

Safe Streets Are For Everyone, But How Do We Get There?

Working Our Way Out of Car Culture
Through National and Local Policy,
Planning, and Projects

PA APA Conference
October 4, 2022





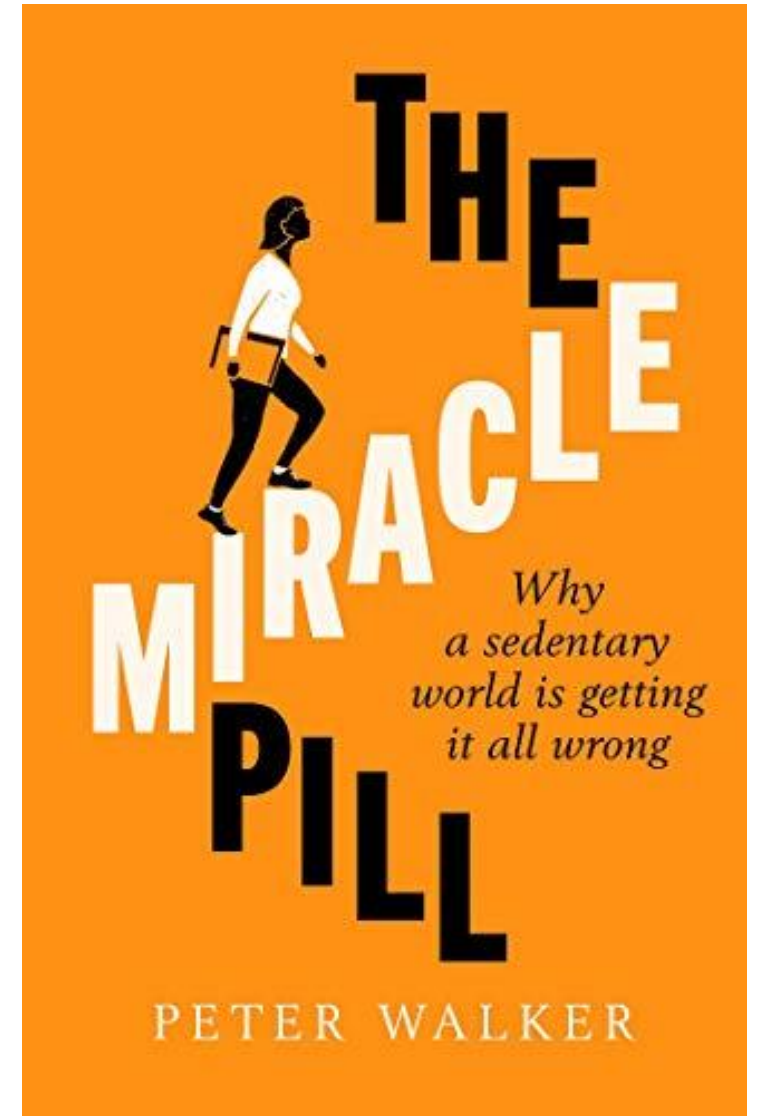


Safe Streets For All!

- National Policy Landscape
- Local Example – Lancaster
- Bringing It Home – Your Mission

STATUS QUO IN FLUX

- Health and Medicine –
More Death and Disease, Higher Costs
- Transportation –
More Death and Danger, Relentless Congestion
- Environment –
More Exposure and Loss, Higher Costs
- Equity and Inclusion –
Expanded Recognition of Range of Experience

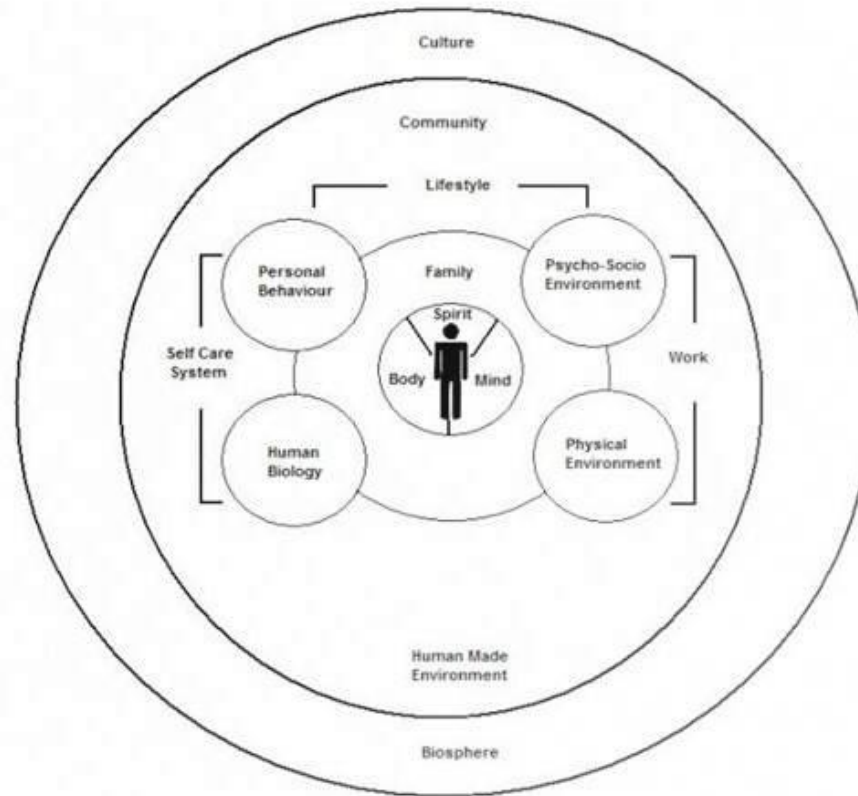


WHOLE HEALTH – NOT JUST AVOIDING HARM

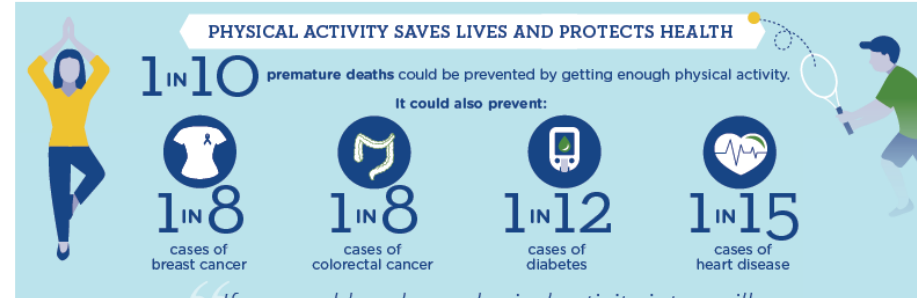


Definition of Health

Health is a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity.



HEALTH – PHYSICAL ACTIVITY AS MIRACLE PILL



“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

\$117 billion in annual health care costs are associated with inadequate physical activity.

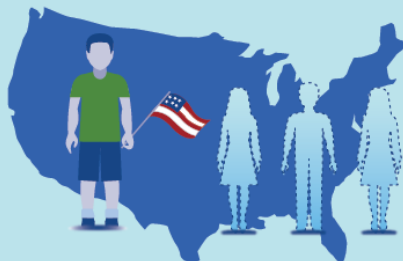


- Improves muscular fitness
- Improves bone health
- Promotes favorable body composition
- Improves attention and some measures of academic performance (with school physical activity programs)

- Improves aerobic fitness
- Improves mental health
- Improves cognitive function
- Reduces arthritis symptoms
- Prevents weight gain

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

IMPACT ON MILITARY READINESS



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

“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

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

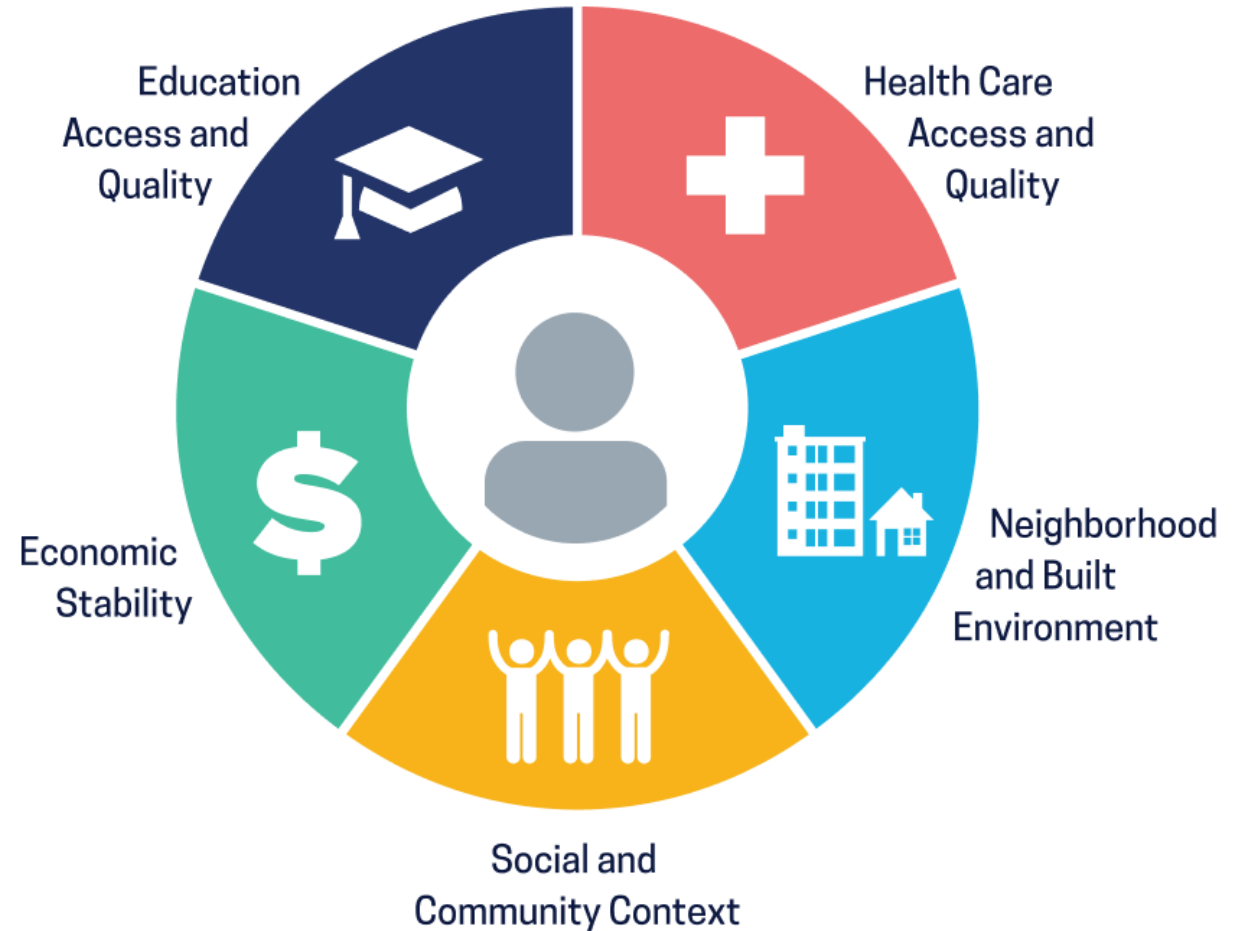
FOR MORE INFORMATION PLEASE VISIT:
Division of Nutrition, Physical Activity, and Obesity
www.cdc.gov/nccdphp/dnpao



