



Associated Press



Photo by Jana Lynott



# *Complete Streets for an Aging America*

# Key Issues for Older Adults

- Declining vision
- Decreased physical fitness and flexibility
- Decreased ability to focus attention
- Increased reaction time



# AARP

**Mission:** AARP is dedicated to enhancing quality of life for all as we age. We lead positive social change and deliver value to members through information, advocacy and service.

# AARP Works on Transportation and Safety

- As part of AARP's Livable Communities Campaign, we're working on:
- Complete Streets - federal legislation
- HR 1443 (Sen. Specter is a co-sponsor)
- HR 3355 (Older Driver and Pedestrian Safety and Roadway Enhancement Act)
- State issues
- Much of the work is done thru Volunteers

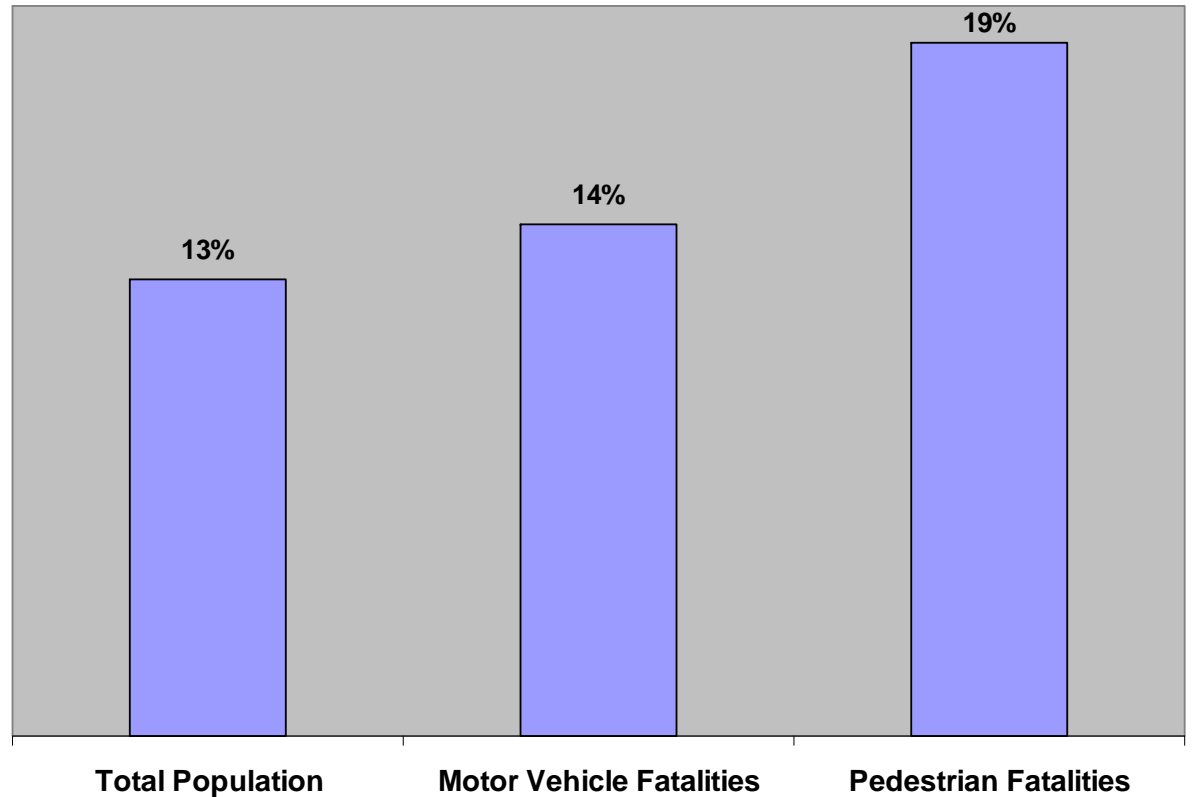
# Volunteers such as myself...

