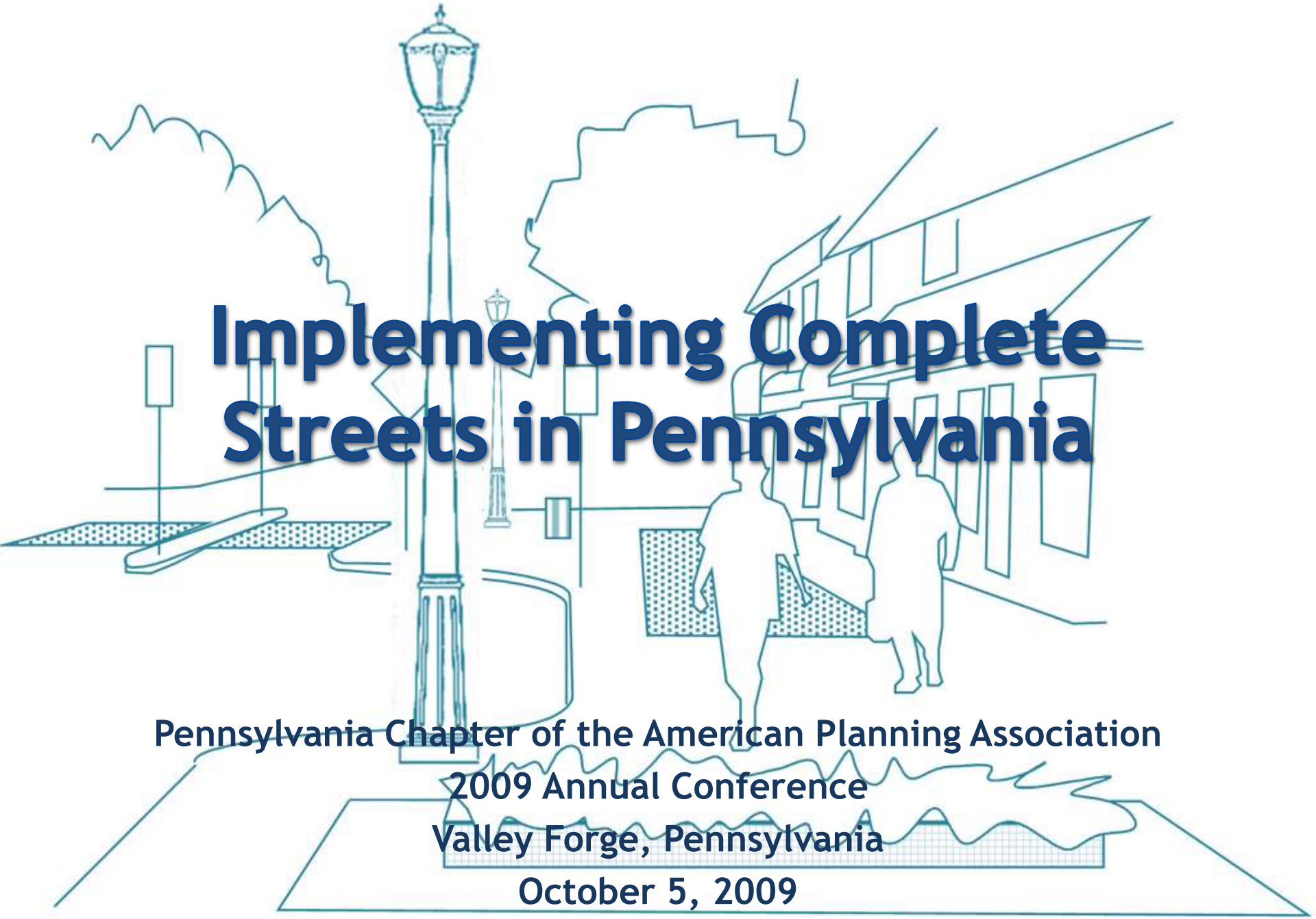


Implementing Complete Streets in Pennsylvania

Pennsylvania Chapter of the American Planning Association

2009 Annual Conference

Valley Forge, Pennsylvania

October 5, 2009

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?