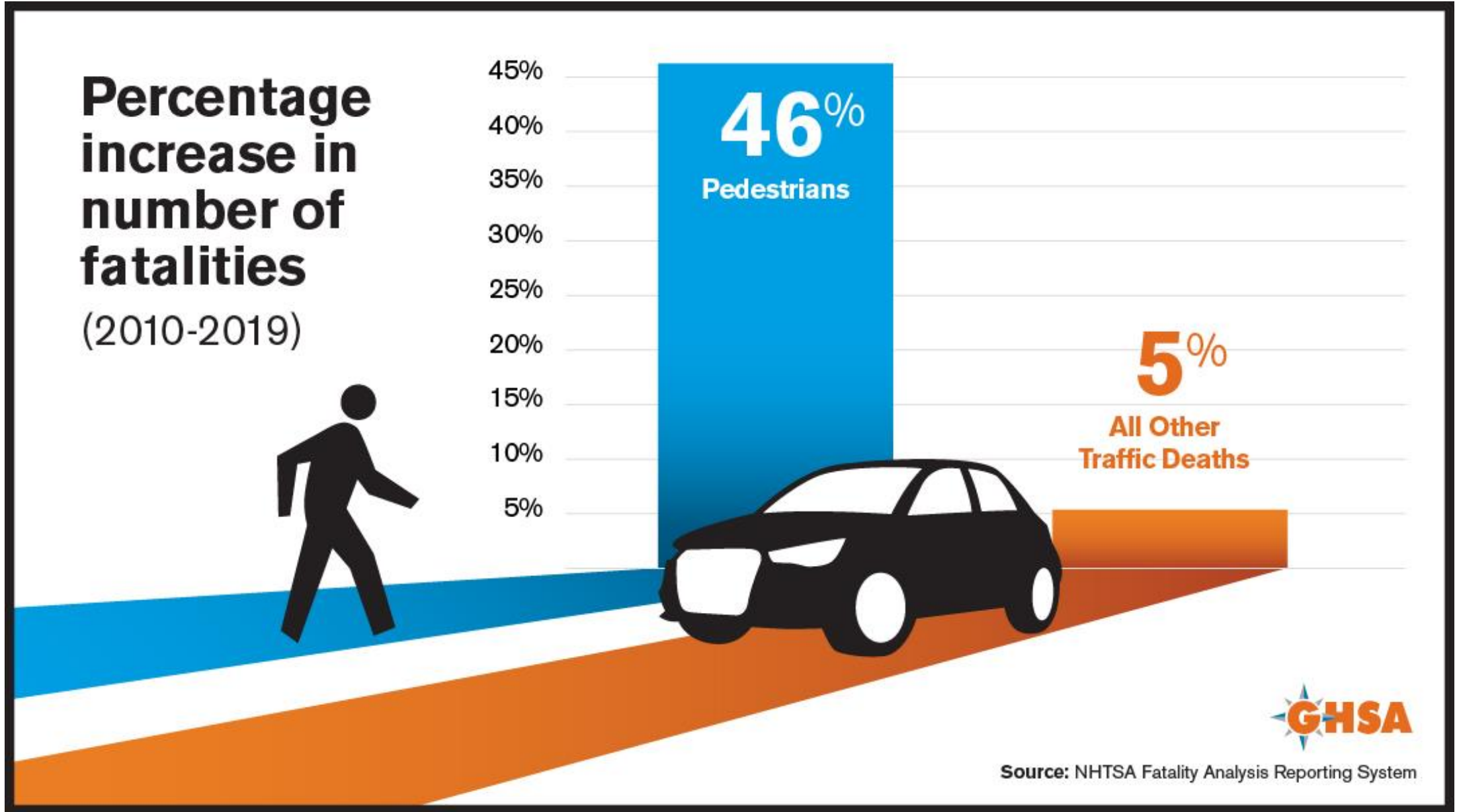
HEALTH – SOCIAL DETERMINANTS OF HEALTH

“Social Determinants of Health are conditions in the environments in which people are born, live, learn, work, play, worship, and age that affect a wide range of health, functioning, and quality-of-life outcomes and risks.”

- Healthy People 2030



TRANSPORTATION – RISING SEVERE INJURY & DEATH



TRANSPORTATION – VEHICLES IN STEROIDS



TRANSPORTATION -- VEHICLES ON STEROIDS



ENVIRONMENT – CONCERNING TRENDS IN LAND USE



We're **not** asking
← here to be
turned into there→

We're asking **why**
← here has
turned into this→



EQUITY – PARALLEL CULTURAL SHIFTS



**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 travel –
Everyday destinations, utility mobility!**

EQUITY – NEW IDEAS ABOUT WHO IT'S ALL FOR

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



**LOW STRESS
TOLERANCE**

**HIGH STRESS
TOLERANCE**

EQUITY – THIS DIAGRAM IS ACTUALLY ABOUT CARS

Equality



Equity



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ON HAVING NICE THINGS

- Health and Medicine –
Higher Costs for Insurance
Chronic Disease Management
- Transportation –
Car as Cost of Admission
Can't Build Our Way Out of Congestion
- Environment –
Suburban Maintenance Boondoggle
Climate Expenses Coming Due
- Equity and Inclusion –
Who Drives/Who Does Not?
What Gets Built/For Whom?





POLICY RESPONSES ALIGN

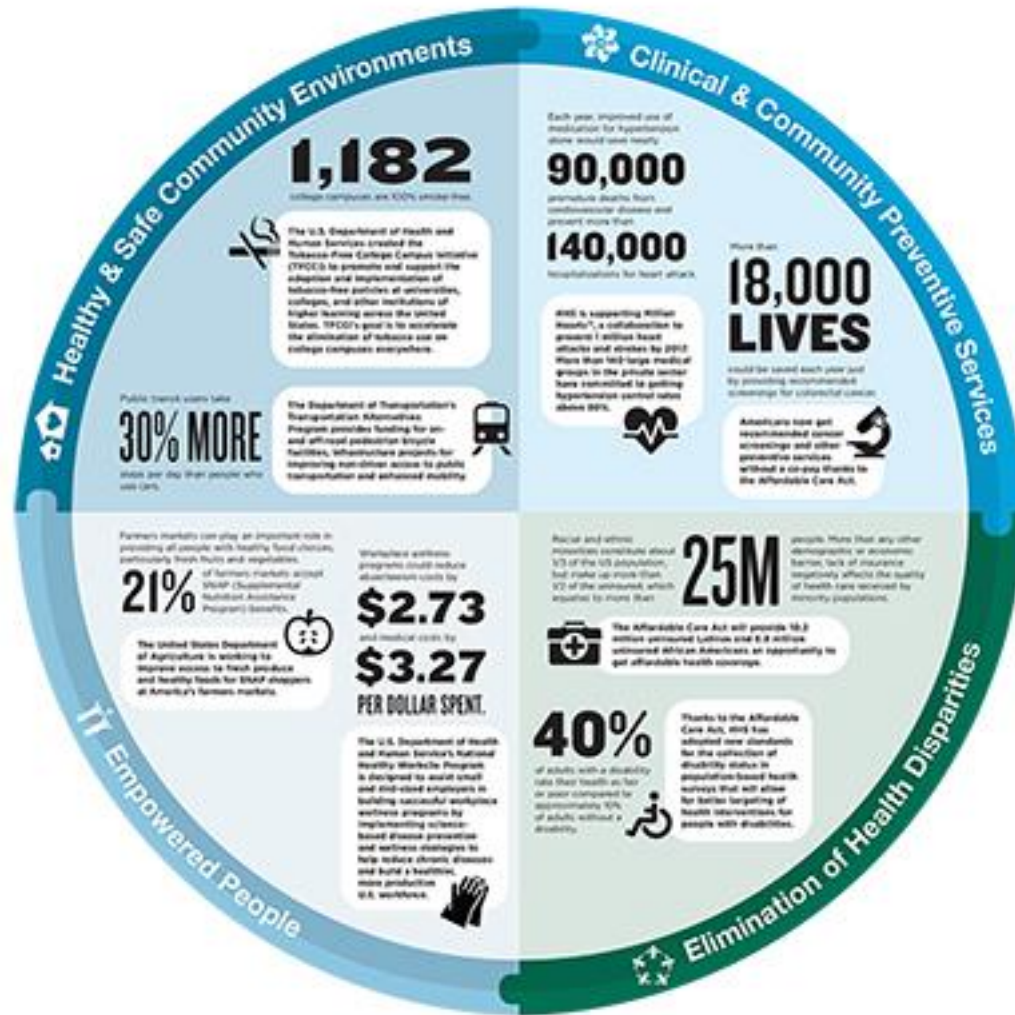
- Medicine and Public Health
 - ACA – Prevention
 - Social/Physical Determinants
- Transportation
 - National Roadway Safety Strategy
 - Vision Zero
 - Safe System Approach
 - Complete Streets
- Equity
 - Justice 40 Initiative
- Climate
 - Inflation Reduction Act

