

Creating Age-friendly Communities Through Complete Streets

**Satellite Conference and Live Webcast
Wednesday, September 19, 2012
2:00 – 4:00 p.m. Central Time**

**Produced by the Alabama Department of Public Health
Video Communications and Distance Learning Division**

Faculty

**Jana Lynott, AICP
Senior Strategic Policy Advisor
AARP Public Policy Institute**

What Are Complete Streets?

- **Safe, comfortable, and convenient for travel for everyone, regardless of age or ability**
 - **Motorists, pedestrians, bicyclists, and public transportation riders**

Who Wants Complete Streets?

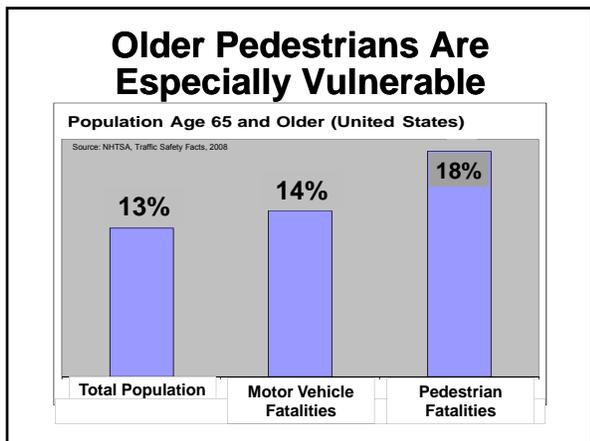
- **More than ¼ of Americans don't drive**
 - **21% of Americans over 65**
 - **Children under 16**
 - **Many low income Americans do not have access to automobiles**
 - **Many persons with disabilities**

Who Wants Complete Streets?

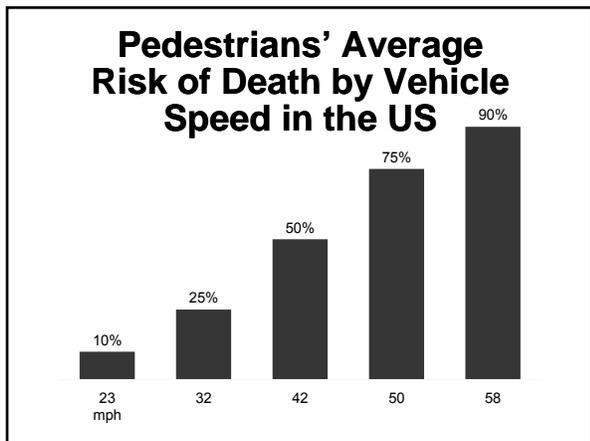
- **55% of Americans would rather drive less and walk more**

Incomplete Streets Are Unsafe

- **More than 40% of pedestrian deaths in 2007 and 2008 occurred where no crosswalk was available**



- ### 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



- ### Pedestrians' Average Risk of Death by Vehicle Speed in the US
- Average risk of severe injury or death increases with age
 - The average risk of severe injury or death of a 70-year-old ped struck by a car traveling at 25 mph is similar to the risk for a 30-year-old ped struck at 35 mph
- Source: AAA Foundation for Traffic Safety, September 2011

- ### Falls
- Fall-related deaths and hospitalizations are more than double those for motor vehicle injuries for the 65+

- ### Falls
- Falls cost the US over \$80 million annually (\$9,000+ per fall) in direct medical and long-term care costs
 - Falls account for 68% of hospitalizations for 65+ pop
 - Almost half occur outside the home

Complete Streets Policies

- A complete streets policy ensures that the entire right of way is planned, designed, and operated to provide safe access for all users

Consistent with Federal Guidance

- 2000 FHWA Guidance:
 - “Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist”

Secretary of Transportation Reaffirms Policy in 2010

- The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects

Secretary of Transportation Reaffirms Policy in 2010

- Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems

Secretary of Transportation Reaffirms Policy in 2010

- Transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes

Why Have a Policy?

- To change practice, integrating the needs of all road users into everyday transportation planning and design practices

Elements of a Policy

- Sets a vision
- Includes all modes
- Emphasizes connectivity
- Applies to all phases of all applicable projects
- Specifies and limits exceptions, with management approval required

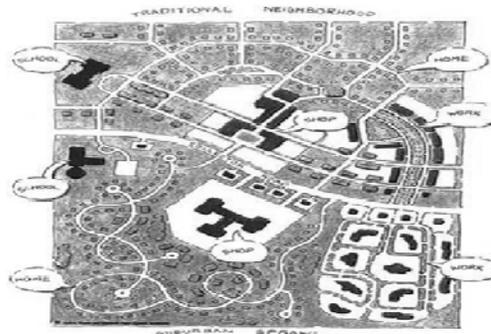
Elements of a Policy

- Uses latest design standards is flexible
- Is context-sensitive
- Sets performance standards
- Includes implementation steps

Why Have a Policy?

- To gradually create a complete network of roads that serve all users

Why Have a Policy?



Why Have a Policy?