- Meeting with Rep. Albio Sires (D-13, NJ)



# Our Roads are Hazardous and Older Adults are Especially Vulnerable

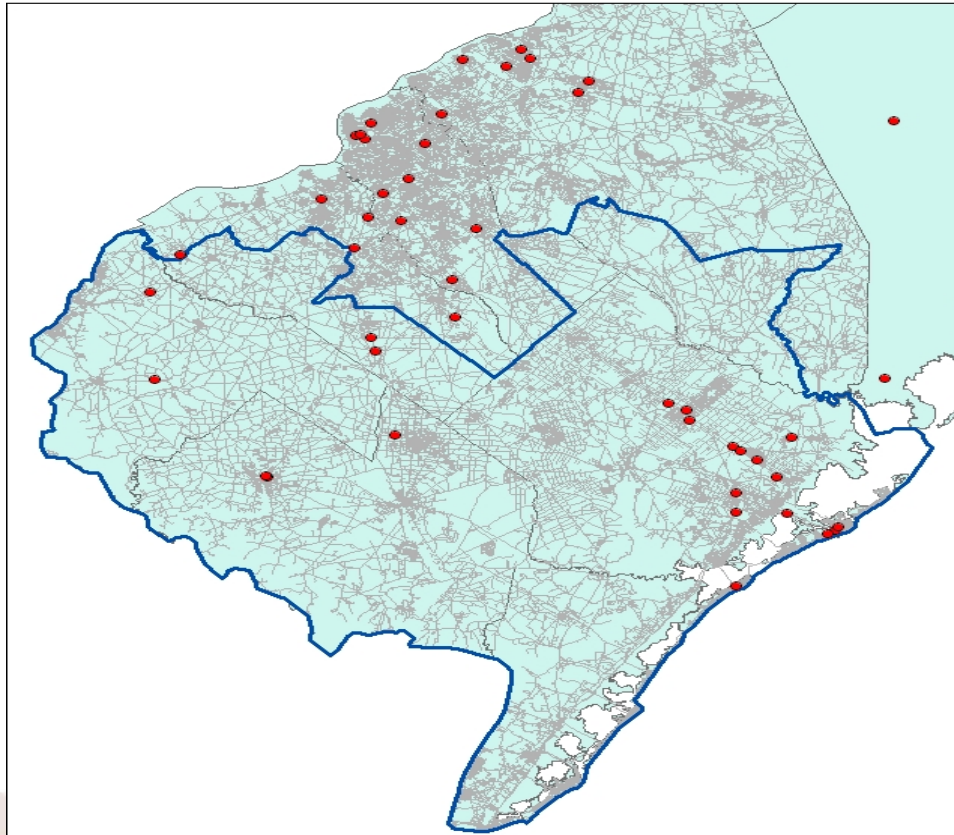
**Population Age 65 and Older (United States)**





