

June 08, 2017



Smart Growth and Complete Streets

Emiko Atherton, National Complete Streets Coalition Smart Growth America
& Jana Lynott, AARP

<http://ntl.bts.gov/networking/roundtable.html>

Audio call-in number: 877-336-1274; Access code: 5759713

Complete Streets 101

June 7, 2017

Librarians Roundtable

Presenter



Emiko Atherton

Director

National Complete Streets Coalition,
Smart Growth America

Smart Growth America

**Improving lives by
improving
communities**

Smart growth is a way to build cities, towns, and neighborhoods that are economically prosperous, socially equitable, and environmentally sustainable.



Smart Growth America
Improving lives by improving communities



**National Complete
Streets Coalition**

National Complete Streets Coalition

The National Complete Streets Coalition, which launched this movement in 2004, promotes the development and implementation of Complete Streets policies and professional practices.



Smart Growth America
Improving lives by improving communities



National Complete
Streets Coalition

Steering Committee

- AARP
- AECOM
- American Heart Association
- American Planning Association
- American Public Health Association
- American Public Transit Association
- American Society of Landscape Architects
- Association of Pedestrian and Bicycle Professionals
- America Walks
- Institute of Transportation Engineers
- National Association of City Transportation Officials
- National Association of Realtors
- Nelson\Nygaard
- Smart Growth America
- SRAM
- Stantec
- SvR Design Company
- VHB
- Washington State DOT

What are Complete Streets?



(7)

Old paradigm: “passive” design

- “Forgives” behavior through design, assumes worst case
- Designed for high speeds and high volumes
- Encourages high-risk behaviors from all users:
 - Driving too fast; crossing mid-block; bicycling on sidewalks
- Limits land use and building types, street life



New paradigm: “proactive” design

- Changes behavior through design
- Guides users through physical and environmental cues
- Slows vehicle speeds
- Encourages walking, bicycling, transit use
- Key to successful Complete Streets implementation



Changing philosophy

Previous:

- Focus on motorists
- Little or no distinction by land use

New:

- Focus on **people**
- All travelers treated with respect
- Defines land use
- Context-sensitive
- Set expectations

USD

Why are they needed?

<https://smartgrowthamerica.org/dangerous-by-design/>



Dangerous
by Design 2016



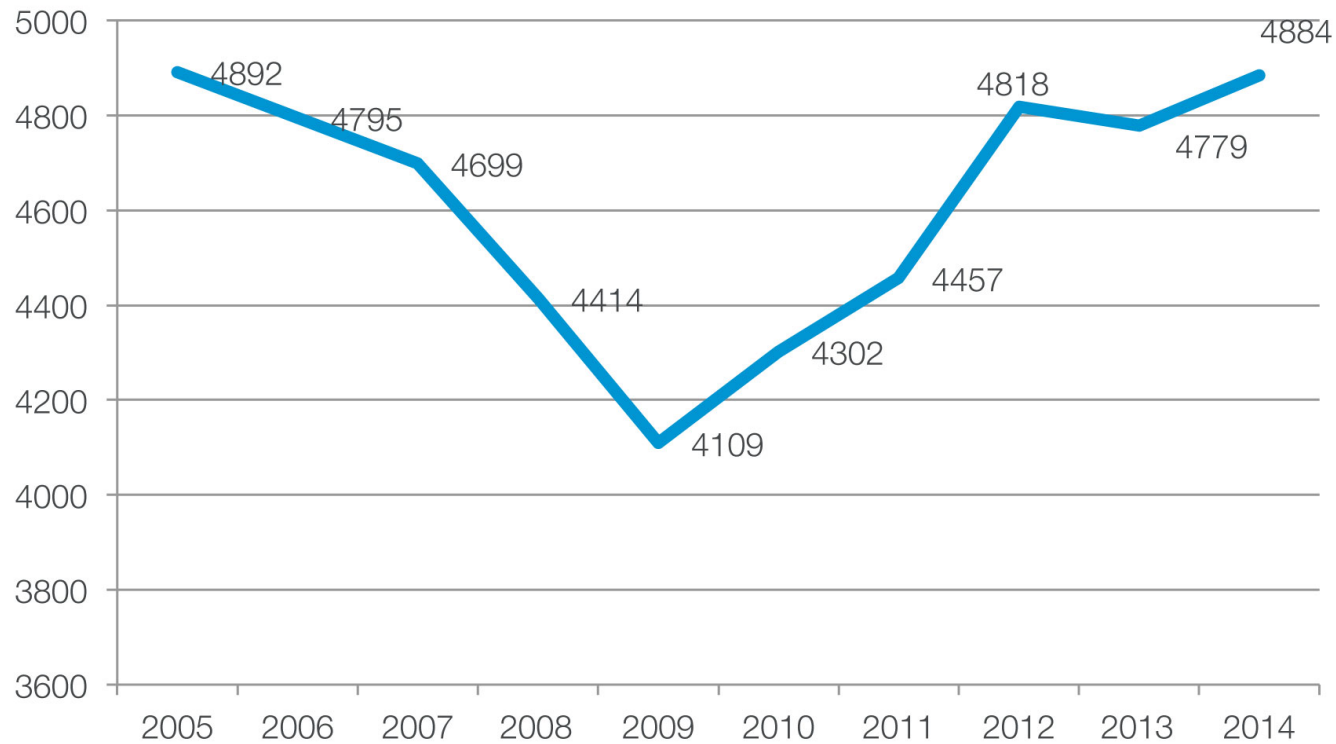
Smart Growth America
Improving lives by improving communities



