Creating Age Friendly Streets

Jana Lynott, AICP
AARP Public Policy Institute

James Shahamiri, PE
San Francisco Municipal
Transportation Agency

April 29, 2019

PBIC Image Library / Toole Design

Housekeeping

⇨ **Problems with audio?**
Dial into the phone line instead of using "mic & speakers"

⇨ **Webinar issues?**
Re-Load the webpage and log back into the webinar. Or send note of an issue through the Question box.

⇨ **Questions?**
Submit your questions at any time in the Questions box.

Archive and Certificates

Archive posted at www.pedbikeinfo.org/webinars

⇨ **Copy of presentations**

⇨ **Recording (within 1-2 days)**

⇨ **Links to resources**

Follow-up email will include…

⇨ **Link to certificate of attendance**
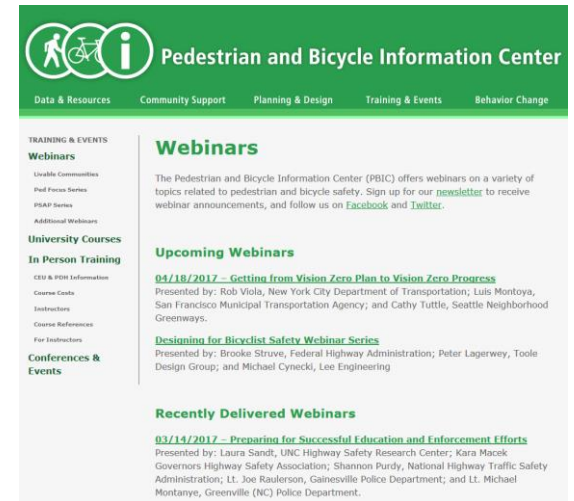
⇨ **Information about webinar archive**

PBIC Webinars and News

⇨ **Find PBIC webinars and webinar archives**
pedbikeinfo.org/webinars

⇨ **Follow us for the latest PBIC News**
facebook.com/pedbikeinfo
twitter.com/pedbikeinfo

⇨ **Join us on Twitter using #PBICWebinar**

⇨ **Sign up for our mailing list**
pedbikeinfo.org/signup

Past and Upcoming Webinars

Creating Age-Friendly Streets (Part I)

Bill Armbruster
AARP

Laurie Beck
Centers for Disease Control and Prevention

Tim Platts-Mills
UNC Department of Emergency Medicine

Archive Available

Creating Active Routes to Everyday Destinations

Ken Rose and Chris Kotchtitzky
Centers for Disease Control and Prevention

TJ McCourt
City of Raleigh

5/2, 1:00 – 2:30 PM Eastern

Visit **www.pedbikeinfo.org** to learn more and register

Discussion

⇨ **Send us your questions**

⇨ **Follow up with us:**

    ⇨ **Jana Lynott JLynott@aarp.org**

    ⇨ **James Shahamiri James.Shahamiri@sfmta.com**

    ⇨ **General Inquiries pbic@pedbikeinfo.org**

⇨ **Archive at www.pedbikeinfo.org/webinars**

TRANSIT ORIENTED DEVELOPMENT:

A LAND USE STRATEGY FOR AGE-FRIENDLY STREETS AND COMMUNITIES

@JanaLynott
AARP Public Policy Institute

PBIC, April 2019

What is Transit Oriented Development?

Photo of downtown Portland, Oregon by Steve Morgan, Wikipedia Commons

Arlington, Virginia
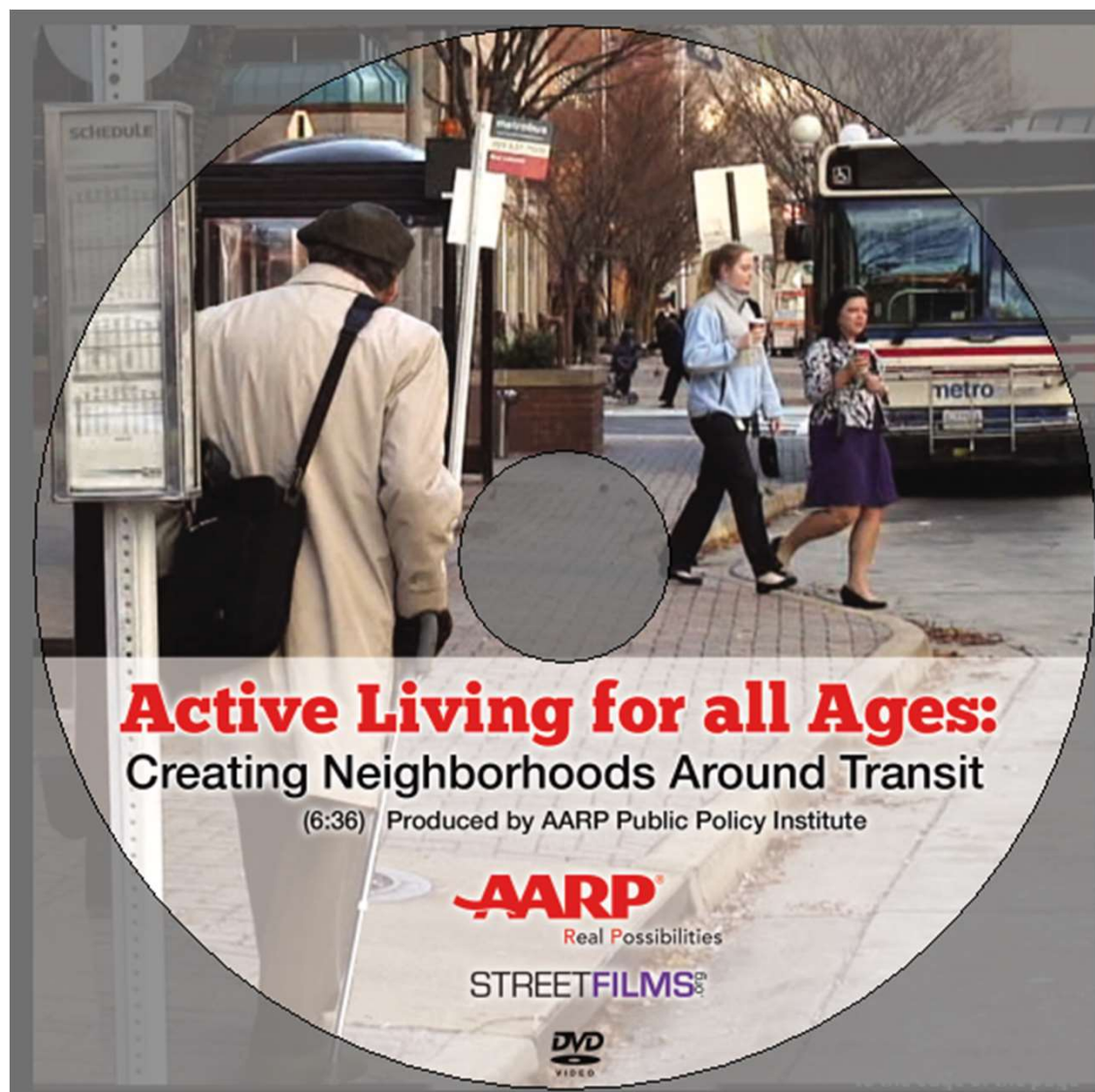
How do older adults' travel patterns vary by community type?

