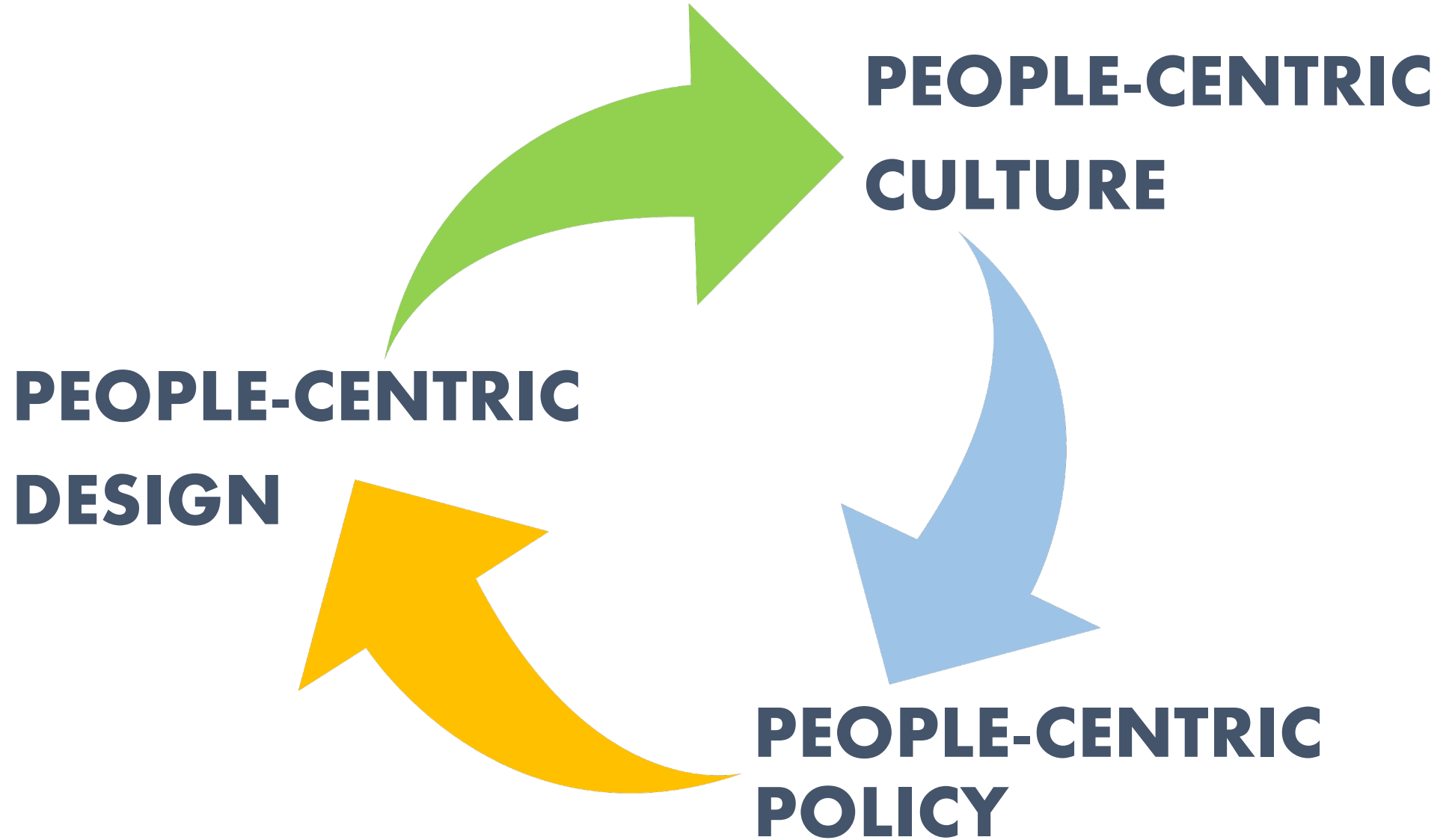
SHIFTING MODES

- Mode shift does not just happen
- People driving everywhere now
 - Rational behavior
 - Response to existing conditions
 - Result of policy and design
- Design and plan for what we want
 - Project future AT demand
 - Build to those levels
 - Induce AT demand
- Provide modes to choose from
 - Give reluctant and non-drivers options