**National Complete
Streets Coalition**

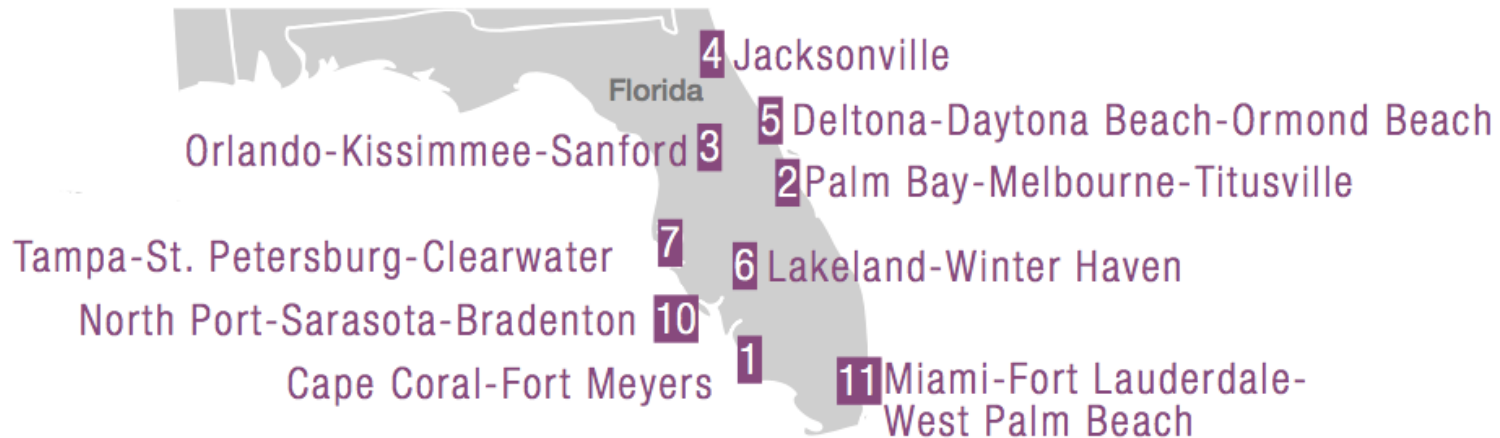
National Trends

Pedestrian deaths nationally by year, 2005-2014



Metropolitan Statistical Areas

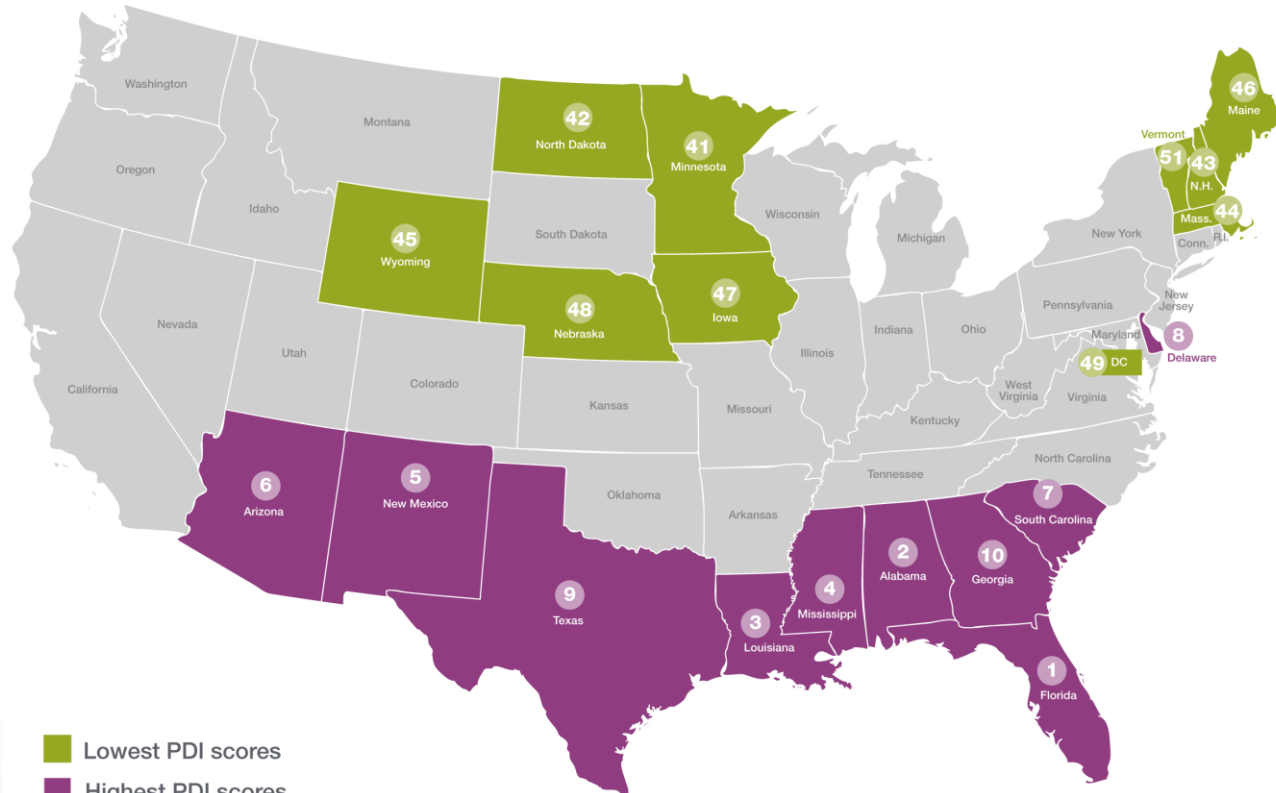
Pedestrian Danger Index (PDI) in Florida Metro Regions, 2016



States



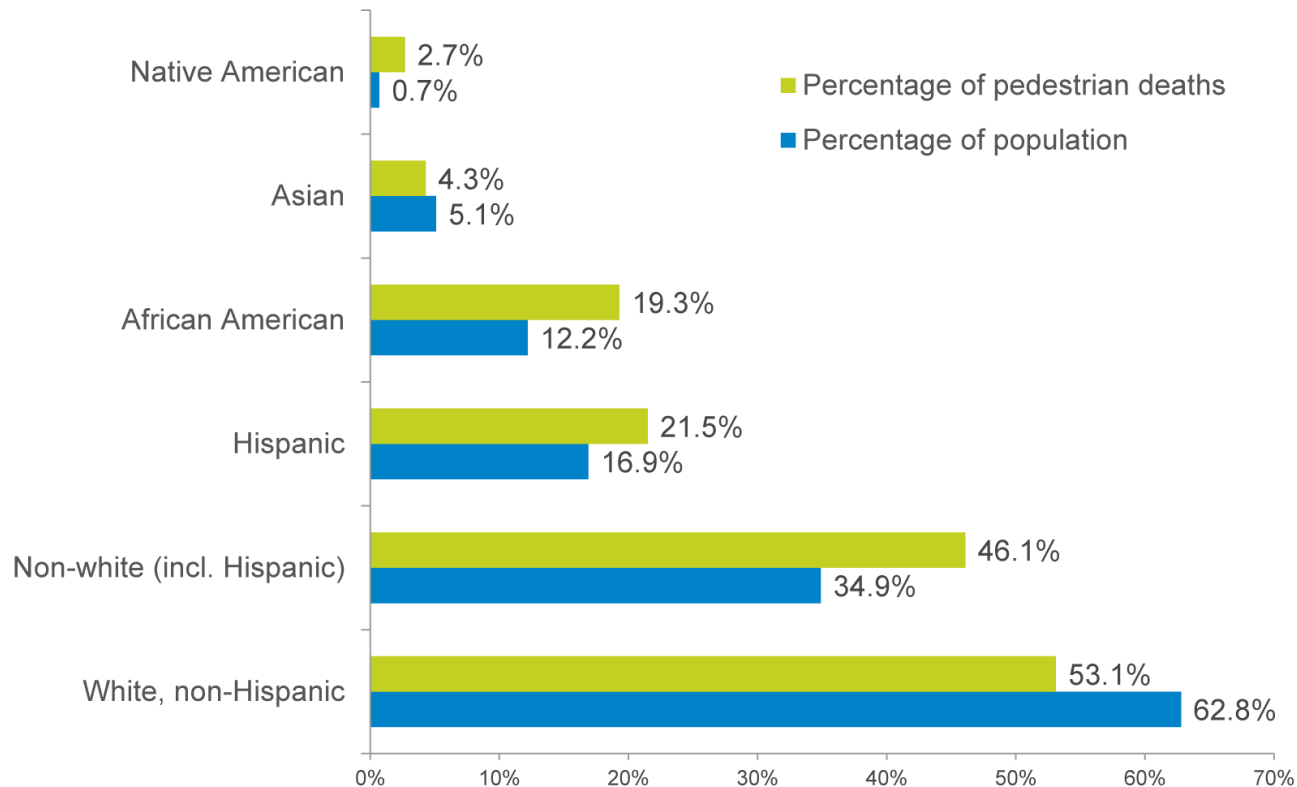
Pedestrian Danger Index (PDI) by State, 2016