A study of Northern Virginia adults ages 75+

Community Types

Community Type 1: Urban/Town (9% of senior population)

- Walkable
- Mixed-Use

Community Type 2: Suburban (82%)

- Separated Uses
- Wide, fast-moving roads, surface parking

Community Type 3: Rural/Exurban (9%)

- Farming, forestry, ranchette activities
- Large lot single family homes
- Few retail activities

Community Type Boundaries

Those who live in Walkable, Mixed-Use *Urban/Town* communities take a greater proportion of trips by walking or fixed route public transportation.
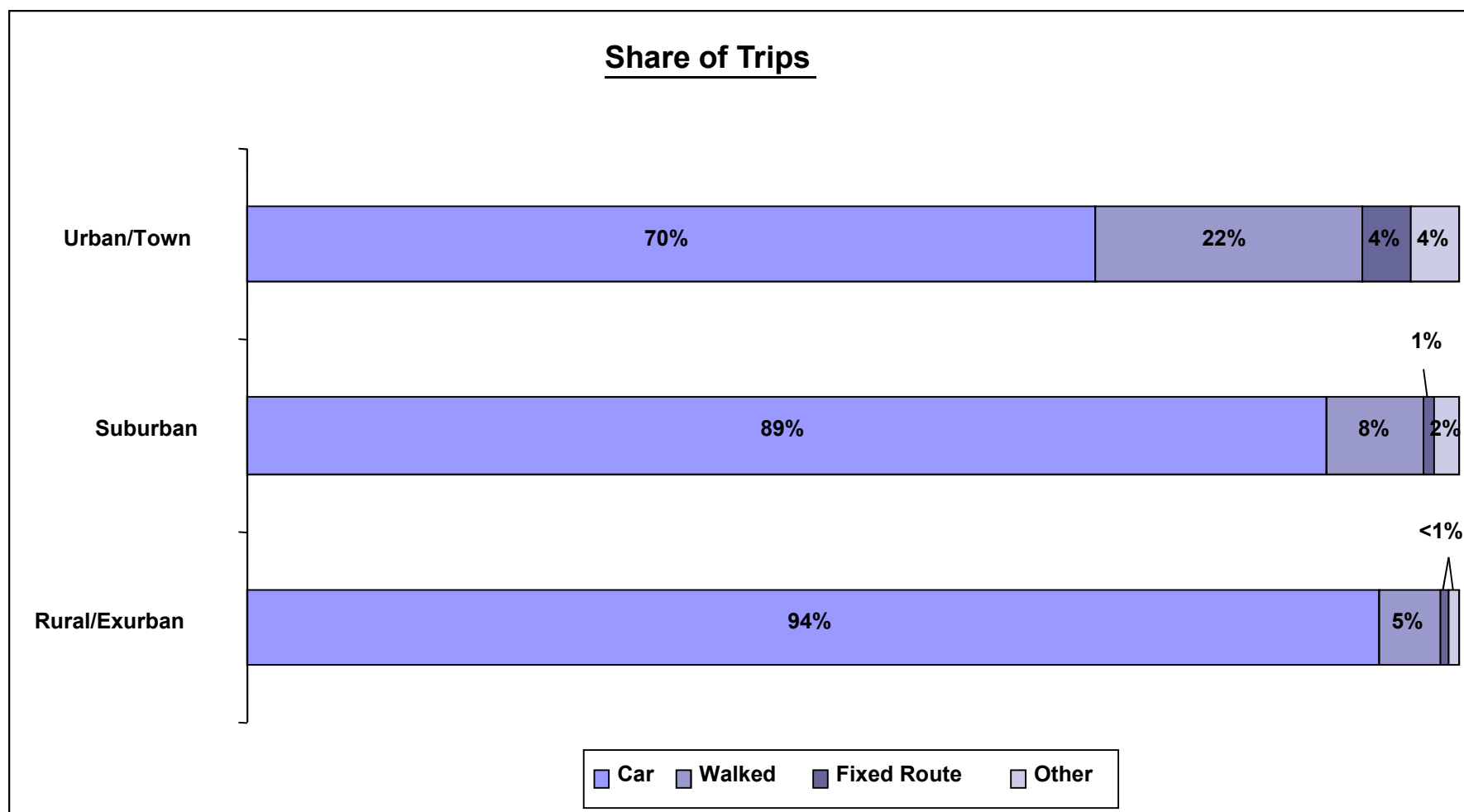
Share of Trips

Important Differences in Mobility by Type of Community:

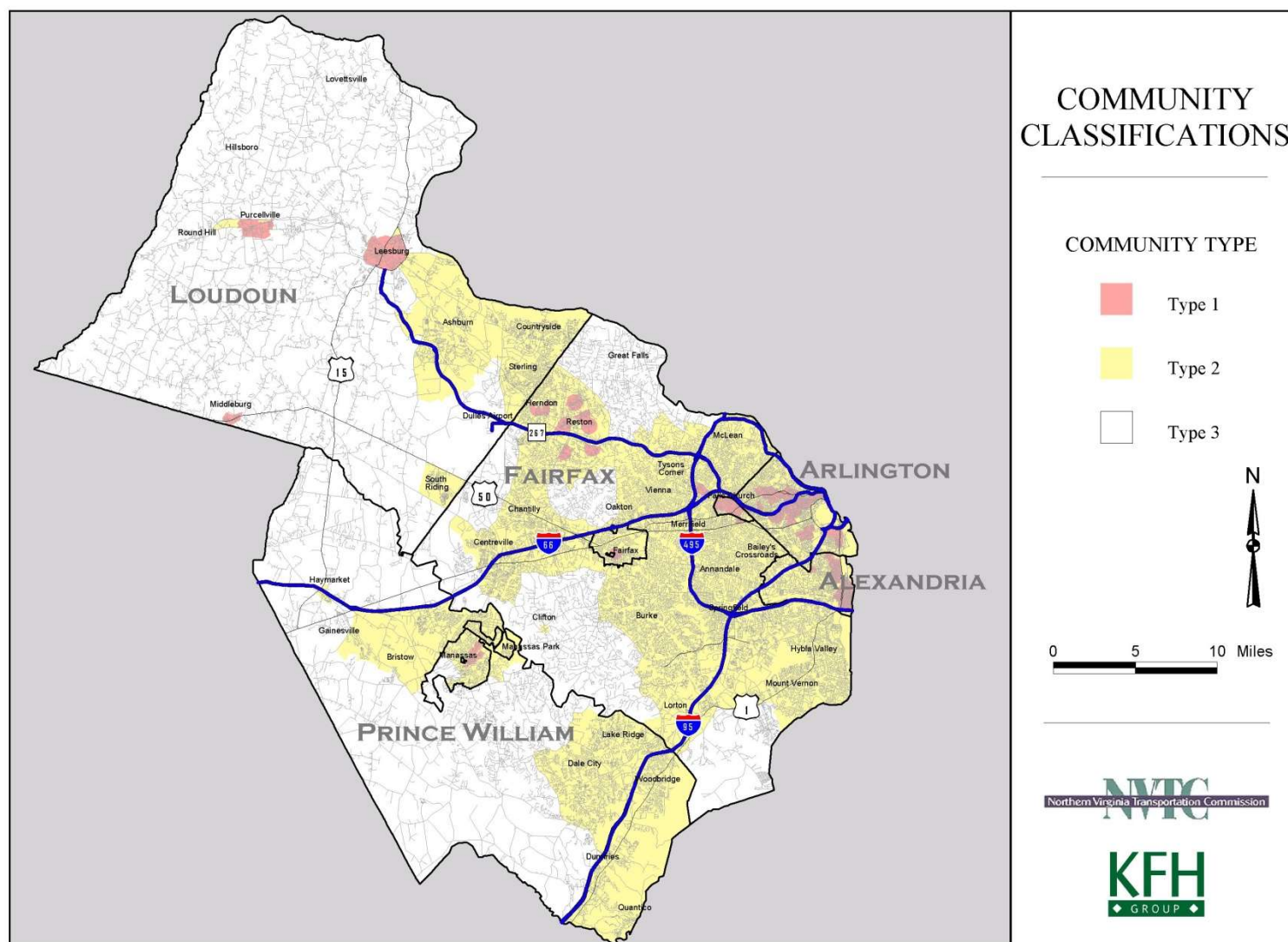Those who live in *Urban/Town* communities are more likely than *Suburban* or *Rural/Exurban* Older Seniors to walk or use fixed route public transportation.

