Have a question?

If you have a question for the panelists or staff (including any technical difficulties) please enter it here.
# Today’s Agenda

<table>
<thead>
<tr>
<th>Presenter</th>
<th>Organization</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carol Reichbaum</td>
<td>WalkWorks</td>
<td>Welcome/Introductions</td>
</tr>
<tr>
<td>Matt Edmond</td>
<td>Montgomery County Planning Commission</td>
<td>Complete Streets Beyond the Big City</td>
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<tr>
<td>Fallon Horan</td>
<td>Monroe County Planning Commission</td>
<td>It Can’t Be All About the Consultants and Public Outreach in the COVID-19 Era</td>
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<tr>
<td>Cindy McCormick</td>
<td>City of Lancaster</td>
<td>Planning for Vision Zero and Safe Routes; Using Citizen Lab</td>
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<tr>
<td>Leann Chaney</td>
<td>Southwestern Planning Commission</td>
<td>Make an Ask of Your MPO/RPO</td>
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<tr>
<td>All</td>
<td></td>
<td>Questions/Answers/Open Discussion</td>
</tr>
<tr>
<td>Carol Reichbaum</td>
<td>WalkWorks</td>
<td>Closing Comments</td>
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<tr>
<td>Grant Recipients</td>
<td>Projects</td>
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<tr>
<td>City of Bethlehem</td>
<td>Active Transportation Plan</td>
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<tr>
<td>Chester County</td>
<td>Complete Streets Policy</td>
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<tr>
<td>East Hempfield Township</td>
<td>Active Transportation Plan</td>
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<tr>
<td>Forest Hills Borough</td>
<td>Active Transportation Plan</td>
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<tr>
<td>Lower Saucon Township</td>
<td>Active Transportation Plan</td>
<td></td>
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<tr>
<td>Marietta Borough</td>
<td>Active Transportation Plan</td>
<td></td>
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<tr>
<td>Quakertown Alive!</td>
<td>Active Transportation Plan</td>
<td></td>
</tr>
<tr>
<td>South Middleton Township</td>
<td>Active Transportation Plan</td>
<td></td>
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<tr>
<td>Union City Borough</td>
<td>Active Transportation Plan</td>
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</tbody>
</table>
Pennsylvania’s Active Transportation Plan

- Roy Gothie
- Statewide Bicycle and Pedestrian Coordinator
- rgothie@pa.gov

Active Transportation Plan - http://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20787.pdf
Pennsylvania Active Transportation Plan Vision Statement

“Biking and walking are integral elements of Pennsylvania’s transportation system that contribute to community health, economic mobility, and quality of life.”

Core Policy Statement

“PennDOT shall make accommodations for active transportation a routine and integral element of planning, project development, design, construction, operations, and maintenance.”
The Plan outlines six themes and provides specific goals and actionable objectives for advancing bicycling and walking in Pennsylvania.

- **Theme 1: Enhance Safety**
- **Theme 2: Provide Transportation Equity**
- **Theme 3: Connect Walking & Bicycling Networks**
- **Theme 4: Leverage Partnerships**
- **Theme 5: Improve Public Health**
- **Theme 6: Increase Economic Mobility**
THEMES AT A GLANCE

IMPROVE PUBLIC HEALTH

H1: Continue and enhance ongoing state agency coordination to improve public health outcomes through active transportation.

H2: Engage health policy practitioners in policy development, comprehensive transportation planning, and early project development.

H3: Link state competitive funding program criteria to community projects designed to strengthen health and active transportation.

H4: Address health disparities through active transportation policies, plans, and project selection.

H5: Improve data collection and sharing between transportation and public health agencies.

H6: Improve access to community health resources.
THEMES AT A GLANCE

CONNECT WALKING AND BICYCLING NETWORKS

C1: Support the development of regional and local plans that identify bicycle and pedestrian needs and priority projects with a focus on closing gaps and building complete, comfortable networks.

C2: Improve connectivity by addressing bicycling and pedestrian network gaps through the transportation project development process.

C3: Improve access to parks, trails, and other recreational amenities.
HOW EASY OR CHALLENGING IS IT TO WALK IN YOUR COMMUNITY?

- Challenging: 131
- Easy: 185
- Neither easy nor very challenging: 123
- Very easy: 98

WHICH OF THESE CHANGES WOULD MOST IMPROVE YOUR WALKING EXPERIENCE?

