



Stepping Out

Three Walkability Webinars for the Philadelphia Region

TYPE QUESTIONS INTO THE Q&A BOX

The screenshot displays the Cisco WebEx Event Center interface. The main content area features a graphic with silhouettes of people walking and the text "Stepping Out" in orange, followed by "Three Walkability Webinars for the Philadelphia Region". The right-hand sidebar contains several panels: "Participants (2)" with a "Speaking" section, "Panelists: 2" listing Christina Artt and Linda McNeffer (Host), and "Attendees: 0 (0 displayed)". Below these is a "Chat" panel with a "Send to: All Participants" dropdown and a "Send" button. At the bottom of the sidebar is the "Q&A" panel, which is highlighted with a red rounded rectangle. This panel shows "All (0)" and a text input field with "Send" and "Send Private" buttons. A red arrow points from the right side of the red box to the text "Q&A Box".

Q&A Box

AICP CM CREDITS



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WHO ARE WE?



THE 9-COUNTY GREATER PHILADELPHIA REGION





Why Walking Matters



TODAY'S PRESENTERS

Devon DelVecchio is the program associate for Feet First Philly, a pedestrian advocacy group sponsored by the Clean Air Council based in Philadelphia.

A large part of Devon's work for Feet First Philly focuses on advocating to raise awareness of issues facing pedestrians in the City of Philadelphia, improve the pedestrian environment, protect the rights of pedestrians, and encourage walking as a mode of transportation AND exercise.

Devon is also currently a graduate student at the University of Pennsylvania, and is working towards her Master's in City and Regional Planning.

- **Devon DelVecchio**
- Derek Dureka
- Anne Leavitt-Gruberger



TODAY'S PRESENTERS

Derek is in his 12th year working for Upper Dublin Parks & Recreation. He started his current position, Department Director, in 2009.

He has held Certified Park and Recreation Professional (CPRP) status since 2011 and is a member of Pennsylvania Recreation & Park Society (PRPS) and National Recreation & Park Association (NRPA).

Derek graduated from Penn State with a degree in Recreation, Park and Tourism Management (RPTM) with minors in Business and English.

He has spoken at the PRPS Conference, the Northern New England Recreation & Parks Conference, other local trainings and is a regular guest speaker in various Penn State RPTM classes.

- Devon DelVecchio
- **Derek Dureka**
- Anne Leavitt-Gruberger



TODAY'S PRESENTERS

Anne Leavitt-Gruberger, AICP, is a co-author of Montgomery County's walkability plan "Walk Montco" and brings nearly 15 years of experience in farmland preservation, housing, data analysis, and downtown revitalization to this planning process.

She has spoken at the national and Pennsylvania American Planning Association conferences on a variety of topics and is continuing to promote walkability through Safe Routes to School work across the county.

Anne has a Master's in City and Regional Planning from the University of Pennsylvania, and a Bachelor's in Environmental Policy from the University of Michigan.

- Devon DelVecchio
- Derek Dureka
- **Anne Leavitt-Gruberger**



WHY WALKING MATTERS

- Walking, mobility, transport – these are things that are important and essential for every single one of us. It is something that most of us are pretty good at most of the time, but at the same time, something that we will all probably struggle with at some point in our lives.