Drove Car

Urban/Town	70%
Suburban	79%
Rural/Exurban	82%

Walked to Destination

Urban/Town	62%
Suburban	37%
Rural/Exurban	14%

Fixed Route Public Transportation

Urban/Town	25%
Suburban	14%
Rural/Exurban	5%
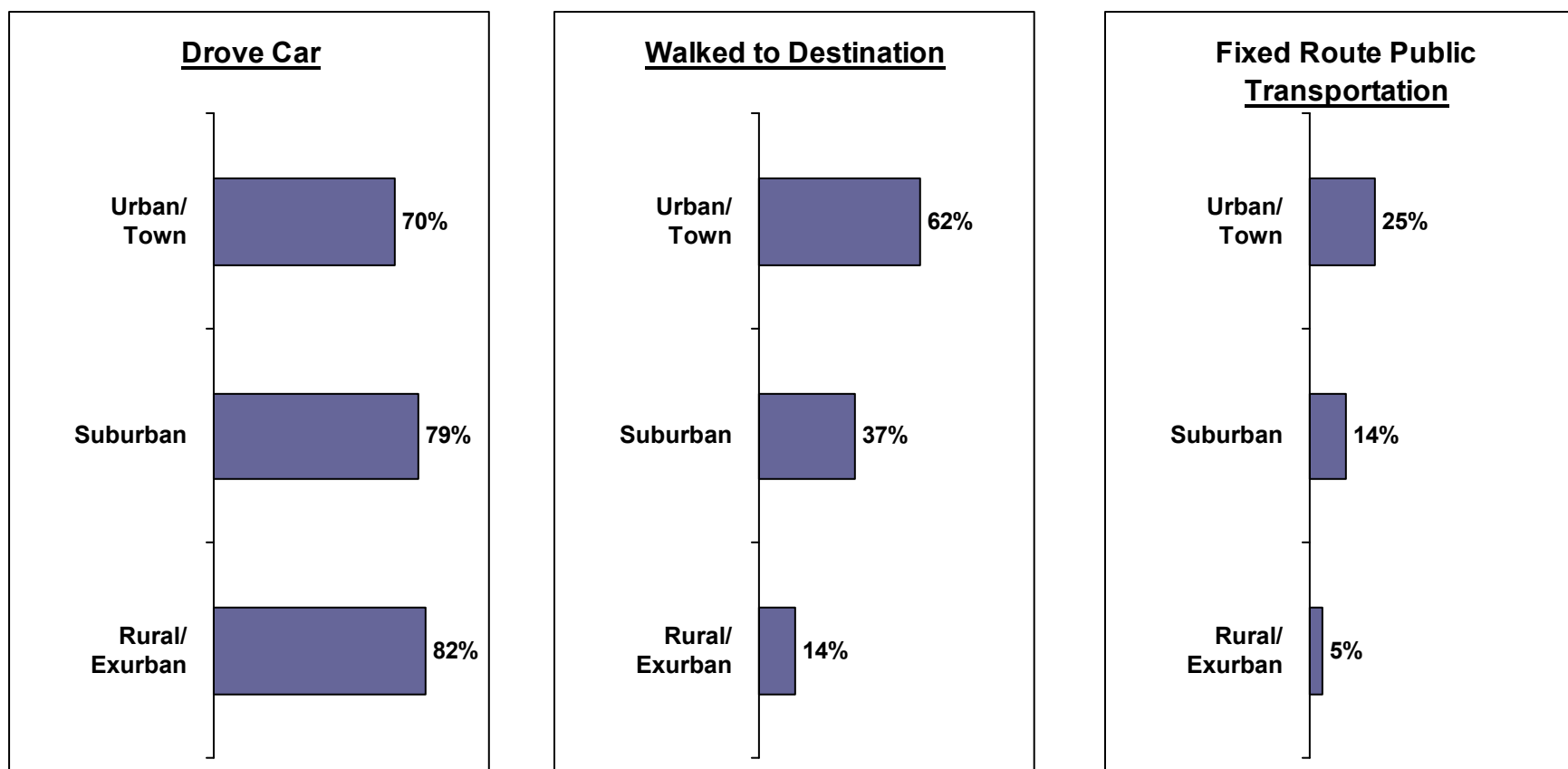
* Mode Usage Past Month

Share of Trips by Driving Oneself*

Urban/Town	Suburban	Rural/Exurban
48%	64%	66%
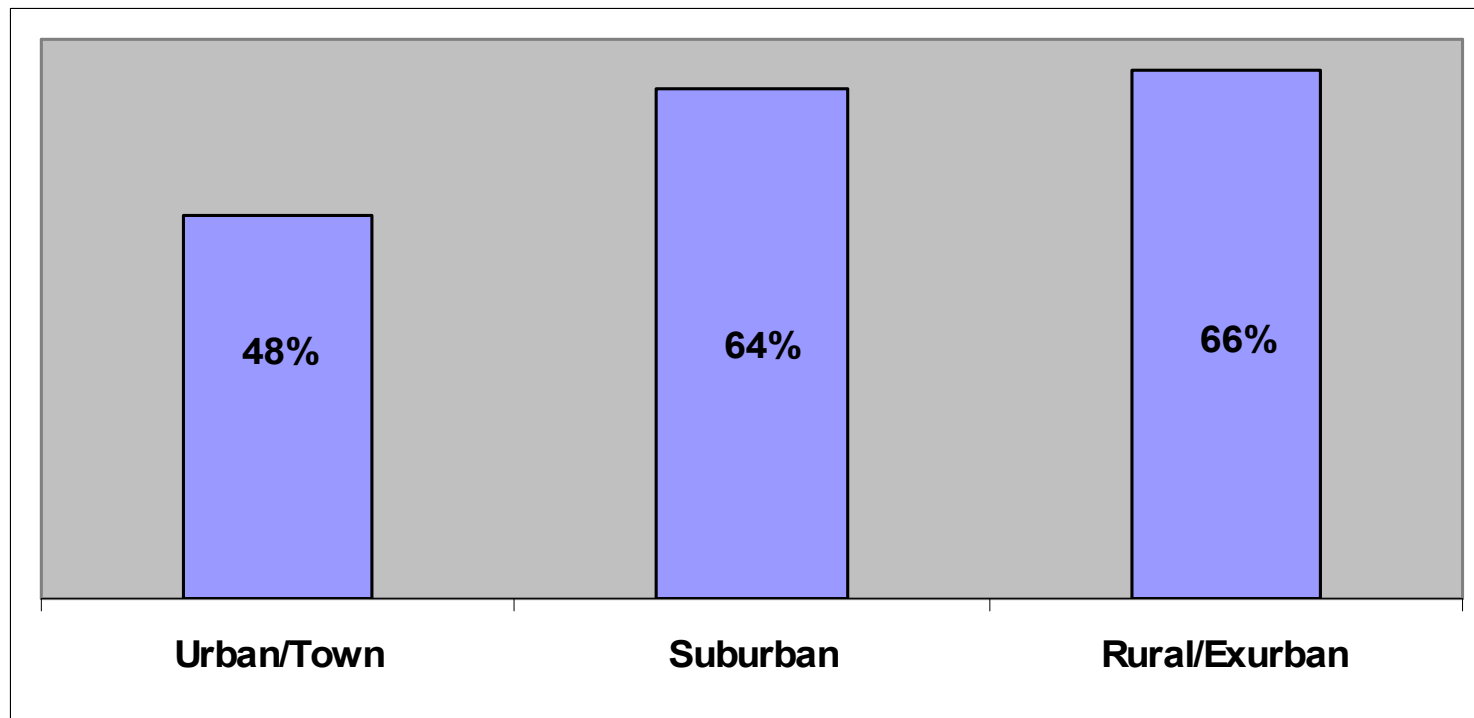
*Past Week