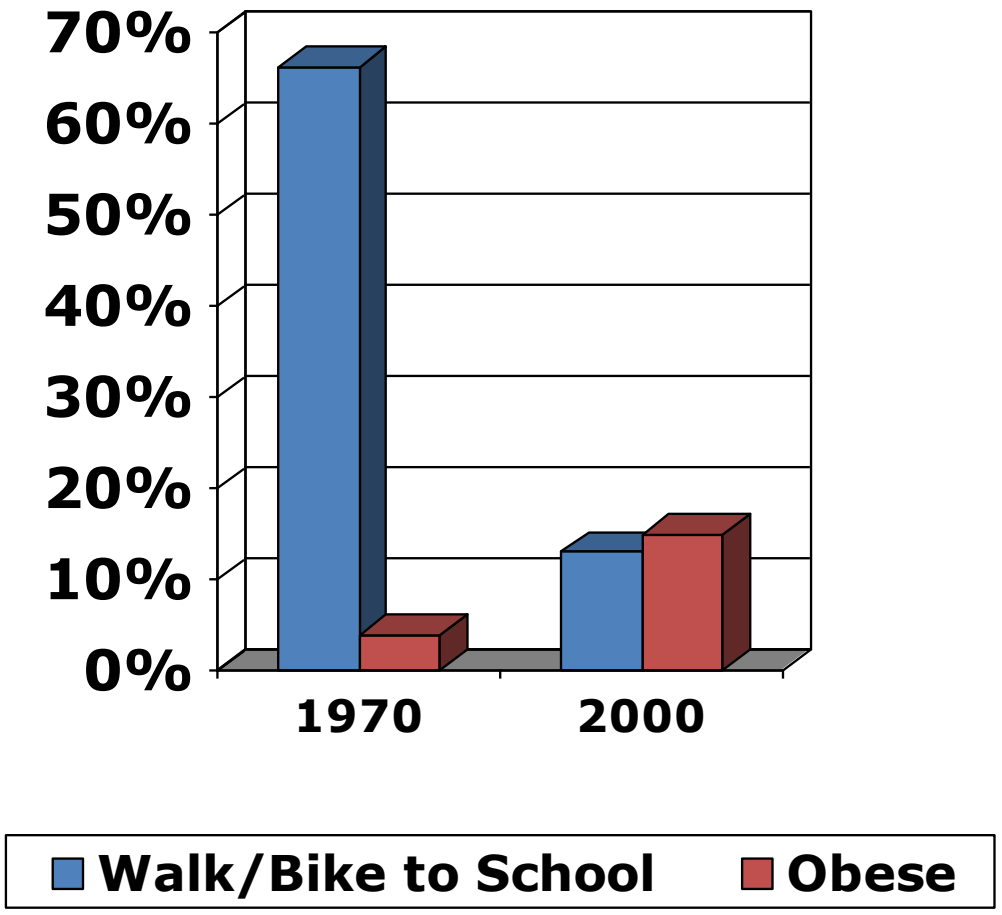
SURVEY SAYS:

"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



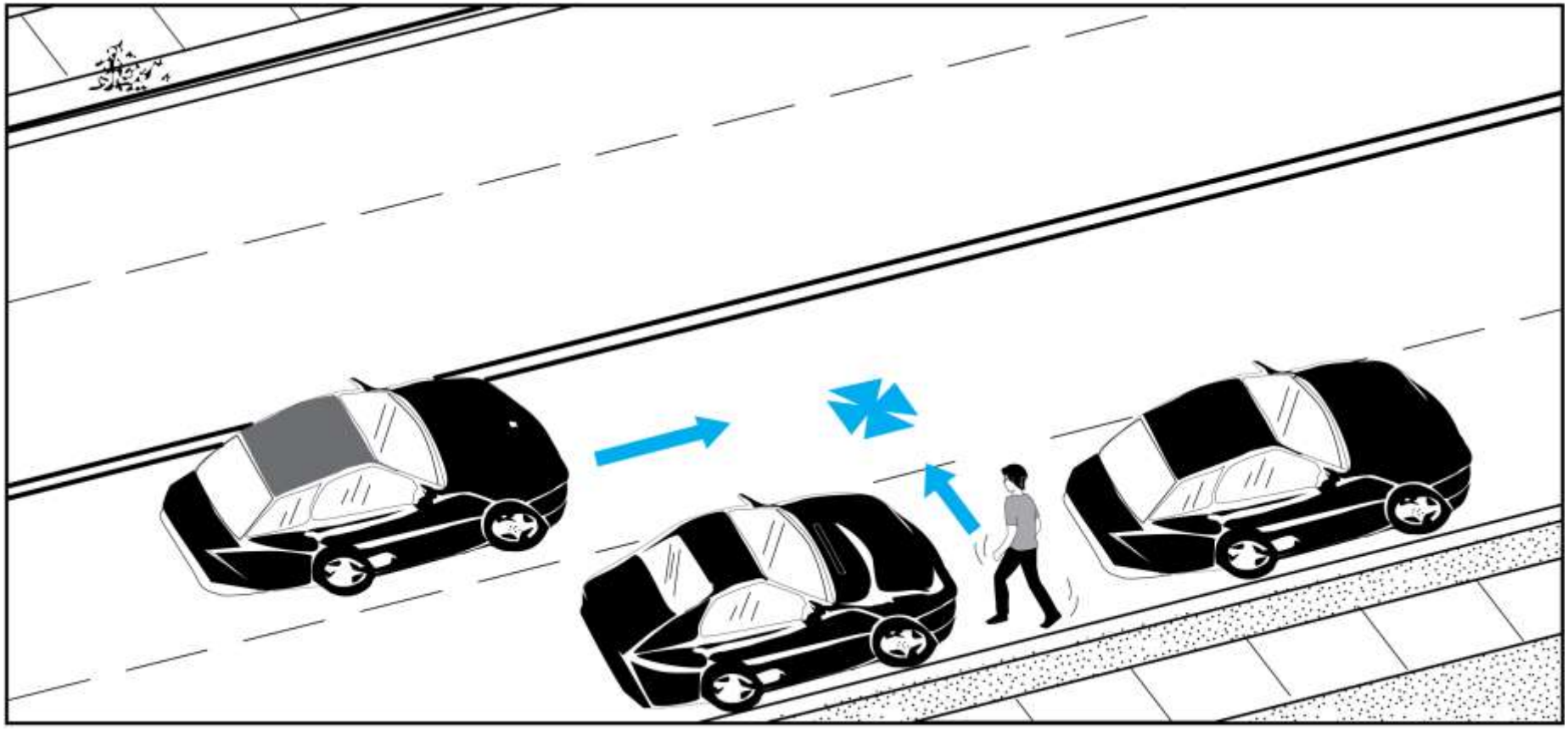
SURVEY SAYS:

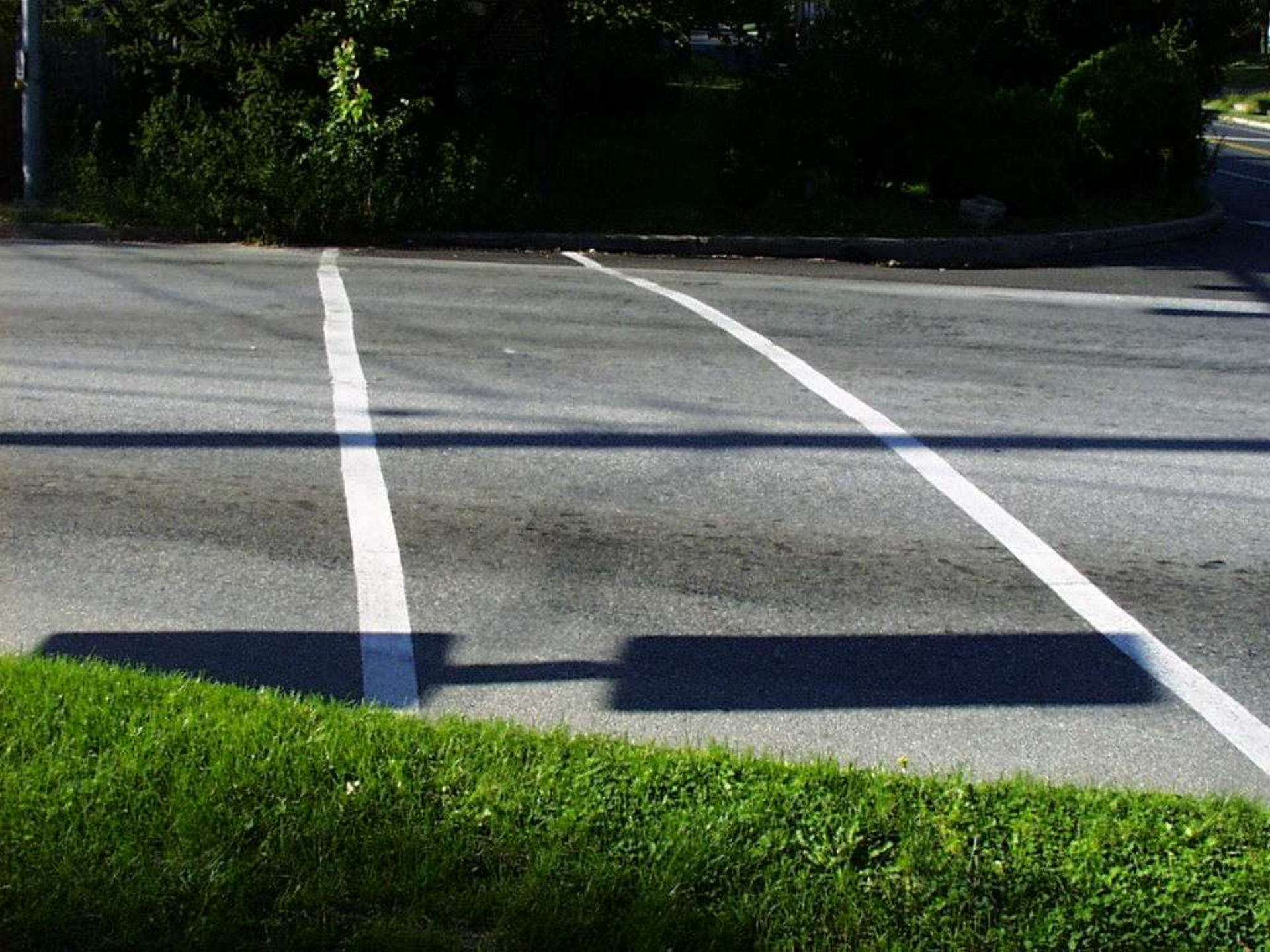
"During the past 30 days, have you used any of the following types of transportation for either personal or business travel?"