NATIONAL PUBLIC HEALTH STRATEGY – ACA



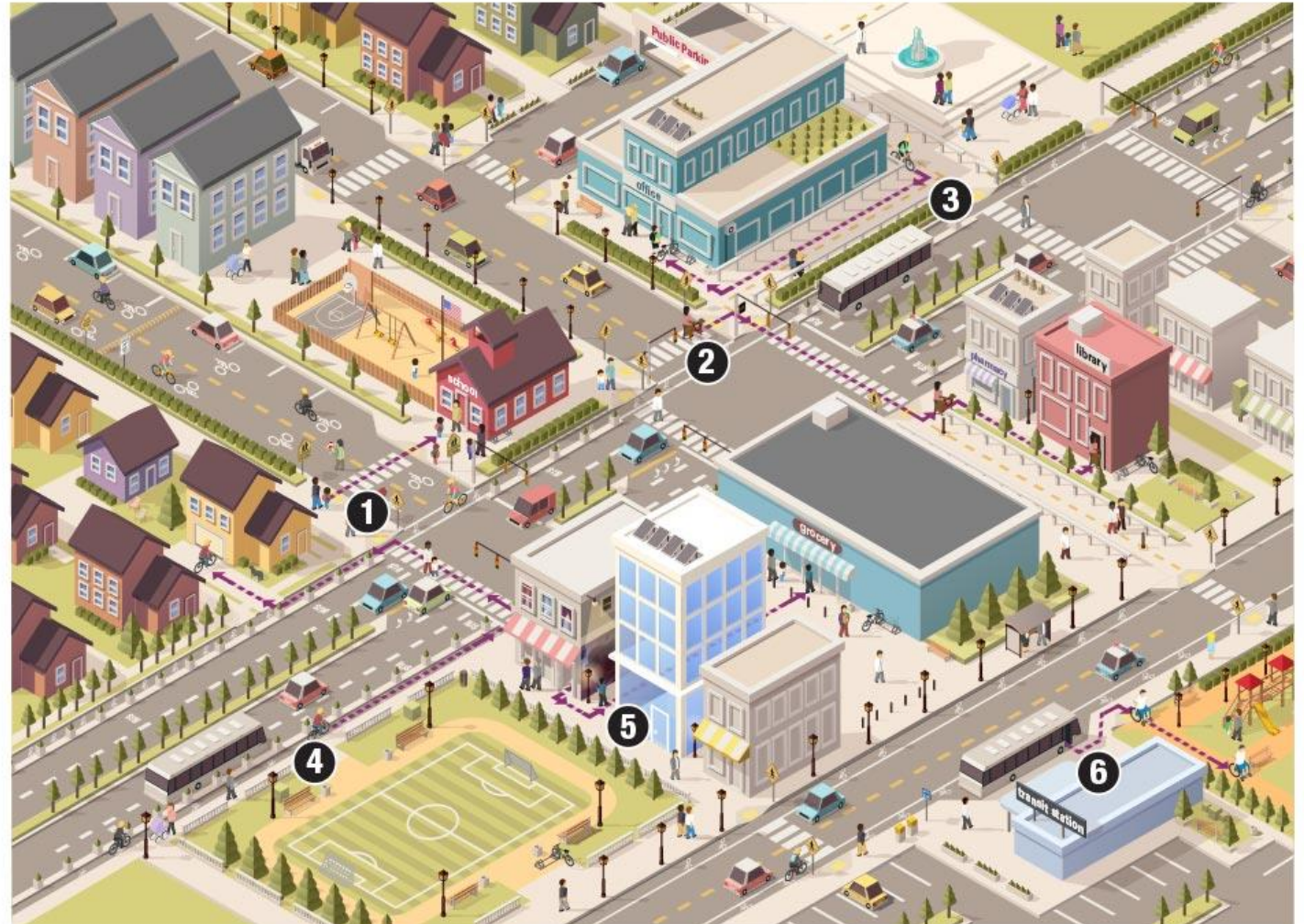
Prevention Matters

Increasing the number of Americans who are healthy at every stage of life



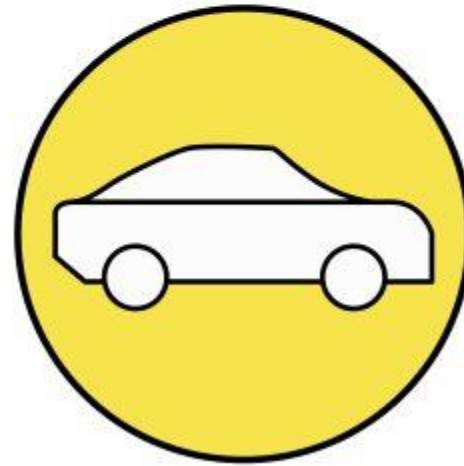
NATIONAL PUBLIC HEALTH STRATEGY – CDC

Connecting Activity-Friendly Routes to Everyday Destinations



NATIONAL ROADWAY SAFETY STRATEGY – VZ

VISIONZERO
NO MORE TRAFFIC DEATHS



NATIONAL ROADWAY SAFETY STRATEGY – SS

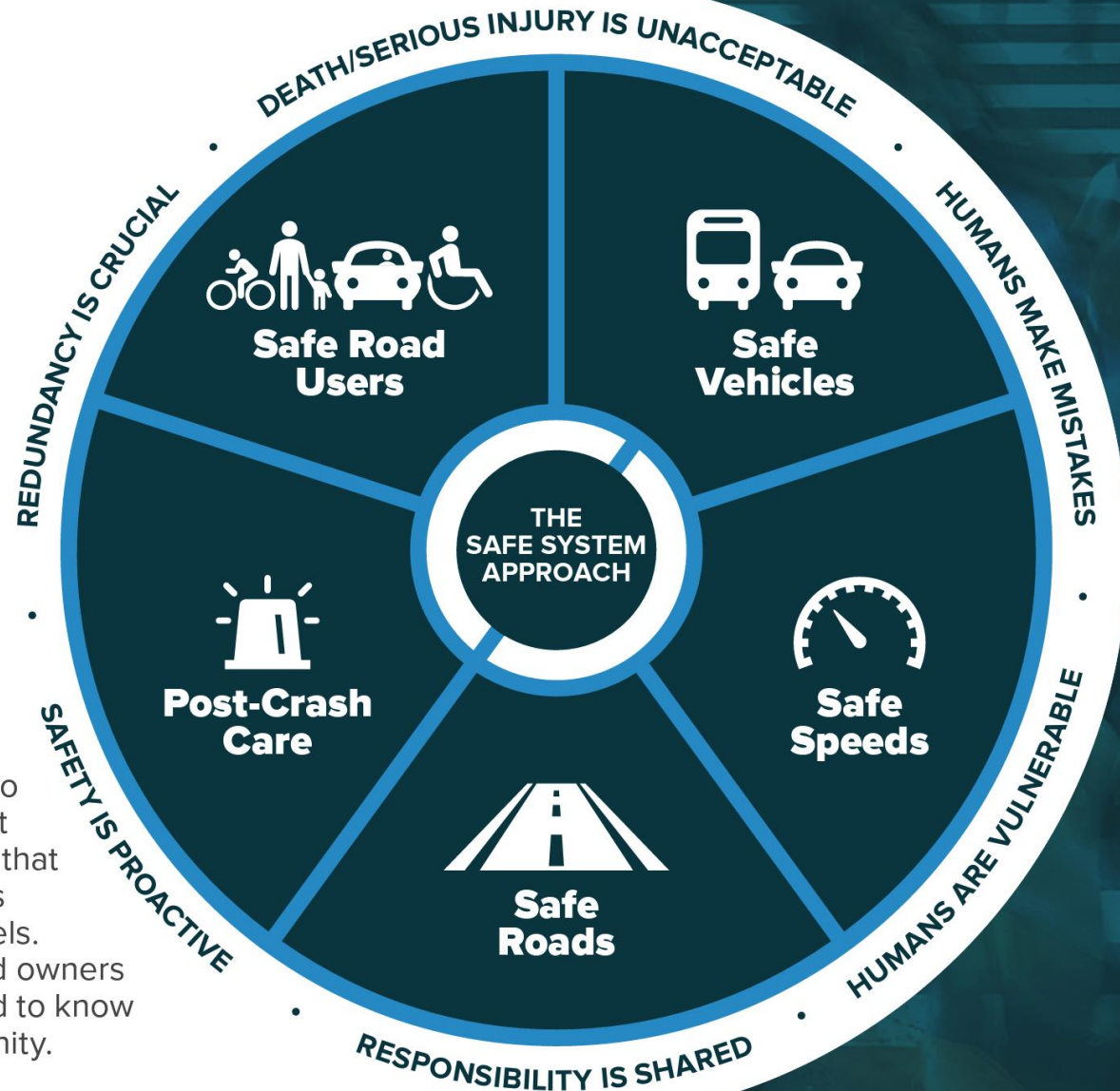


SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.




NATIONAL ROADWAY SAFETY STRATEGY – CS



U.S. Department of Transportation
**Federal Highway
Administration**





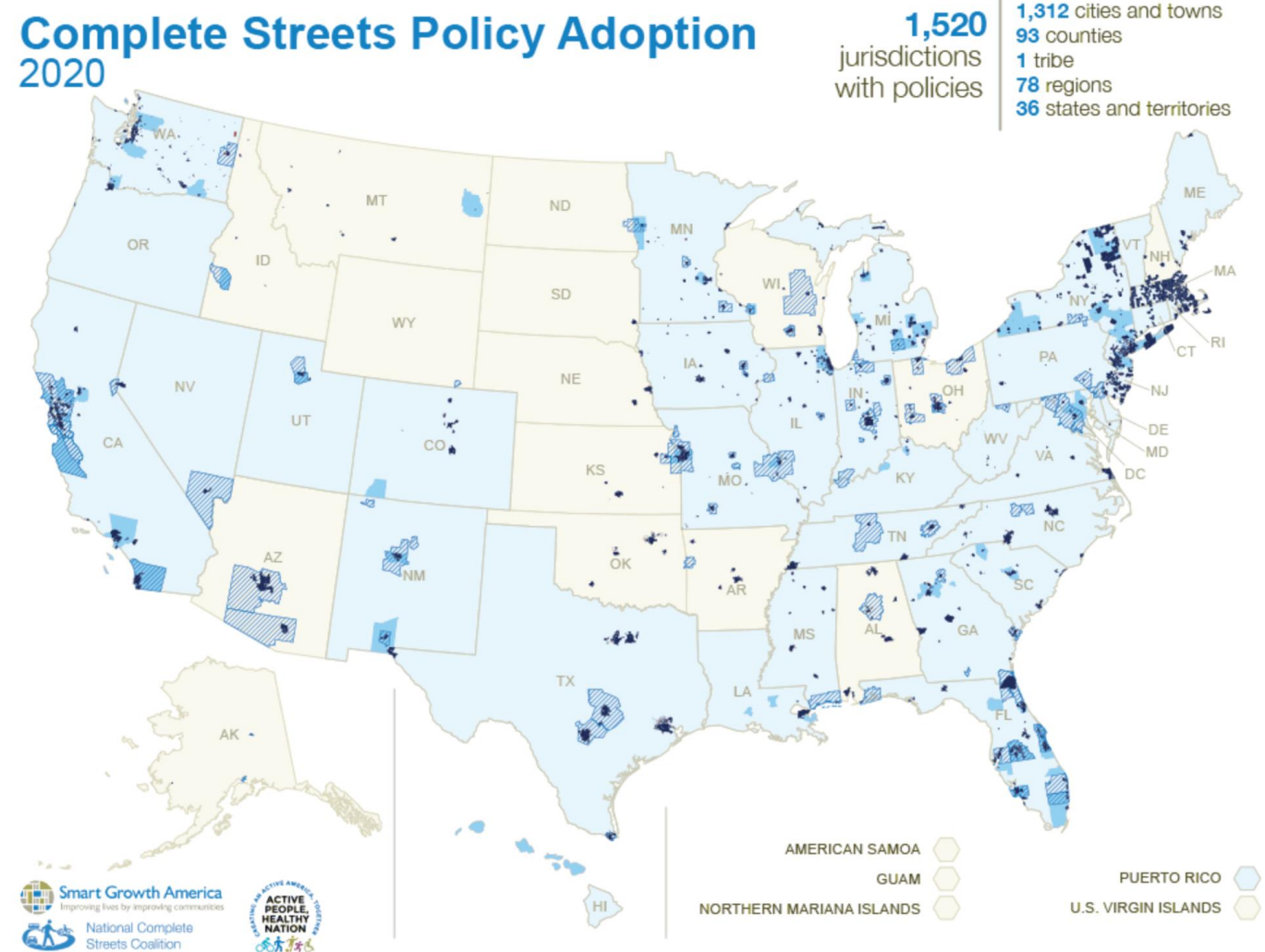


Complete Streets in FHWA

A Complete Street is safe, and feels safe, for all users. FHWA is focused on supporting transportation agencies to plan, develop and operate equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network.

ROADWAY SAFETY – 1000 POINTS OF POLICY

- Vision Zero Network –
visionzeronetwork.org
aspirational goal
- Safe System Design –
safety.fhwa.dot.gov/zerodeaths/functionalparameter
- Complete Streets Coalition –
completestreets.org
design ethos



ROADWAY SAFETY – NEW WAYS OF DESIGNING

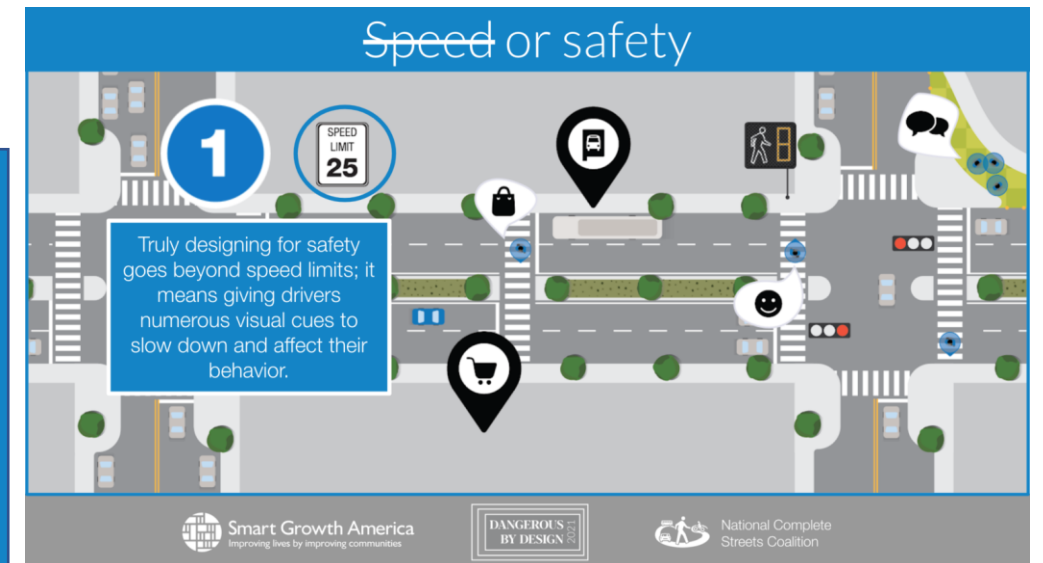
- Problem: Drivers going too fast

- Old process –
 - Raise the speed limit
 - Limit ped/bike access “for safety”
 - Give the road over to vehicles

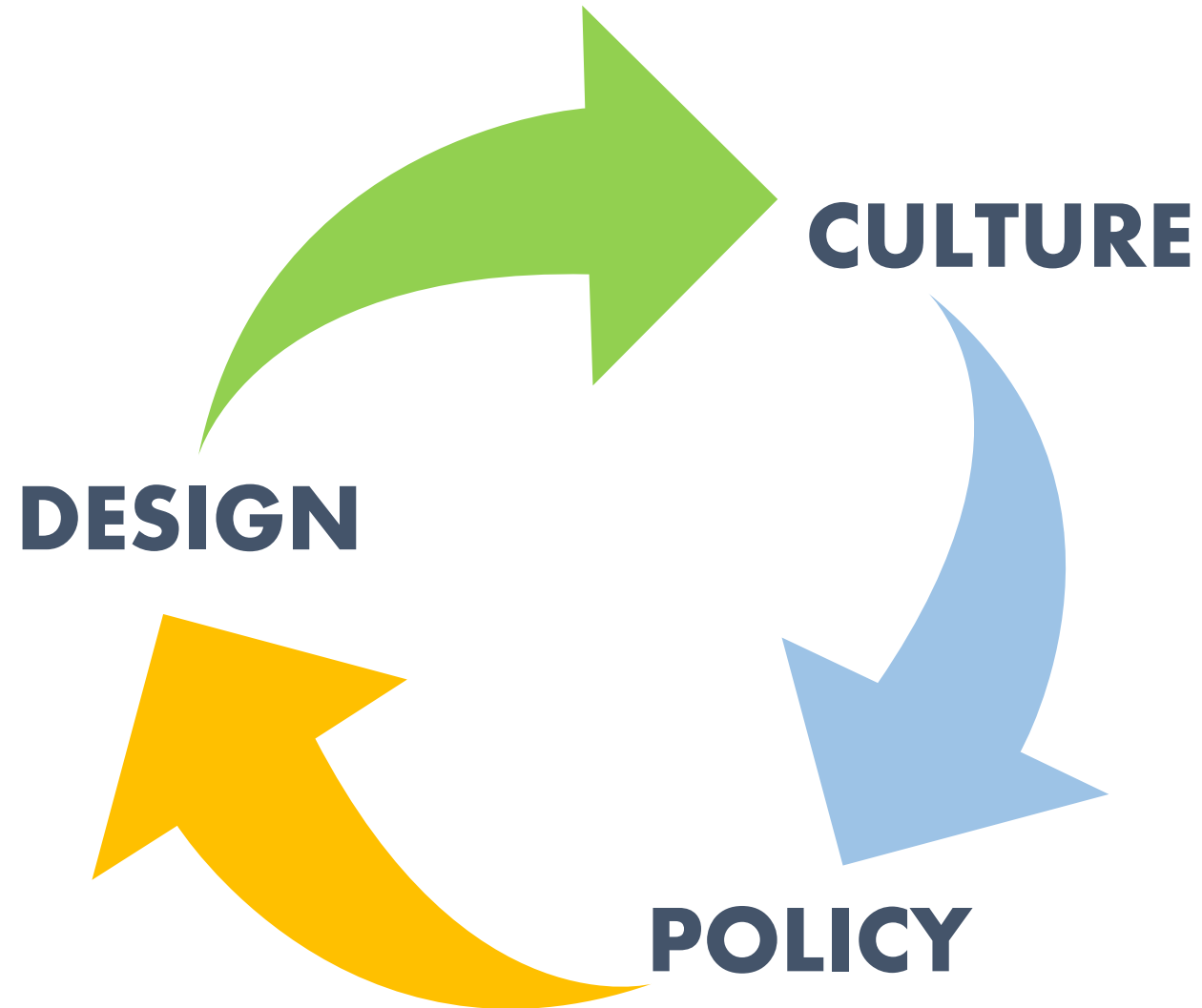
- Result: Safe roads for some, danger for others

- New process –
 - Recognize high speeds are dangerous
 - Acknowledge all road users’ rights
 - Make the drivers’ role in safety clear

- Result: Safe roads for all!