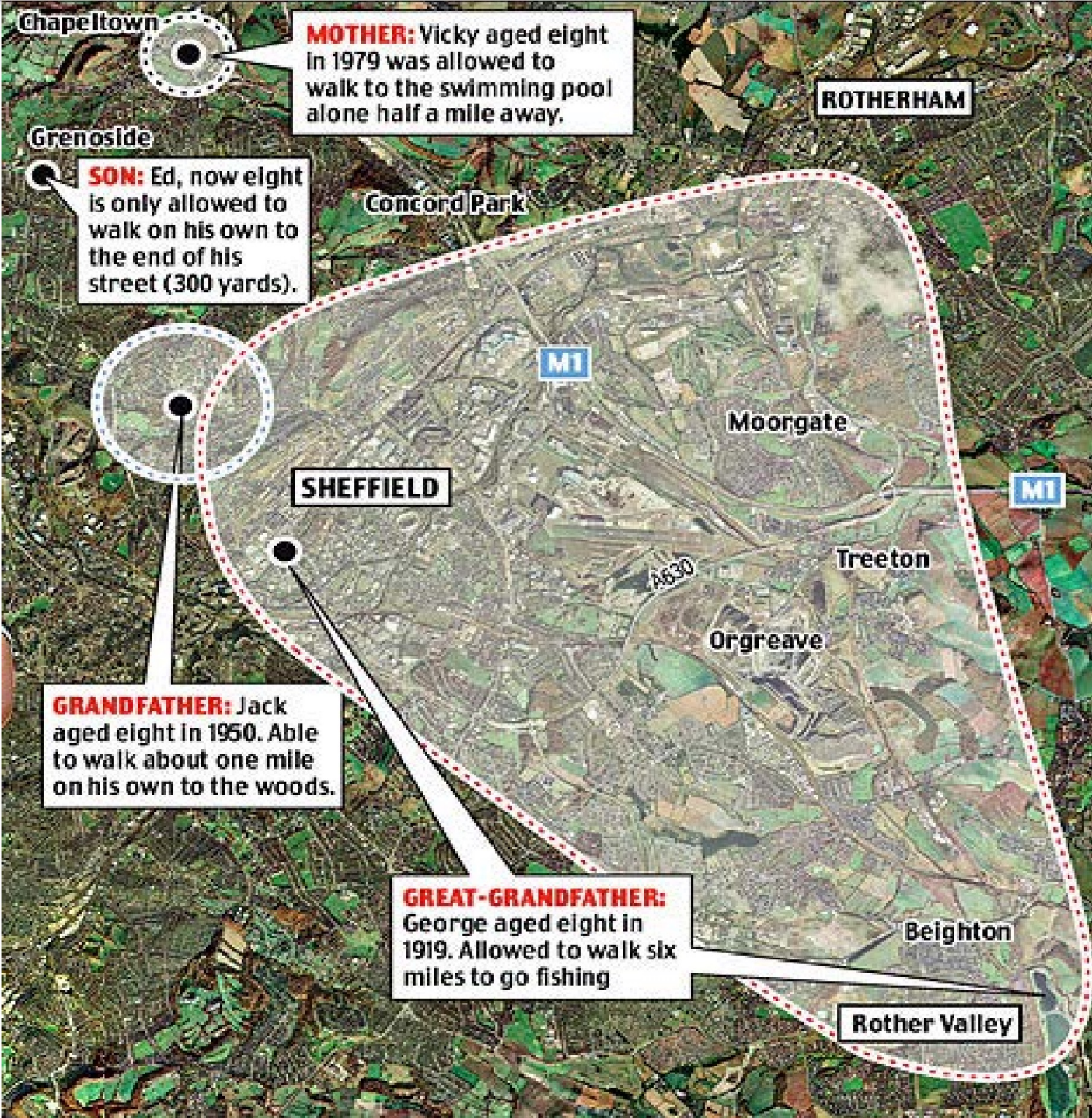
VICIOUS CYCLE



VIRTUOUS CYCLE



SHRINKING ACCESS



WHAT ENCOURAGES ACTIVE TRANSPORTATION?