Public transit	**15 percent**
Bicycle	**20 percent**

Source: Federal Highway Administration

Why aren't more streets Complete Streets?



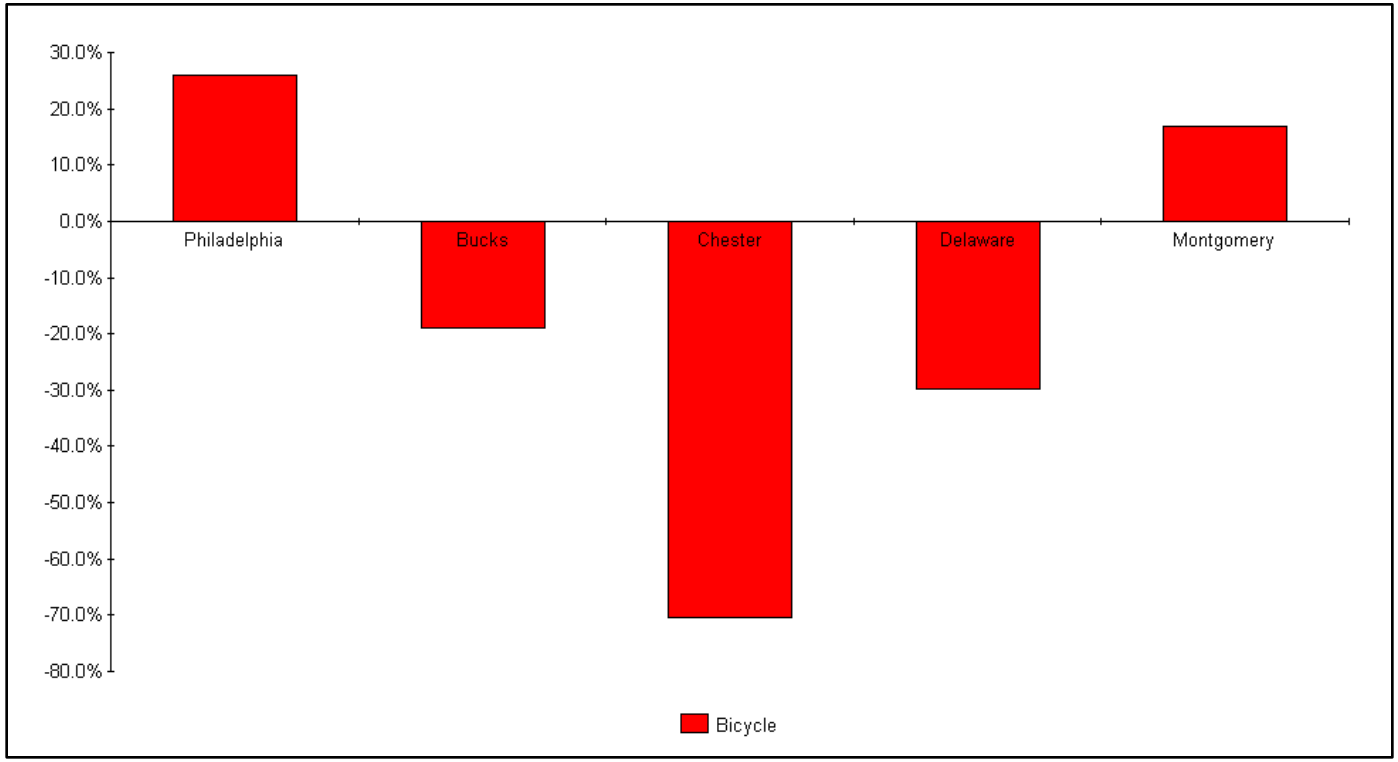



INCOME
TAX
COPIES
5