Important Differences in Mobility by Type of Community:

Those who live in *Urban/Town* communities take 20% more trips per week.
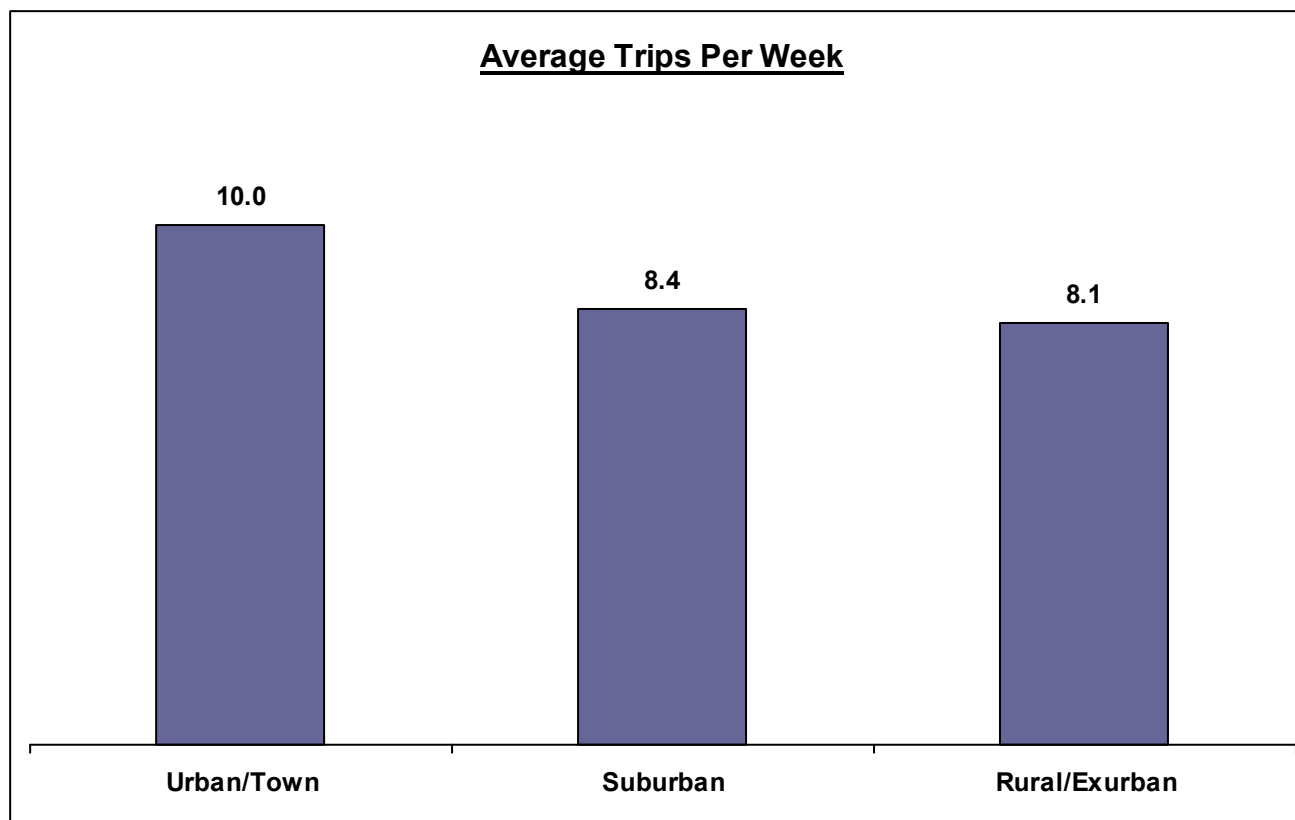
Those who live in *Urban/Town* communities are more likely to have gone out the previous day

Went Someplace Yesterday

	None	Once	Twice	3 or more
Urban/Town	16%	33%	25%	26%
Suburban	22%	28%	29%	20%
Rural/Exurban	22%	30%	30%	17%

Urban/Town: 84%
Suburban: 77%
Rural/Exurban: 77%
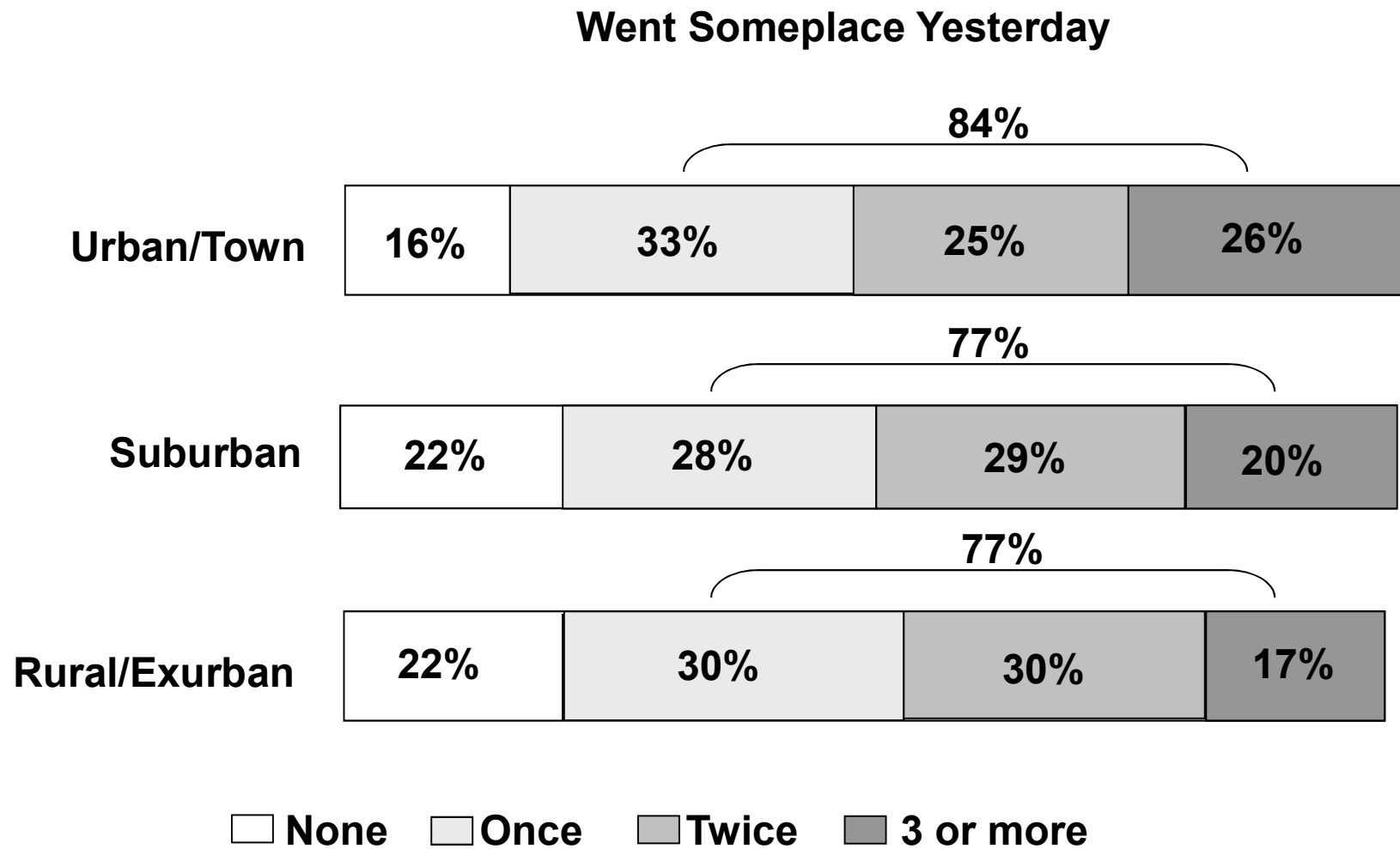
Communities Are Embracing Development near Transit:

A Snapshot of Transit-Oriented Development Support across the United States

By
Jana Lynott
AARP Public Policy Institute

Mariia Zimmerman and Patricia Happ
MZ Strategies LLC

AARP
Real Possibilities

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

Livability Score ?

