Montgomery County’s Complete Streets Policy: An Informational Overview

June 26th 2019 – Updated November 2019
Funding and Guidance

WalkWorks

Pennsylvania Department of Health™
Webinar Support and Technical Assistance
In today’s webinar:

1. Where is Montgomery County Pennsylvania?
2. What is a Complete Street?
3. Why is Montgomery County interested in Complete Streets?
4. What steps were taken to draft Montgomery County’s policy?
A little about Montgomery County

- Located in southeast Pennsylvania
A little about Montgomery County

- Located in southeast Pennsylvania, just NW of the City of Philadelphia
- Population of just over 825,000
A little about Montgomery County

- Located in southeast Pennsylvania, just NW of the City of Philadelphia
- Population of just over 825,000
- Landscapes range from urban to rural
A little about Montgomery County

- Located in southeast Pennsylvania, just NW of the City of Philadelphia
- Population of just over 825,000
- Landscapes range from urban to rural
A little about Montgomery County

- Located in southeast Pennsylvania
- Population of just over 825,000
- Landscapes range from urban to rural
- MCPC is an advisory agency to 62 municipalities
- Municipalities have their own power to zone and make land use decisions
What is a Complete Street?

- Complete Streets “are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.” – Smart Growth America

- “Complete Streets is a process by which streets are planned, designed, and built for everyone.” – National Complete Streets Coalition

- Help mitigate environmental impacts

*South Park Street, Montclair, NJ © NJ Bike Ped Resource Center. Used with permission*
What is a Complete Street?

- Complete Streets “are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.” – Smart Growth America
- “Complete Streets is a process by which streets are planned, designed, and built for everyone.” – National Complete Streets Coalition
- Help mitigate environmental impacts

[Image of South Park Street, Montclair, NJ]
What is a Complete Street?

- Complete Streets “are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.” – Smart Growth America

- “Complete Streets is a process by which streets are planned, designed, and built for everyone.” – National Complete Streets Coalition

- Help mitigate environmental impacts
What is a Complete Street?

- Complete Streets “are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.” – Smart Growth America

- “Complete Streets is a process by which streets are planned, designed, and built for everyone.” – National Complete Streets Coalition

- Help mitigate environmental impacts

_South Park Street, Montclair, NJ_ © NJ Bike Ped Resource Center. Used with permission
What is a Complete Street?

Complete Streets may include:

Allerton Avenue, Bronx, NY - 2009
Image courtesy NYCDoT via Creative Commons
What is a Complete Street?

Complete Streets may include:

- Barrier protected center islands

Allerton Avenue, Bronx, NY - 2009
Image courtesy NYCDoT via Creative Commons
What is a Complete Street?

Complete Streets may include:

- Barrier protected center islands
- Well-marked transit stops

Allerton Avenue, Bronx, NY - 2009
Image courtesy NYCDoT via Creative Commons
What is a Complete Street?

Complete Streets may include:
• Barrier protected center islands
• Well-marked transit stops
• High visibility bike lanes
What is a Complete Street?

Complete Streets may include:

- Barrier protected center islands
- Well-marked transit stops
- High visibility bike lanes
- Street trees

Allerton Avenue, Bronx, NY - 2009
Image courtesy NYCDoT via Creative Commons
What is a Complete Street?

Complete Streets may include:

- Barrier protected center islands
- Well-marked transit stops
- High visibility bike lanes
- Street trees
- Plenty of room for motorized users and parking

Allerton Avenue, Bronx, NY - 2009
Image courtesy NYCDoT via Creative Commons
What is a Complete Street?

1st Avenue, King of Prussia, PA
MCPC
What is a Complete Street?

- Sidewalks

1st Avenue, King of Prussia, PA
MCPC
What is a Complete Street?

- Sidewalks
- Well marked bike lanes

1st Avenue, King of Prussia, PA
MCPC
What is a Complete Street?

- Sidewalks
- Well marked bike lanes
- Transit shelters

1st Avenue, King of Prussia, PA
MCPC
What is a Complete Street?