WHY WALKING NEEDS TO MATTER

If you want to kill someone and not get punished, use a car

Updated: NOVEMBER 25, 2016 — 4:00 AM EST

Unshoveled sidewalks still a slippery threat two days after storm

Updated: MARCH 16, 2017 — 6:41 PM EDT

are big factors in home marketability

Updated: MAY 9, 2016 — 3:01 AM EDT

Pedestrian dies in Pennsauken crash

Updated: APRIL 2, 2016 — 10:00 AM EDT

Montco authorities: Help us find hit-run driver who killed Pottstown man

Updated: MARCH 4, 2017 — 6:57 PM EST

SS



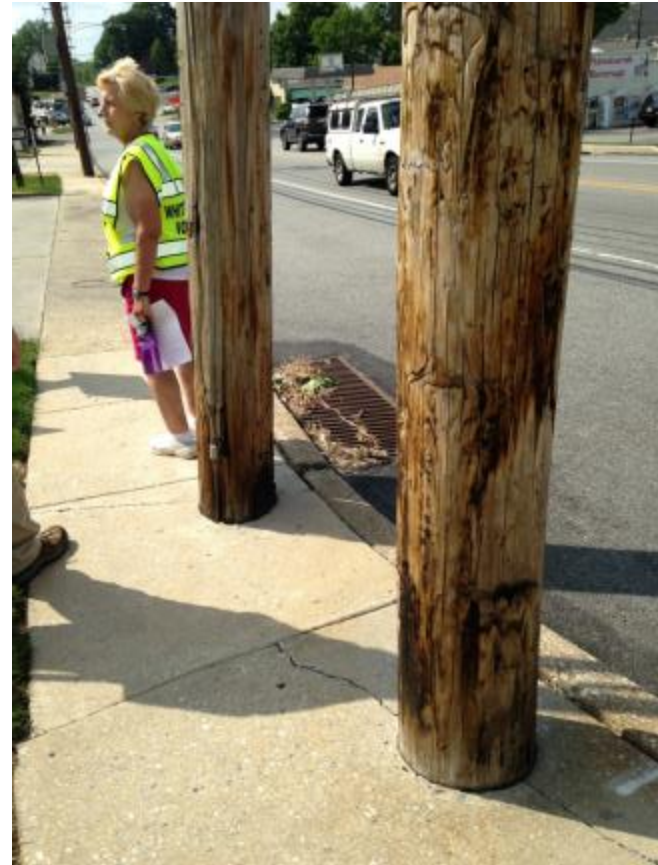


Assessing Walkability



WALK AUDITS

- Audits are a great way of seeing walkability weaknesses that one might not notice otherwise.
- Even just a handful of people can document needed improvements in sidewalk condition, crosswalks, road design, drivers' speeds, landscaping, pedestrian comfort level, etc.
- Participants can/should include anyone who is affected by the built environment – planners, public works employees, engineers, architects, public health officials, school district officials, parents, teachers, children, senior citizen advocates, people with disabilities



WALK AUDITS

- A walk audit should
 - start with some background information about what the participants would like to see,
 - then the walk itself,
 - followed by a short exercise on where and how change needs to happen
- Audits can serve as a starting point for future grant applications and implementation projects
- Good sources of information:
 - saferoutesinfo.org – Safe Routes to School
 - aarp.org – AARP Livable Communities Initiative



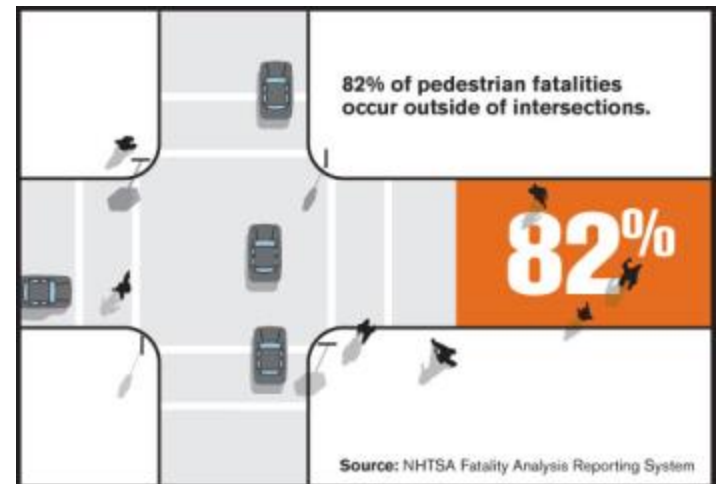
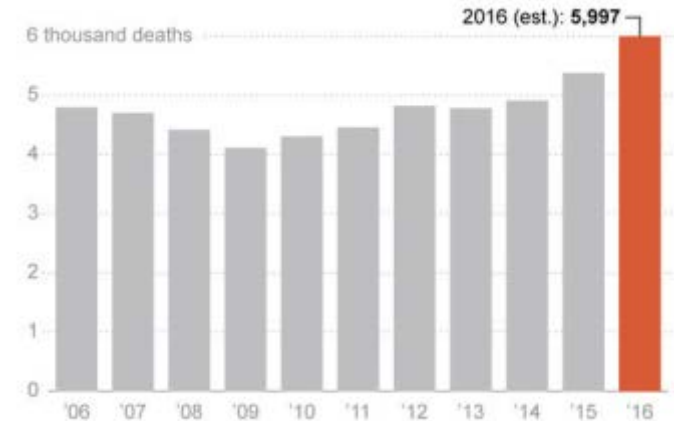
CRASH DATA