■ Lowest PDI scores
■ Highest PDI scores

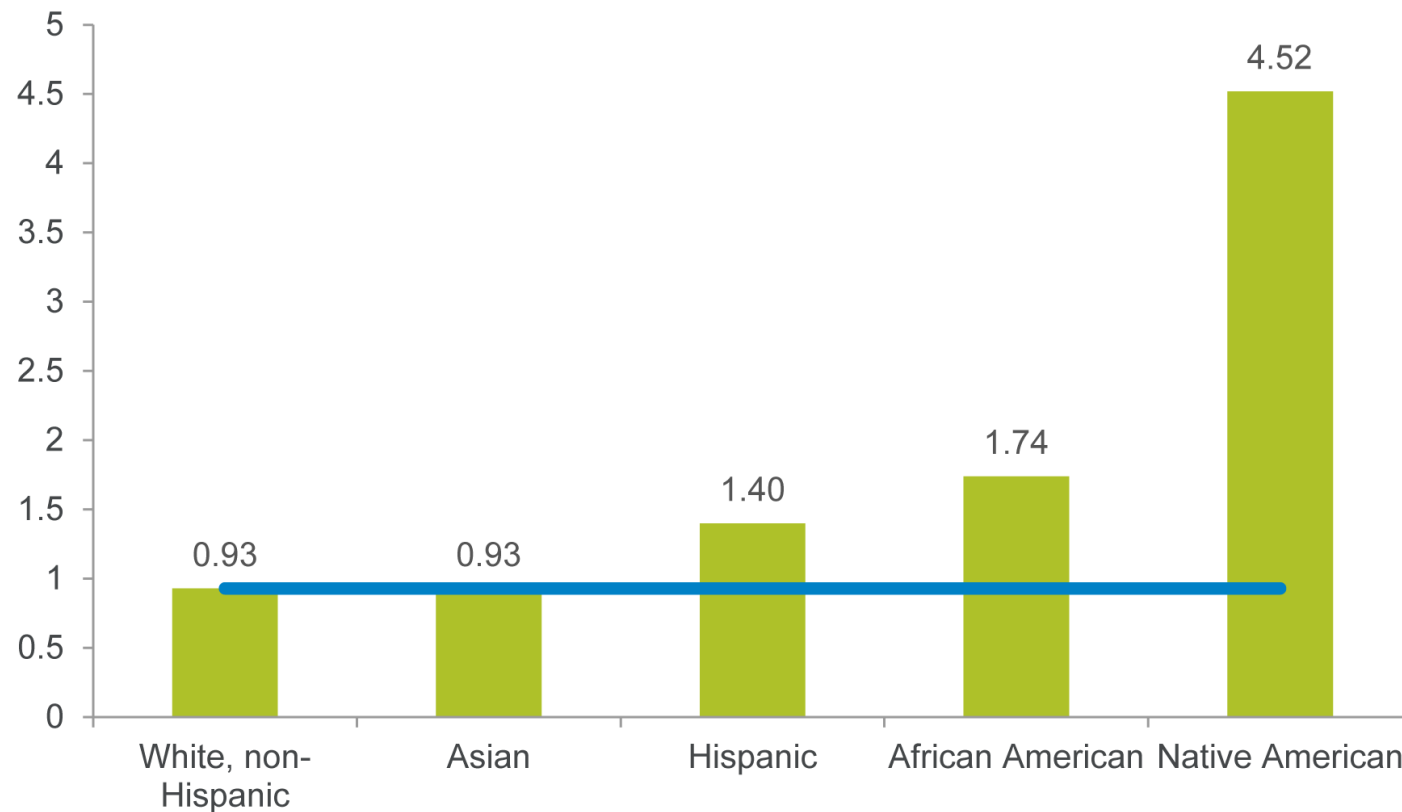
Race and representation

Pedestrian deaths by race/ethnicity relative to U.S. population, 2005-2014



Race & Ped Fatality Rates

Annual pedestrian fatalities per 100,000 people by race/ethnicity (2005-2014)