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

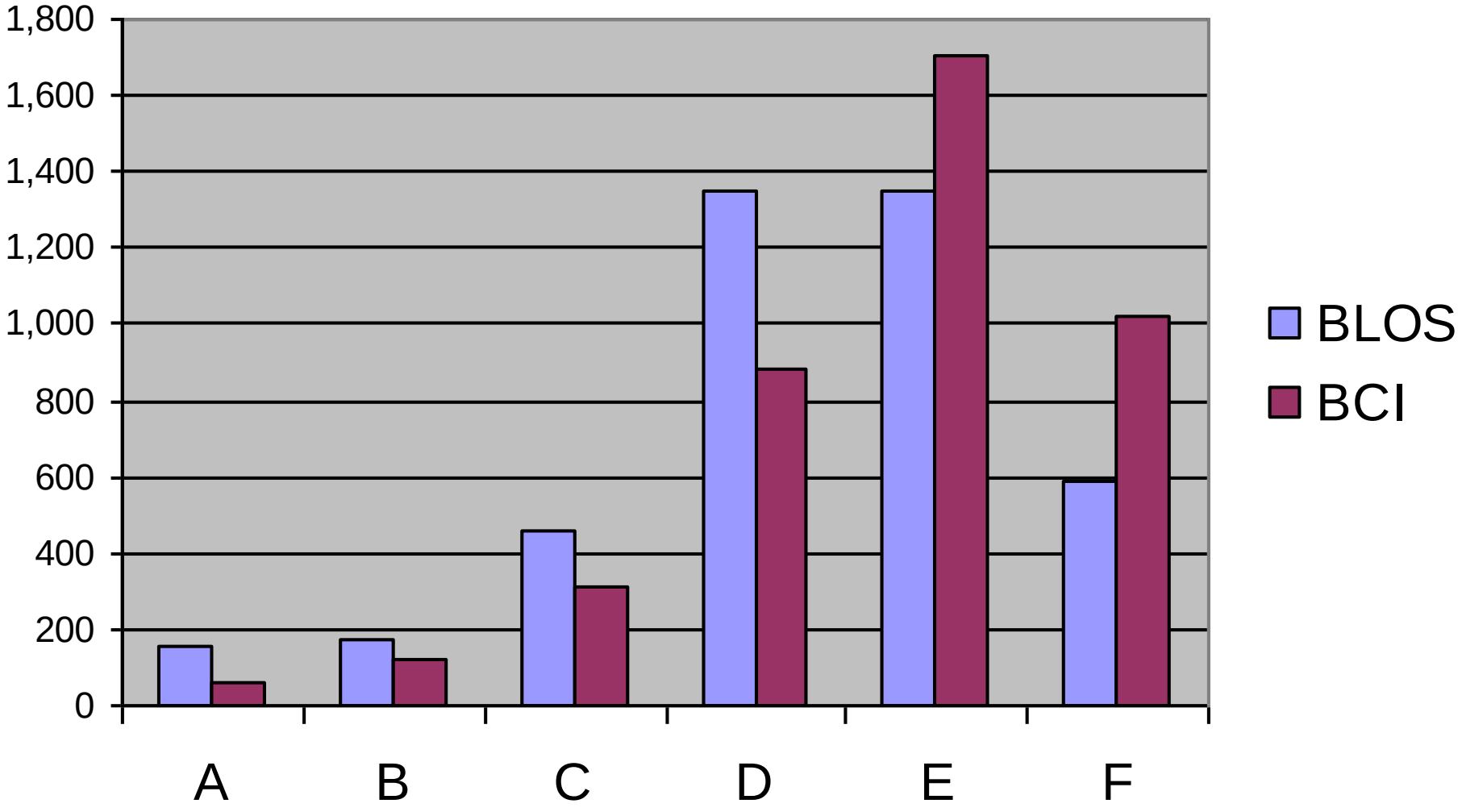

HIKERS and BIKERS
Move to the side of
the road when a
vehicle approaches

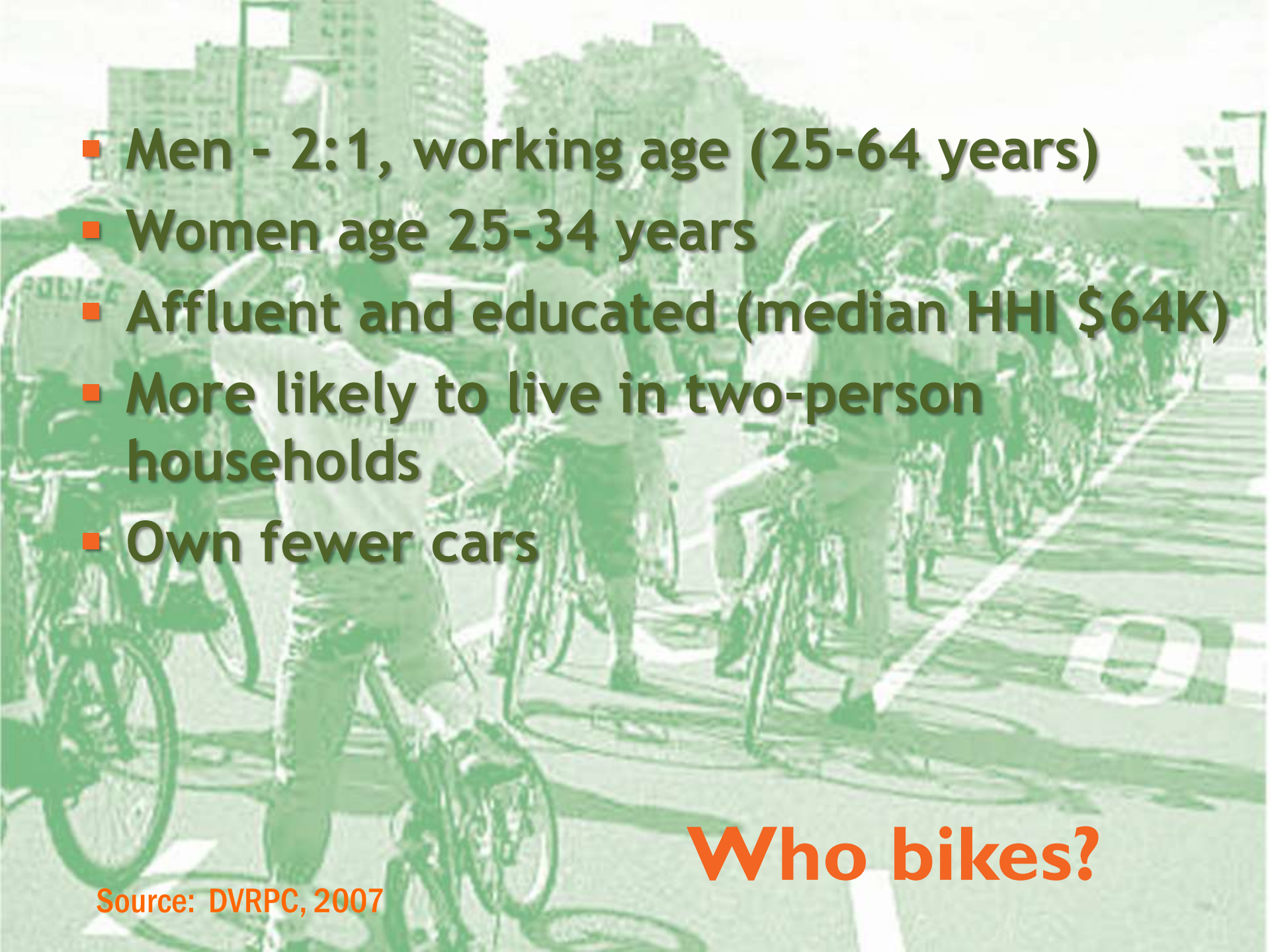
BLOS “A”