- DESIGN – infrastructure
- POLICY – codes and ordinances
- CULTURE – gestalt

CHANGES IN DESIGN STANDARDS AND PRACTICES

Problem: People driving too fast on a road

OLD PROCESS – Prioritize **SPEED**

- Raise the speed limit

- Limit ped/bike access “for safety”

- Give the road over to vehicles

Result: Safe roads for some, danger for others

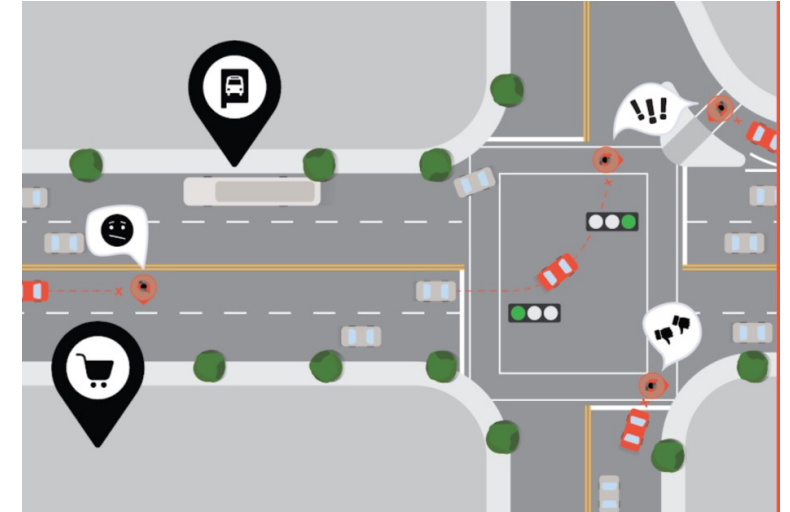
NEW PROCESS – Prioritize **SAFETY**

- Recognize high speeds are dangerous

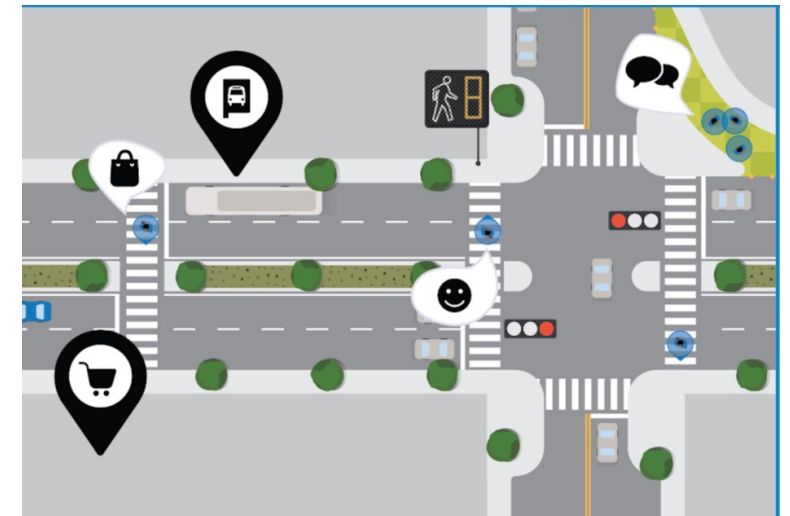
- Acknowledge all road users’ rights

- Make the drivers’ role in safety clear

Result: Safe roads for all!