60

(CUSTOMIZE THIS SCORE)

CATEGORY SCORE

(74) HOUSING
Affordability and access   >

(75) NEIGHBORHOOD
Access to life, work, and play   >

(57) TRANSPORTATION
Safe and convenient options   >

(52) ENVIRONMENT
Clean air and water   >

(75) HEALTH
Prevention, access, and quality   >

(59) ENGAGEMENT
Civic and social involvement   >

(29) OPPORTUNITY
Inclusion and possibilities   >

(o) **NEIGHBORHOOD**
Access to life, work, and play   ✕

What makes a neighborhood truly livable? Two important qualities are access and convenience. Compact neighborhoods make it easier for residents to reach the things they need most, from jobs to grocery stores to libraries. Nearby parks and places to buy healthy food help people make smart choices, and diverse, walkable neighborhoods with shops, restaurants, and movie theatres make local life interesting. Additionally, neighborhoods served by good access to more distant destinations via transit or automobile help residents connect to jobs, health care, and services throughout the greater community.

| Metrics | Policies | Resources |

How does my community compare to neighborhoods across the country?
● TOP THIRD   ○ MIDDLE THIRD   ● BOTTOM THIRD

🔵 Proximity to destinations ACCESS TO GROCERY STORES AND FARMERS' MARKETS	3.0 stores and markets ● Median US neighborhood: 0.0
🔵 Proximity to destinations ACCESS TO PARKS	0.0 parks ● Median US neighborhood: 0.0
🔵 Proximity to destinations ACCESS TO LIBRARIES	1.0 libraries ● Median US neighborhood: 0.0
🔵 Proximity to destinations ACCESS TO JOBS BY TRANSIT	13,174 jobs ● Median US neighborhood: 0
🔵 Proximity to destinations ACCESS TO JOBS BY AUTO	227,850 jobs ● Median US neighborhood: 55,312
🔵 Mixed-use neighborhoods DIVERSITY OF DESTINATIONS	0.89 index from 0 to 1 ● Median US neighborhood: 0.81
🔵 Compact neighborhoods ACTIVITY DENSITY	16,110 jobs and people per sq. mi. Median US neighborhood: 3,567
🔵 Personal safety CRIME RATE	413 crimes per 10,000 ● people Median US neighborhood: 304
🔵 Neighborhood quality	0.0% of units are vacant ●

TOTAL INDEX SCORE

65

[Livability Score](#) ?

CATEGORY SCORE

47 **HOUSING**
Affordability and access >

76 **NEIGHBORHOOD**
Access to life, work, and play

70 **TRANSPORTATION**
Safe and convenient options >

54 **ENVIRONMENT**
Clean air and water >

95 **HEALTH**
Prevention, access and quality >

67 **ENGAGEMENT**
Civic and social involvement >

NEIGHBORHOOD
Access to life, work, and play   [Share this score](#) ✕

What makes a neighborhood truly livable? Two important qualities are access and convenience. Compact neighborhoods make it easier for residents to reach the things they need most, from jobs to grocery stores to libraries. Nearby parks and places to buy healthy food help people make smart choices, and diverse, walkable neighborhoods with shops, restaurants, and movie theatres make local life interesting. Additionally, neighborhoods served by good access to more distant destinations via transit or automobile help residents connect to jobs, health care, and services throughout the greater community.

Metrics	Policies

➕ **Mixed-use neighborhoods**
STATE AND LOCAL TOD PROGRAMS   County Policy ●

➕ **Comprehensive livability commitment**
STATE AND LOCAL PLANS TO CREATE AGE-FRIENDLY COMMUNITIES   No Policy ○

Livability Score ❓

65

(CUSTOMIZE THIS SCORE)

CATEGORY SCORE

66 HOUSING
Affordability and access ›

71 NEIGHBORHOOD
Access to life, work, and play ›

83 TRANSPORTATION
Safe and convenient options

61 ENVIRONMENT
Clean air and water ›

68 HEALTH
Prevention, access, and quality ›

69 ENGAGEMENT
Civic and social involvement ›

37 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
415 buses and trains per hour ●
Median US neighborhood: 0

➕ **Convenient transportation options**
WALK TRIPS
1.19 trips per household per day ●
Median US neighborhood: 0.73

➕ **Convenient transportation options**
CONGESTION
22.1 hours per person per year ●
Median US neighborhood: 17.4

➕ **Transportation costs**
HOUSEHOLD TRANSPORTATION COSTS
$8,318 per year ●
Median US neighborhood: $10,791

➕ **Safe streets**
SPEED LIMITS
28.7 miles per hour ●
Median US neighborhood: 28.0

➕ **Safe streets**
CRASH RATE
5.0 fatal crashes per 100,000 people per year ●
Median US neighborhood: 7.6

➕ **Accessible system design**
ADA-ACCESSIBLE STATIONS AND VEHICLES
95.8% of stations and vehicles are accessible ●
Median US neighborhood: 81.7%

Livability Score ?

65

(CUSTOMIZE THIS SCORE)