# Why are federal legislators interested in local traffic safety?

Older Pedestrian Fatalities (2005-2007)  
District 2



# Incomplete Streets





# Safety on America's streets is a major concern for older adults

- 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, July 2008*

# Older adults support Complete Streets initiatives

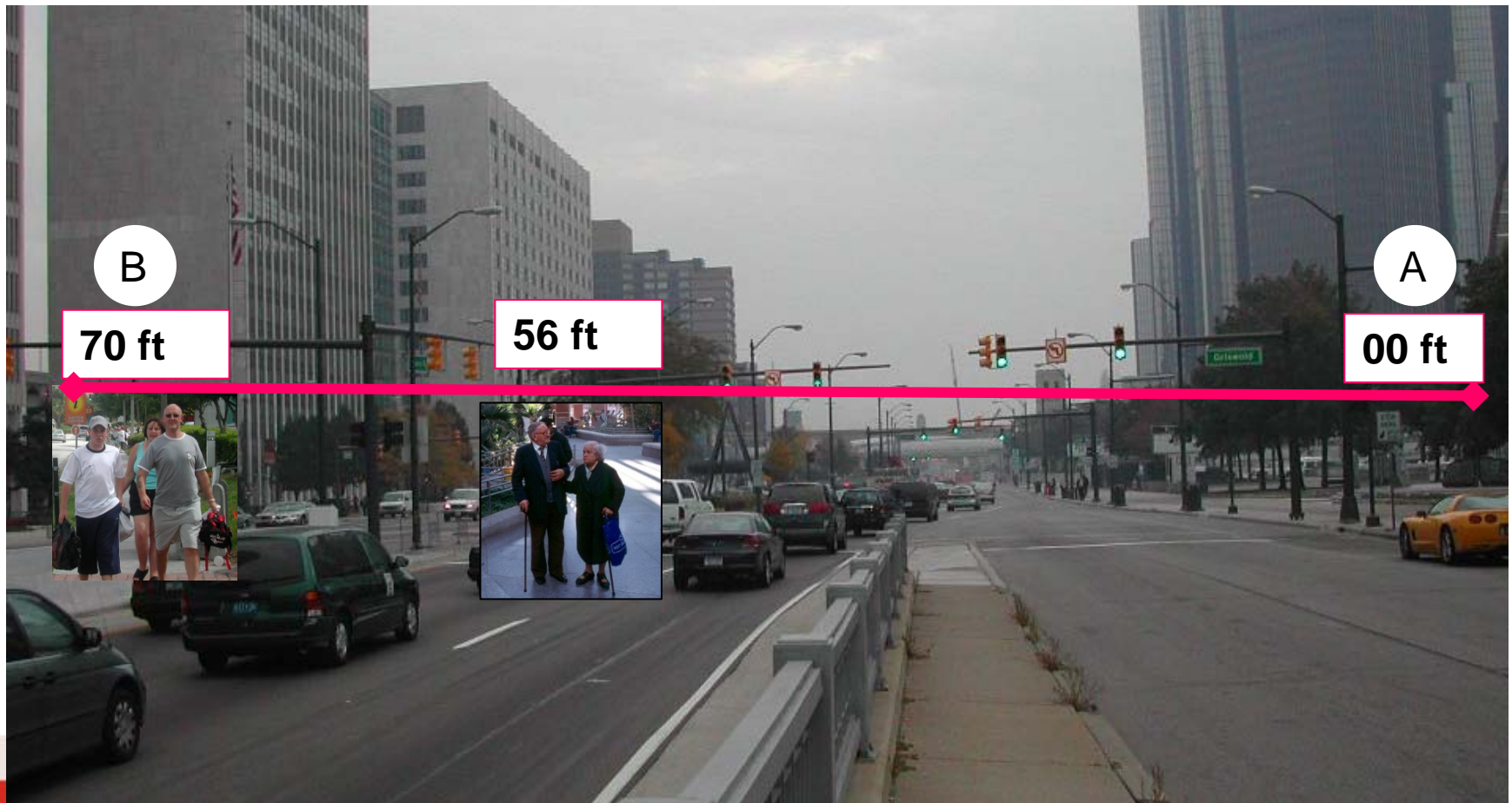
- 54 percent of those living in inhospitable neighborhoods said they would walk and ride more often if conditions improved.
- The majority support adoption of Complete Streets policies, with 56% expressing strong support.

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

# Major Findings

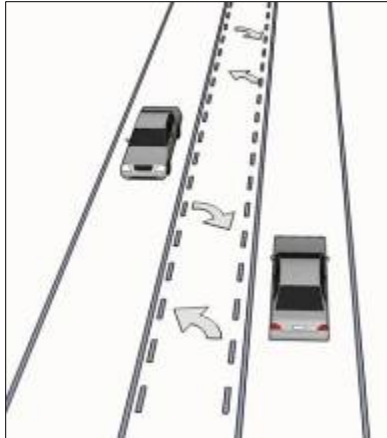
- Two-thirds of planners and engineers report that they have not yet begun considering the needs of older road users in their multi-modal planning.
- Less than one-third of the 80 state and local Complete Streets policies explicitly address the needs of older road users.
- Four the FHWA Handbook intersection treatments fail to adequately address the needs of non-drivers.

# Pedestrian Signal Timing Can Make a Whole Lane of Difference for Older Adults

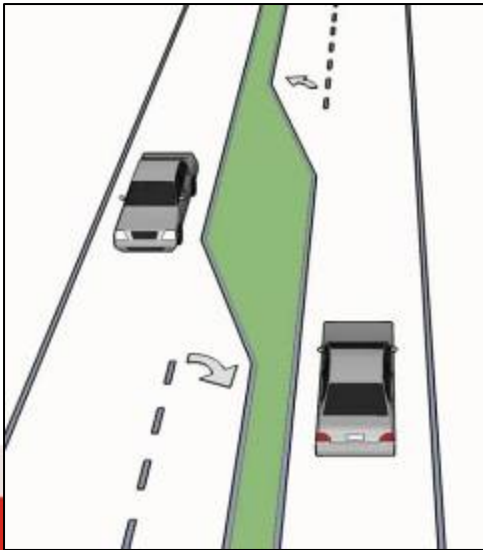




# Avoid Hazardous Turn Lanes



Older drivers report that two-way left-turn lanes are confusing and risky



A raised curb median treatment reduces crashes and provides refuge for pedestrians

