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Asakura Robinson

H-GAC  
9 Nov 2012

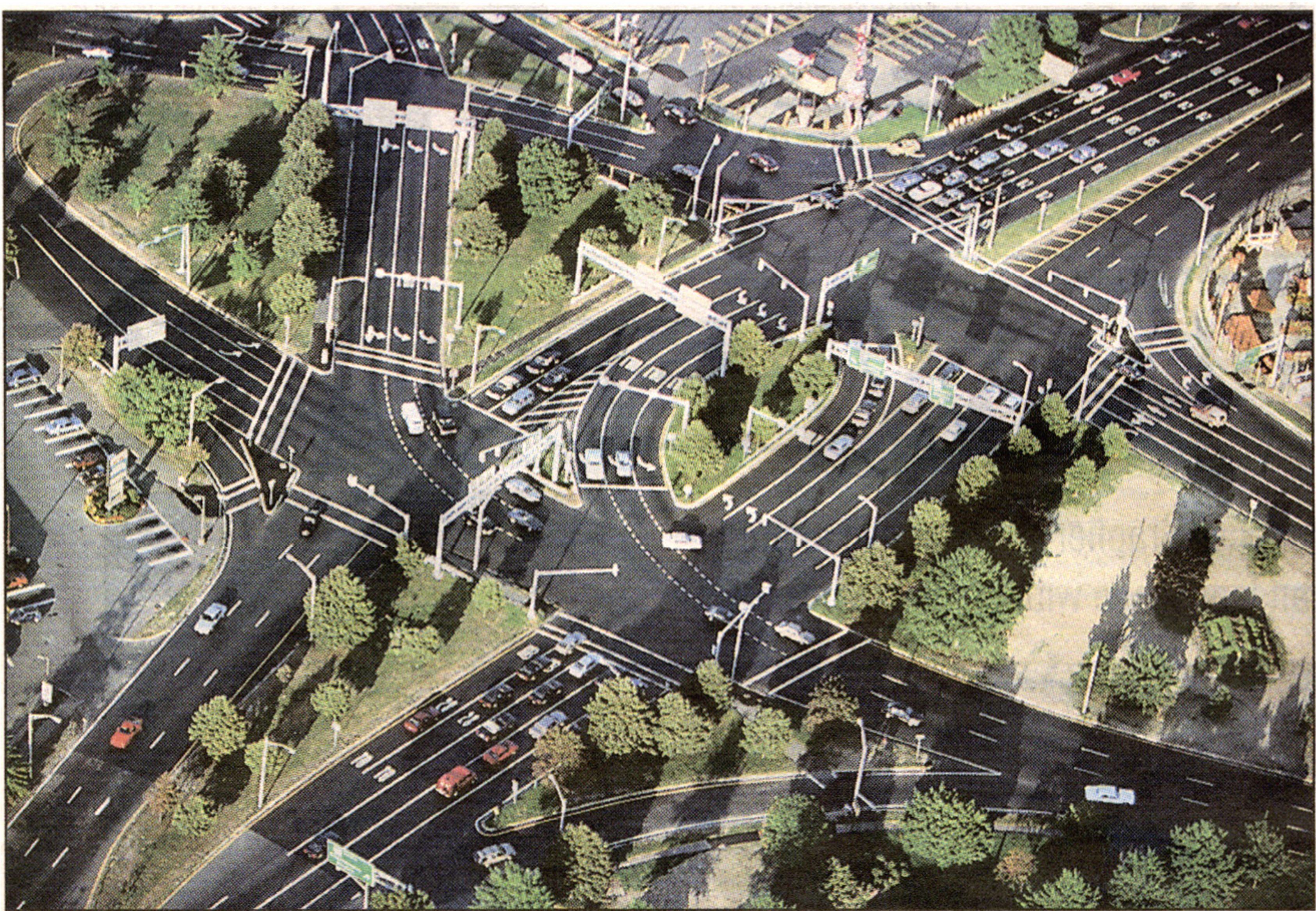
# Planning for an **Active Lifestyle:** Pedestrian/Bicycle Planning