- Sidewalks
- Well marked bike lanes
- Transit shelters
- A mid-block crosswalk with both a center island and highly visible signage

1st Avenue, King of Prussia, PA
MCPC
What is a Complete Street?

- Sidewalks
- Well marked bike lanes
- Transit shelters
- A mid-block crosswalk with both a center island and highly visible signage

1st Avenue, King of Prussia, PA
MCPC
Our Interest in Complete Streets

Montgomery County Facilities

County Facilities

1. Correctional Facility
2. County Prison Norristown (Rented)
3. Court House
4. Fire Academy
5. Hill Road Maintenance Yard
6. MCCC Blue Bell Campus
7. MCCC Fishtown Campus
8. Norristown Public Library
9. One Montgomery Plaza
10. Willow Grove Annex
11. Youth Center

Montgomery County Planning Commission
Montgomery County Courthouse - Planning Commission
100 East Airline Highway, Norristown, PA 19401
www.montgomeryplanning.org

MCPC
Our Interest in Complete Streets
Our Interest in Complete Streets
Our Interest in Complete Streets

• Improve transportation quality and expand options for county residents and workers
• Support strong downtowns and community destinations

• Support a modern, resilient, green, and energy-efficient infrastructure network
• Provide more opportunities for residents to exercise and have healthy lifestyles
• Enhance community character and protect neighborhoods

• Improve transportation access to businesses
• Flexibly adapt to changing market conditions and demographics
Our Interest in Complete Streets

- Improve transportation quality and expand options for county residents and workers
- Support strong downtowns and community destinations
- Support a modern, resilient, green, and energy-efficient infrastructure network
- Provide more opportunities for residents to exercise and have healthy lifestyles
- Enhance community character and protect neighborhoods
- Improve transportation access to businesses
- Flexibly adapt to changing market conditions and demographics
Our Interest in Complete Streets

- Improve transportation quality and expand options for county residents and workers
- Support strong downtowns and community destinations
- Support a modern, resilient, green, and energy-efficient infrastructure network
- Provide more opportunities for residents to exercise and have healthy lifestyles
- Enhance community character and protect neighborhoods
- Improve transportation access to businesses
- Flexibly adapt to changing market conditions and demographics
Our Interest in Complete Streets

Bike Montco
## Our Interest in Complete Streets

### Objective #1: Expand the Bicycle Network to Connect Important Destinations, Trails, Urban Centers, and Transportation Hubs

<table>
<thead>
<tr>
<th>Task</th>
<th>Action Item</th>
<th>Lead County Department</th>
<th>Timeframe</th>
<th>Performance Metrics</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Adopt a complete streets policy for county-owned roads.</td>
<td>Planning Commission Roads and Bridges</td>
<td>Medium</td>
<td>Adoption of policy by the County Commissioners</td>
</tr>
<tr>
<td>B</td>
<td>Expand the county trail system and on-street bicycle facilities on county roads.</td>
<td>Planning Commission Roads and Bridges</td>
<td>Long</td>
<td>Number of miles of county-owned on-road bicycle infrastructure &amp; trails</td>
</tr>
<tr>
<td>C</td>
<td>Complete the Circuit Trails and other regional bicycling routes.</td>
<td>Planning Commission</td>
<td>Long</td>
<td>Number of miles of Circuit Trails</td>
</tr>
<tr>
<td>D</td>
<td>Support community partnerships to create municipal trails and on-street bicycling facilities on locally owned roads.</td>
<td>Planning Commission</td>
<td>Recurring</td>
<td>Number of miles of municipally owned on-road bicycle infrastructure &amp; trails</td>
</tr>
<tr>
<td>E</td>
<td>Incorporate on-road bicycling facilities into PennDOT's surface treatment program and through projects on the regional Transportation Improvement Program.</td>
<td>Planning Commission</td>
<td>Recurring</td>
<td>Number of miles of state-owned on-road bicycle infrastructure</td>
</tr>
</tbody>
</table>