BLOS "C"

BLOS "E"

System-wide Results - Miles





- 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

Who bikes?

Source: DVRPC, 2007

THE YOUNG AND THE RESTLESS: HOW PHILADELPHIA COMPETES FOR TALENT


grid
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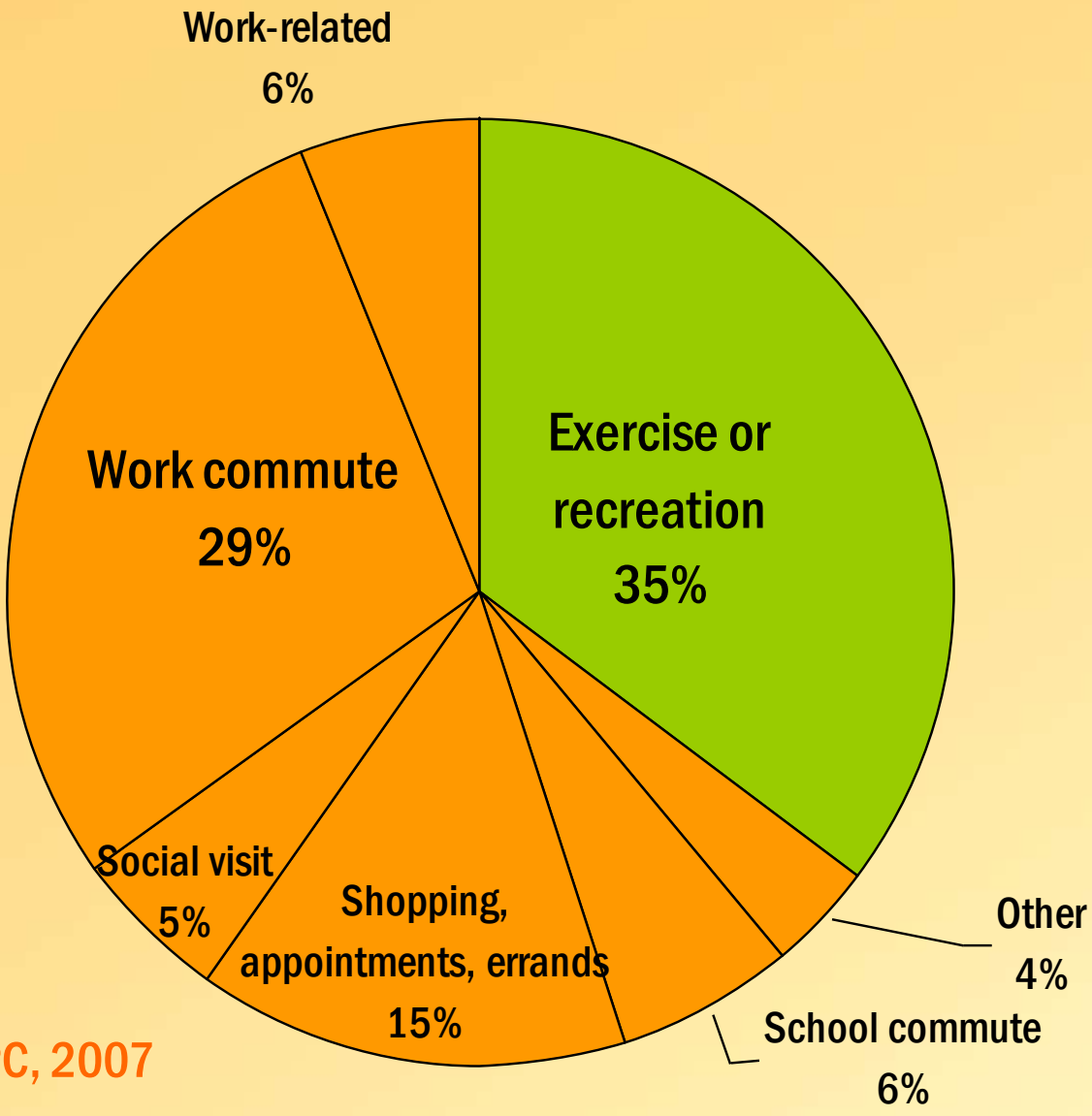
FOOD ENERGY SHELTER CULTURE ECOLOGY
BIKE SHARE
Is it right for Philly?
THE BIKE ISSUE
prototype
BIKETOPIA
HOW TO MAKE PHILLY A CYCLIST'S PARADISE
BY ISAIAH THOMPSON