PHOTOS BY ALEX MACLEAN

**SEEING DOUBLE: (Clockwise from above) An overwhelming number of lanes converge into a Medford, Mass.,**

**"Sprawled Out"**

**By Ross Atkin**  
Staff writer of The Christian Science Monitor

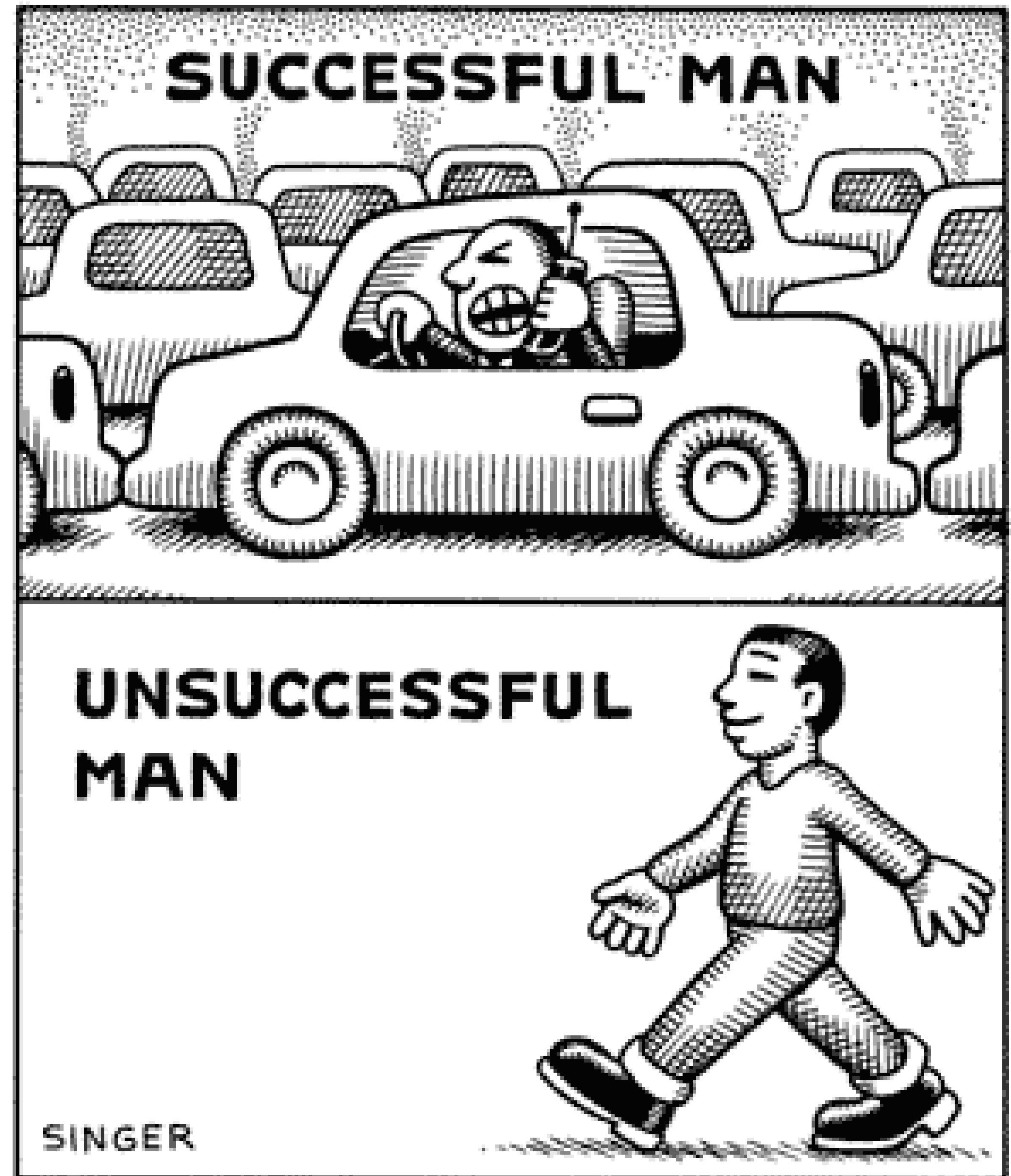
1-10-2001, p.15-16



# The Results?

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- **Pollution**
  - Health
  - Noise
- **Congestion**
  - Loss of public space
  - Loss of social interaction
  - Loss of aesthetics
- **Reduced livability and desirability**
  - Not a friendly place
  - Unattractive to kids, families
- **Loss of economic viability**





# Complete Streets

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Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability - motorists, pedestrians, bicyclists and public transportation users.







Too many of our streets are inadequate or unsafe.