- Better enforcement: 158
- Better maintenance: 264
- Education for: 153
- Having more: 132
- More sidewalks: 191
- More time for: 242
- Reduce speed limits: 92
- Shorter crossing: 92
- Other: 35
HOW EASY OR CHALLENGING IS IT TO BICYCLE IN YOUR COMMUNITY?

<table>
<thead>
<tr>
<th>Difficulty</th>
<th>Number</th>
</tr>
</thead>
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<tr>
<td>Challenging</td>
<td>225</td>
</tr>
<tr>
<td>Easy</td>
<td>113</td>
</tr>
<tr>
<td>Neither easy nor challenging</td>
<td>125</td>
</tr>
<tr>
<td>Very challenging</td>
<td>85</td>
</tr>
<tr>
<td>Very easy</td>
<td>30</td>
</tr>
</tbody>
</table>

WHICH OF THE FOLLOWING WOULD MAKE YOU WANT TO BICYCLE MORE FREQUENTLY?

- A more connected bikeway: 271
- Better lighting: 115
- Better maintenance: 83
- Bike facilities at: 119
- Bike lanes: 312
- Bike traffic signals: 149
- Education for: 264
- Enforcement of: 178
- Off-road trails: 276
- Protected bike lanes: 327
- Shower facilities at: 26
Complete Streets Beyond the Big City: How a PA County Wrote a CS Policy
WHY? About Montgomery County…

- Southeast PA – Adjacent to Philadelphia
- 830,000 residents and 450,000 jobs
- Suburbs, boroughs, and rural areas
- Many road owners:
  - PennDOT
  - 62 municipalities
  - Montgomery Co.

*First Avenue, King of Prussia*
The county owns 75 miles of roads and more than 130 bridges
HOW?  Our Complete Streets Policy.

GUIDING ETHOS: Collaboration & Context Sensitive

Montgomery County, Pennsylvania
Complete Streets Policy
Funding for this policy was provided by the Pennsylvania Department of Health through the State Physical Activity and Nutrition Grant and Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention.

1.0 VISION
Complete Streets are defined by this policy as enabling safe access for all users. Montgomery County, Pennsylvania, will develop and maintain safe, accessible county-owned roads and facilities that support all users. The Complete Streets policy will guide decision-making during the planning and design of capital improvement projects for roads and other county-owned facilities, as well as the projects and initiatives of the county’s partners and other external stakeholders.

2.0 PRINCIPLES
2.1 Serve all users and modes
The Complete Streets policy will promote safe, accessible, and integrated transportation options that balance the needs of all users and modes, including but not limited to pedestrians, bicyclists, transit riders, motorists (including motorcyclists), freight carriers, emergency personnel, and agricultural vehicle operators.

2.2 Utilize context sensitive approaches
The Complete Streets policy will balance the safety of all users while considering a project’s physical setting as well as scenic, aesthetic, and historic concerns, and universal design principles.

2.3 Promote sound environmental design
The Complete Streets policy will promote best management practices of stormwater management, environmental design, and place making. It will incorporate environmental mitigation features where practicable when implementing Complete Street designs.

2.4 Apply to all phases of a project, particularly planning and design
Complete Streets designs shall be considered during the planning and design phases of county-led street, highway, and sidewalk projects to the greatest extent practicable. County representatives shall note important Complete Street design elements in cooperation with local and regional projects during discussions.

www.montcopa.org/CompleteStreetsPolicy
Both internal & external partners

County Roads & Bridges Dept.
County Health Dept.
Planning Commission & Trans. Authority Boards
PennDOT
SEPTA
Local TMAs
Disability Advocates
County infrastructure projects such as:
- Road improvements
- Bridge replacements
- Facility construction

**KEYS TO SUCCESS**
- Focus on decision-making process
- Collaborate early, decide early
- Flexibility

**HOW?** Using the Policy – For Projects.
**HOW? Using the Policy – For Other Efforts.**

**County permits...**

such as Highway Occupancy Permits issued by the Roads & Bridges Department for development on county-owned roads.

**Grants and programs...**

...run through county departments such as Commerce, Health, Housing, and Planning.
TWO EXAMPLES:

The county is adding sidewalks to a major road project – despite some homeowner objections

The Housing Department is adding Complete Streets principles to grant application criteria
WHAT NOW? Follow-Up & Accountability.