- To save money: in the long run, retrofit projects always cost more than getting it right the first time

“When we talk about ‘Complete Streets,’ we aren’t necessarily talking about expensive widening projects or major redesigns of our roadways. These concepts can often be applied to existing streets by simply re-thinking how we approach traffic flow and how we accommodate all modes of transportation.”

– Phil Broyles, Director of Public Works, Springfield, Missouri

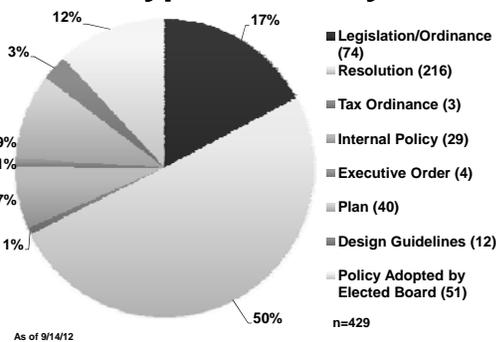
Complete Streets Policies are NOT:

- A mandate for immediate retrofit
- A silver bullet
- A design prescription

Complete Streets Policies

- Over 407 communities have committed to a complete streets approach
 - As of 1/15/10

Types of Policy



Types of Jurisdictions

Jurisdiction	No.	Percent
State	28	7
MPO	34	8
County	37	9
City	308	76
n=407		

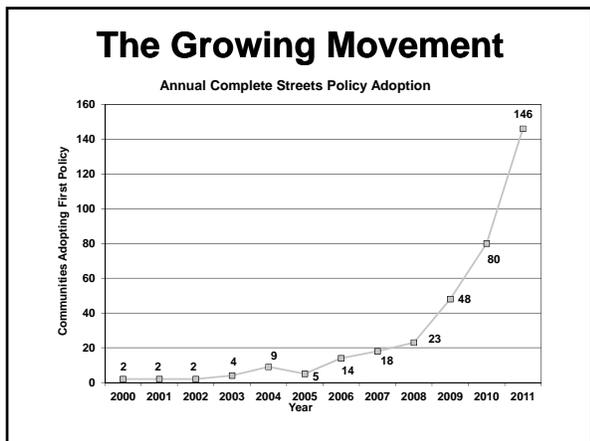
As of 9/14/12

States with Complete Streets Policies



States with Complete Streets Policies

Legislative Policy	CA, CO, CT, FL, HI, IL, MD, MA, MI, MN, NY, OR, RI, VT, WA, WI, PR
Executive Order	DE
DOT Policy	DC, GA, LA, MS, NJ, NC, PA, SC, TN, TX, VA
No State Policy	AL, AK, AZ, AR, ID, IN, IA, KS, KY, ME, MO, MT, NE, NV, NH, NM, ND, OH, OK, SD, UT, WV, WY



- ### From Policy to Practice
- An effective policy should prompt the transportation agency to:
 - Offer training opportunities to planners and engineers
 - Restructure procedures, policies, and programs
 - Rewrite design manuals or standards
 - Create new performance measures

- ### Principles
- Build for all users
 - Promote safety
 - Embrace streets as civic space
 - Design for health
 - Integrate transportation and land use
 - Use transportation investment for economic development

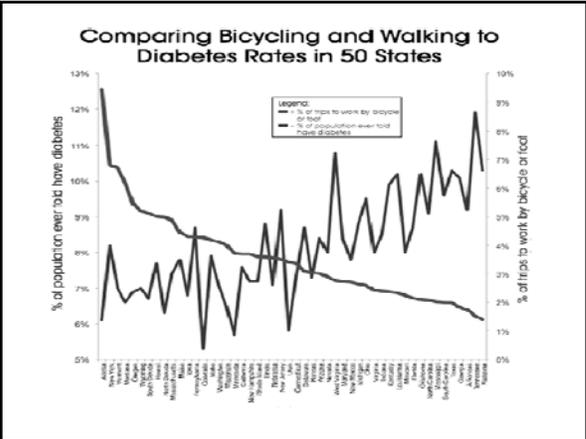
www.modelstreetdesignmanual.com

- ### Complete Streets and AARP
- Hawaii
 - Louisiana
 - Puerto Rico
 - New York
 - Vermont
 - Connecticut
 - Michigan
 - Indiana
 - Texas

- ### Benefits of Complete Streets
- Safety
 - Opportunity
 - Community
 - Health
 - Cost Effectiveness
 - Environment

Benefits: Health

- States with the lowest levels of biking and walking have, on average, the highest rates of obesity, diabetes, and high blood pressure



Benefits: Health

- One third of regular transit users meet the minimum daily requirement for physical activity during their commute

Benefits: Children

- More than 1/3 of our nation’s children are overweight or obese
- Limited physical activity contributes to obesity epidemic among children
- Streets that provide dedicated space for bicycling and walking help kids be physically active and gain independence

Benefits: Health

- The Centers for Disease Control and Prevention recently named adoption of Complete Streets policies as a recommended strategy to prevent obesity

AARP Public Policy Institute

Jana Lynott, AICP
 Senior Strategic Policy Advisor
 AARP Public Policy Institute
 jlynott@aarp.org
 202 – 434 – 3893
 www.aarp.org/ppi/liv-com