# Who would use Complete Streets?

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- **Nearly 1/3rd of Americans do not drive**
  - Including more than 100,000 households in Harris County! (aprox. 8%)
  - 21% of people over 65 years of age
  - Children under 16
  - Many low-income families
- **Many of our other trips are over short distances**
  - 50% of all trips are under 3 miles (1 hour walk, 12-15 minute bike ride)
  - 28% of all trips are under 1 mile (20 minute walk, 3-5 minute bike ride)
  - 72% of all trips under 1 mile are driven!



# Culture is Changing

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“...people under 30 no longer view cars as status symbols or even positive things. They look at them as pollutants.”

-Vincent Kartheiser (Pete Campbell on Mad Men) New York Times Style Section Oct 3, 2010

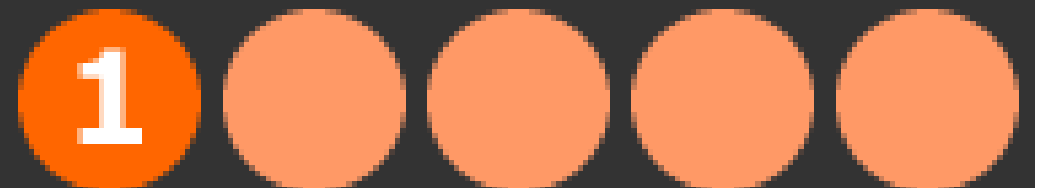






*Existing conditions*

Envision change

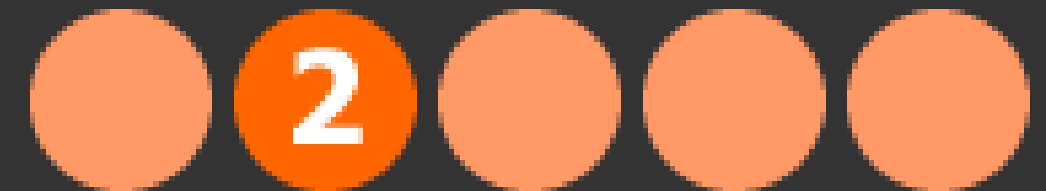






*Building facelifts, restoration of ground floor retail, infill development*

**Envision change**







*Street resurfaced, new sidewalks*

Envision change

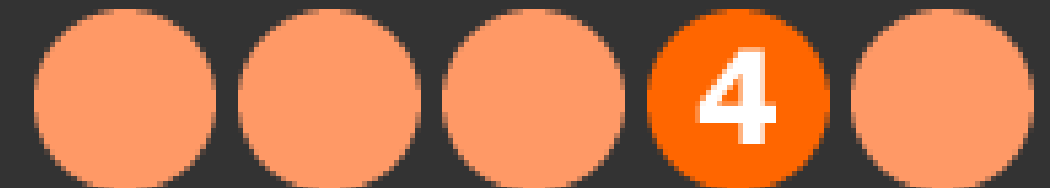






*Street trees, street lamps*

**Envision change**

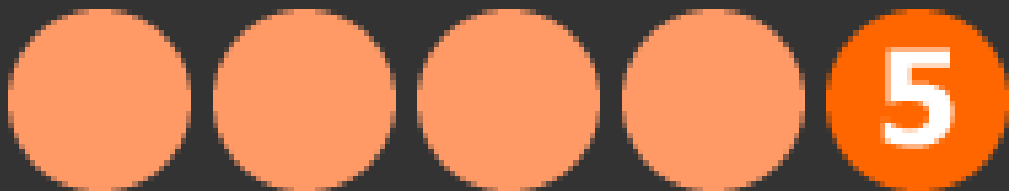






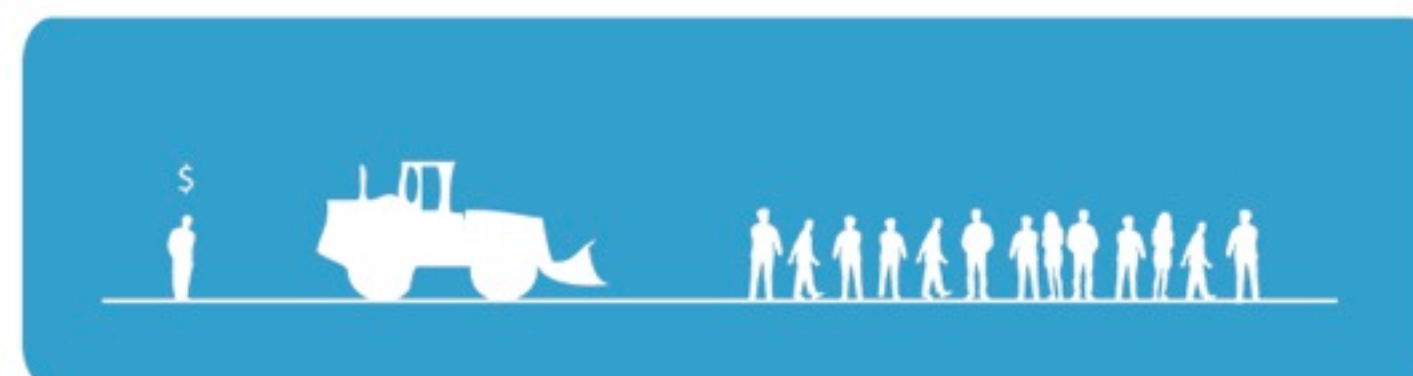
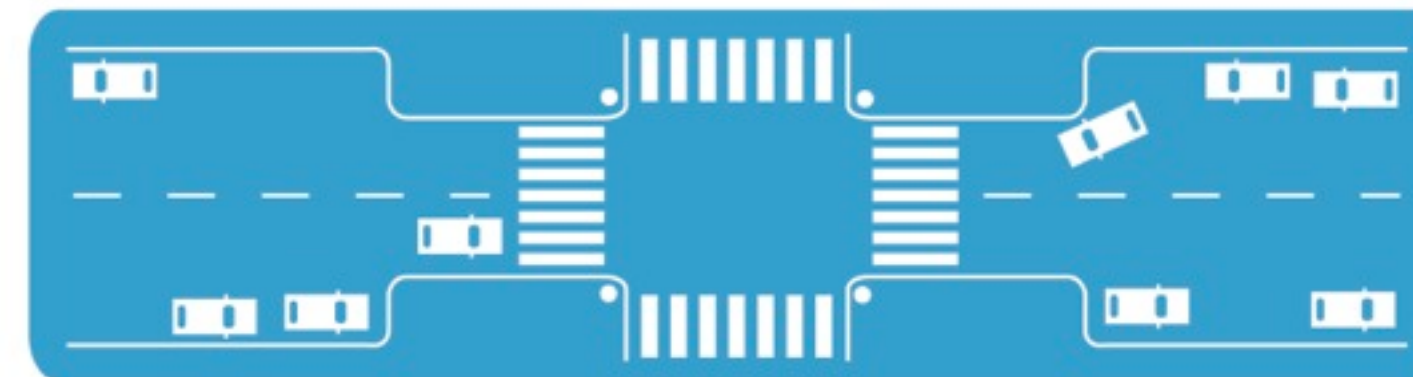
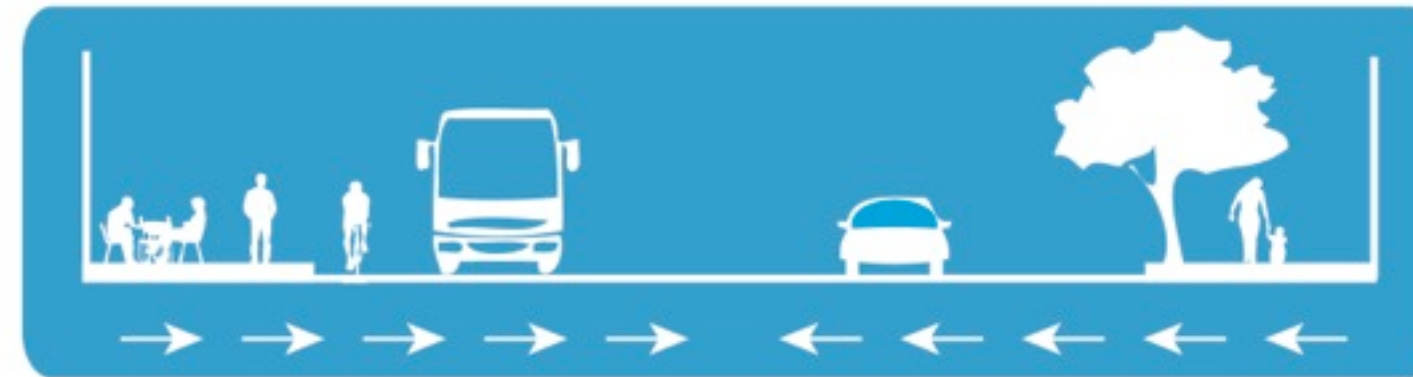
*Open businesses, patrons*