# Online survey of planners and engineers reveals implementation challenges

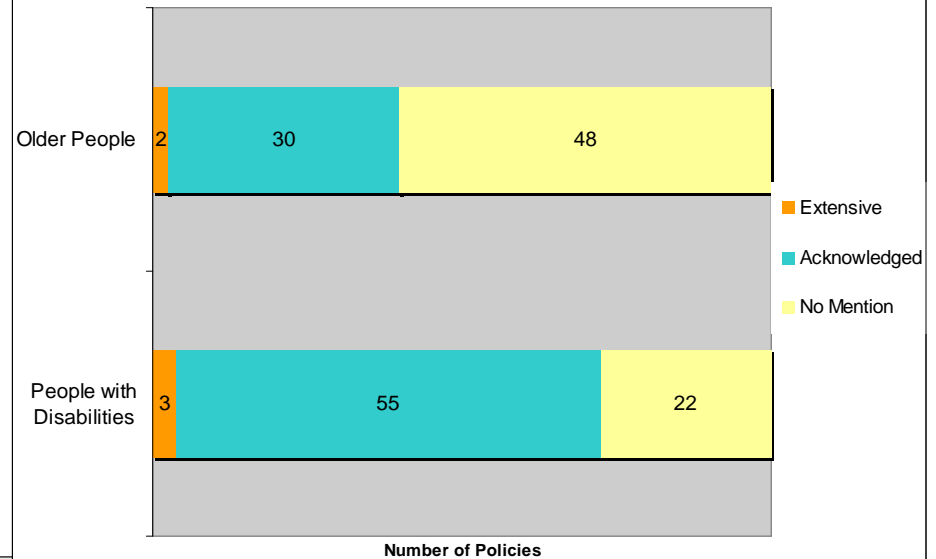
- Limited funding for new or retrofit projects
- Lack of will and leadership
- Conflicts between State DOT and local jurisdiction and challenge of balancing Complete Streets with current DOT standards
- Lack of authority
- Lack of knowledge about multi-modal design and engineering
- General resistance to doing things differently

# Inventory of Complete Streets Policies

80 policies evaluated

- Type of policy
- Modes covered
- Discussion of older users & those with disabilities
- Policy reach, coverage, purpose & vision

Policy Recognition of Older People and People with Disabilities



Complete Streets Policy Inventory

Agency	Policy	Level	Description/ Language	Year	Modes Covered	Users with Disabilities	Older Adults	Policy Reach	Purpose & Vision	Coverage	Context
Type: Legislation/Ordinance											
San Francisco County, CA	San Francisco Transit First Policy	County	"Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety."	1995							
State of Florida	Florida Bicycle & Pedestrian Ways statute (335.065)	State	"Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects in or within 1 mile of an urban area."	2003							
Honolulu, HI	Charter Amendment 8	City	"It shall be one of the priorities of the department of transportation services to make Honolulu a pedestrian- and bicycle-friendly city."	2006							
State of Illinois	Public Act 055-0665	State	"An act...requiring incorporation of bicycle and pedestrian ways into state, regional, and local transportation plans and programs; bicycle lanes shall be established if there is sufficient right-of-way whenever there is construction, reconstruction, or other change of any state transportation facility. Provides for the inclusion of bicycle and pedestrian ways into planning and design standards for scenic highway designation."	2007							
Louisville, KY	Cornerstone 2020 Comprehensive Plan Complete Streets Ordinance	County & City	"A thoroughfare system that creates 'Complete Streets' will require facilities that promote safe pedestrian trips for individuals of all ages and abilities."	2008							
State of Massachusetts	Bicycle-Pedestrian Access Law (Chapter 90E)	State	"The commissioner shall make all reasonable provisions for the accommodation of bicycle and pedestrian traffic in the planning, design, and construction, reconstruction or maintenance of any project undertaken by the department."	1996							
Montgomery County, MD	Montgomery County Road Code (PR 450C)	County	"Each County road and street must be designed so that the safety and convenience of all users of the roadway system, including pedestrians, bicyclists, transit users, automobile	2007							

# California Complete Streets Act (AB 1358)

Requires that “legislative body of a city or county...plan for a balanced, multimodal transportation network that meets the needs of all users...defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.”