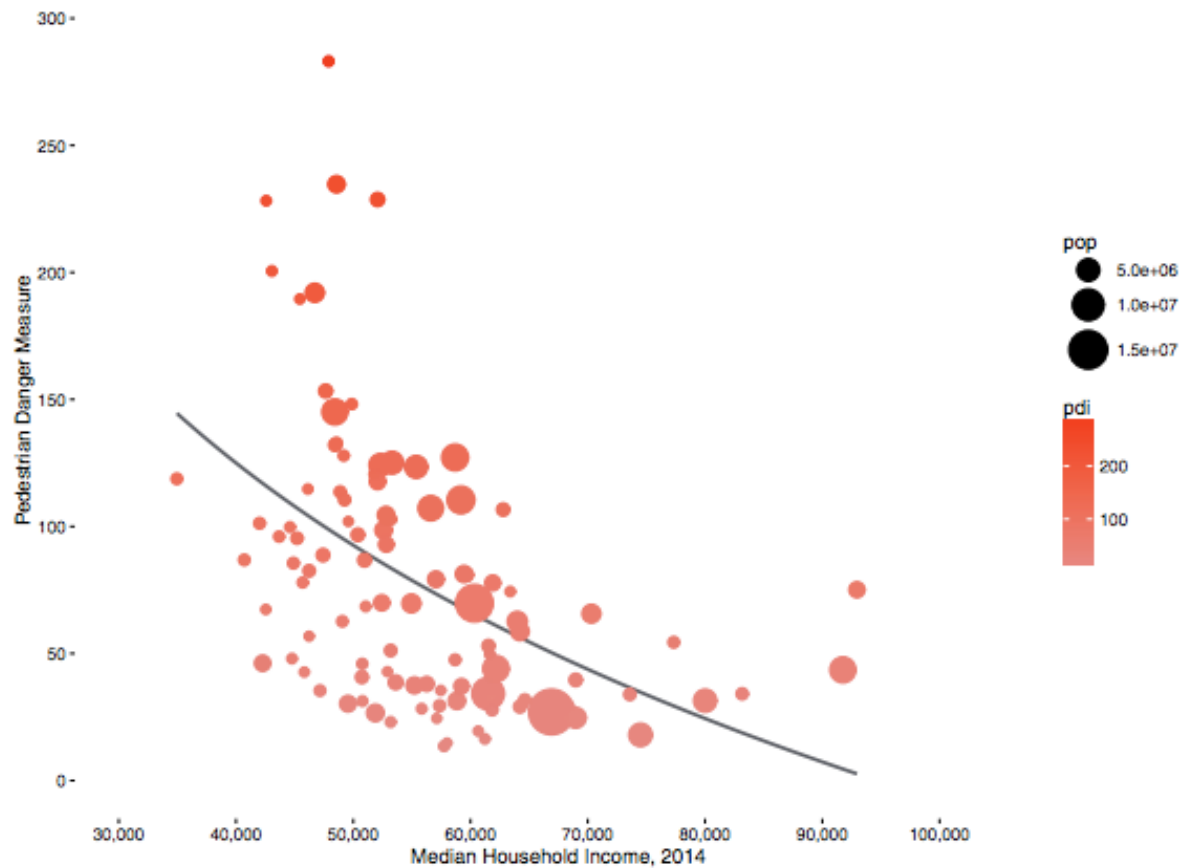


Age

- Older adults age 65+ were 50% more likely than younger individuals to be killed
- In 2014, 46.2 million people in US aged 65+, by 2060 there will be 98 million
- PDI for 75+ is 42.5

Income and insurance

Relationship between metro area median household income and PDI



Insurance

Relationship between percentage of uninsured individuals and PDI



Dangerous by Design: Conclusion

- On average, 13 people were struck and killed by a car while walking every day in 2014.
- Each one of those people was a child, parent, friend, classmate, or neighbor. And these tragedies are occurring across the country—in small towns and big cities, in communities on the coast and in the heartland.

Why adopt a Complete Streets policy?

- Policy, Systems, and Environmental Change – or PSE for short. PSE recognizes that making the healthy choice the easy choice is a sure route to success in promoting healthier behavior.
- These efforts will produce broad, high-impact, sustainable health outcomes for participating communities.

PSE in Complete Streets

- ‘P’ – by adopting a Complete Streets policy – and influence the
- ‘S’ – by starting to change the everyday decisions that influence our transportation system.
- Then, by building our streets with sidewalks, bicycle facilities, accessible transit stops, and other infrastructure investments that encourage active transportation, we will achieve the ‘E’.

Complete Streets Policy Development



Ten Elements of an Ideal Complete Streets Policy

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes

Ten Elements (continued)

- Is adoptable by all agencies to cover all roads
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs
- Directs that Complete Streets solutions will complement the context of the community
- Establishes performance standards with measurable outcomes
- Includes specific next steps for implementation of the policy

<https://smartgrowthamerica.org/resources/the-ten-elements-of-a-complete-streets-policy/>

Resources

- National Complete Streets Coalition,
www.completestreets.org
- American Heart Association's Voices for Healthy Kid's Campaign,
<http://completestreets.voicesforhealthykids.org>

SMART GROWTH & COMPLETE STREETS



Jana Lynott, AICP
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AARP Public Policy Institute
 @JanaLynott



AASHTO Transportation Librarians Roundtable
June 8, 2017

BENEFITS OF COMPLETE STREETS

Walking opportunities essential for maintaining physical fitness and mental health

- Readily available form of exercise
- Leg strength reduces falls/needed for safe driving
- Exercise wards off Alzheimer's
- Provides access to the community, including public transportation



OLDER ADULTS REPORT INHOSPITABLE ROADS

- 40% say they do not have adequate sidewalks in their neighborhoods
- 47% say they cannot cross their main roads safely

*International Communications Research Poll for AARP,
1,000 adults age 50+, July 2008*



Photo by Dan Burden, Walkable & Livable Communities Institute

COMMUNITY PREFERENCES OF OLDER ADULTS

AARP Public Policy Institute

What Is Livable? Community Preferences of Older Adults

Rodney Harrell

Jana Lynott

Shannon Guzman

AARP Public Policy Institute

Cheryl Lampkin

AARP Research

Research Report



Ranking

1st

Increased police presence.



2nd

Improved schools.



3rd

Make streets more pedestrian-friendly.



4th

Provide transportation for older adults and people with disabilities.



5th



Build or upgrade parks.



Source: AARP Public Policy Institute

Source: AARP Public Policy Institute, 2014

AARP DataExplorer | Data to drive policy solutions for people 50-plus

 [DATA BY TOPIC](#)  [DATA BY LOCATION](#)  [STORYBOOKS](#) [About AARP DataExplorer](#)