FROM VICIOUS TO VIRTUOUS CYCLE



WHAT DOES THIS LOOK LIKE?



Trondheim, Norway



Amsterdam, Netherlands



Eindhoven, Netherlands

IF YOU REALLY WANT TO LEVEL UP...



REMEMBER IT DIDN'T JUST HAPPEN BY ITSELF



REMEMBER IT DIDN'T JUST HAPPEN BY ITSELF



Gerard Doustraat 1976 © Stadsarchief

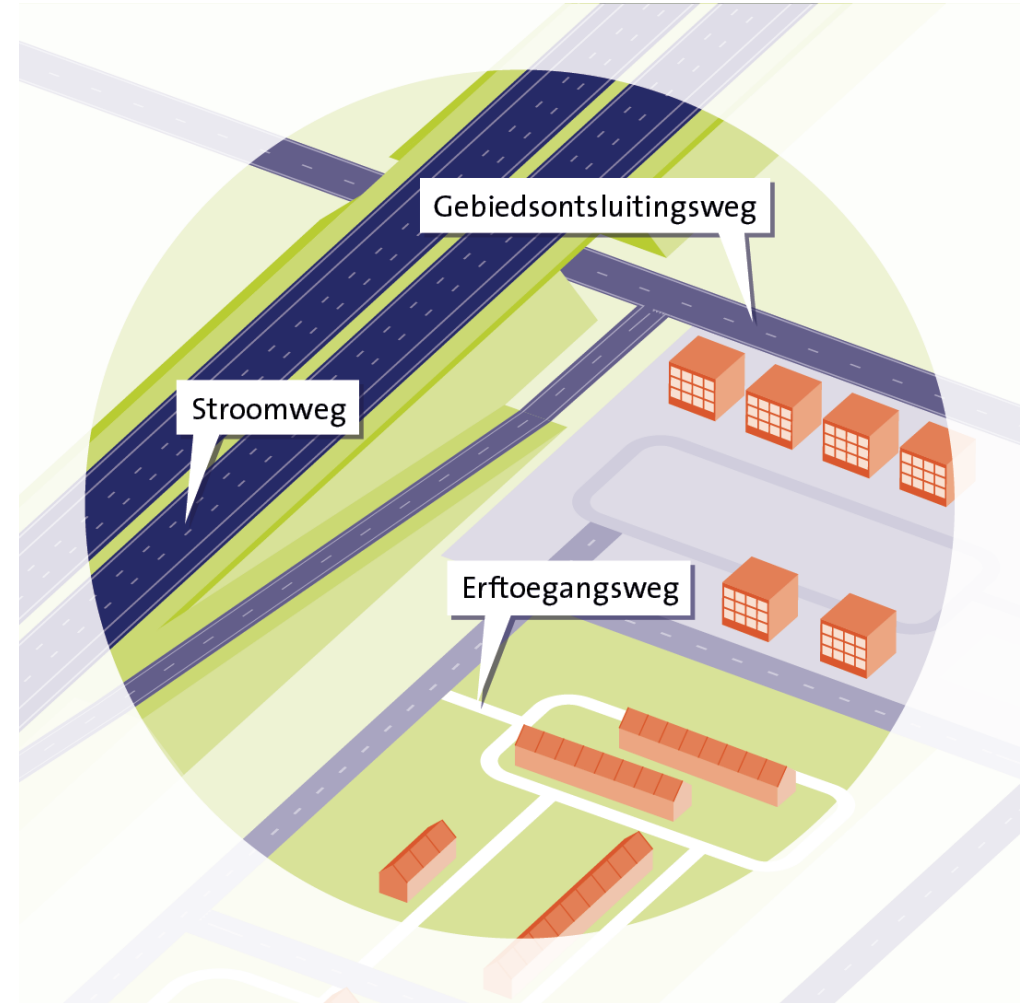


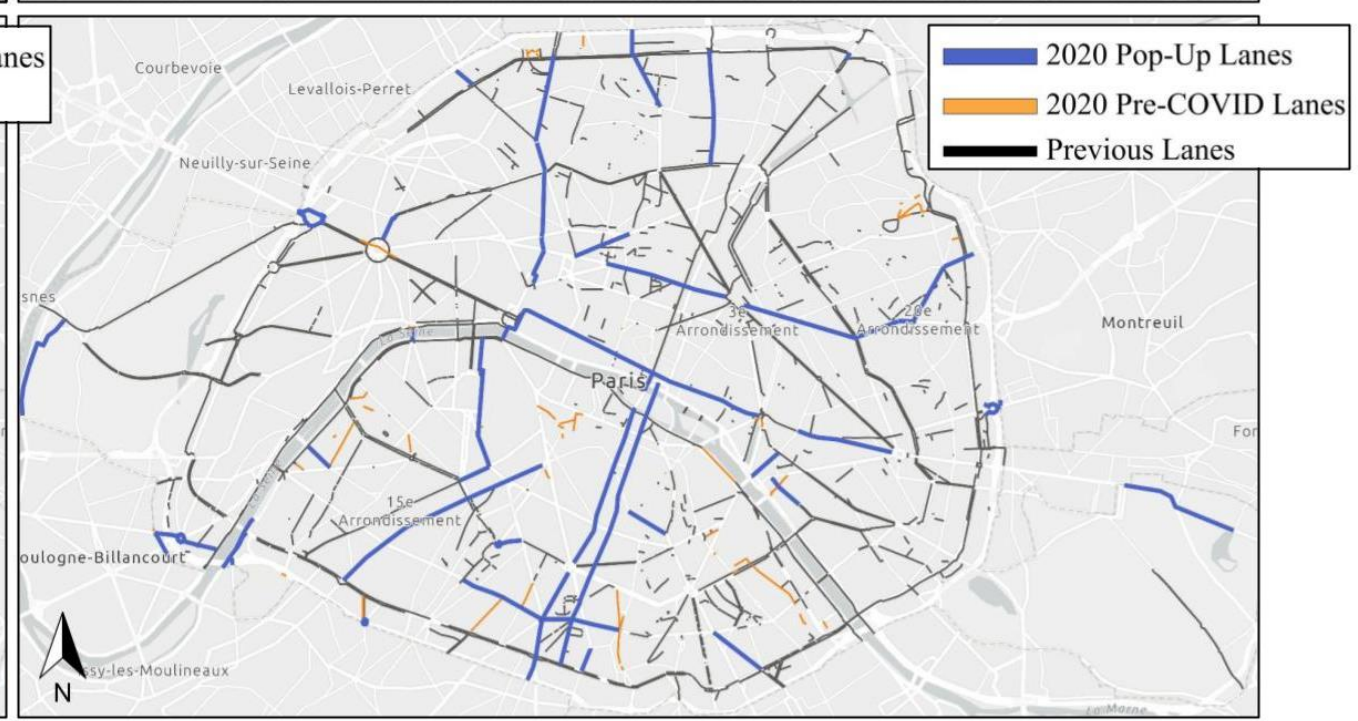
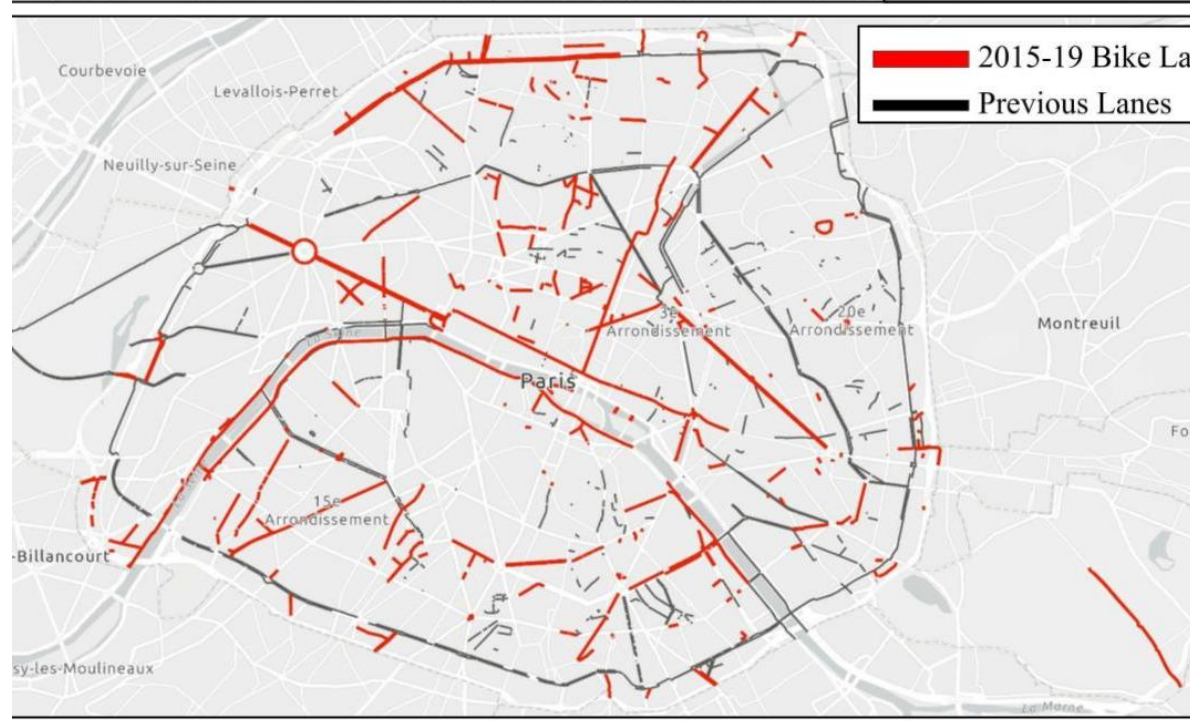
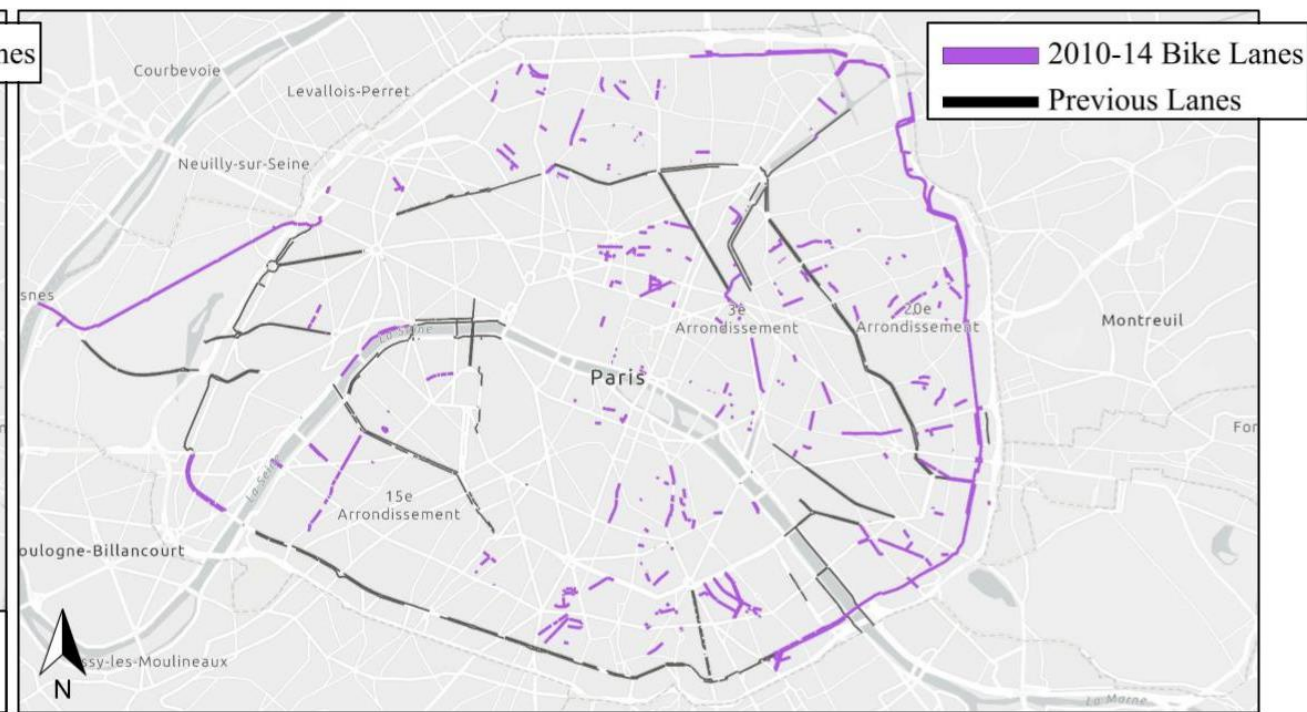
Gerard Doustraat 2017 © Floris Lok