# Refinements to FHWA Highway Design Handbook for Older Drivers & Peds

Turning radius

Offset left turns

Channelized right turns

Pedestrian crossings

The addition of bike lanes and parallel parking increases the effective radius making it easier for older drivers to turn.

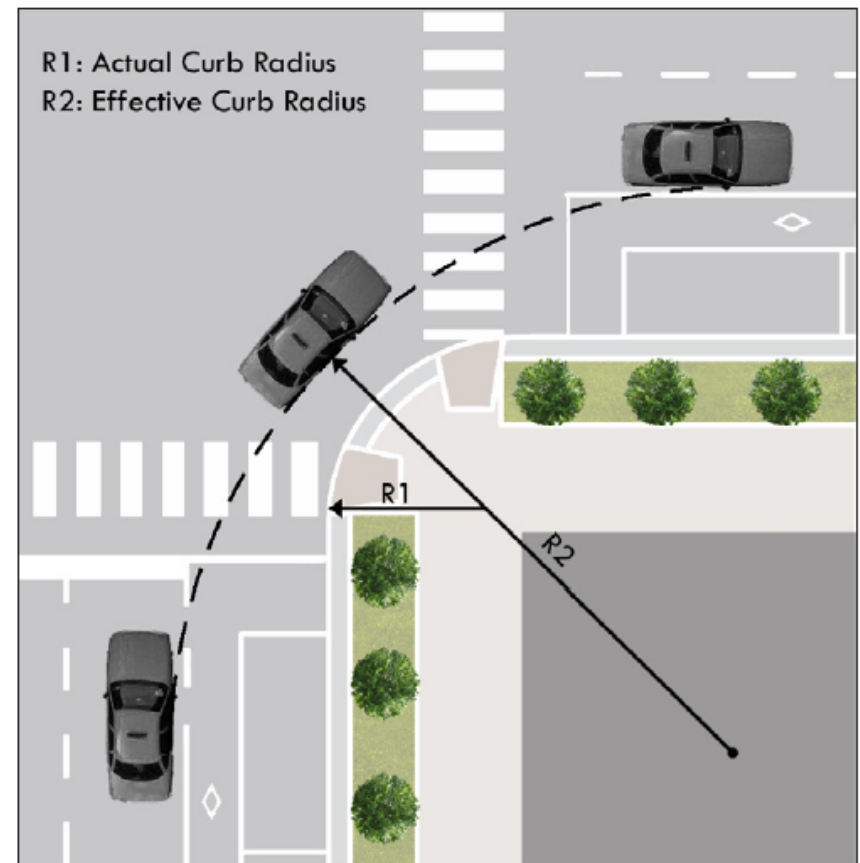


Figure 23: Comparison of Actual and Effective Curb Radii

# AARP Public Policy Institute's Recommendations for FHWA Handbook

Update FHWA Handbook to:

- Provide greater focus on pedestrians
- Consider the effects of vehicle speed
- Acknowledge evolving state of the practice
- Address different land use contexts

# Planning & Design Principles for Older Adults

- *Slow Down*
  - Allow drivers and pedestrians enough time to prepare for and execute changes
- *Make it Easy*
  - Make the physical layout of the system easy to maneuver for drivers and pedestrians
- *Enjoy the View*
  - Make it easy for drivers and pedestrians to notice, read, understand, and respond to visual cues



- AARP urges Congress to:
  - Include Complete Streets in transportation authorization
  - Help states implement recommendations of Highway Design Handbook for Older Drivers and Pedestrians



AARP Bulletin



# AARP Staff Contacts & Resources

Debra Alvarez

AARP Government Relations & Advocacy

[dalvarez@aarp.org](mailto:dalvarez@aarp.org) (202) 434-3814

Jana Lynott, AICP

AARP Public Policy Institute

[jlynott@aarp.org](mailto:jlynott@aarp.org) (202) 434-3893

Planning Complete Streets for an Aging America

[http://www.aarp.org/research/housing-mobility/transportation/2009\\_02\\_streets.html](http://www.aarp.org/research/housing-mobility/transportation/2009_02_streets.html)

# Local AARP Contacts

Mary Beth Dixon

NJ Associate State Director – Education & Outreach

[mdixon@aarp.org](mailto:mdixon@aarp.org) (609)452-3926

Blenda Riddick

NJ Associate State Director – Advocacy

Federal Issues, Elections & Grassroots

[briddick@aarp.org](mailto:briddick@aarp.org) (609)452-3909