### Objective #2: Support Bicycling as a Legitimate Travel Mode

<table>
<thead>
<tr>
<th>Task</th>
<th>Action Item</th>
<th>Lead County Department</th>
<th>Timeframe</th>
<th>Performance Metrics</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Create a printed and electronic countywide map that highlights potential commuter routes, public transportation connections, and destinations via available trails and on-street networks.</td>
<td>Planning Commission</td>
<td>Short</td>
<td>Creation of document</td>
</tr>
<tr>
<td>B</td>
<td>Create a county publication of municipal tools on recommended bicycle policies, project finding, and network implementation.</td>
<td>Planning Commission</td>
<td>Short</td>
<td>Creation of document</td>
</tr>
<tr>
<td>C</td>
<td>Establish a policy for electric bikes on county trails.</td>
<td>Parks &amp; Heritage Services</td>
<td>Short</td>
<td>Creation of county policy</td>
</tr>
<tr>
<td>D</td>
<td>Support the expansion of bike share programs and companies within Montgomery County.</td>
<td>Planning Commission</td>
<td>Medium</td>
<td>Number of available bike share stations and/or bicycles</td>
</tr>
</tbody>
</table>

### Objective #3: Integrate the Bicycle Network with Transit and Other Transportation Systems

<table>
<thead>
<tr>
<th>Task</th>
<th>Action Item</th>
<th>Lead County Department</th>
<th>Timeframe</th>
<th>Performance Metrics</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Promote bicycling routes using wayfinding signage and social media mapping.</td>
<td>Planning Commission</td>
<td>Short</td>
<td>Number of signs erected</td>
</tr>
<tr>
<td>B</td>
<td>Coordinate with SEPTA and PaRT to accommodate bicycles on transit vehicles and bike facilities at stations.</td>
<td>Planning Commission</td>
<td>Medium</td>
<td>Number of buses and trains with dedicated bicycle storage, increase in number of bicycle parking spaces, other infrastructure</td>
</tr>
</tbody>
</table>
Our Interest in Complete Streets

CONNECTED COMMUNITIES

Goal #1: Connect communities with a robust network that...

OBJECTIVE #1: EXPAND THE BICYCLE NETWORK TO CONNECT:

<table>
<thead>
<tr>
<th>Task</th>
<th>Action Item</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td><em>Adopt a Complete Streets policy for county-owned roads.</em></td>
</tr>
<tr>
<td><strong>B</strong></td>
<td><em>Expand the county trail system and on-street bicycle facilities on...</em></td>
</tr>
</tbody>
</table>
Our Interest in Complete Streets
Research and Policy Guidance

Spring Mill Station with new, nearby residences is easily accessible by foot, bike, and automobile. - MCPC
Steering Committee

Various county representatives:
- Planning Commission Board
- Planning Commission Staff
- Department of Public Safety
- Transportation Authority Board
- Roads & Bridges Department
- Health and Human Services Department
- Commerce Department
- Commissioners’ Office

Others:
- PennDOT District 6-0
- Southeastern Pennsylvania Transportation Authority (SEPTA)
- Partnership TMA
- Greater Valley Forge TMA
- Bicycle Coalition of Greater Philadelphia
- A trusted ADA expert
- Delaware Valley Regional Planning Commission (DVRPC)
- AARP
Streets are a vital part of livable, attractive communities. Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. But too many of our streets are designed only for speeding cars or creeping traffic jams.
Our Policy Framework

- Must be a policy and not a design manual

- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities
- Public Right-of-Way Accessibility Guidelines (PROWAG)
- NACTO Urban Bikeway Design Guide
- NACTO Urban Street Design Guide
- APA Complete Streets: Best Policy and Implementation Practices
- ITE Traffic Calming Measures and Walkable Urban Thoroughfares
- NJDOT & PennDOT Smart Transportation Guidebook
- SEPTA Bus Stop Design Guidelines
- SEPTA Cycle-Transit Plan
Our Policy Framework