Project Review Meetings w/Roads & Bridges Dept.

Summary of Meeting Decisions

Coordination with Other Departments As Needed

www.montcopia.org/CompleteStreetsPolicy

Jackson Street, Pottstown
The Plan Behind the Plan

Developing the Eastern Monroe Active Transpiration Plan

Presented by the Monroe County Planning Commission
Project Budget & Scope

EM ATP Budget:

It can’t be all about the consultant!

Walk Works Funding $14,607

In Kind Services MCPC Staff $11,350

Total Project Value $25,957

“It is the intention of MCPC to handle all tasks affiliated with data collection, mapping, and the coordination of the project steering committee, in house.

A consultant will be hired to work in collaboration with MCPC staff and the project committee, to analyze data, facilitate public outreach, produce recommendations, identify implementation strategies, and draft written materials.”

–MCPC 2019 Walk Works Application
Project Preparation

October 2019
Award Announcement
Execution of Grant Agreement; MCPC
Project Partner Outreach; MCPC

November 2019
Draft RFP; MCPC
Internal Data Collection & Base Mapping; MCPC
Project Steering Committee Development; MCPC

December 2019
Open RFP; MCPC
Internal Data Collection and Base Mapping; MCPC
Project Steering Committee Development; MCPC

January 2020
Close RFP, Interview & Hire Consulting Firm; MCPC
Internal Project Kick-off Meeting; MCPC & McMahon
Project Steering Committee Scheduling & Project Overview; MCPC
Previous Plans & Studies

Monroe County Compressive Plan Update; 2014
Monroe County Open Space and Recreation Plan; 2001 & 2014 Update
I-80 Reconstruction Project
HSPS Multi-Municipal Comprehensive Plan; 2005
Stroud Region Trail Gap Analysis; 2019
Stroud Area Regional Open Space and Recreation Plan; 2002
The Eastern Monroe Regional Open Space and Recreation Plan; 2002
Comprehensive Plan Update - The Borough of Delaware Water Gap; 1986
The Borough of Delaware Water Gap Village Study; 2013
Borough of Delaware Water Gap Side Walk Inventory; 2019
The Eastburg 2025 Comprehensive Plan; 2018
Smithfield Township Comprehensive Plan Update; 2001
February 2020
Project Steering Committee Kick-off Meeting; MCPC & McMahon
Mapping for Initial Public Outreach; MCPC
Key Person Interviews; MCPC
1st Quarter Grant Report; MCPC

March 2020 – May 2020
Project Steering Committee Meeting 2; MCPC & McMahon
Key Person Interviews; MCPC
Field Verification/ Data Collection; MCPC  Transpiration Focus Group:
MCPC & McMahon 2nd Quarter Report; MCPC

June 2020 –August 2020
Project Steering Committee Meeting 3; MCPC & McMahon  Data Analysis; Consultant
Mapping Updates; MCPC
Public Meetings; MCPC & McMahon
Finalize & Distribute 1st Daft ; MCPC & McMahon
3rd Quarter Grant Report: MCPC
Public Outreach in the Covid-19 Era

March – May
Steering Committee Kick-off: Pre Shutdown
Stakeholder Interviews: Zoom
Mind Mixer Survey Outreach: Online
Steering Committee #2: Zoom

June – July
Public Meeting #1: In Person & Online
Transportation Focus Group: Zoom
Steering Committee Meeting #3: Zoom

August
Public Meeting# 2: In Person & Online

September – October
Final Public Review: In Person & Online
Eastern Monroe County
Active Transportation Plan
Public Workshop

Do you live or work in East Stroudsburg Boro, Stroudsburg Boro, Delaware Water Gap Boro, Smithfield Twp, or Stroud Twp? Join us for a conversation about improving opportunities for walking and biking in your community.

In person sessions will be offered on the following schedule at the Monroe County Admin Center, located at 1 Quaker Plaza in Stroudsburg. Space will be limited to ensure adequate social distancing and reservations are strongly encouraged.

Wednesday | June 17th, 2020
9 am | 10 am | 11 am

Thursday | June 18th, 2020
4 pm | 5 pm | 6 pm

Call 570-517-3154 to reserve a seat.