CATEGORY SCORE

66 **HOUSING** >
Affordability and access

71 **NEIGHBORHOOD** >
Access to life, work, and play

83 **TRANSPORTATION** >
Safe and convenient options

61 **ENVIRONMENT** >
Clean air and water

68 **HEALTH** >
Prevention, access, and quality

69 **ENGAGEMENT** >
Civic and social involvement

37 **OPPORTUNITY** >
Inclusion and possibilities

Map Layer : Walk Trips
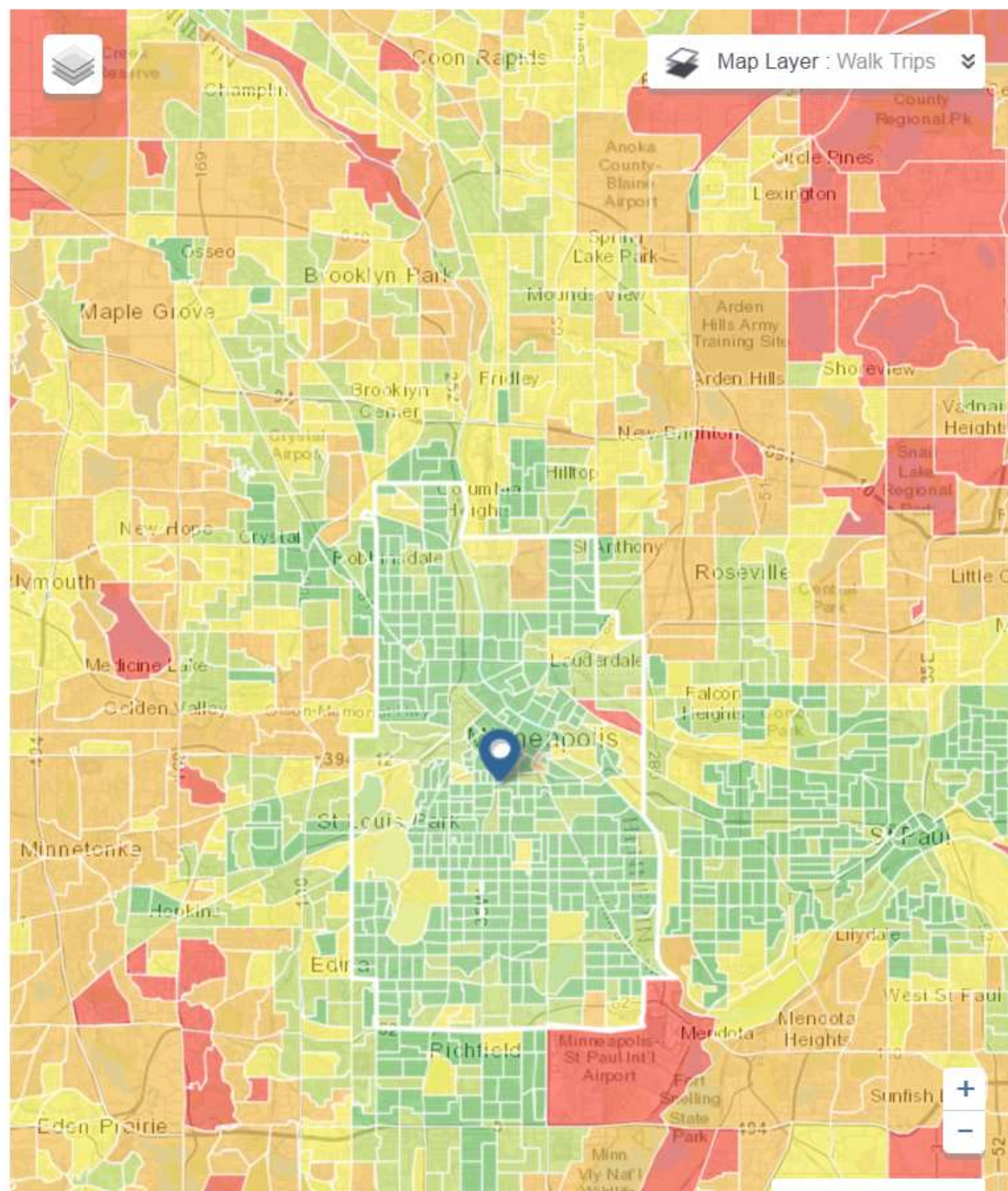
Transit-Oriented Development Snapshot

Transit-Oriented Development (TOD) creates vibrant neighborhoods near transit

Communities Want TOD

26 States
were found to have taken one or more TOD-supportive actions for a total of
55 Actions

28 Policy and Planning
41 Funding and Financial Incentives
1 Programs

47 Regions
were found to have taken one or more TOD-supportive actions for a total of
60 Actions

49 Policy and Planning
1 Zoning
20 Funding and Financial Incentives
22 Programs

66 Localities
were found to have taken one or more TOD-supportive actions for a total of
71 Actions

42 Policy and Planning
21 Zoning
14 Funding and Financial Incentives
6 Programs

* A single action can be classified as one or more types of TOD support.
  Multiple actions can be taken by a state, region, or locality.

Successful TOD requires a multi-stakeholder approach from all levels of government and the private and non-profits sectors.
State, regional and local actors proactively foster TOD through:
• Policy & Planning
• Zoning
• Funding & Financial Incentives
• Programs

Examples of TOD Supports

Location	Program Name	Category of Support	Description
CA	TOD Housing Program	State—Funding & Financial Incentives	Low interest loans for mixed market rate/affordable rental housing development. Grants for infrastructure.
GA	Atlanta BeltLine Zoning Overlay District	Local—Zoning	A set of urban design guidelines
UT	UTA & WFRC TOD Design Guidelines & Land Use Connections Program	Regional—Policy & Planning; Program	Design guidelines provide direction to developers; Land Use Connections program offers technical assistance
DC/MD/VA (DC Metro)	WMATA Joint Use Development Program	Regional—Program	Seeks private partners to develop WMATA real estate
ME	Municipal Development Districts	State—Funding & Financial Incentives	Creates TOD districts under tax increment financing laws. Eligible projects: transit & pedestrian/bike

Source: www.aarp.org/TOD

Key Findings

- TOD benefits from strong support from multiple community actors.

- TOD requires complex funding and partnerships.

- Equitable TOD is emerging as a top issue for localities.

- TOD supports are universally found in regions with high-ridership transit systems.

Atlanta BeltLine

Nutrition Walk

Free Fitness Classes

Atlanta BeltLine

WHERE:
Eastside Trail
Meet at Park Tavern Parking Lot, 500 10th St.

WHEN:
Wednesdays, 5:30 PM - 6:30 PM

One-hour walk with a registered dietician to learn about healthy eating while you exercise

Learn more and sign up at
beltline.org/fitsignup
For more info call 404-446-4410
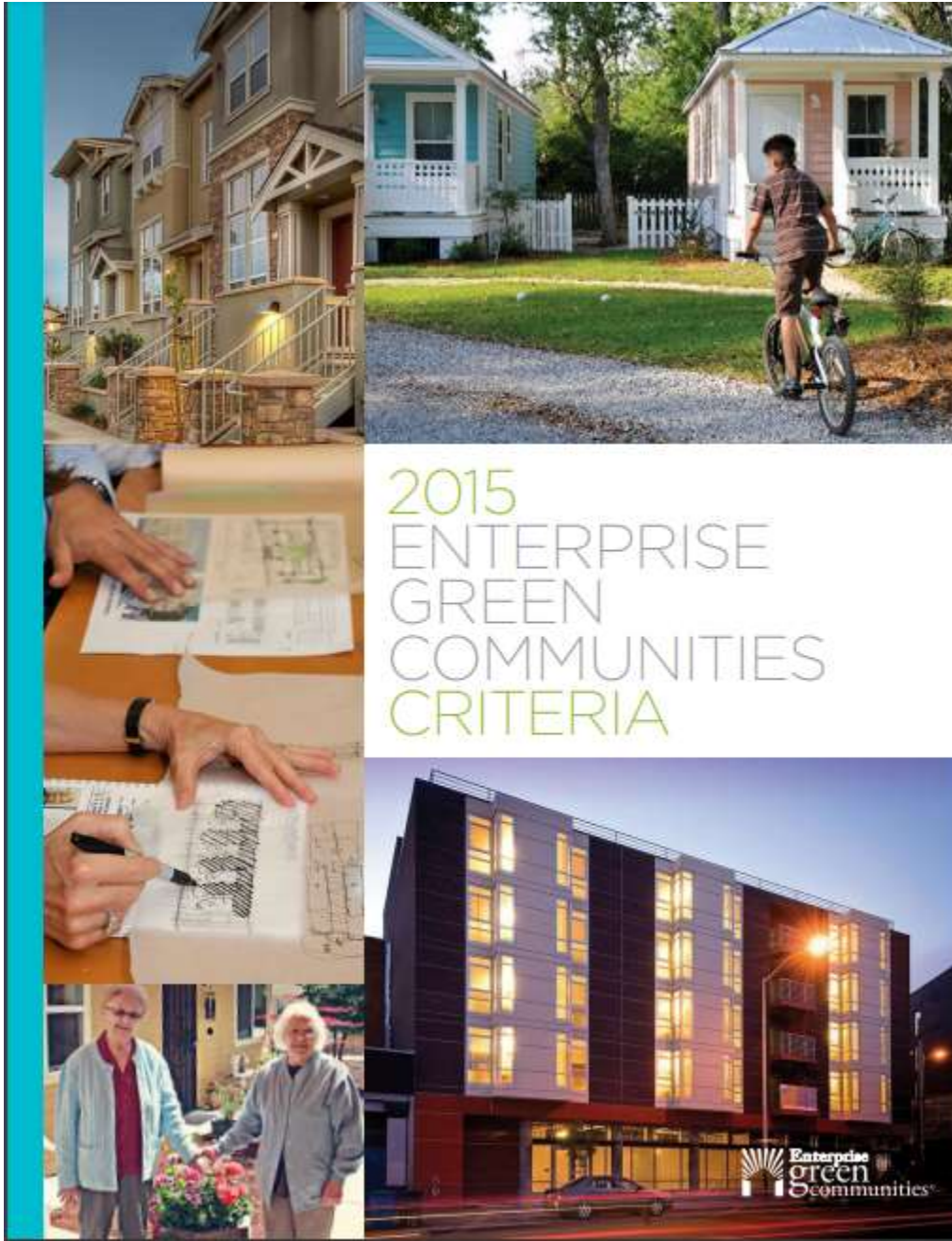
Led by: OPEN HAND