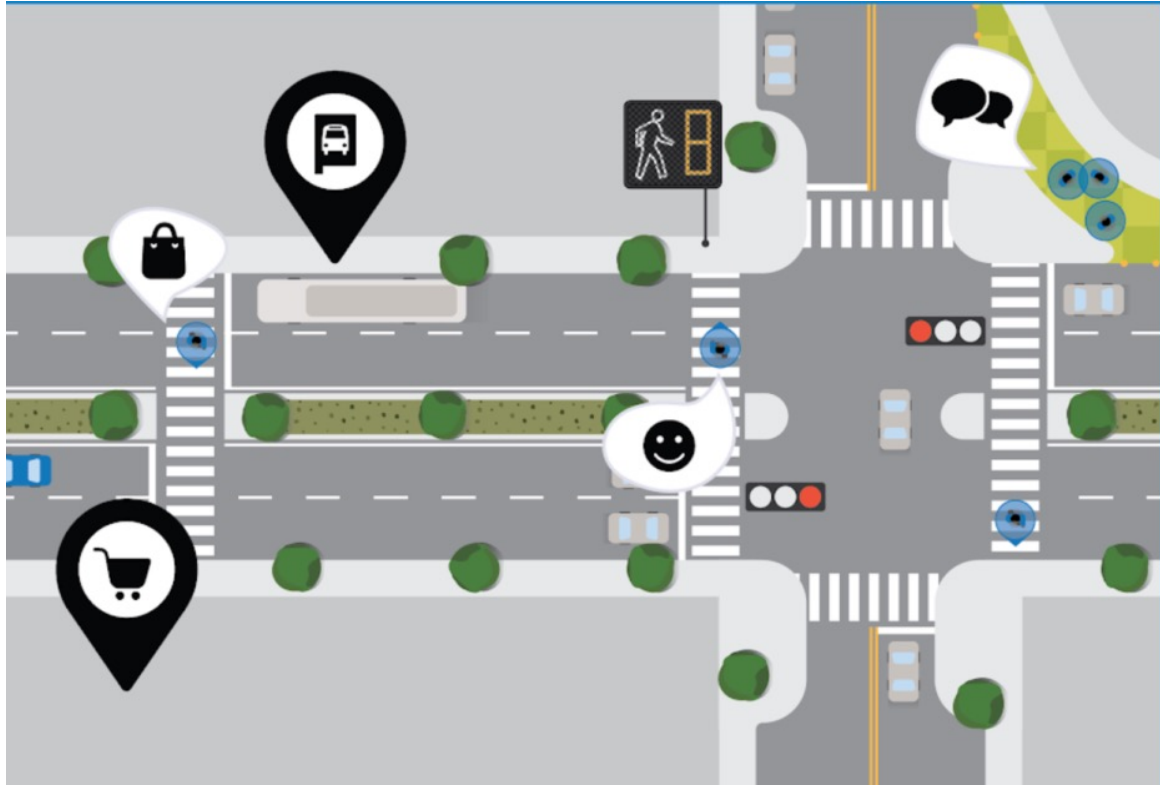
SPEED



V

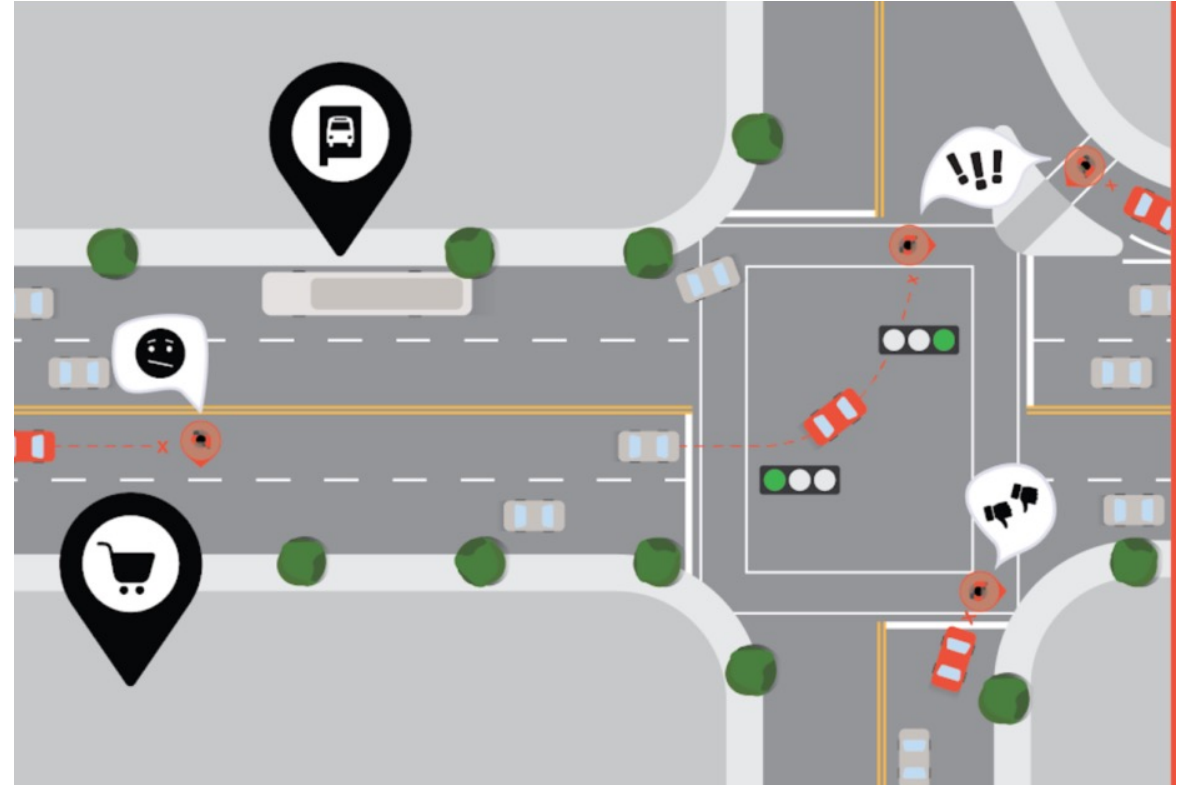
SAFETY

CHANGES IN DESIGN STANDARDS AND PRACTICES



SAFETY

V



SPEED

“THESE ROADS ARE KILLING ME!”



Hard on cars

Wide, smooth roads without accommodations for non-car users **are more dangerous** for people walking and biking. In addition, such roads **encourage more driving, reducing** the likelihood of people getting needed, **healthful physical activity.**



Hard on people

ACTIVE TRANSPORTATION PLAN TYPES

- Bicycle/Pedestrian Plan
- “Alternative” Transportation Plan
- Active Transportation Plan
- Safe Routes to School Plan
- Safe Routes to Parks Plan
- Local Roadway Safety Plan
- Comprehensive Safety Action Plan (SS4A)
- Vision Zero Action Plan



ADDITIONAL RELATED PLAN TYPES

- ADA Transition Plan
- Transit Plan
- Greenways, Trails, and Open Space Plan
(may include Recreation)
- Transportation Chapter in a Comprehensive Plan
- Transportation Demand Management Plan
- Mobility Equity Plan