OR BROWSE BY TOPIC



Demographics



Health



Housing & Transportation



Income, Employment & Assets



Long-Term Services and Caregiving

Data by Topic



Data by Location



DATA IN BRIEF

20.3%

of individuals 65+ who have been examined are diagnosed with high cholesterol

\$29,855

is spent by Medicaid per nursing home user

Spending on Nursing Homes

31.2%

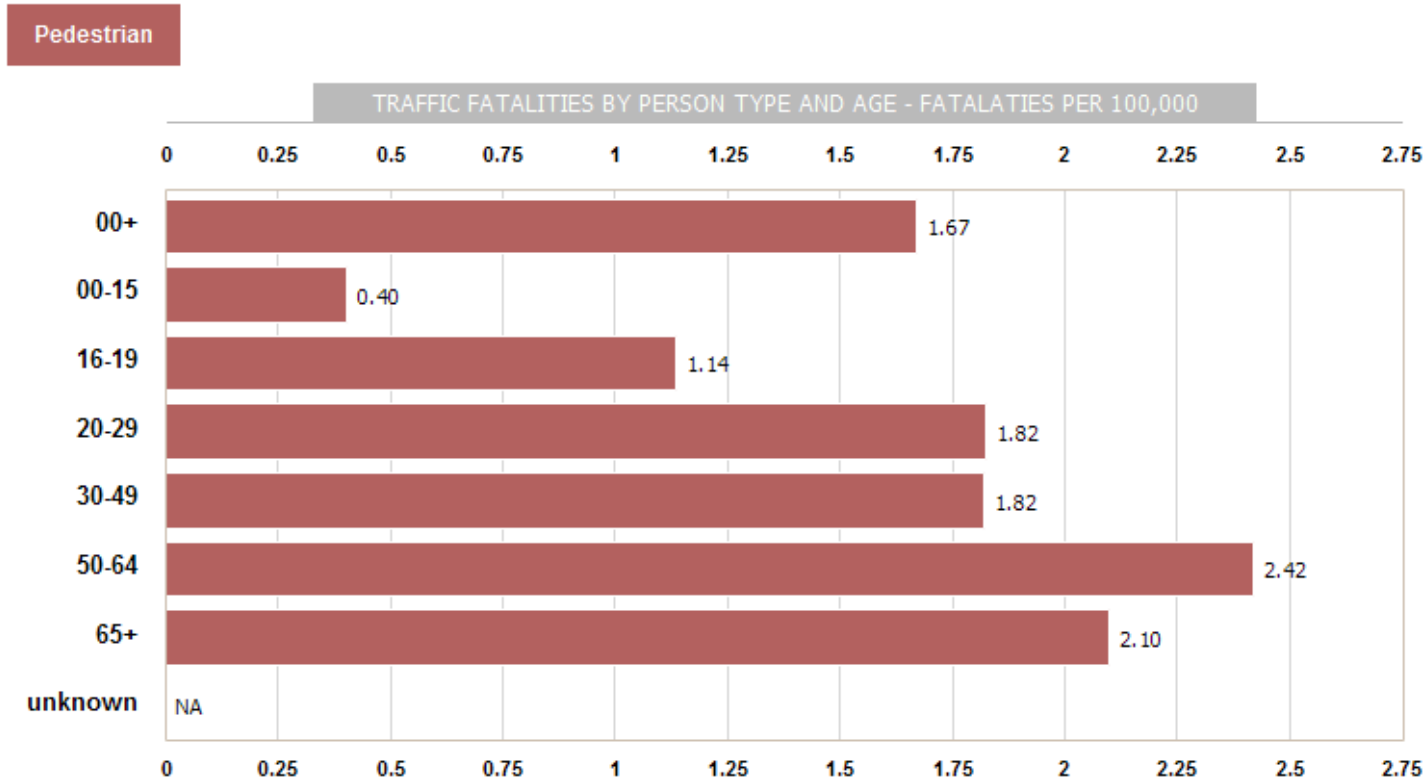
of Medicare beneficiaries are enrolled in Medicare Advantage Plans

26.2%

of Americans aged 50+ live with a disability

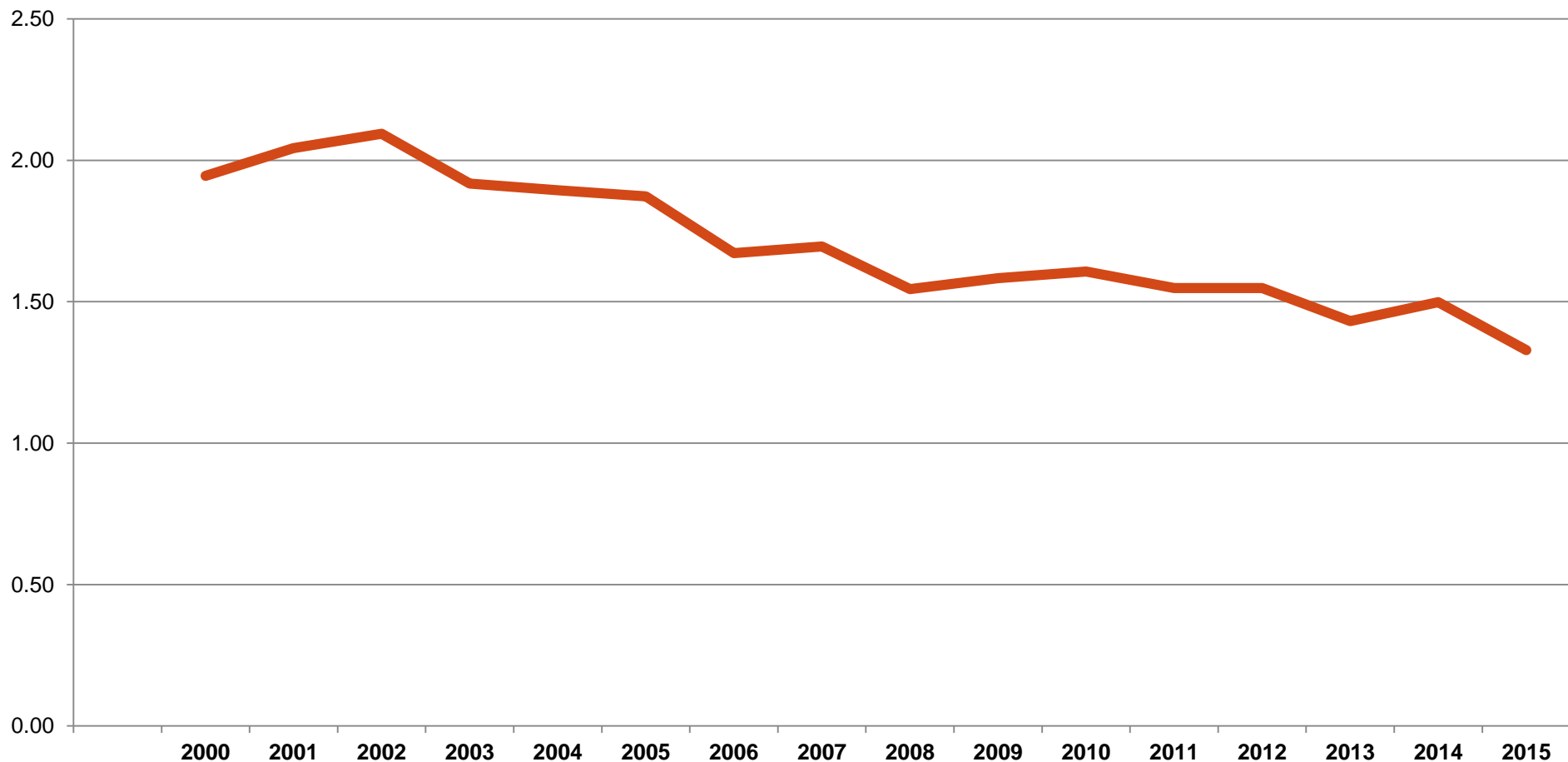
Persons with a Disability

PEDESTRIAN FATALITY RATE BY AGE – 2015



Source: Fatality Analysis Reporting System (FARS) 2000-2015 + American Community Survey (ACS) 2000-2015, 1-Year PUMS Files (for the population). www.aarp.org/dataexplorer