Envision change



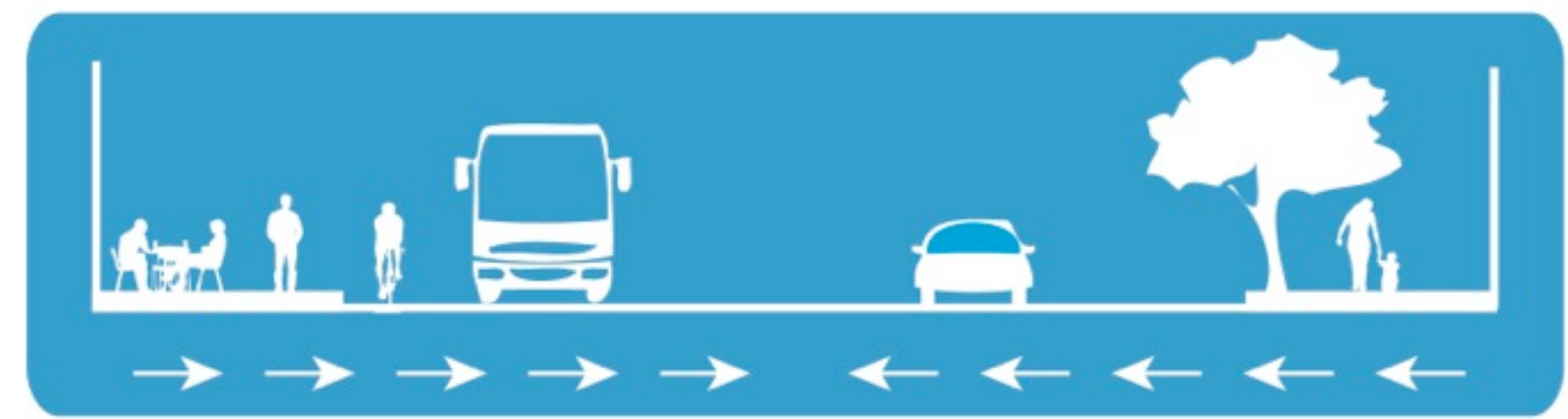


# 5 Steps to Complete Streets for **Houston**

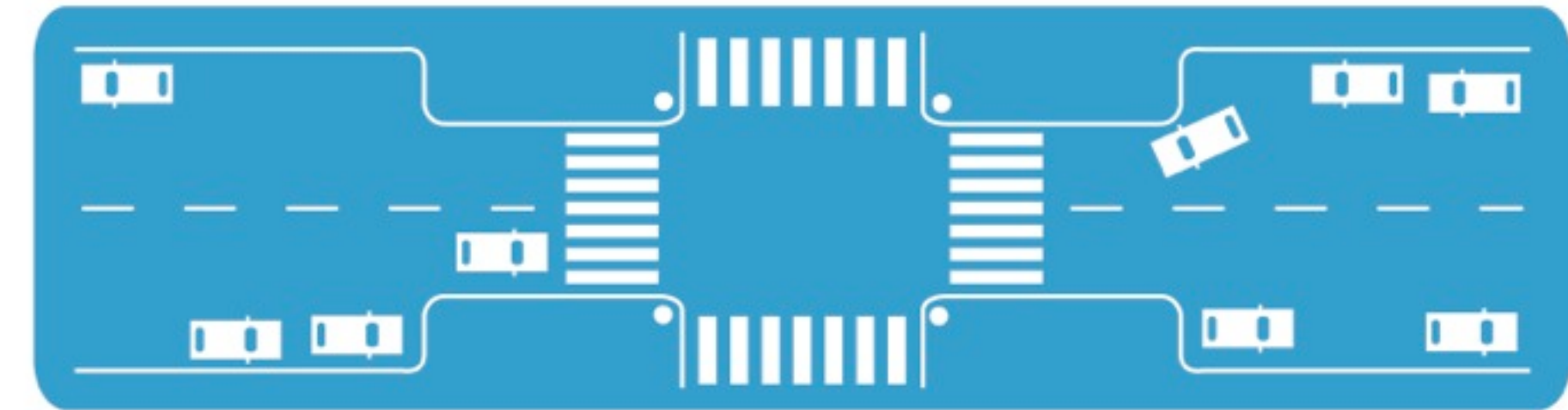




Plan from the outside-in