EMERGING RELATED PLAN TYPES

- Local Climate Action Plan
- Traffic Circulation Plan
- Car Master Plan

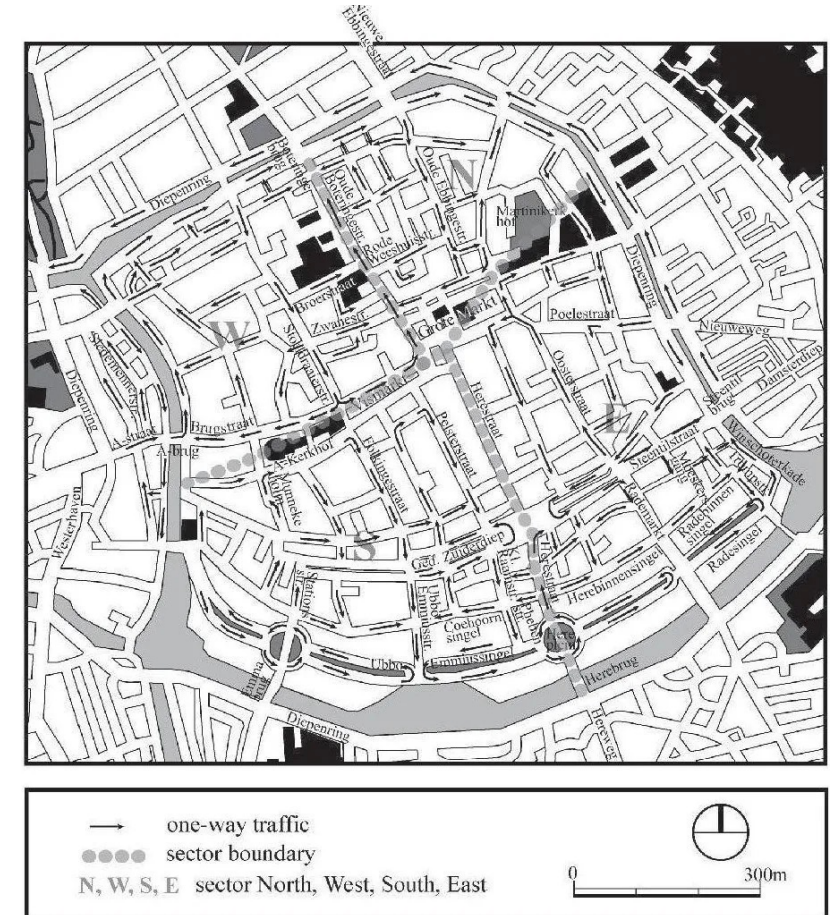
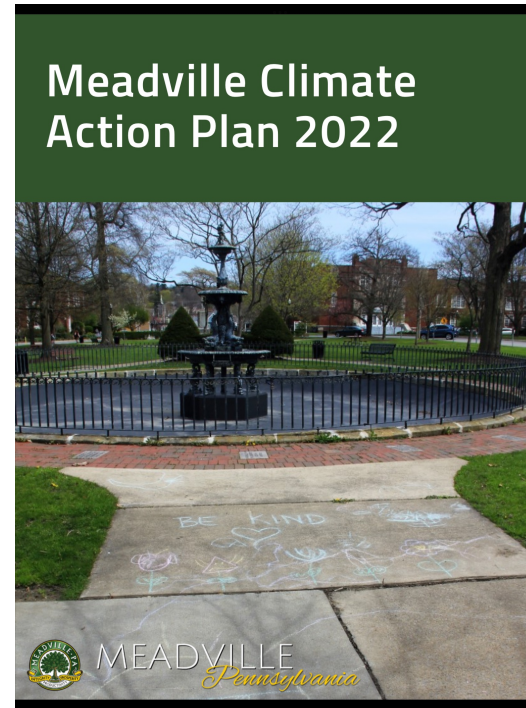
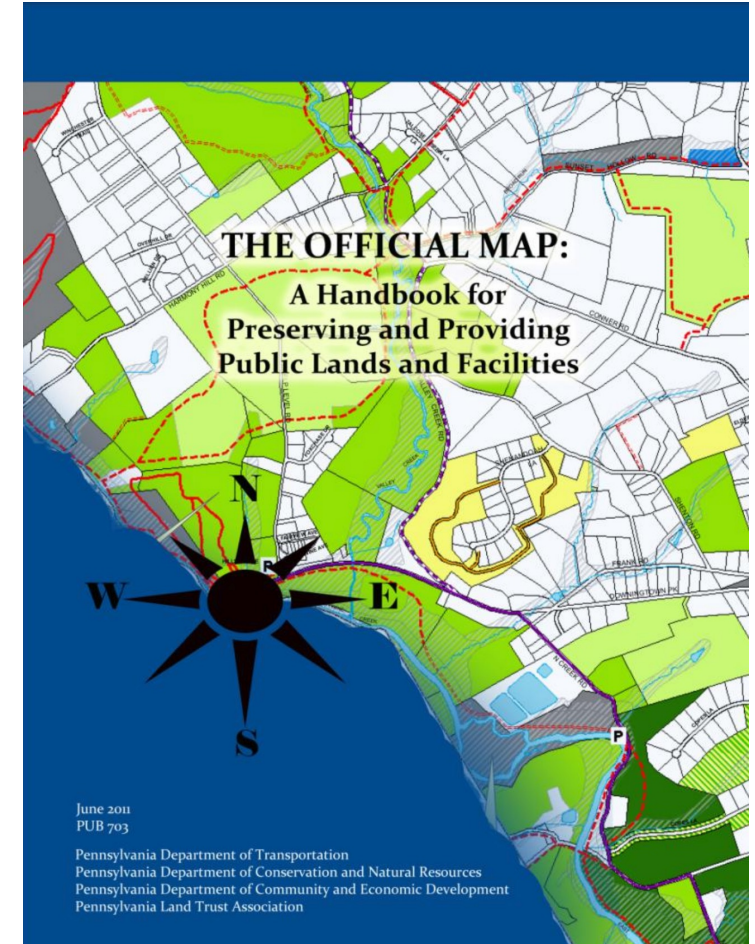