REMEMBER IT DIDN'T JUST HAPPEN BY ITSELF



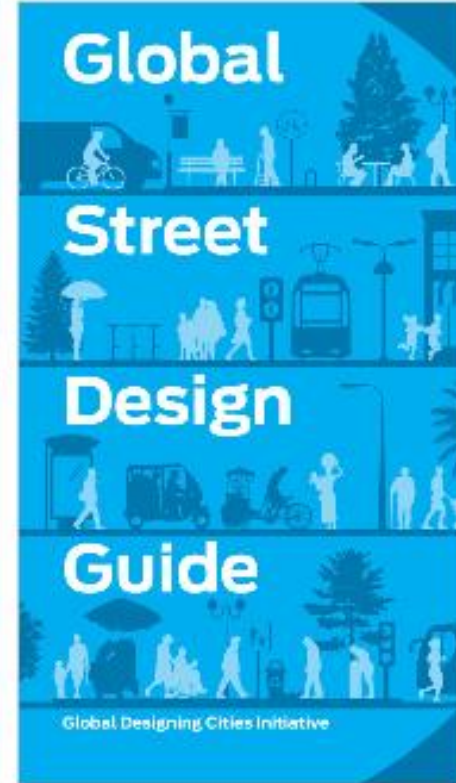
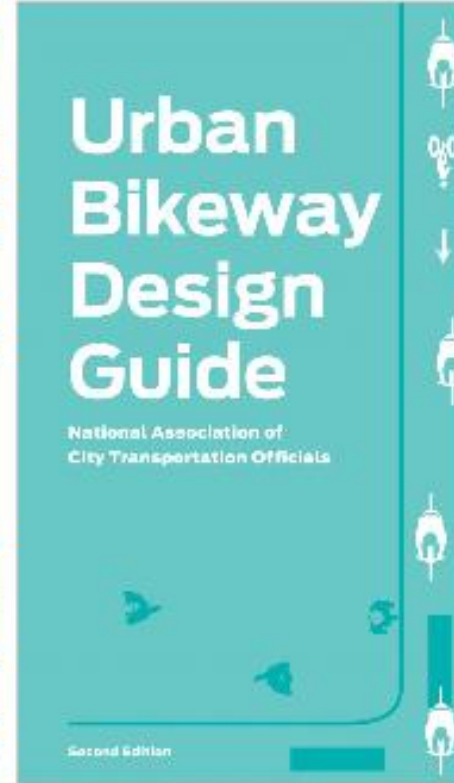
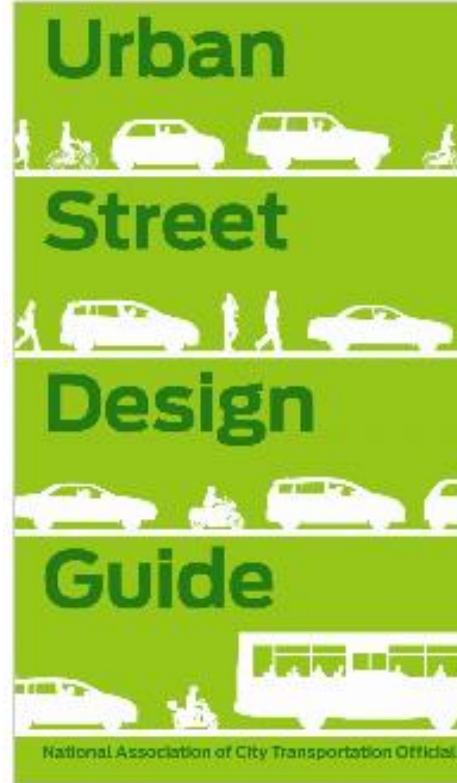
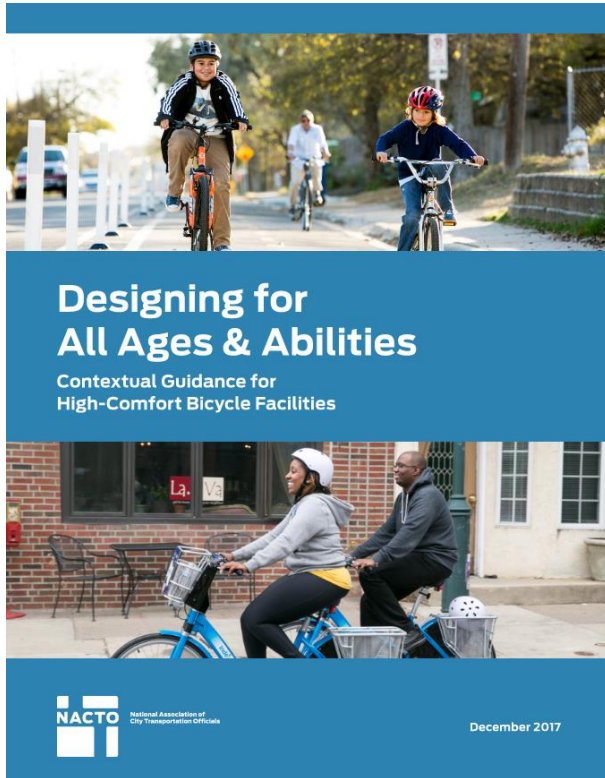
**Sustainable
Road
Safety
(3rd Edition)**



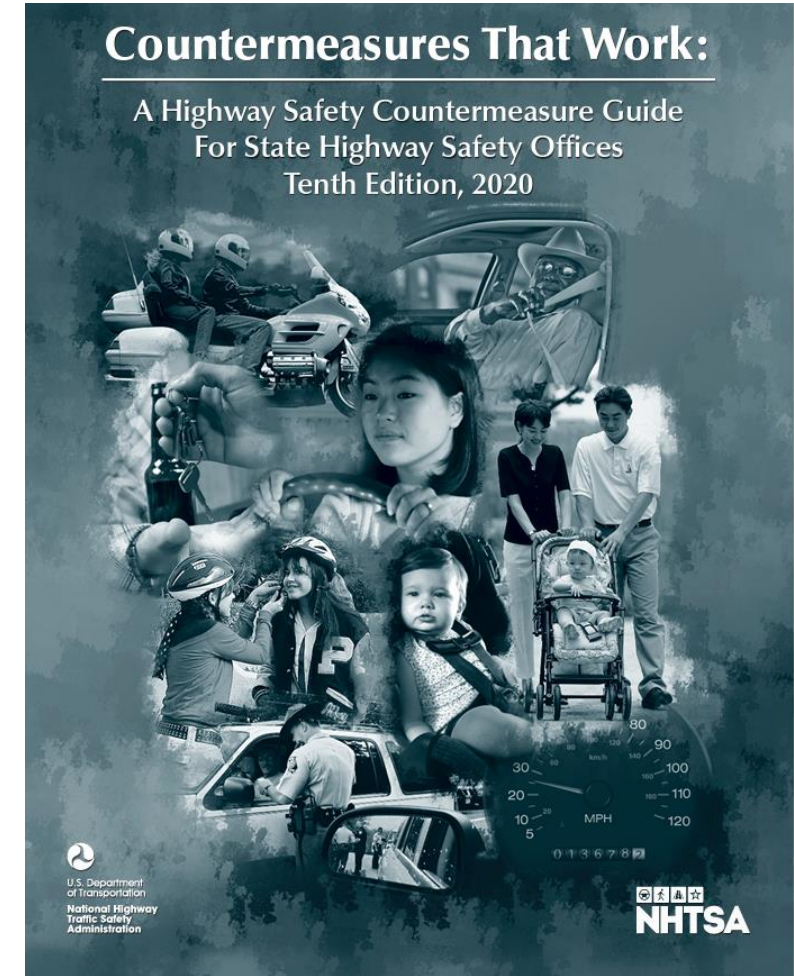
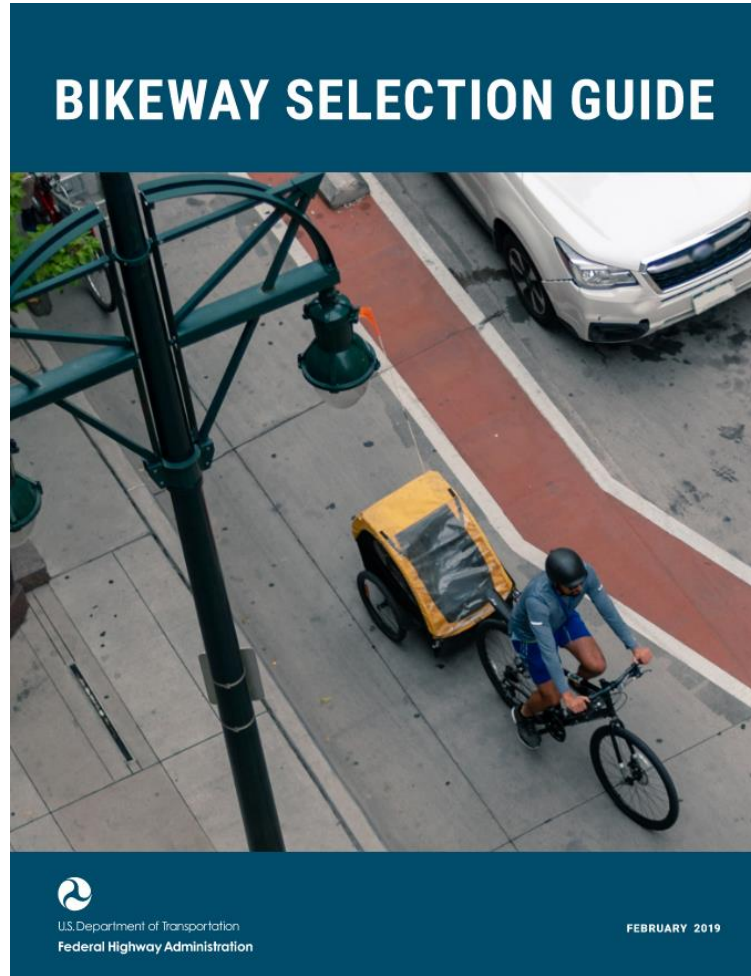




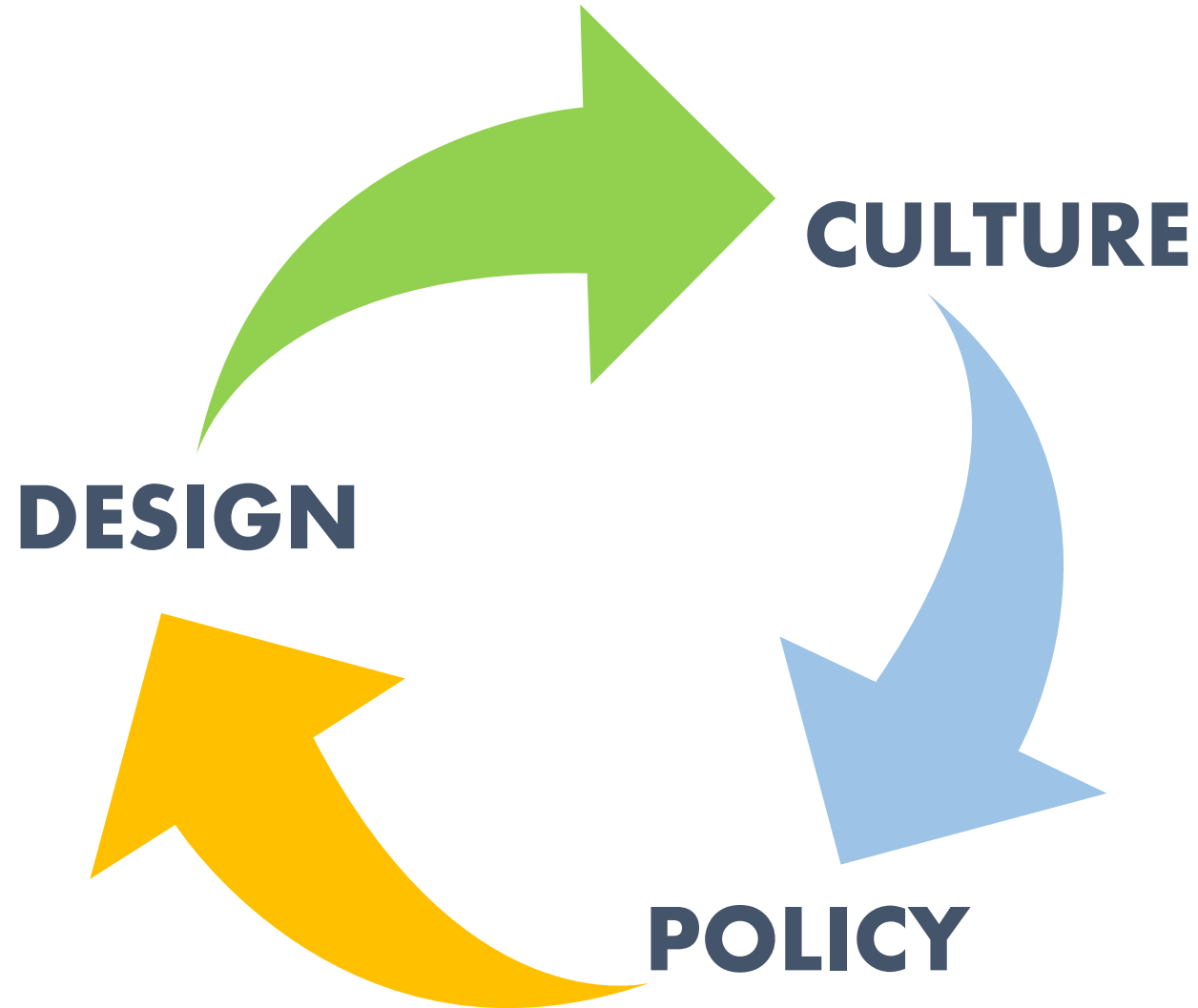
WHAT DOES THIS LOOK LIKE?