- According to new preliminary data from the Governors Highway Safety Association...
- Nationwide, pedestrian deaths are growing at a faster rate than driver fatalities (nearly 6,000 deaths in 2016)
- Rate jumped 25% from 2010 to 2015
- Why?
 - More cars on the road as more people are finding work again
 - Lower gas prices
 - More people walking for fitness
 - People under the influence of drugs/alcohol
 - **More electronic distractions**
- Pennsylvania's pedestrian crash fatality rate jumped 30.5% between the first half of 2015 and the first half of 2016

Spike in pedestrian deaths

Preliminary figures show U.S. pedestrian deaths rose sharply in 2016, continuing a recent trend that researchers believe is partly due to distraction caused by electronic devices.

U.S. pedestrian deaths by year:



CRASH DATA

- These datasets are a good way of showing areas that need pedestrian-related improvements.
- Good sources of information:
 - <https://www.dotcrashinfo.pa.gov/PCIT/welcome.html>
 - <http://www.nj.gov/transportation/refdata/accident/>



SIDEWALK INVENTORY

- This can be a great low-budget way to assess where sidewalk improvements are needed/could be prioritized
- Digital tools (aerial photography, Google Maps/Street View) and field checks can provide much of this information.
- Areas of needed improvements could include:
 - Widths of less than 5 feet with no room for passing
 - Steps as only means of travel
 - A horizontal opening or vertical deflection of more than 1/2 inch
 - Curb ramps that are not ADA-compliant
 - Cross signals that are not within easy reach
 - Objects that interfere with the sidewalk
- Good sources of information:
 - <http://www.newjersey.gov/transportation/refdata/countysidewalks/>
 - www.dot7.state.pa.us/VideoLog - PennDOT's video log



SIDEWALK INVENTORY

- WALKLV was done by the LVPC in 2016
- Used 2015 digital orthophotographic images with backup use of Google Street View, along with the GIS road centerline data for the entire region (62 municipalities)
- Coded whether sidewalks were on both sides of a street, one side, or neither
- Some field verification was needed
- More detailed information, such as sidewalk width, condition, type, and ADA compliance, was not a part of this project
- Available online at http://www.lvpc.org/pdf/2016/WalkLV_SidewalkInventory.pdf





The Importance of Walking & Walkability

*Presented By Feet First Philly
April 28, 2017*



Feet First Philly - Who Are We?



What We Advocate For

•**Mission:** To promote walking and to improve walkability.

•**Goals:**

1. To encourage people to walk more and be aware of the importance of walking
2. To gain a place at the table wherever issues are discussed that affect pedestrians
3. To influence government agencies and others to improve the walking environment through legislation, regulation, funding, etc.



Benefits of Walking



- Transportation

- Social

- Health

Challenges to Walking in Philly



- Pedestrian Safety
- Construction Disruption
- Poor Sidewalk Conditions



Pedestrians of Philadelphia

Putting a Face to the People these Challenges Impact

Sue & Reinhard



Liz & Barbra



Placeholder for One More



Improving Walkability

*How Can We Work to Make Philly a Better Place to be a Pedestrian
(Section in Progress)*

Get Walking - Placeholder



1. Start a walking group

2. Visit our website for various walking opportunities and more information: <https://feetfirstphilly.org/walks/walking-tours-groups-monthly-calendar/>

Get Working - Placeholder



1. If you are interested in getting more involved or being put on our mailing list to receive updates, you can sign up on our website or e-mail us at feetfirstphilly@cleanair.org