Figure 1: The Inner City and Traffic Circulation Plan

MORE CONSTRAINED PLANNING TOOLS

- Transportation Impact Fee Program Capital Improvements Plan (Act 209)
- Parking Benefit District Designation
- Official Map





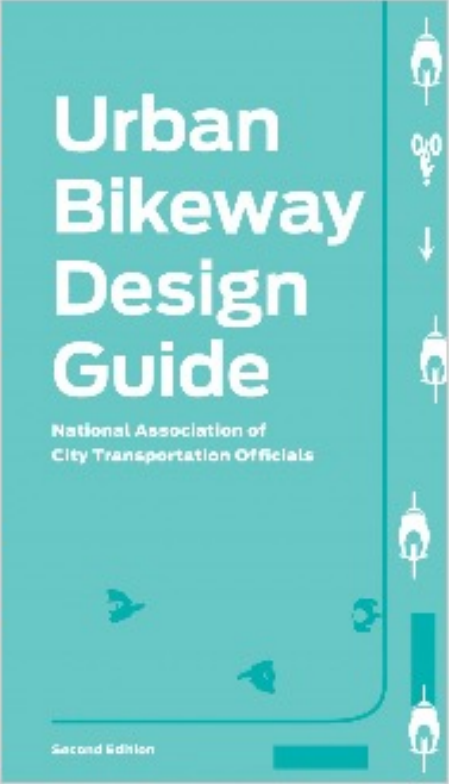
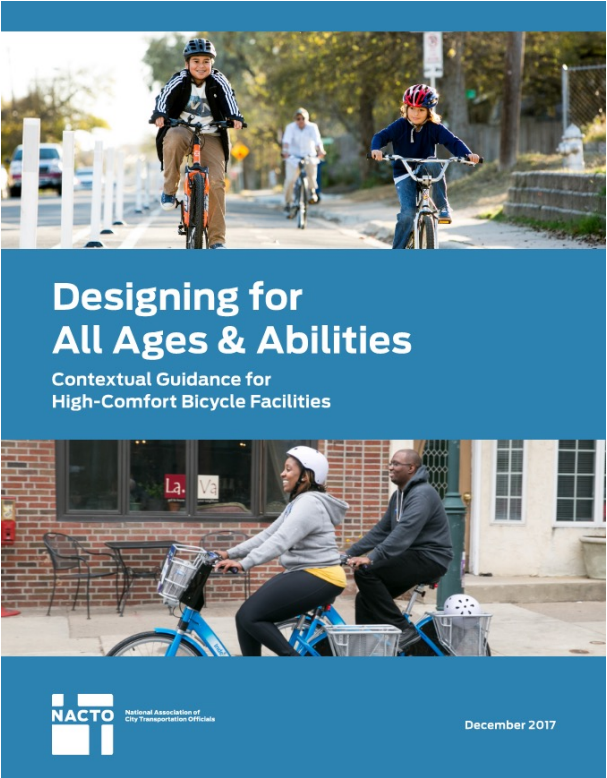
WalkWorks