Photos by Jana Lynott

A Warm Welcome to Cycling Without Age

Starting a chapter in your local community

Find out how it all started in Copenhagen
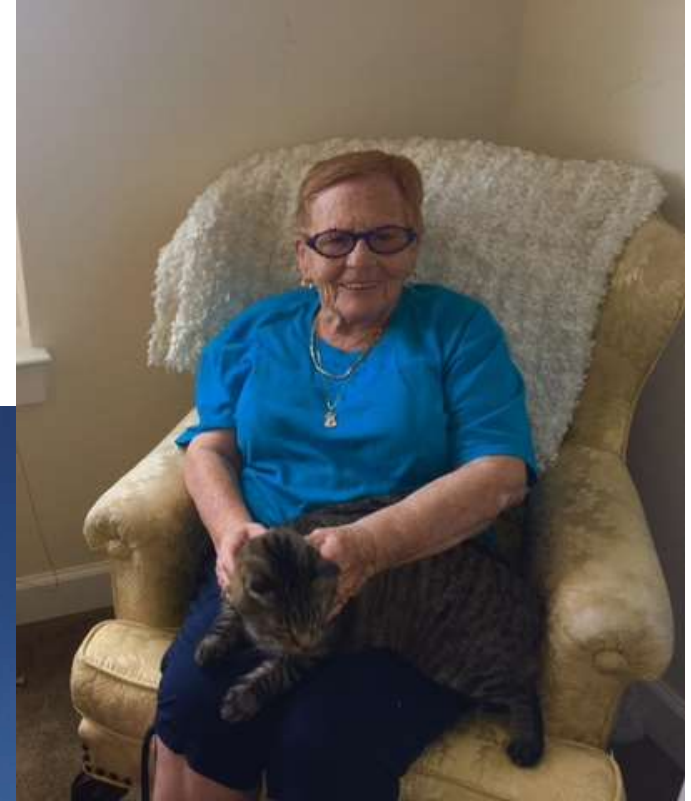
CyclingWithoutAge.org

Equitable TOD

Yale Station Apartments
Denver

Photo by Koelbel & Company

TRANSIT ORIENTED DEVELOPMENT
NOT JUST FOR BIG CITIES

Photo by Doug Connell

FOR MORE INFORMATION

www.aarp.org/TOD

www.aarp.org/livablepolicy

www.aarp.org/livable

www.aarp.org/livabilityindex

Jana Lynott, AICP
jlynott@aarp.org, Twitter: JanaLynott

Overview

- Reduced crossing distance

- Slower walking speed signal timing

- Pedestrian Recall (non-actuated)

- Accessible Pedestrian Signals (APS)

- Leading Pedestrian Intervals (LPI)

- Speed Management

Reduced Crossing Distances

- Primary goal is to reduce exposure to people crossing

- Secondary goal is to prioritize the transportation system for people walking, reduce intimidation of long crossings

Reduced Crossing Distances

- Curb extensions, widened sidewalks

- Painted Safety Zones (PSZ)

- Lane reductions (road diets)

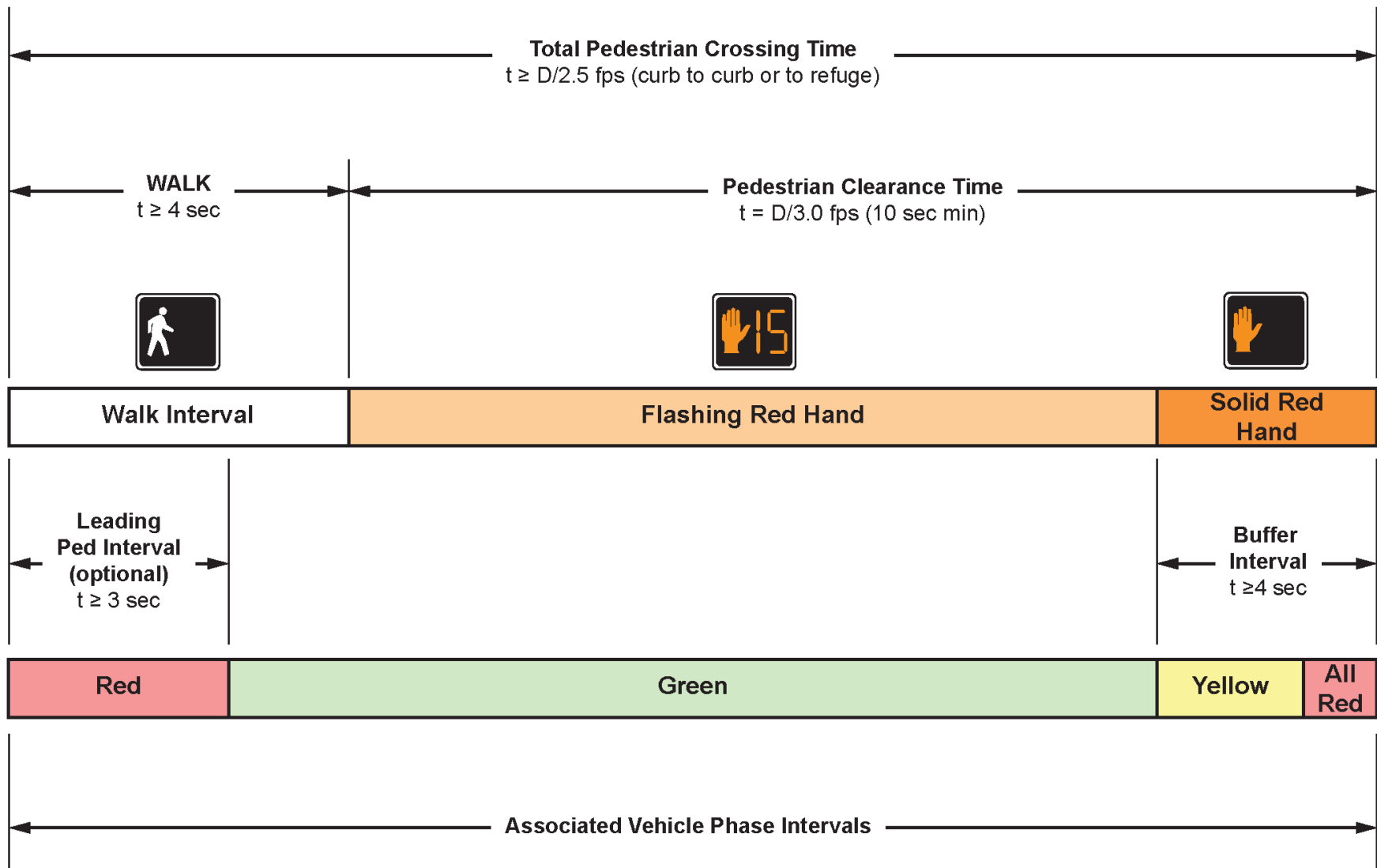- Protected bicycle lanes

- Median refuges

Slower Walking Speed Signal Timing

- WALK interval
  - 4 second minimum

- Pedestrian clearance interval
  - Start of countdown to cross street green
  - MUTCD requires walk speed of 3.5 feet per second
  - San Francisco recently adopted a slower speed of 3.0 feet per second

- Total pedestrian crossing time
  - Start of WALK through cross street green
  - MUTCD requires walk speed of 3.0 feet per second
  - San Francisco uses a walk speed of 2.5 feet per second, adopted in 2000