- Must be a policy and not a design manual
- Needs to be relevant to county roads and bridges in a wide variety of settings

- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities
- Public Right-of-Way Accessibility Guidelines (PROWAG)
- NACTO Urban Bikeway Design Guide
- NACTO Urban Street Design Guide
- APA Complete Streets: Best Policy and Implementation Practices
- ITE Traffic Calming Measures and Walkable Urban Thoroughfares
- NJDOT & PennDOT Smart Transportation Guidebook
- SEPTA Bus Stop Design Guidelines
- SEPTA Cycle-Transit Plan
Our Policy Framework

- Must be a policy and not a design manual
- Needs to be relevant to county roads and bridges in a wide variety of settings
  - Urban
Our Policy Framework

- Must be a policy and not a design manual
- Needs to be relevant to county roads and bridges in a wide variety of settings
  - Urban
  - Rural
Our Policy Framework

- Must be a **policy** and not a design manual
- Needs to be relevant to county roads and bridges in a wide variety of settings
  - Urban
  - Rural
- Includes all modes and abilities as much as possible
Our Policy Framework

- Must be a **policy** and not a design manual
- Needs to be relevant to county roads and bridges in a wide variety of settings
  - Urban
  - Rural
- Includes all modes and abilities as much as possible
- Based around the county’s limited transportation assets
Our Policy Framework

- **Must be a policy and not a design manual**
- **Needs to be relevant to county roads and bridges in a wide variety of settings**
  - Urban
  - Rural
- **Includes all modes and abilities as much as possible**
- **Based around the county’s limited transportation assets**
- **Must provide guidance how to handle “internal” county-led projects and “external” projects led by our partners**
Vision Statement

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.

- Updated enacted Vision Statement. This is slightly altered from that presented on June 26th 2019.
Principles

- Serve all users and modes
- Utilize context sensitive approaches
- Promote sound environmental design
- Apply to all phases of a project, particularly during planning and design
- Be consistent with comprehensive planning
- Promote collaboration among county departments and with outside partners
- Achieve public policy goals

- Updated enacted Principles which are slightly altered from that presented on June 26th 2019.

Newly reconstructed PA 73 bridge over Perkiomen Creek in Schwenksville. - MCPC
Implementation
Implementation
Implementation
Performance Measures
Performance Measures
Performance Measures
Performance Measures
Performance Measures
Performance Measures
Performance Measures
Exceptions
Exceptions
Exceptions
Exceptions

Proposed Bicycle Network
Ownership
- Montgomery County
- Municipal
- PennDOT
- Private
- County_Bridges

Priority Bike Route
- Priority Bike Route
What’s in the Policy? - Exceptions

Procedure for Approving Exceptions

County Engineer
What’s in the Policy? - Exceptions

Procedure for Approving Exceptions

Director of Assets and Infrastructure

Roads & Bridges Chief

OR

County Engineer
What's in the Policy? - Exceptions

Procedure for Approving Exceptions

- County Engineer
- Director of Assets and Infrastructure
- Roads & Bridges Chief
- Planning Commission Director
- OR
- OR
- Transportation Section Chief

AND
What’s in the Policy? - Exceptions

Procedure for Approving Exceptions

- County Engineer
- Director of Assets and Infrastructure
- Roads & Bridges Chief
- Planning Commission Director
- Transportation Section Chief

AND

OR

OR

AGREE
What's in the Policy? - Exceptions

**Procedure for Approving Exceptions**

- County Engineer
- Director of Assets and Infrastructure
- Planning Commission Director
- Roads & Bridges Chief
- Transportation Section Chief

**AGREE**
Website & Public Comments

- This Complete Streets policy has a home on the web: http://www.montcopia.org/CompleteStreetsPolicy
- It contains an online form to gather public comment
- Comment period ends Friday, July 19th
- A link to a video of this webinar will be posted there ASAP

- Any other questions feel free to contact me at: abesold@montcopia.org