WHAT DOES THIS LOOK LIKE?



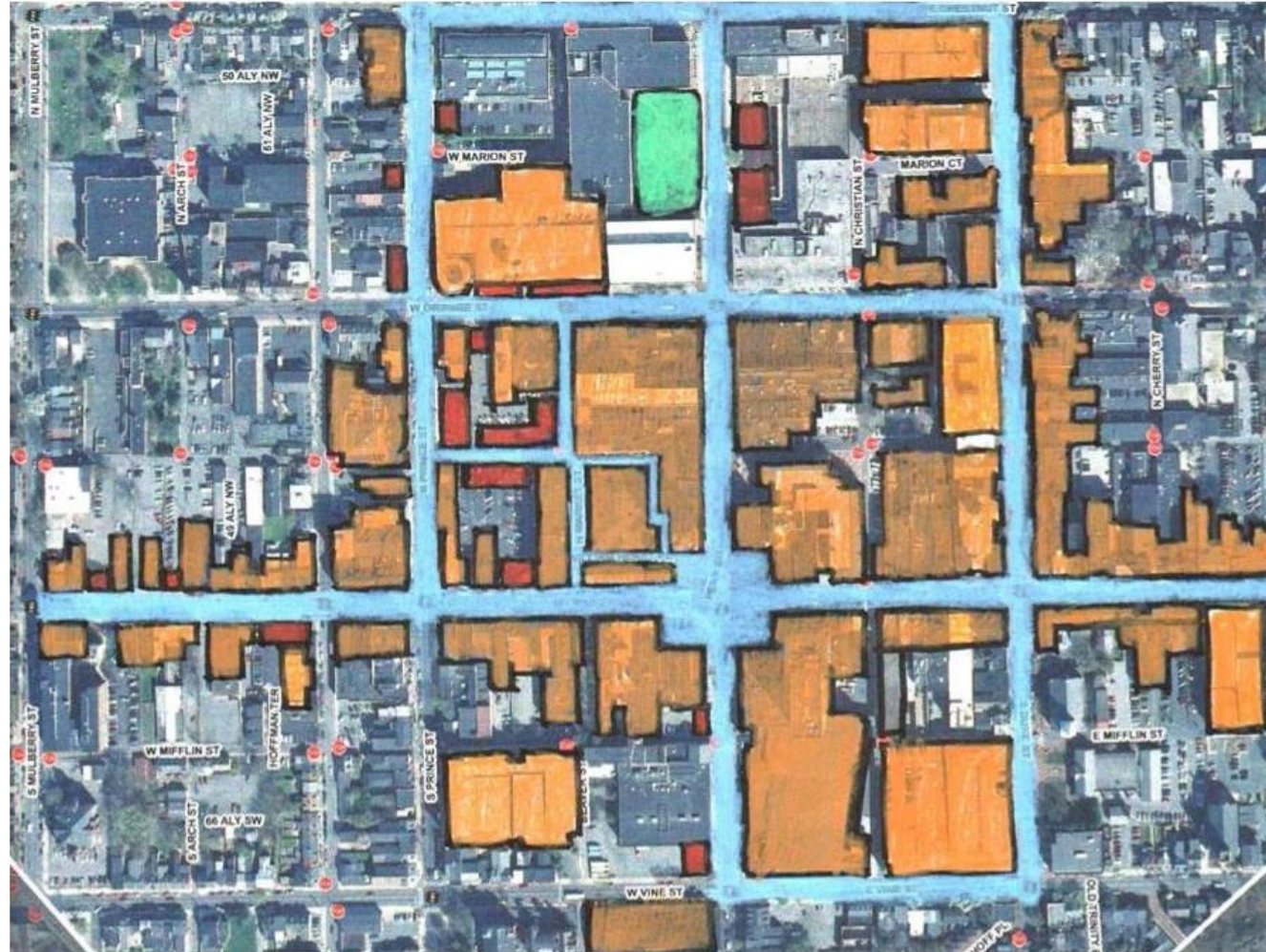
PUTTING IT INTO PRACTICE – LANCASTER







LANCASTER, PENNSYLVANIA DOWNTOWN WALKABILITY ANALYSIS



**IMPLEMENTATION UPDATE
JANUARY 31, 2019**



Pavement Marking Modifications

W. King Street Between
Mulberry St. and Water St.



0 50 100 150 200 Feet

Source: Lancaster County GIS, Copyright© 2014.
This map is intended for general reference use only. It is not a legally recorded plan, survey, or engineering schematic and should not be used as such. For a complete disclaimer see:
www.co.lancaster.pa.us/gis/disclaimer
Date: 7/20/2016

LANCASTER COUNTY
LANCASTER INTER-MUNICIPAL COMMITTEE
CITY OF LANCASTER

LANCASTER

— ACTIVE TRANSPORTATION PLAN —

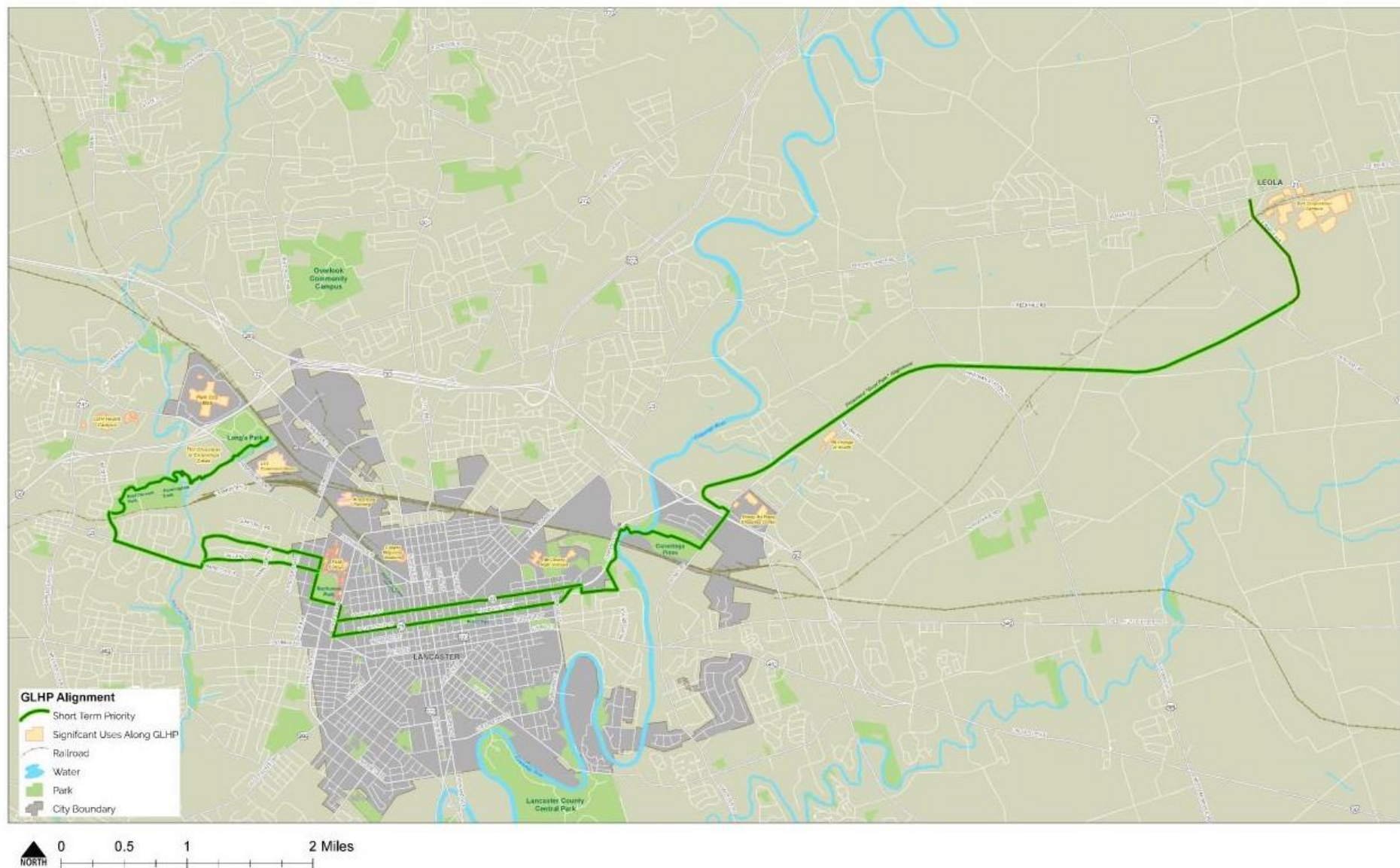






Lancaster Active Transportation Plan

Proposed Alignment of the Greater Lancaster Heritage Pathway (GLHP)





Vision Zero Action Plan

Goals:

1. Data
2. Safety and Slow Speeds
3. Equity
4. Culture Change



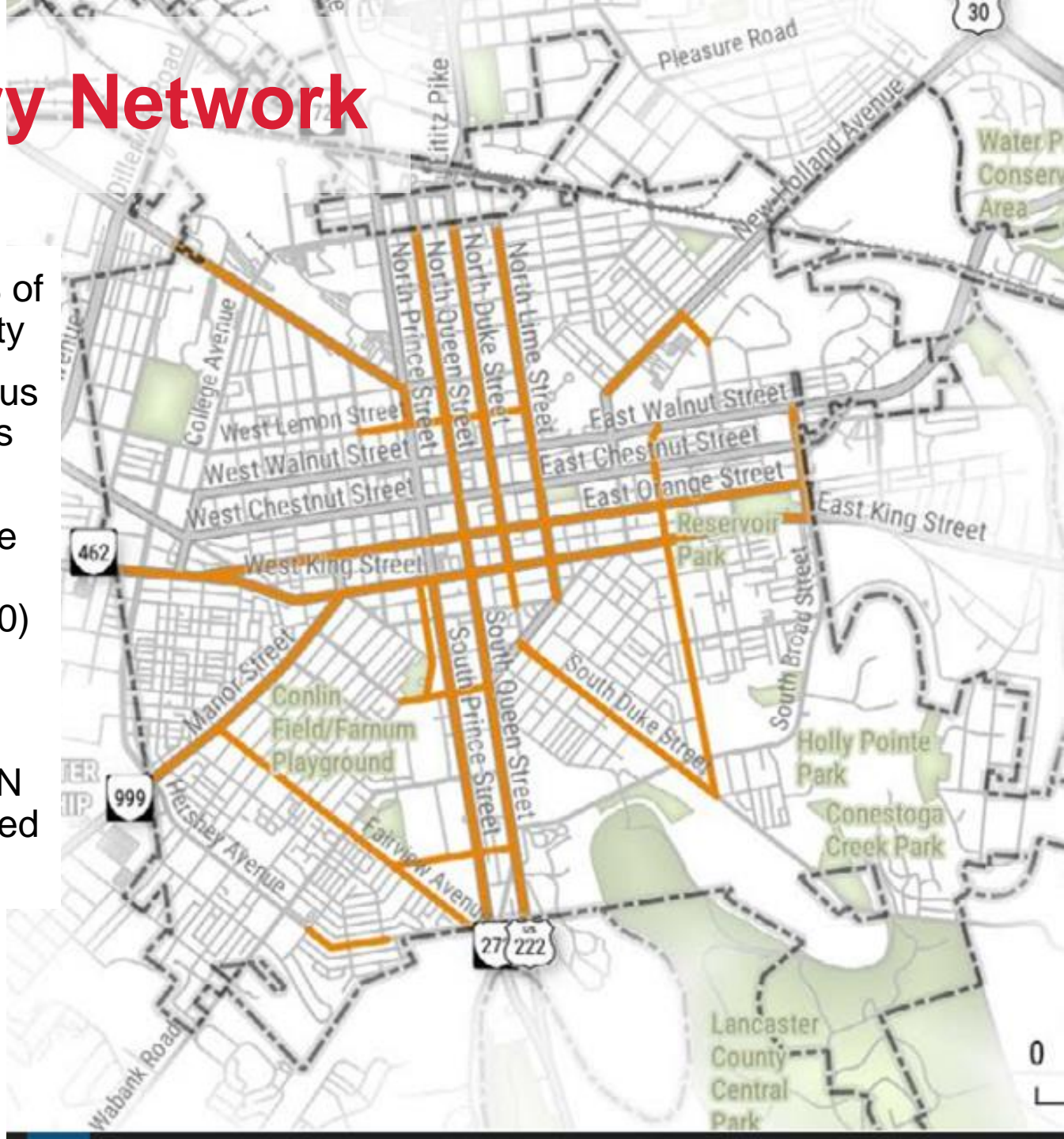
Traditional Approach	Vision Zero Approach
Traffic deaths are inevitable	Traffic deaths are preventable
Prevent collisions	Prevent fatal and severe crashes
Perfect human behavior	Integrate human error into approach
Individual responsibility	Systems approach