Pedestrian Countdown Signal Timing

Total Pedestrian Crossing Time
t ≥ D/2.5 fps (curb to curb or to refuge)

WALK
t ≥ 4 sec

Pedestrian Clearance Time
t = D/3.0 fps (10 sec min)

Walk Interval	Flashing Red Hand	Solid Red Hand

Leading Ped Interval (optional)
t ≥ 3 sec

Buffer Interval
t ≥4 sec

Red	Green	Yellow	All Red

Associated Vehicle Phase Intervals

t = time
D = crossing distance

SFMTA

Pedestrian Countdown Signal Terminology

- Actuation
    - Pedestrian must push button to receive WALK signal
- Recall
    - Traffic signal automatically brings up WALK signal every cycle. No action from pedestrian necessary.
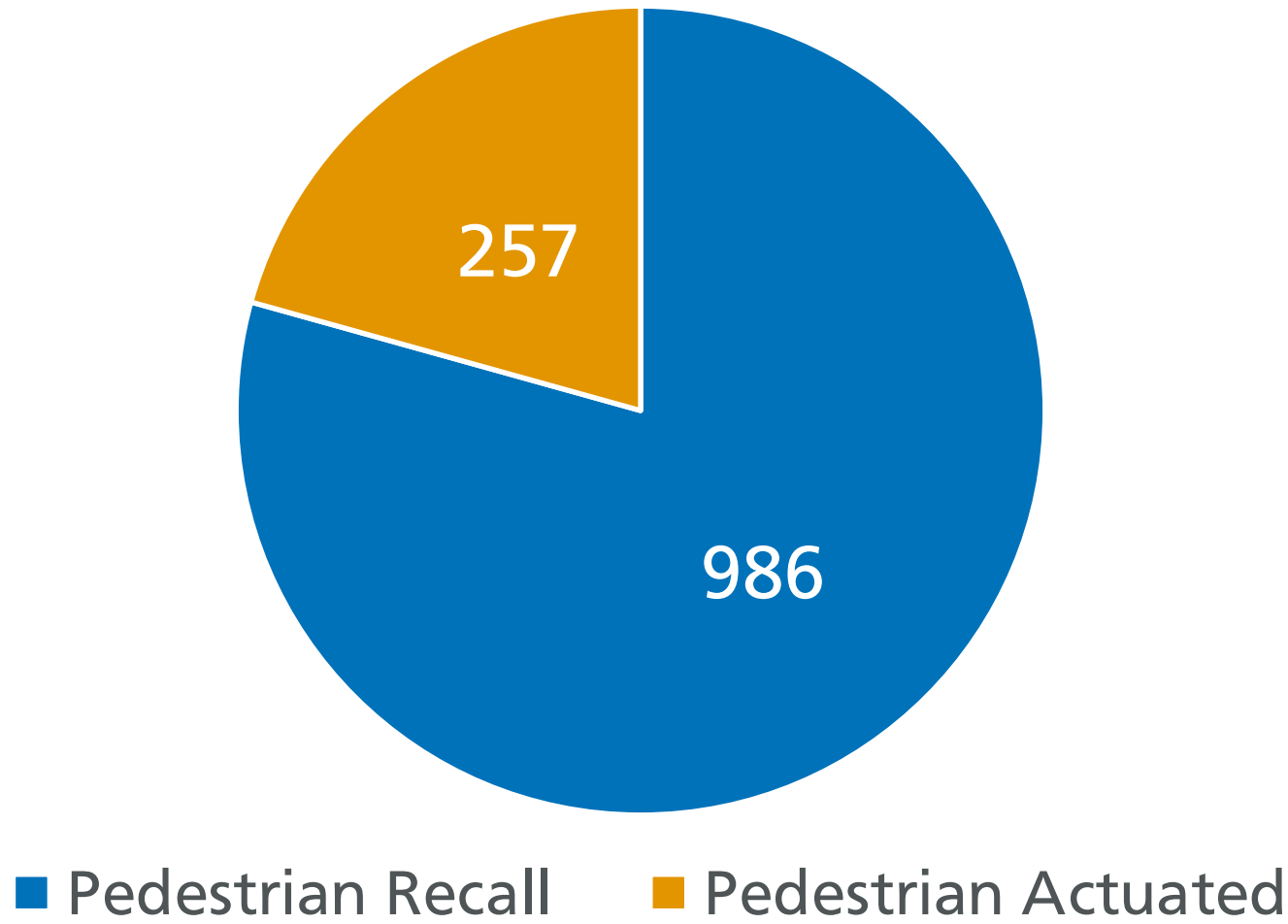
SFMTA

Pedestrian Countdown Signal Actuation

- General SFMTA policy is not to use pedestrian actuation

- Following exceptions apply
    - State Route
    - Transit priority corridor
    - Opening closed crosswalks
    - Low volume cross streets
    - Mid-block signals

Which signals have pedestrian actuation in San Francisco?

All Traffic Signals (1,243)

257

986

■ Pedestrian Recall   ■ Pedestrian Actuated

SFMTA

Types of Pedestrian Push Buttons

- Actuated push button
  - Must be pushed to receive WALK signal
- Accessible Pedestrian Signal (APS) push button
  - Vibro-tactile and audible message
  - Can be used for both actuated and recall crossings
  - SFMTA policy is to install APS at all new and upgraded traffic signals, as well as per public request at existing signals

Types of Pedestrian Push Buttons

Actuated Push Button

APS Push Button

Types of Pedestrian Push Buttons


Actuated Signal/APS

APS

APS Pilot

SFMTA

Leading Pedestrian Intervals (LPI)

- Displays a brief advance WALK indication before parallel traffic receives a green
- Helps pedestrians establish themselves in crosswalk
- Can reduce conflicts between pedestrians and turning vehicles
- San Francisco has developed an LPI policy that encourages engineers to install LPI's at most signalized intersections
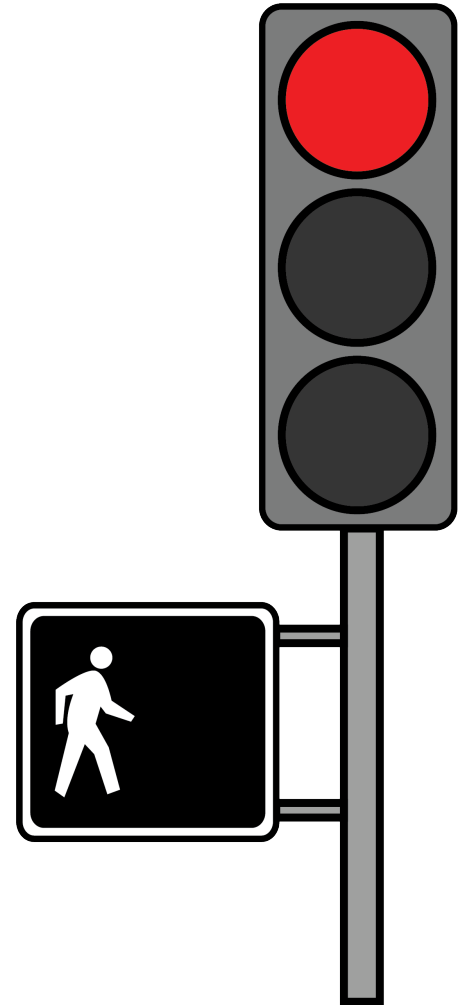
Speed Management

- Setting speed limits to lowest justifiable speed

- Slower traffic signal progression speeds

- Traffic signal recall (non-actuated)

- Lane Reductions (road diets)

- Design roads to be self enforcing (traffic calming)

Thank you

James Shahamiri, P.E.
San Francisco Municipal Transportation Agency
james.shahamiri@sfmta.com