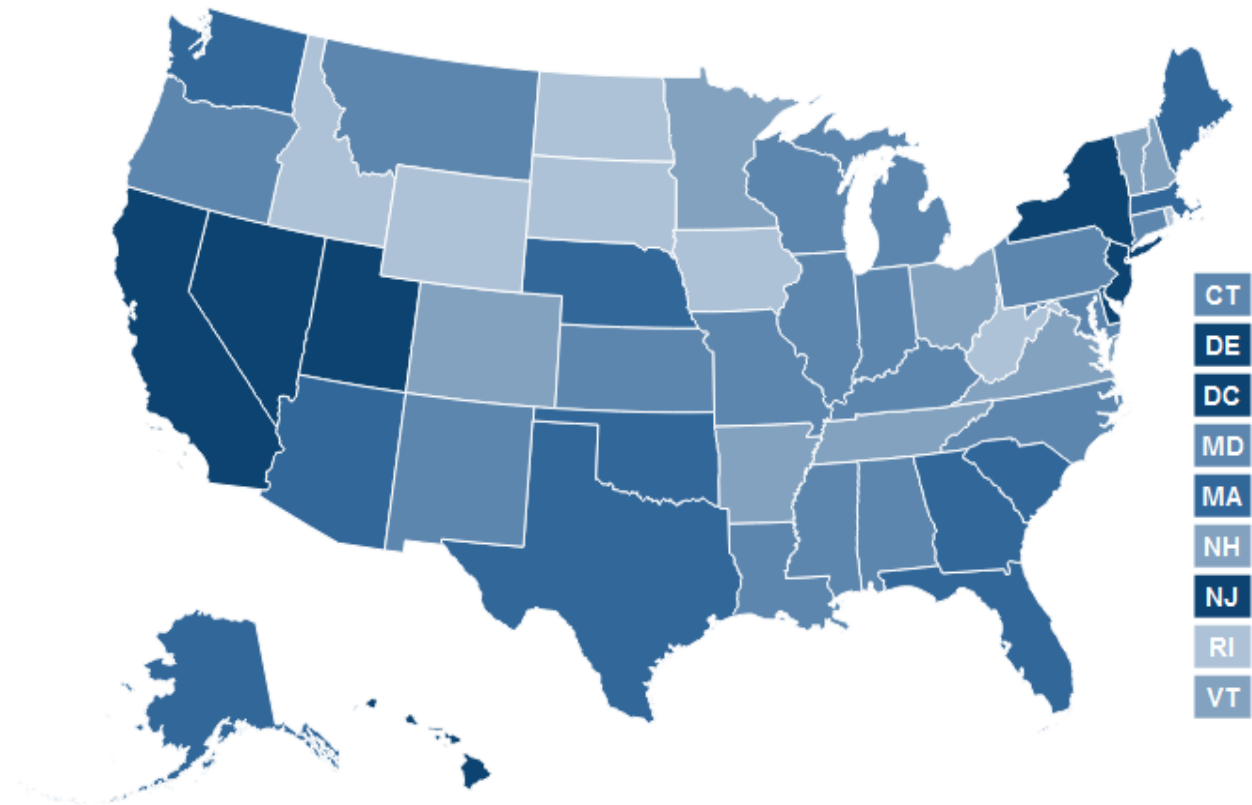
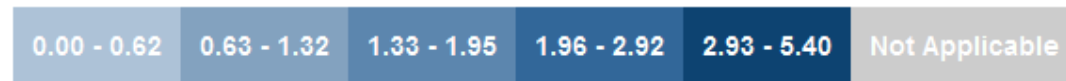
RELATIVE RISK OF PEDESTRIAN DEATH AGE 65+ COMPARED TO <65



Source: AARP Data Explorer (www.aarp.org/dataexplorer) using FARS data

2015 PEDESTRIAN FATALITY RATE

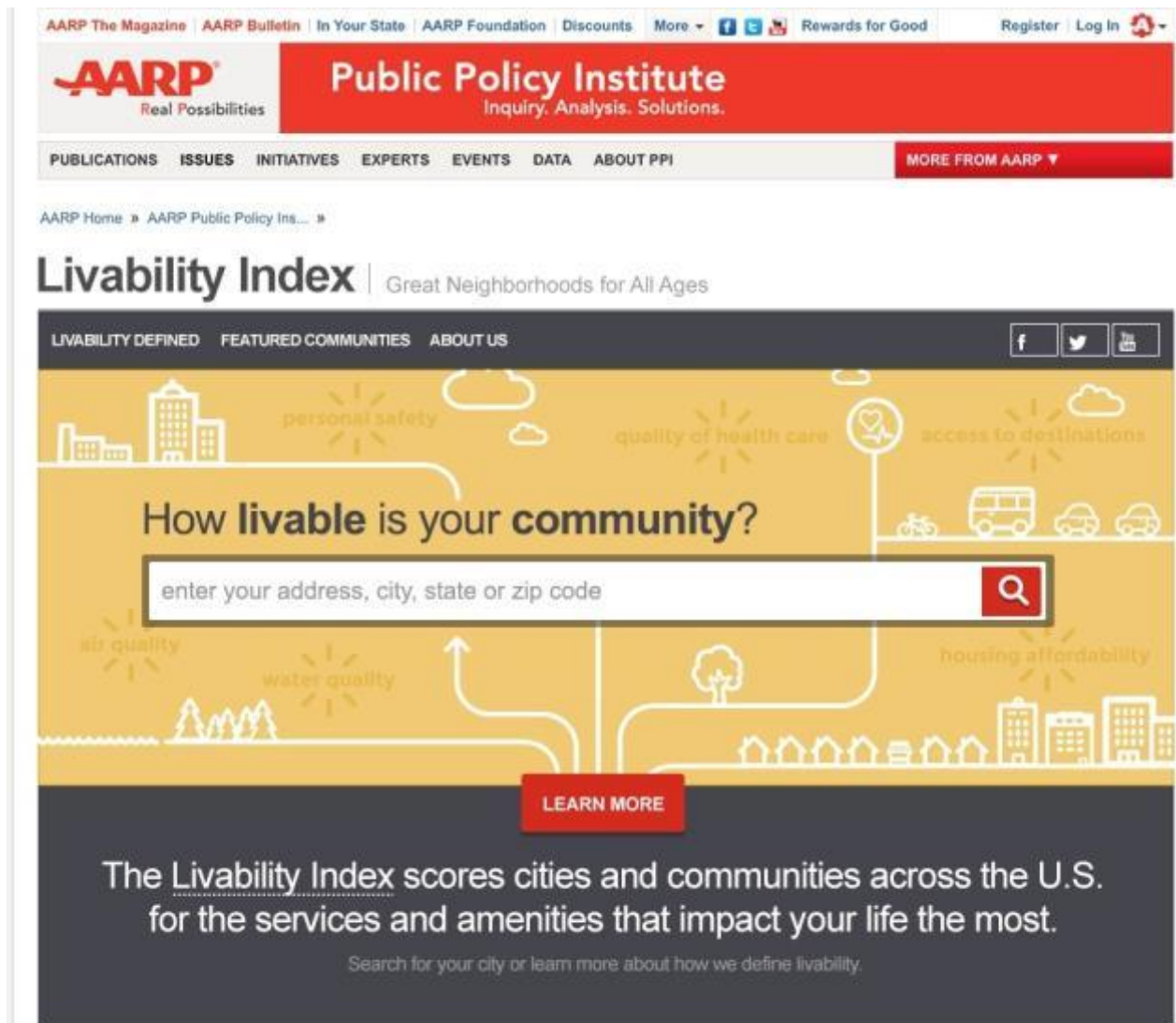
(DEATHS PER 100,000 PEOPLE AGE 65 AND OLDER)