Upper Dublin Township – Critical Connections Program



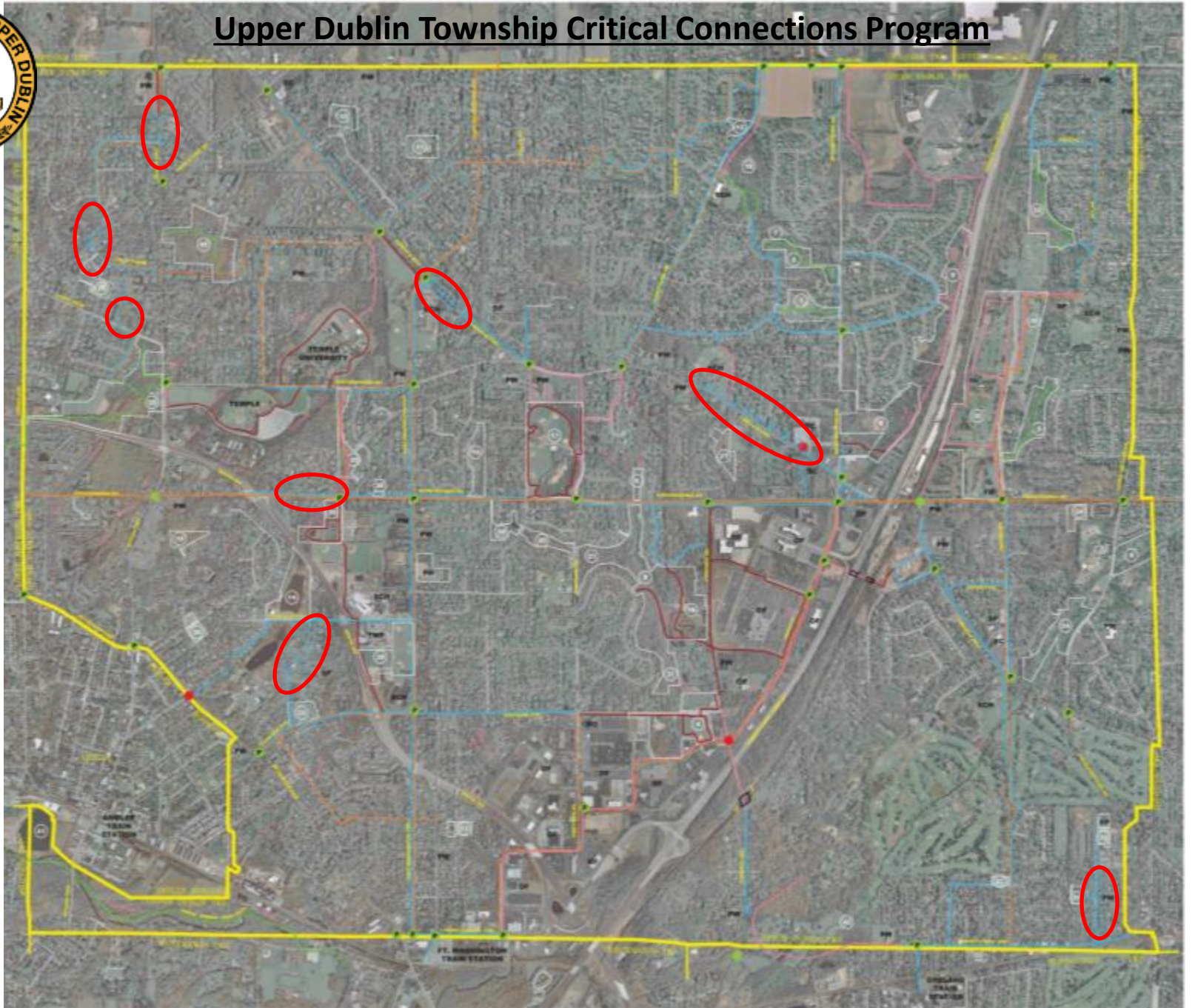


Upper Dublin Township Critical Connections Program

- *Upper Dublin Trail, Sidewalk & Pathway Plan* updated in 2016 (originally created in 2005).
- *8 Critical Connections* identified in Plan.
- ***Critical Connection*** – Missing sections of trail, sidewalk and/or pathway that, if completed, would connect neighborhoods, parks, centers of commerce, places of worship, schools and trails.