Workshop materials will also be available for online review June 17th –30th

VISIT MONROECOUNTYPENNSYLVANIA.GOV
Scroll to bottom of the home page for Press Release / 2020 Walk Work Program
Monroecountypa.gov
County Departments - Planning - Plans-
Eastern Monroe Active Transpiration Plan

Fallon Horan
Open Space Coordinator
Monroe County Planning
Fhoran@monroecountypa.gov
LANCASTER VISION ZERO ACTION PLAN

Walkworks
• November 19, 2020
Vision Zero is an approach to transportation safety that accepts no loss of life or serious injury on our transportation system.
## How is Vision Zero different?

<table>
<thead>
<tr>
<th>Traditional Approach</th>
<th>Vision Zero Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic deaths are inevitable</td>
<td>Traffic deaths are preventable</td>
</tr>
<tr>
<td>Prevent collisions</td>
<td>Prevent fatal and severe crashes</td>
</tr>
<tr>
<td>Perfect human behavior</td>
<td>Integrate human error into approach</td>
</tr>
<tr>
<td>Individual responsibility</td>
<td>Systems approach</td>
</tr>
</tbody>
</table>
Lancaster’s Vision + Goal Areas

Vision: Zero traffic-related deaths and serious injuries by 2030

Goal Areas:

- **Safety & Slow speeds** - Street designs that result in slower travel speeds, slower turning speeds, better visibility, and more logical operations will passively encourage people to be ‘good actors” on the street
- **Data-driven** - continue to improve, collect, and analyze crash and speed data while evaluating the safety impacts of future projects
- **Equity** – our street system is for all modes and should be made safe for everyone
- **Culture Change** – our dominant travel culture needs to be examined so drivers understand the role they play in safety of other road users
Engagement tools

- Wiki maps
- Citizen Lab – Engage Lancaster platform
- Social Media
- Video
- Steering Committee & Neighborhood Advisory Group
- Neighborhood Groups
Online map


Comment Types

- Unsafe driver behavior
- Crossing improvement
- Sidewalk improvement
- Bicycle facility improvement
- Lighting improvement
- I feel safe here
Use of Engage Lancaster Platform

- Up and running toward the end of the project
- Draft Plan
  - Prioritized actions through budgeting
  - Learning and provide feedback – focused information since most won’t read the plan
    - https://citizenlabco.typeform.com/to/MYhSnvQz
Implementation

- All safety projects will be branded with Vision Zero moving forward
- Engage Lancaster will continue to be used to engage and inform the public
Lessons Learned

- Online platforms can work but still need to drive people to those venues
- Work hard to reach all demographics and areas
- Be thoughtful about how you inform and the type of feedback you are requesting
- Build time into your process to allow for potential distractions
Thank You

Cindy McCormick
Deputy Director of Public Works
cmccormick@cityoflancasterpa.com
MAKE AN ASK OF YOUR MPO

LEANN C. CHANEY, AICP / TRANSPORTATION PLANNER, SPC
SOUTHWESTERN PENNSYLVANIA COMMISSION (SPC)

- Metropolitan Planning Organization (MPO)
- 10 counties
- 2.57 million people
- 7,112 square miles
- 548 municipal governments
- 3 PennDOT District Offices

spcregion.org
HOW TO ENGAGE YOUR MPO

- Be a voice for trails and active transportation in the “room”.
- Cultivate relationships with staff and your county planners.
- Familiarize yourself with your MPO’s long range plan.
- Ask for technical support.
ACTIVE TRANSPORTATION FORUM / BPAC

- Meet MPO staff, network with peers, share strategies and provide input on regional planning efforts!
THE REGIONAL VISION

- The Regional Vision is a world-class, safe and well maintained, integrated transportation system that provides mobility for all, enables resilient communities, and supports a globally competitive economy.
“Connecting major regional trail networks to one another and to local facilities, enabling safe, seamless travel by active transportation modes across the region, is a priority.”

Laurie Lafontaine, C + I Trail Council
Ned Williams, Montour Trail Council
COMPLETE STREETS

“Collaboration among local governments and other stakeholders to implement complete streets policies in communities across the region.”