Citation: AARP Public Policy Institute Data Explorer (www.aarp.org/dataexplorer)

Sources: Fatality Analysis Reporting System (FARS) 2015 + American Community Survey 2015, 1-Year PUMS Files (for the population)

AARP LIVABILITY INDEX: GREAT NEIGHBORHOODS FOR ALL AGES WWW.AARP.ORG/LIVABILITYINDEX



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Livability Index | Great Neighborhoods for All Ages

LIVABILITY DEFINED | FEATURED COMMUNITIES | ABOUT US

personal safety | quality of health care | access to destinations

How livable is your community?

enter your address, city, state or zip code

air quality | water quality | housing affordability

LEARN MORE

The Livability Index scores cities and communities across the U.S. for the services and amenities that impact your life the most.

Search for your city or learn more about how we define livability.

Livability Score ?



CUSTOMIZE THIS SCORE

CATEGORY SCORE

- 69
HOUSING
Affordability and access
>
- 70
NEIGHBORHOOD
Access to life, work, and play
>
- 74
TRANSPORTATION
Safe and convenient options
>
- 32
ENVIRONMENT
Clean air and water
>
- 60
HEALTH
Prevention, access, and quality
>
- 87
ENGAGEMENT
Civic and social involvement
>
- 20
OPPORTUNITY
Inclusion and possibilities
>

TRANSPORTATION
×

Safe and convenient options

How easily and safely we're able to get from one place to another has a major effect on our quality of life. Livable communities provide their residents with transportation options that connect people to social activities, economic opportunities, and medical care, and offer convenient, healthy, accessible, and low-cost alternatives to driving.

Metrics
Policies
Resources

How does my community compare to neighborhoods across the country?

● TOP THIRD
● MIDDLE THIRD
● BOTTOM THIRD

+ Convenient transportation options FREQUENCY OF LOCAL TRANSIT SERVICE	242 buses and trains per hour ● <small>Median US neighborhood: 0</small>
+ Convenient transportation options WALK TRIPS	1.27 trips per household per day ● <small>Median US neighborhood: 0.73</small>
+ Convenient transportation options CONGESTION	38.9 hours per person per year ● <small>Median US neighborhood: 17.4</small>
+ Transportation costs HOUSEHOLD TRANSPORTATION COSTS	\$8,710 per year ● <small>Median US neighborhood: \$10,791</small>
+ Safe streets SPEED LIMITS	26.0 miles per hour ● <small>Median US neighborhood: 28.0</small>
+ Safe streets CRASH RATE	5.7 fatal crashes per 100,000 people per year ● <small>Median US neighborhood: 7.6</small>
+ Accessible system design ADA-ACCESSIBLE STATIONS AND VEHICLES	90.0% of stations and vehicles are accessible ● <small>Median US neighborhood: 81.7%</small>

Livability Score ?



CUSTOMIZE THIS SCORE

CATEGORY SCORE

- 69 HOUSING
Affordability and access >
- 70 NEIGHBORHOOD
Access to life, work, and play >
- 74 TRANSPORTATION
Safe and convenient options
- 32 ENVIRONMENT
Clean air and water >
- 60 HEALTH
Prevention, access, and quality >
- 87 ENGAGEMENT
Civic and social involvement >



TRANSPORTATION

Safe and convenient options

How easily and safely we're able to get from one place to another has a major effect on our quality of life. Livable communities provide their residents with transportation options that connect people to social activities, economic opportunities, and medical care, and offer convenient, healthy, accessible, and low-cost alternatives to driving.

Metrics

Policies

Resources

- + Safe streets
STATE AND LOCAL COMPLETE STREETS POLICIES
Policy in Place
- + Convenient transportation options
STATE HUMAN SERVICES TRANSPORTATION COORDINATION
No Policy
- + Convenient transportation options
STATE VOLUNTEER DRIVER POLICIES
No Policy
- + Commitment to livability
STATE AND LOCAL PLANS TO CREATE AGE-FRIENDLY COMMUNITIES
Policy in Place

AARP Public Policy Institute

**PLANNING COMPLETE STREETS
FOR AN AGING AMERICA**

Jana Lynott, AICP
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Jessica Haase, Kristin Nelson, ASLA, Amanda Taylor,
Hannah Twaddell, Jared Ulmer, AICP
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Research Report