Points of Repeat Automotive Crashes Involving Pedestrians in the City from 2015 to 2017

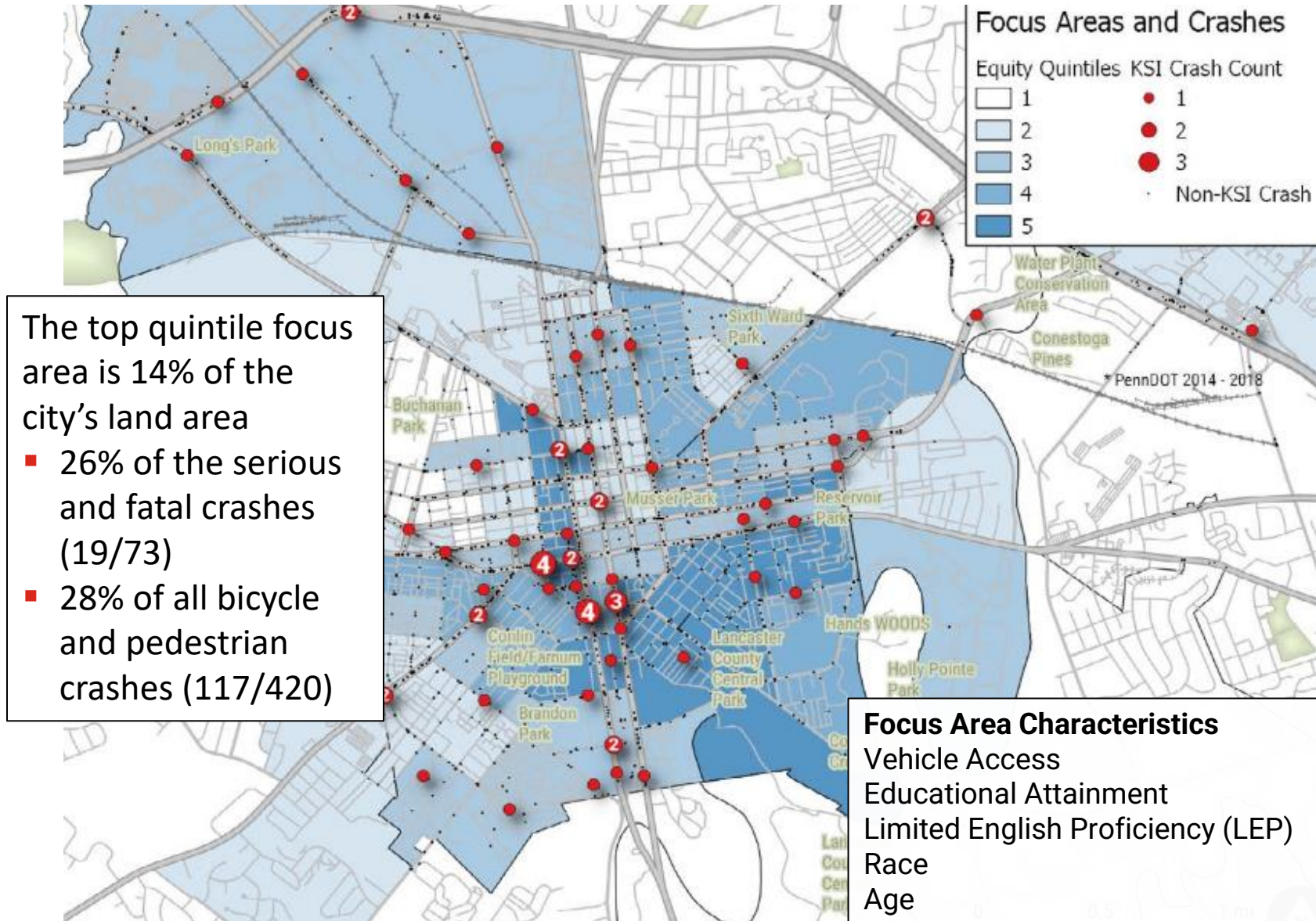


High Injury Network

- The HIN is only 6% of the streets in the city
 - 77% of the serious and fatal crashes (56/73)
 - 66% of all bicycle and pedestrian crashes (272/420)
- 59% of the HIN are one-way streets
- Almost all of the HIN – 95% is state-owned roads



Focus Areas



The Importance of Speed Management



Implementation

- Rapid Response Projects
- Asphalt Art
- Water Street Pedestrian and Bicycle Boulevard
- Eastbound Connector – Lemon Street PBL
- Installing Leading Pedestrian Intervals at high crash intersections
- Accessing intersections that allow Turn On Red in the Downtown
- Identifying where Turn Lanes can be removed
- Upgrading 50 Crosswalks per year

<https://cityoflanasterpa.com/vision-zero/>



Rapid Response



Asphalt Art





PROJECT PURPOSE

- Create a **North – South Route** for walking and biking.
- Avoid high traffic volumes on Prince and Queen Streets.
- Establish a **people centered corridor** through downtown with walking and biking connections to community amenities.
- Implementation of the **Lancaster Active Transportation Plan**.
- Address **safety concerns at high crash** locations identified in the Vision Zero Action Plan.

CONCEPT DESIGNS



VISION ZERO ACTION PLAN

Adopted in November 2020, the Vision Zero Action Plan's ambitious goal is to **eliminate traffic-related deaths and injuries by 2030**. Water Street includes a segment and intersections identified on the High Injury Network.

VISION ZERO APPROACH:

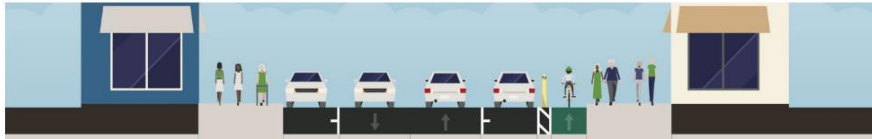
- Traffic Deaths are **PREVENTABLE**
- Integrate **HUMAN FAILING** into approach
- Prevent **FATAL AND SEVERE** Crashes
- **SAFE SYSTEMS** Approach
- Saving lives is **NOT EXPENSIVE**



PROJECT PURPOSE

- Create an eastbound bicycle connection for Lancaster Heritage Pathway.
- Provide connectivity locally between communities.
- Accessibility to greater mobility options.
- Creating a low-speed environment.
- Addressing safety concerns for all users on the High Injury Network.
- Low stress, separated facilities attract more people biking.

WHAT TO EXPECT



Bicycle User Types



What Prevents you from biking?



- 65% There are **no bike lanes** on the route to my destination
- 64% The **streets/trails do not feel safe**
- 54% Drivers are too **aggressive**

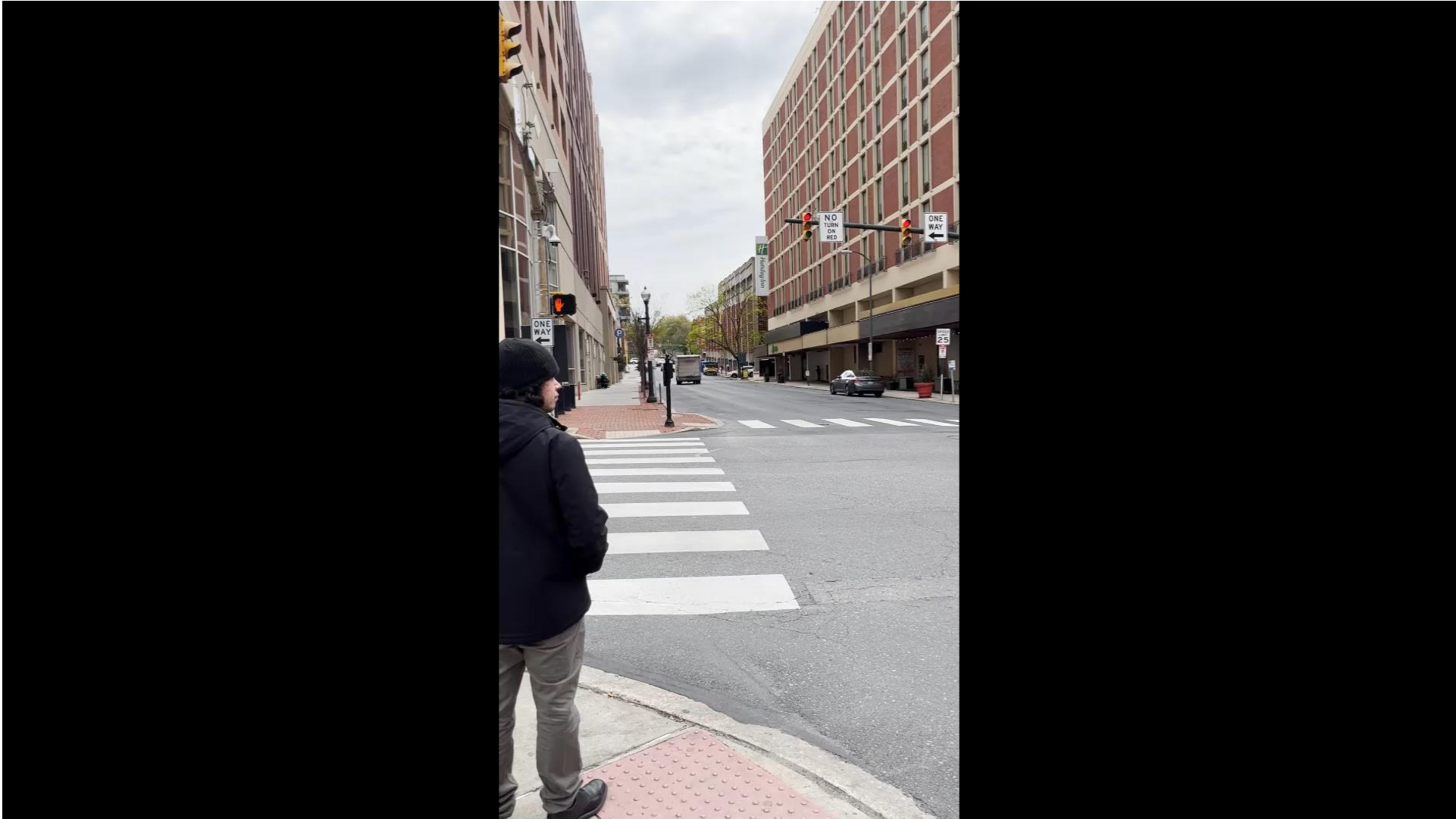
IMPROVED FOR SAFETY

- Added Bike lane bend outs and slow turn wedges to some intersections.
- Extended daylighting to some cross streets.
- Changes to Water/Lemon Street intersection.

Buffered Bike Lane Separated Bike Lane Slow Turn Wedge



Leading Pedestrian Interval (LPI)