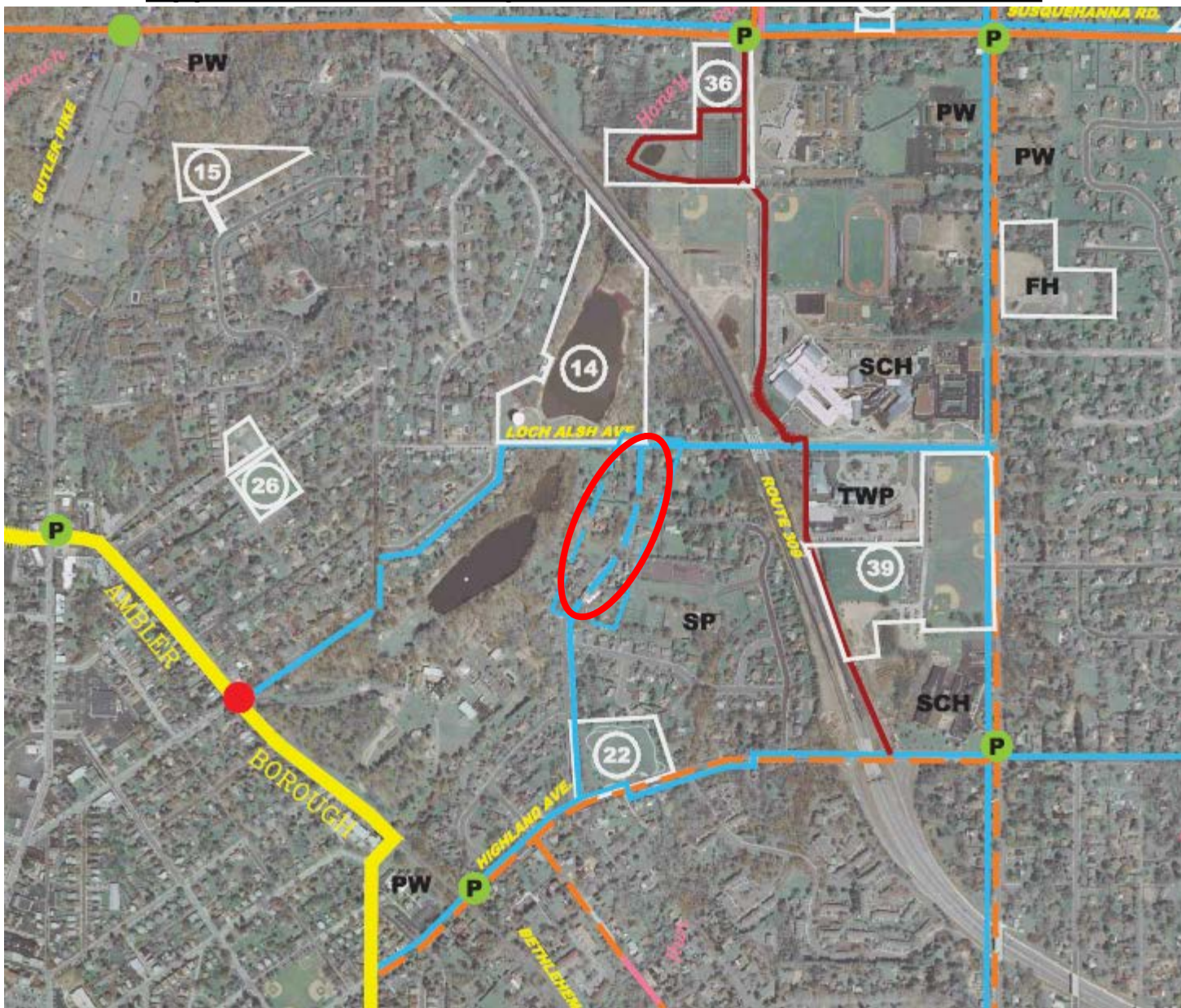


Upper Dublin Township Critical Connections Program





Upper Dublin Township Critical Connection – Farm Lane





Upper Dublin Township Critical Connections Program

- 5,415' of curb to complete identified Critical Connections
- 7,464' of sidewalk to complete identified Critical Connections
- Approximately 58 parcels would require sidewalk, curb and/or pedestrian ramps to complete all identified Critical Connections.