Keep traffic calm



Plan for the most vulnerable



Support local business



Target investments for impact

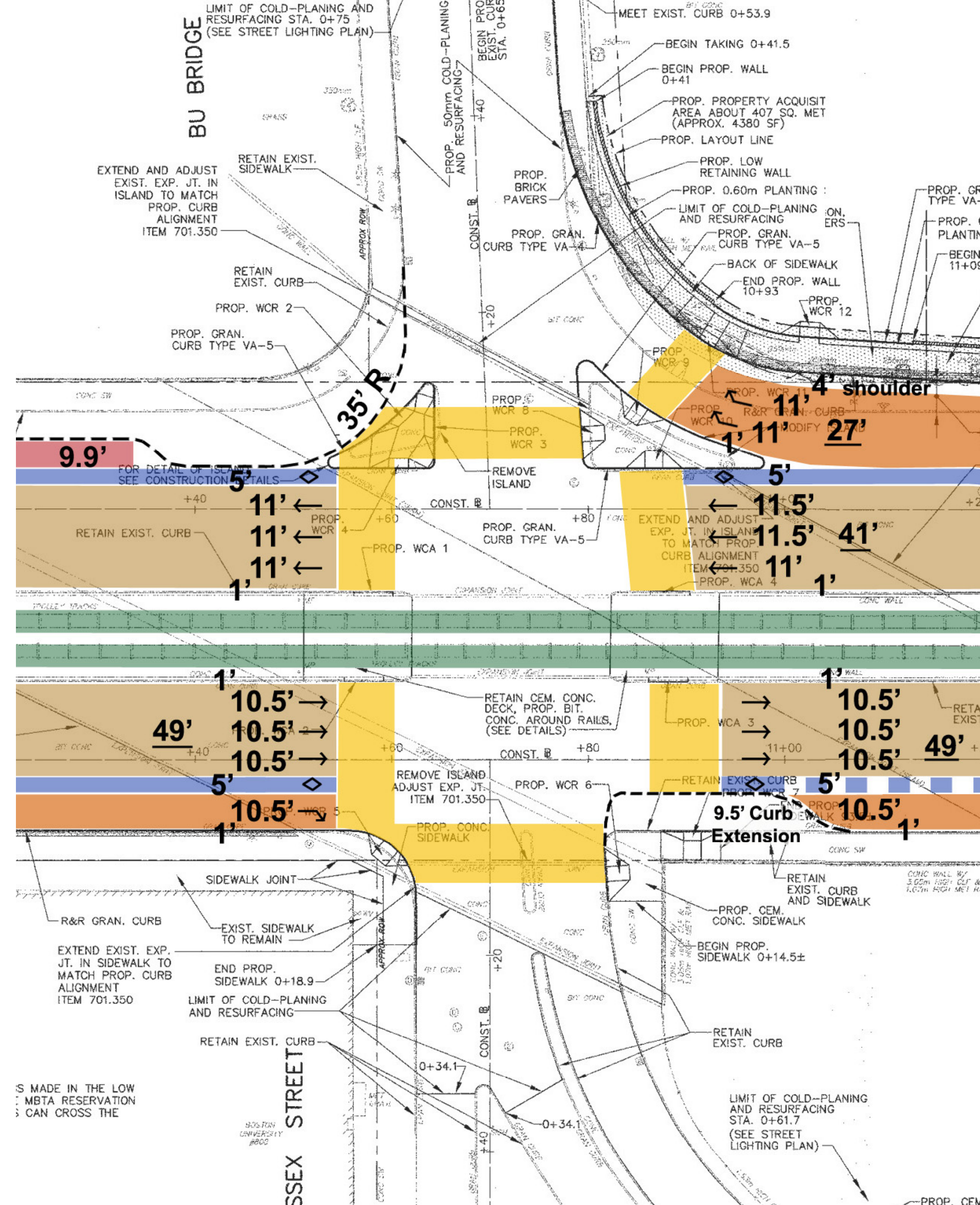
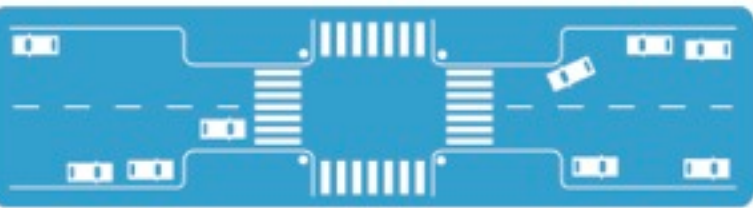