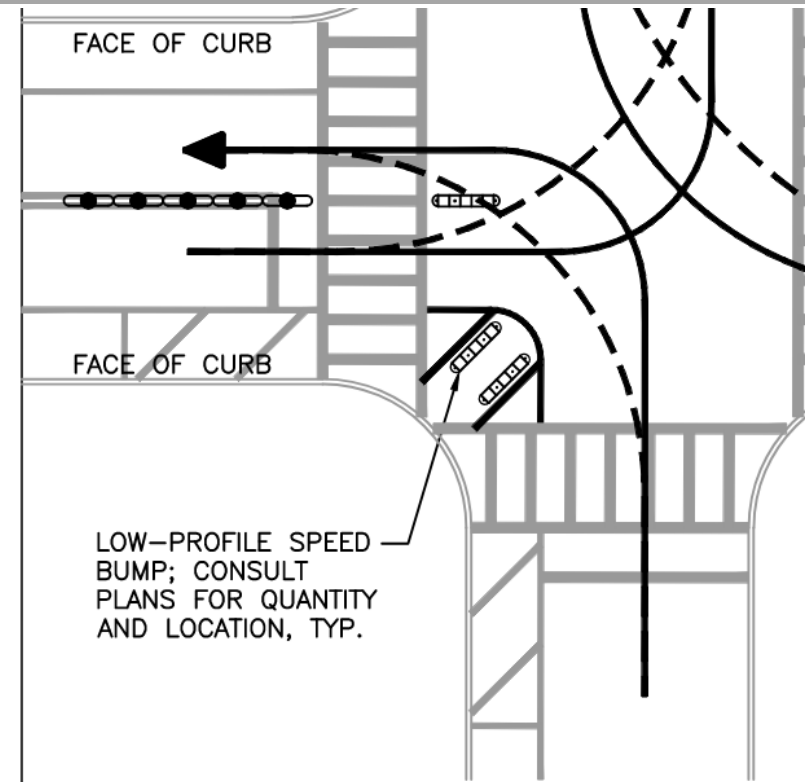
CITY OF
LANCASTER

LANCASTER EASTBOUND CONNECTOR

State Street to Reservoir Street

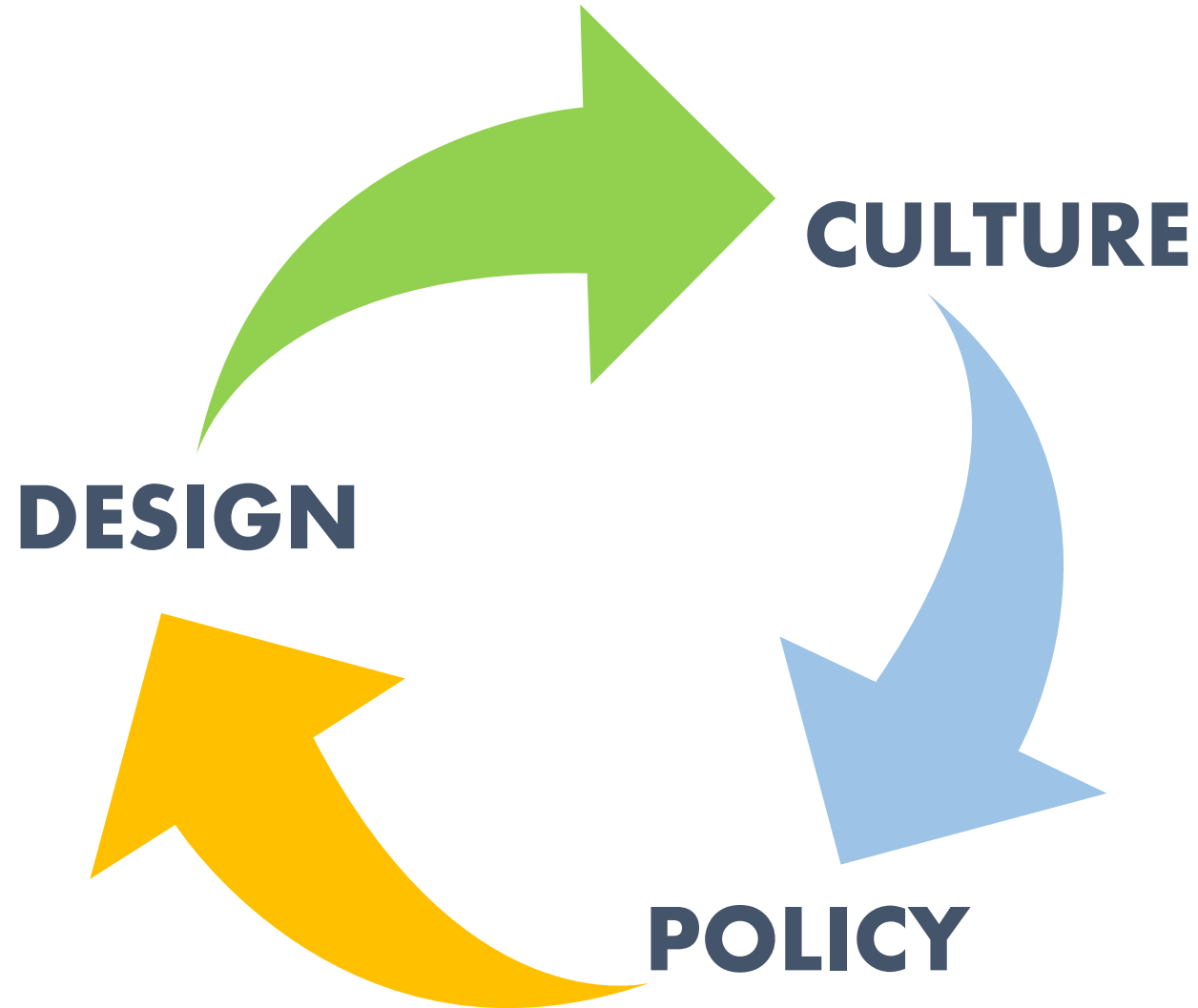
INTERSECTION DESIGN – SLOW TURN WEDGE

Slow Turn Wedges



BRING IT HOME – WHAT DOES THIS MEAN FOR YOU?

BRING IT HOME – WHAT DOES THIS MEAN FOR YOU?



WHAT'S NEXT? WHAT POLICIES ARE MISSING?

- Modal Priority (with funding to match)
- E-Bike Policy (DCNR et al)
- Vulnerable/Hazardous Road User Law
- EV Focus on Rightsizing
- Solutions for Sidewalks
- NHTSA NCAP (National Highway Transportation Safety Association updating New Car Assessment Program)
- Active Transportation Plans and Policies in YOUR COMMUNITY!



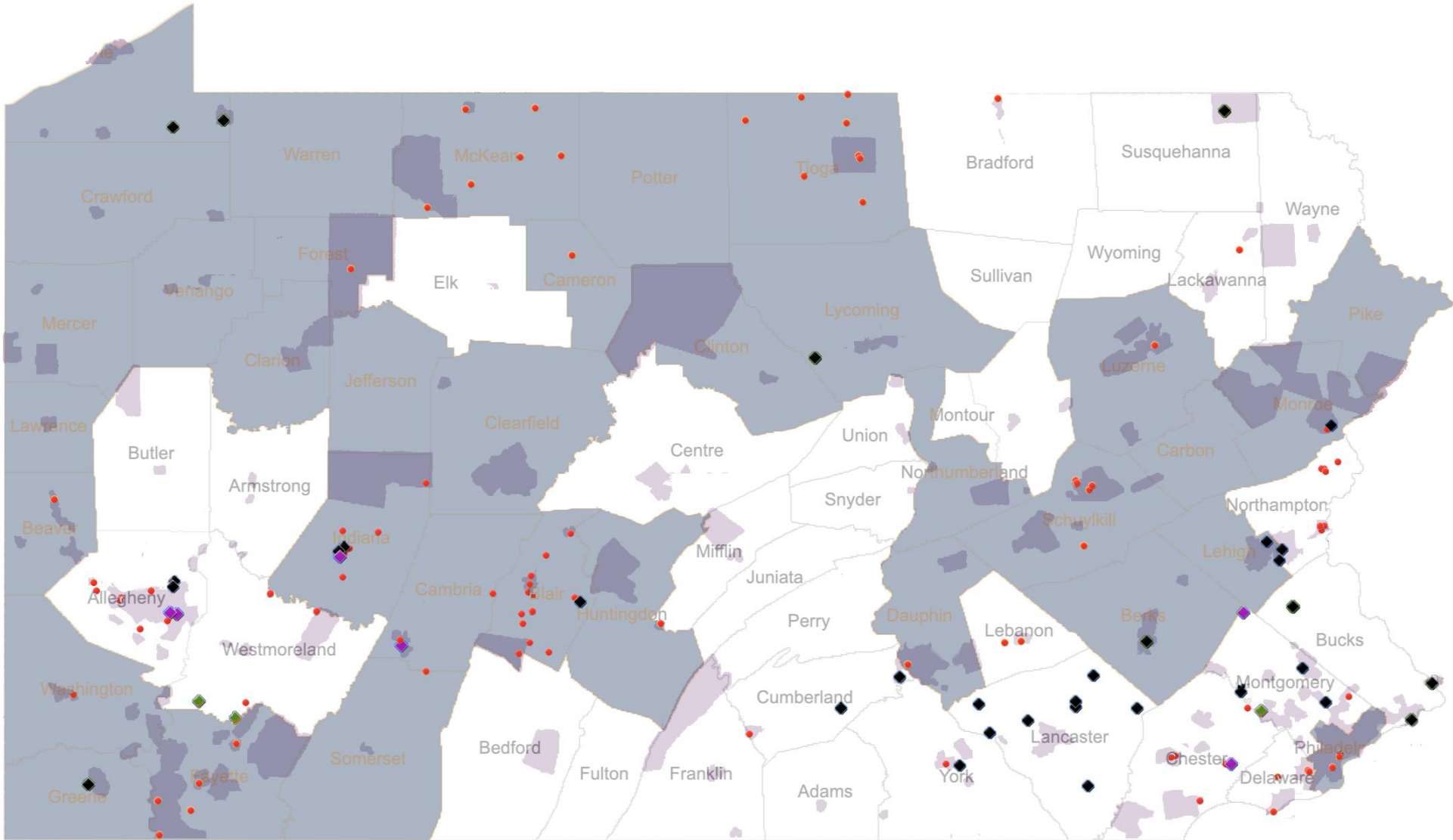
WHAT'S NEXT? FINDING FUNDING

- Federal Opportunities – BIL/IIJA and IRA
 - Safe Streets and Roads for All
 - Reconnecting Communities Program
- State Opportunities
 - Safe Routes to School
 - Transportation Alternatives Set-Aside
 - Statewide Local Share Account Grant Program
- Local Opportunities
 - BYOP, Know Your MPO/RPO
 - Land Use/Zoning/Parking/Housing updates
- Culture – Equity and Inclusion
 - Justice 40 Initiative

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WALKWORKS LOCATIONS TO DATE



SPAN-Priority Counties and DEP Environmental Justice Areas
Layered with sites of WalkWorks routes, plans, and policies

NEXT STEPS

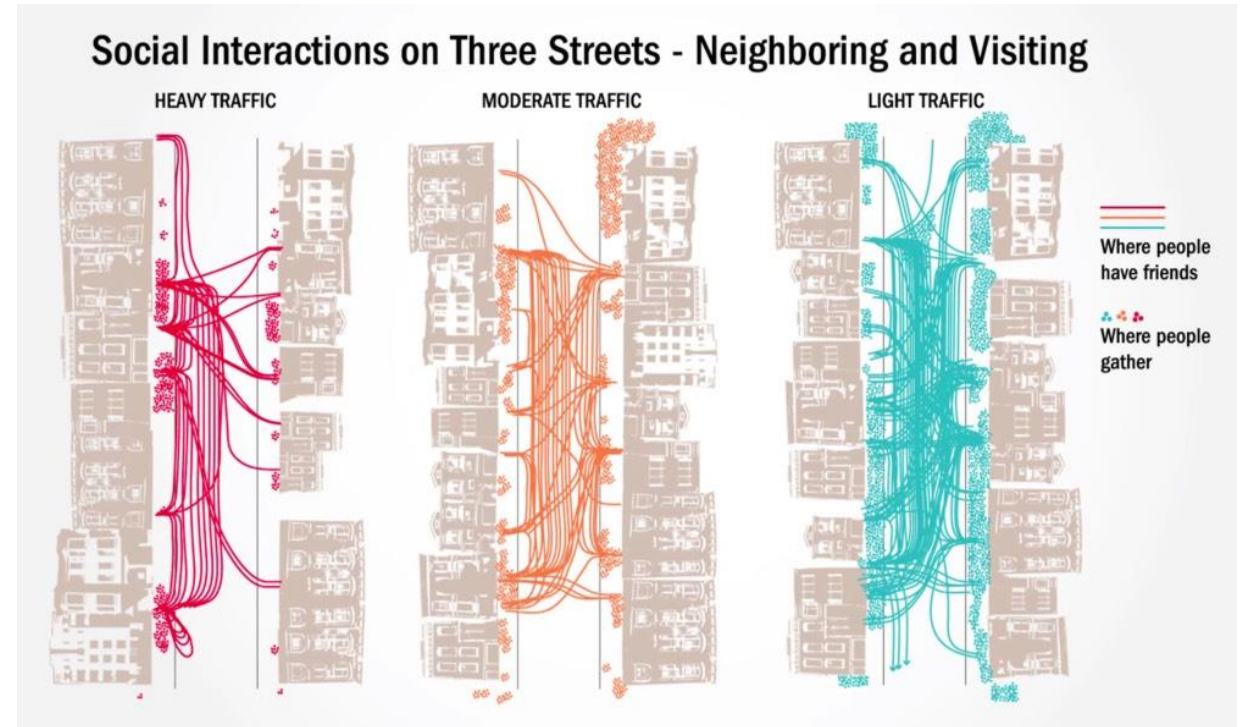


Safe Streets Are For Everyone!

Ask Your Community If Safe Streets Are Right for You

MANY PROBLEMS – SHARED SOLUTIONS

- We all need safety
- We all need health
- We all need social connection
- We all need access
- We all need options
- We all need a good economy
- We all need a stable climate



We can change the physical environment to get us there!

“THESE ROADS ARE KILLING ME!”



One of these images shows a road that beats the hell out of your vehicle as you drive over it, the other shows a road that is literally killing us and our kids.



WalkWorks



pennsylvania
DEPARTMENT OF HEALTHTM



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

FHWA

[Countermeasures That Work](#)

[Small Town & Rural Multimodal Networks](#)

[Bikeway Selection Guide](#)

NACTO

[Designing for All Ages & Abilities](#)

FUNDING SOURCES

[Safe Streets and Roads for All](#)

[Safe Routes to School](#)

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

[WalkWorks](#)

Actions

- Sign up for the WalkWorks newsletter -- register here: bit.ly/WWnews2022
- Follow/Attend PPAC ([Pedestrian Pedalcycle Advisory Committee](#)) -- next meeting scheduled for December 13, 1-3pm
- Take part in the PA APA Healthy Communities in PA HCiPA Work Group -- next meeting October 11, 2pm, [online](#)
- Join the PA APA Policy Committee --
Be like the Lorax and speak for the streets – and the people in them!

Contact Info

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FROM VICIOUS TO VIRTUOUS CYCLE