Upper Dublin Township Critical Connections Program

Next Steps . . .

- Develop list of deferred sidewalks on residential and commercial properties.
- Develop preliminary design and budget estimates for each Critical Connection.
- Prioritize Connections



Upper Dublin Township Critical Connections Program

- Prioritizing Connections based on:
 - Safety
 - # of Connected Parcels
 - Cost – Will pursue specific grants based on the type of roadway (state, county or local)
 - Ease of Installation
 - Ease of Reaching Agreements with Property Owners
 - Importance of Connection



Upper Dublin Township Critical Connections Program

Next Steps . . .

- Present Findings to the Commissioners
 - Commissioners will direct the next steps of the process.
- Possibly Identify Additional Critical Connections



Upper Dublin Township Critical Connections Program

- Challenges:
 - Satisfying Property Owners
 - Cost
 - Overall Amount
 - Who Will Actually be Paying and for What?
 - Sources for Funding
 - Stormwater Management
 - Setting a Precedent
 - Commissioners have never mandated new sidewalks on residential properties.



Walk Montco



WALKING IN THE SUBURBS?

- Many parts of Montgomery County are walkable – or could be more walkable, with some small tweaks to infrastructure (or perceptions).
- Walking is a crucial part of almost everybody's lives; everyone needs a way to get around safely and securely.
- Walking is a great way to stay healthy and promotes social interaction.

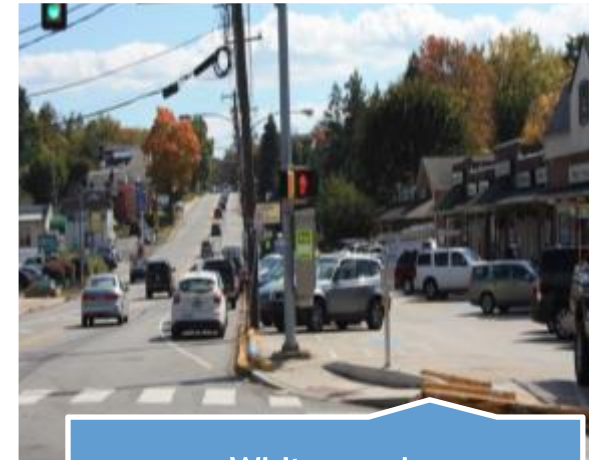


WALK MONTCO - OUR METHODOLOGY

- Open call for applications
- Scope of focus areas
 - A public event with a presentation on what makes walkability important
 - an audit of a small area
 - brainstorming sessions
 - a final report
- Preliminary meeting with each municipality and a local task force
- Second meeting was audit
- Participation and feedback from both SEPTA and PennDOT