AARP

Poll of Older Adults

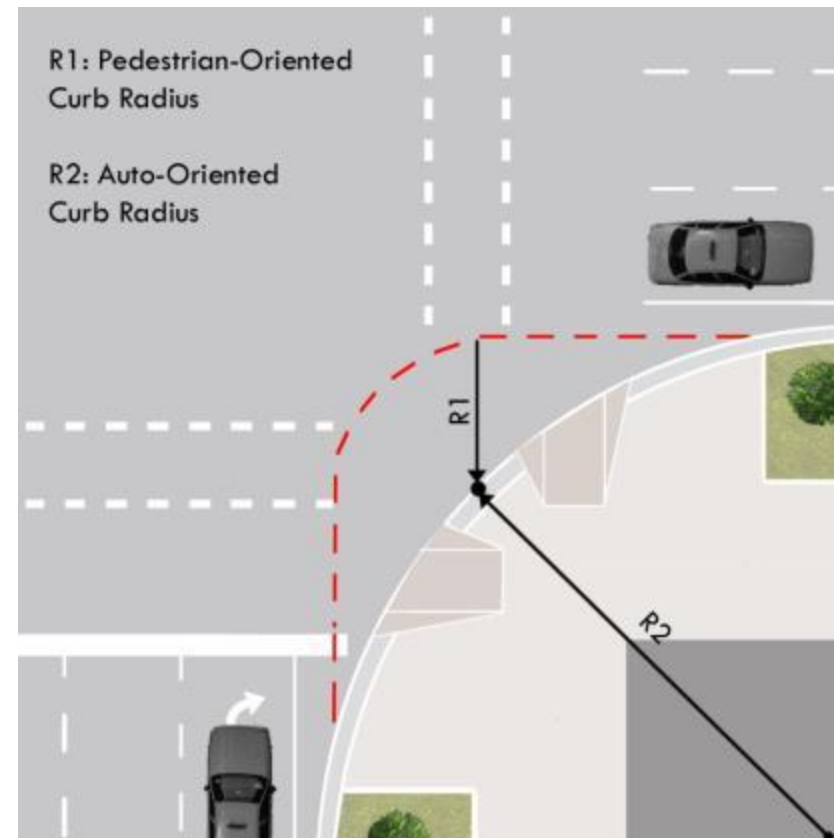
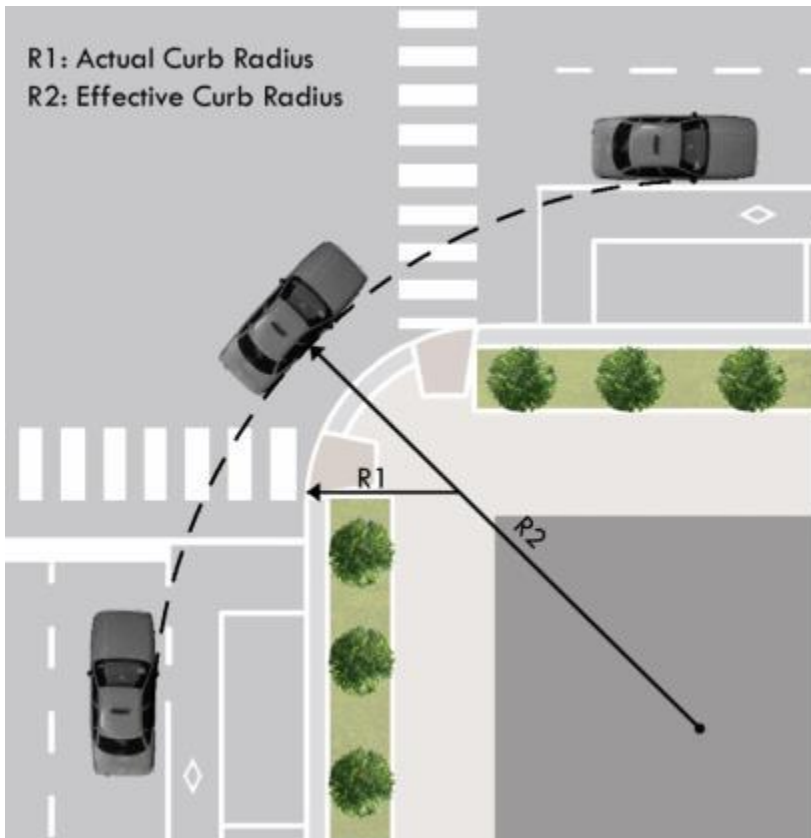
***Evaluation of Complete
Streets Policies***

***Survey of Planners &
Engineers***

***Expert round table and
recommendations on
updating FHWA Older
Drivers Handbook***

Curb Radius

The addition of bike lanes and parallel parking makes it easier for older drivers to turn.



Complete Streets in the Southeast: A tool kit



Case studies / Powerpoint

State fact sheets

Letter to the editor template

Newspaper editorial template

Locally produced resources

Download from www.aarp.org/livable

AARP IN THE STATES



create the
good
AARP

Tips,
Tools and
Resources for
Organizers

Sidewalks
and Streets
Survey

Sidewalks and Streets Survey is designed so that communities can make walking safer by teaching small groups to take simple "walkability" surveys and to take recommended actions for community improvements. Your involvement will make a difference to people you care about.

INCLUDED IN THIS KIT:

- 1 Safe Community Walkability Tool Kit: Step-by-step Approach
- 4 Sidewalks and Streets Survey
- 13 Take Action: How to Improve Your Community Rating From the Sidewalks and Streets Survey
- 15 Further Steps to Improve Your Community's Rating

Bethel Better Block



Bethel Better Block



Bethel Better Block



AARP LIVABLE COMMUNITIES RESOURCES

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 *JanaLynott*

Webpages

www.aarp.org/livablepolicy

www.aarp.org/livable

AARP Livability Index

www.aarp.org/livabilityindex

AARP Data Explorer

www.aarp.org/dataexplorer



The screenshot displays the AARP Livable Communities website. At the top, it features the title "AARP Livable Communities" with a subtitle "Information and inspiration for local leaders". Below this, there's a section titled "In a Livable Community, People of All Ages Can ..." followed by a graphic showing several brochures. To the right, a yellow box highlights "One in Three Americans is Now 50 or Older" with a statistic: "By 2020 one out of every five people in the United States will be 50-plus. Will your community be ready? Visit us often at aarp.org/livable".

Below the graphic, there's a search bar for "Search Livable Communities" and a "Find" button. The main content area is divided into several sections:

- IN THE SPOTLIGHT**: Includes "The 'Disrupt Aging' Where We Live Checklist" (25 questions everyone should ask about their current and future living spaces) and "The Imagining Livability Design Collection" (a visual portfolio of tools and transformations).
- AGE-FRIENDLY NETWORK**: Promotes the "AARP Network of Age-Friendly Communities" (37 cities, towns and counties) and "Age-Friendly Efforts That Last" (five key principles to help guarantee ongoing success).
- 20 Questions and Answers About Cohousing**: Discusses private homes and apartments with common (or "common") spaces that can be supportive, affordable and great for people of all ages.
- The Member List**: Lists cities like Portland, Honolulu, Houston, Big Falls, Salt Lake City, Colorado Springs, Boston, Auburn Hills, Pittsburgh, Cleveland, Cahulal and dozens more places.

At the bottom, there are sections for "FEATURED RESOURCES" (including "Livability Fact Sheets" and "AARP HomeFit Guide") and "LIVABLE LESSONS" (including "21 'Aging Friendly' Home Improvements" and "How To Get People Dancing"). A sidebar on the right includes "Subscribe to Our Newsletter" and "Livable Communities Free E-Newsletter".

Questions?

Thank you for attending!

Join us July 13:



Small Changes with Big Impacts for Solo Librarians

Gabrielle Hysong

For Past Episodes, Visit the TLR Archive at:

<https://ntl.bts.gov/networking/tlrarchive/index.html>