Bicycle trips: purpose



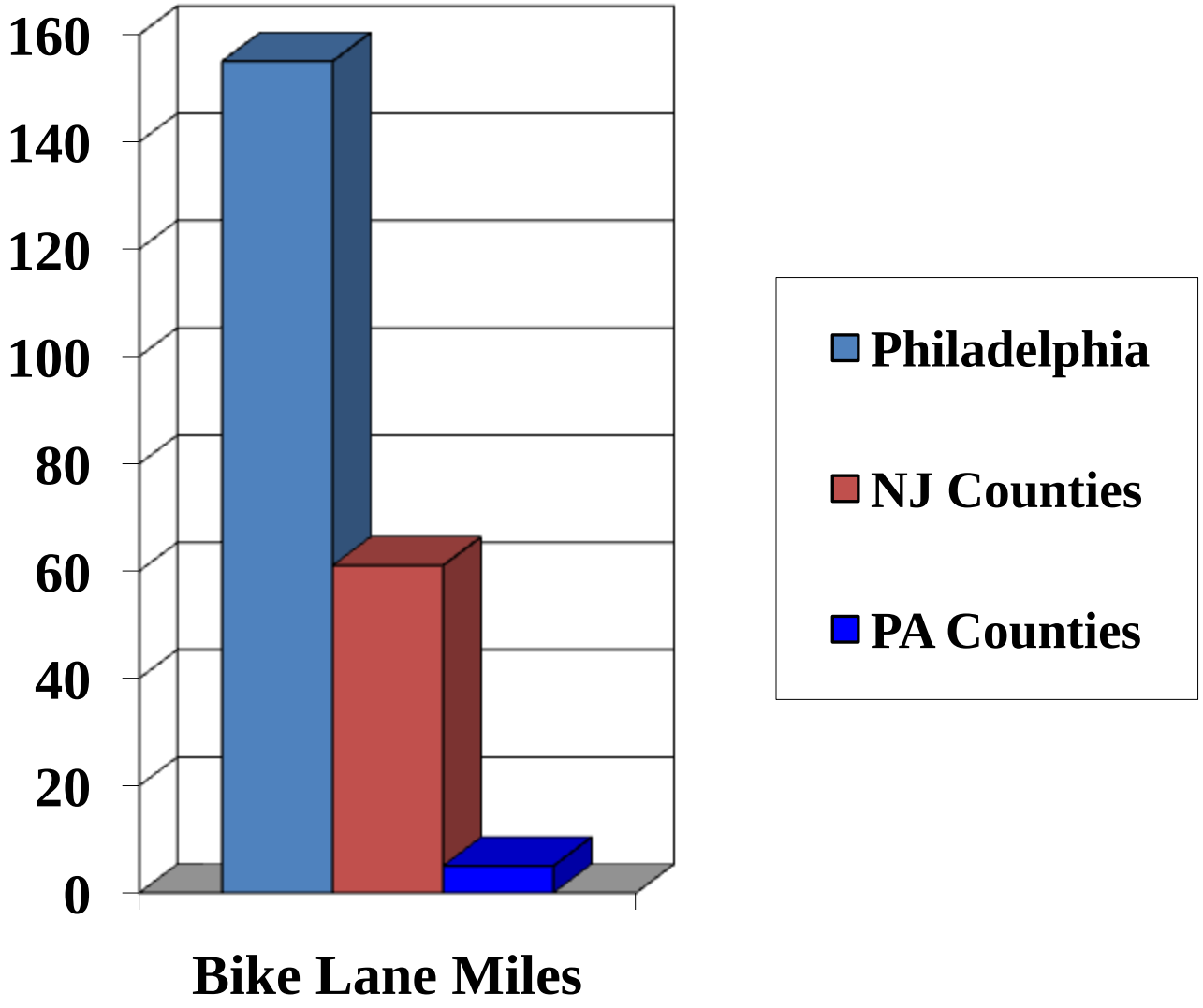
Source: DVRPC, 2007

"What would encourage you to ride more?"