Cheltenham
A Safe Route to School



Whitemarsh
Suburban Commercial Corridor



Abington
Transit Oriented Development



Hatfield Borough
A Traditional Downtown
Development

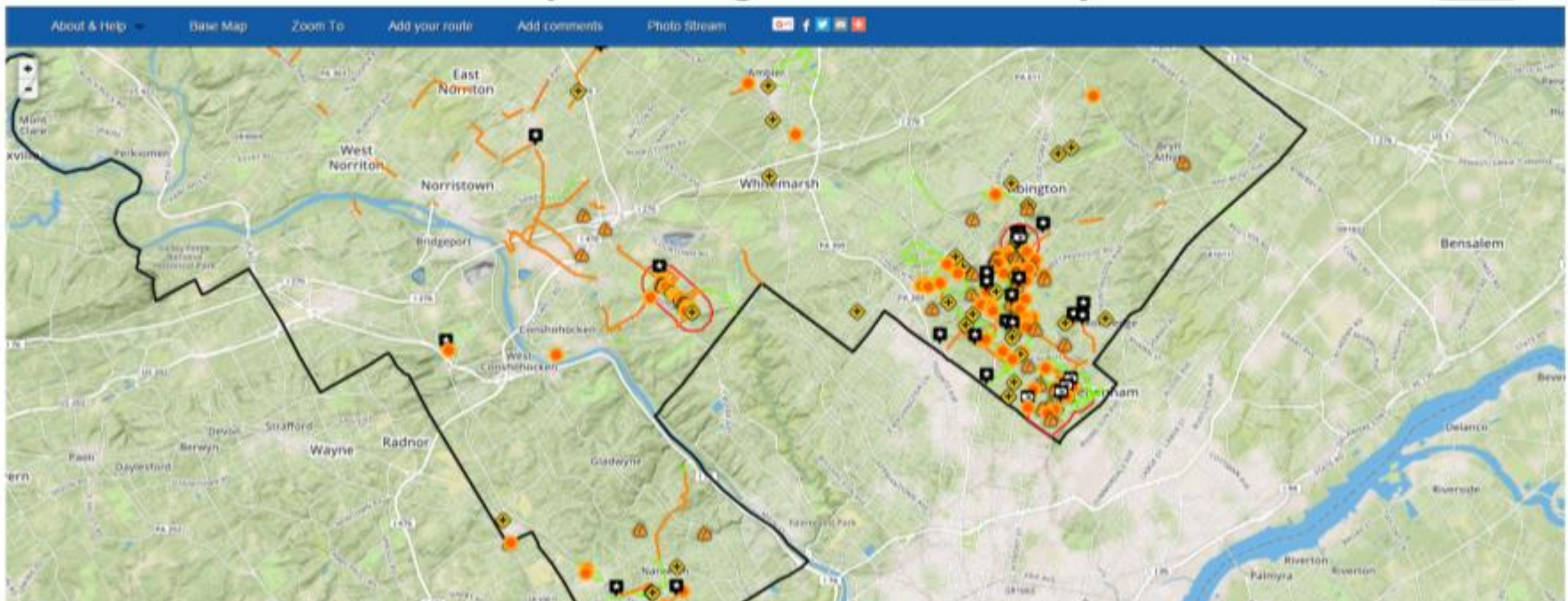
OUR ONLINE METHODOLOGY



- 1 Draw your route or desired route. Briefly describe problem.
- 2 Add points to show problem spots.
- 3 Illustrate with a photo (if you want to).
- 4 Share this with friends, and come back to add more info.

Share your thoughts on walkability.