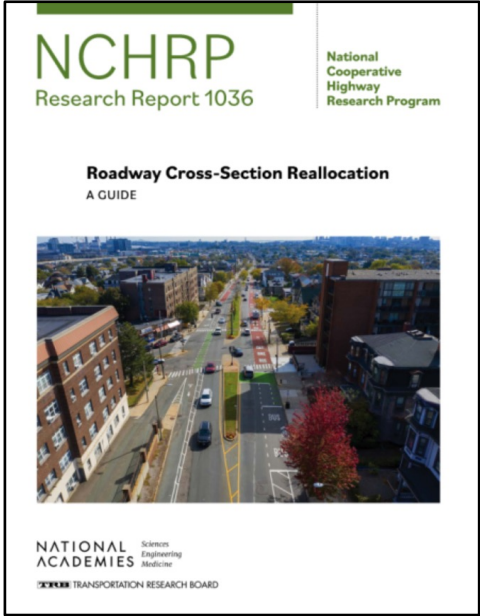
pennsylvania
DEPARTMENT OF HEALTHTM



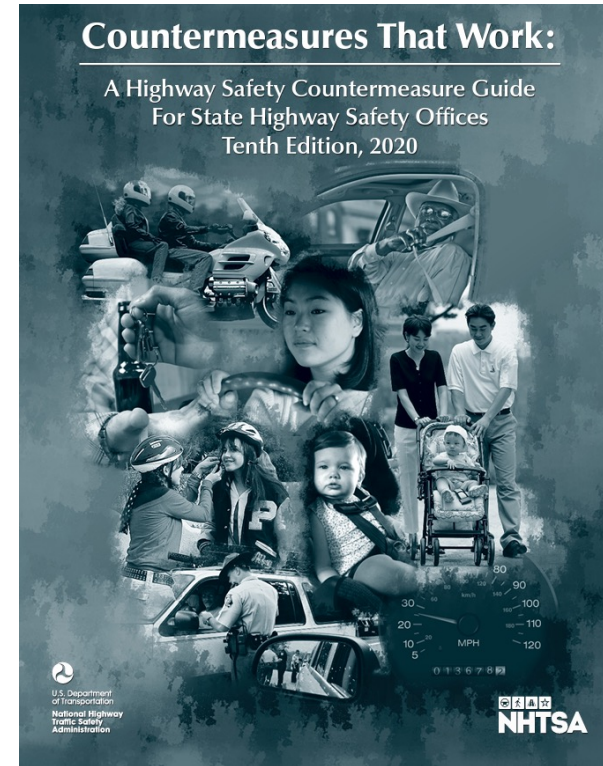
DESIGN RESOURCES



Roadway Cross-Section Reallocation Guide



DESIGN RESOURCES



NEXT STEPS



Safe Streets Are For Everyone!

Ask Your Community If Safe Streets Are Right for You

Next Steps



- Sign up for the WalkWorks newsletter -- register here: bit.ly/WWnews2022
- Follow/Attend PPAC ([Pedestrian Pedalcycle Advisory Committee](#)) -- next meeting scheduled for December 12, 1-3pm
- Take part in the 2024 Active Transportation Summit -- June 26, in York, stay tuned for more details (through the newsletter)
- Look for opportunities to promote Active Transportation Planning -- use the pocket guide in communities where you live and work

Resources

POLICY

[ACA Preventive Health](#)

[Active People/Healthy Nation](#)

[National Roadway Safety Strategy](#)

[Complete Streets Design Approach](#)

[Justice 40 Initiative](#)

[Dutch Sustainable Safety](#)

ORGANIZATIONS

[Vision Zero Network](#)

[National Complete Streets Coalition](#)

[Pedestrian Bicycle Info Center](#)

[National Center for Rural Road Safety](#)

DESIGN GUIDES

[Countermeasures That Work](#)

[Small Town & Rural Multimodal Networks](#)

[Bikeway Selection Guide](#)

[Designing for All Ages & Abilities](#)

[Roadway Cross-Section Reallocation Guide](#)

[Art in the Right-of-Way Toolkit](#) (MD)

FUNDING SOURCES

[Safe Streets and Roads for All](#)

[Safe Routes to School](#) (w/ PennDOT TASA)

[Statewide Local Share Account](#) (DCED)

[WalkWorks](#)