- City of Pittsburgh, Ordinance (2016)
- Borough of Sharpsburg, Resolution (2017)
- Borough of Etna, Resolution (2018)
- Borough of Millvale, Resolution (2018)

In progress
- Scottsdale and Smithton (Westmoreland County)
  - Population: 4,179 and 444

Complete Street Policies
TECHNICAL SUPPORT

Project development

Collaboration + Coordination

Planning expertise

Regional data center

GIS mapping / community engagement tools

Active Transportation Resource Center
SUPPORTING LOCAL EFFORTS

Counting people who bike

Smithton-Scottdale Active Transportation Plan + Complete Streets Policy - Project Team

Walkability Action Institute, Team AC
BICYCLE FRIENDLY AMERICA

WALK FRIENDLY COMMUNITY

76 cities + towns

Bicycle Friendly Communities
BY RANK

As of Spring 2020, 482 communities are currently recognized as a Bronze, Silver, Gold, or Platinum Bicycle Friendly Community. See the full list of RFCs at bikeleague.org/community.

- Silver
  - Fort Collins, Colorado
  - Hartford, Connecticut
  - Saranac Lake, New York

- Bronze
  - Coeur d’Alene, Idaho
  - Indiana, Pennsylvania (Renewed Designation)
  - Kirkland, Washington
  - Louisville, Kentucky (Renewed Designation)
  - Mountain View, California
  - Rochester, Minnesota (Renewed Designation)
  - Shorewood, Wisconsin (Renewed Designation)

SPC is a Bicycle Friendly Business!

Staff Bike + Walk to Work Day, 2019
Using the MPO’s communities of concern analysis, which looks at income, English proficiency, educational attainment, race, and other factors, the City of Pittsburgh identified sites in their most vulnerable communities with high crashes. Then, they explored which of these sites had few instances where people reached out to the city to complain to select possible places to stage their demonstration.
GIS TEAM

Active Transportation Network
Mapped features include existing and planned land and water trails, on-road bicycle facilities and amenities like bike repair stations, bike parking and trail access/parking locations.

Regional Sidewalk Inventory
Access the shapefiles via the Pennsylvania Spatial Data Access site.

atrc-spc.org / evaluation + planning / maps + regional sidewalk inventory
BICYCLE LEVEL OF COMFORT MAPPING

Level of Comfort

4 – high

1 - low


Level of Traffic Stress Criteria for Road Segments, version 2.0, June, 2017

Mixed traffic criteria

<table>
<thead>
<tr>
<th>Number of lanes</th>
<th>Effective ADT*</th>
<th>Prevailing Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>&lt; 20 mph</td>
<td>25 mph</td>
</tr>
<tr>
<td>Unlaned 2-way street (no centerline)</td>
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</tr>
<tr>
<td>0-750</td>
<td>LTS 1</td>
<td>LTS 1</td>
</tr>
<tr>
<td>751-1500</td>
<td>LTS 1</td>
<td>LTS 1</td>
</tr>
<tr>
<td>1501-3000</td>
<td>LTS 2</td>
<td>LTS 2</td>
</tr>
<tr>
<td>3000+</td>
<td>LTS 2</td>
<td>LTS 3</td>
</tr>
<tr>
<td>1 thru lane per direction (1-way, 1-lane street or 2-way street with centerline)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-750</td>
<td>LTS 1</td>
<td>LTS 1</td>
</tr>
<tr>
<td>751-1500</td>
<td>LTS 2</td>
<td>LTS 2</td>
</tr>
<tr>
<td>1501-3000</td>
<td>LTS 2</td>
<td>LTS 3</td>
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<tr>
<td>3000+</td>
<td>LTS 3</td>
<td>LTS 3</td>
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<tr>
<td>2 thru lanes per direction</td>
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<td></td>
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<tr>
<td>0-8000</td>
<td>LTS 3</td>
<td>LTS 3</td>
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<tr>
<td>8001+</td>
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<tr>
<td>3+ thru lanes per direction</td>
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<tr>
<td>any ADT</td>
<td>LTS 3</td>
<td>LTS 3</td>
</tr>
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</table>

* Effective ADT = ADT for two-way roads; Effective ADT = 1.5*ADT for one-way roads
BICYCLE LEVEL OF COMFORT

Smithton-Scottdale Region

Level of Comfort

4 - high

1 - low

spcgis-spc.hub.arcgis.com
A guide to understanding bike symbols, signs and pavement markings in Southwestern Pennsylvania
CONTACT INFORMATION

Leann C. Chaney, AICP
Transportation Planner

lchaney@spcregion.org
Questions?
Thank you!