Done



NOBLE STATION – TRANSIT ORIENTED DEVELOPMENT

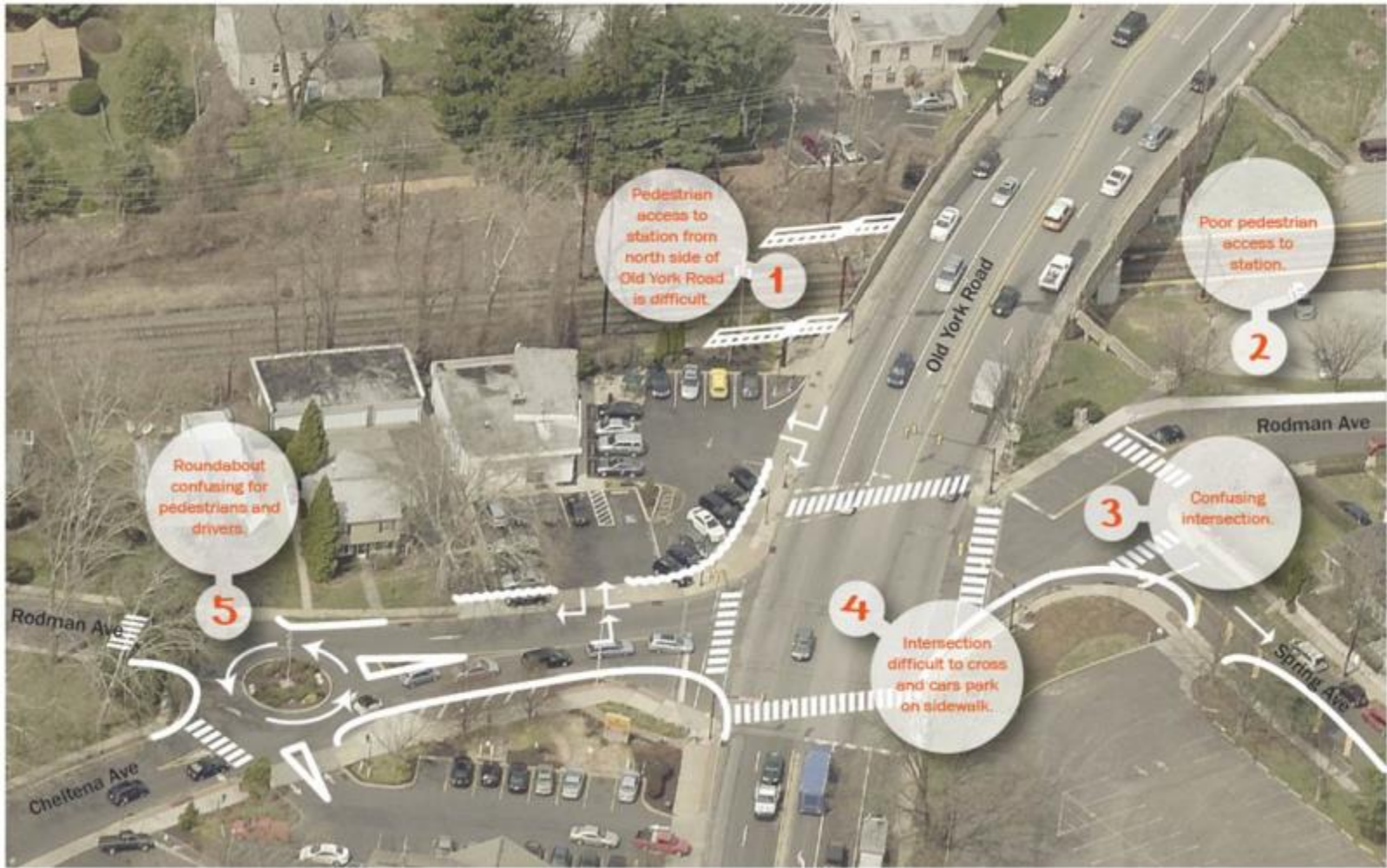
- Active shopping uses along the 611 corridor. A new dorm for Penn State Abington students is being built just outside of the study area.
- Several planning studies have been done in this area.
- A new garage is proposed for the train station.
- TOD zoning has been adopted for the surrounding area.



STUDY AREA



SOME OF OUR RECOMMENDATIONS...



CHELTENHAM ELEMENTARY – SAFE ROUTES TO SCHOOL

- School is recently reconstructed but sits at a complex five-way intersection.
- Circulation issues have forced the school to re-evaluate the way students are dropped off and picked up.
- New construction across the street could dramatically increase student enrollment.
- Of the 400 students at the school, only a handful of students walk regularly.



STUDY AREA



SOME OF OUR RECOMMENDATIONS...



POLICY RECOMMENDATIONS



- All new development and redevelopment within the Designated Growth Areas should have sidewalks.
- In most cases, sidewalks should go on both sides of the street. In rural residential areas, sidewalks along one side of the street are sufficient.
- In central business districts, sidewalks should be 8 feet wide with a landscaped strip, free of street furniture and opening doors. In most other areas, sidewalks should be 5 feet wide with a landscaped strip.
- Building design should be attractive to pedestrians
 - Accentuated entrances
 - Varied setbacks
 - Breaks in the building façade
 - Sufficient (12 foot) setbacks
- Sidewalks should connect to building entrances.
- Driveways should have clearly marked crosswalks.

LESSONS LEARNED

- Money
- Needs community support





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