	"Important"	"Very important"
Bike lanes	82%	59%
Wide shoulders	80%	41%
Shared lanes	72%	35%
Greenway trails	71%	46%
Sidepaths	64%	44%

Source: DVRPC, 2007

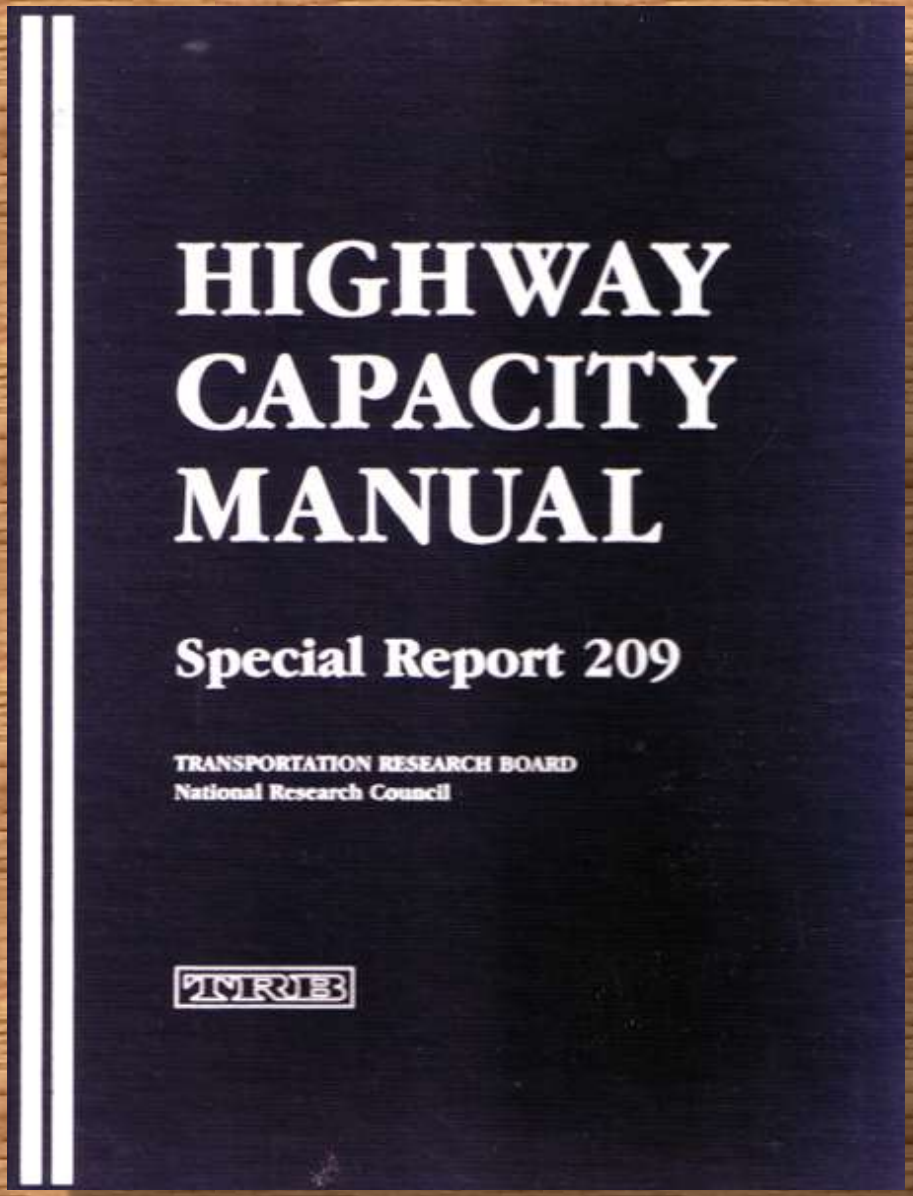
Bike Lane Progress



Courtesy John Boyle, BCGP


Swarthmore


BIKE ROUTE
BICYCLISTS
BALTIMORE PIKE
TO PHILADELPHIA


HIGHWAY
CAPACITY
MANUAL
Special Report 209
TRANSPORTATION RESEARCH BOARD
National Research Council
TRRB


15 mph


20 mph


25 mph


30 mph

SPEED	p(killing pedestrian)
15 mph	3.5 %
31 mph	37.0 %
44 mph	83.0 %

Who regulates streets and highways?

- **FHWA**
- **AASHTO**
- **NCUTCD**
- **PennDOT**
- **Access Board**
- **County**
- **Municipality**


END
SCHOOL
WWW
ECONOLINE

Implementation of a Complete Street