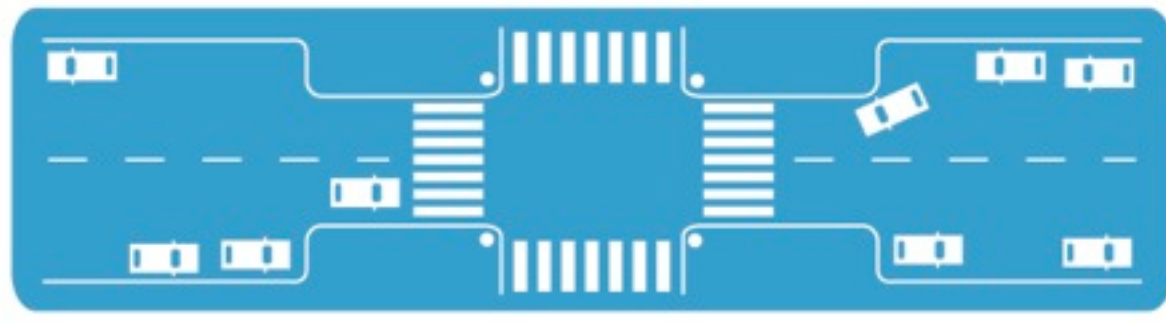


# Plan from the Outside-in

Streets are for more than just cars!  
Rather than giving pedestrians the space that's left over, start with their needs.







# Calm Traffic

Speed has more to do with lane width than posted speeds. Streets must be designed to keep speeds safe.







Commonwealth Avenue, Boston





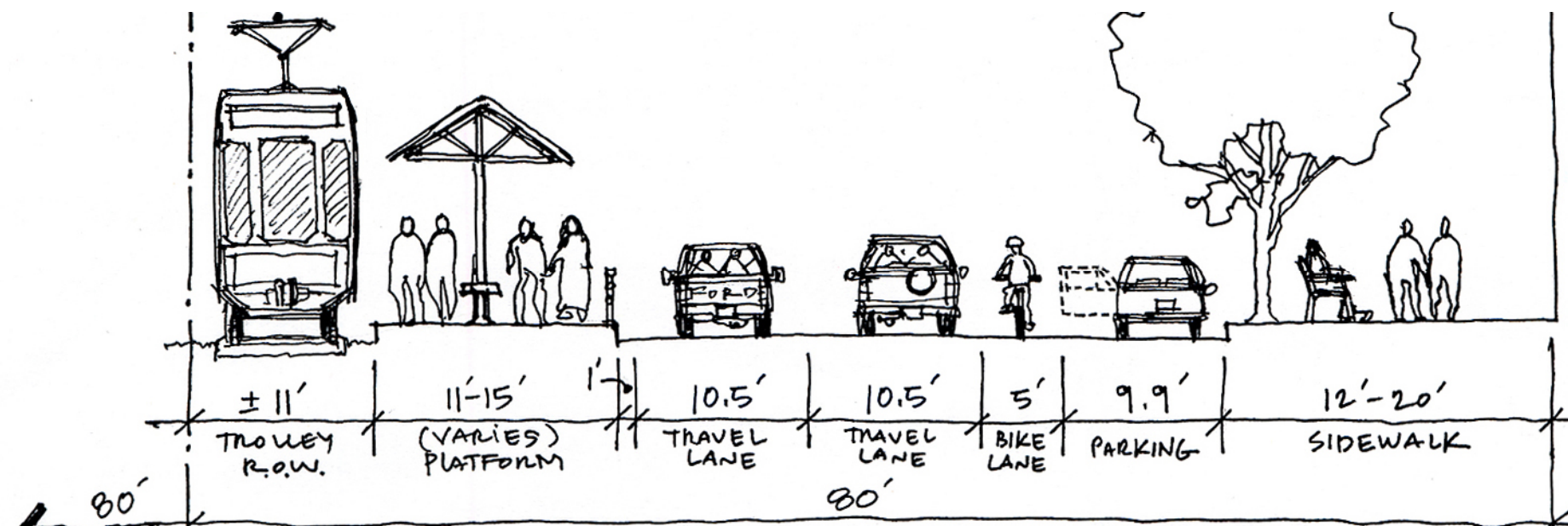
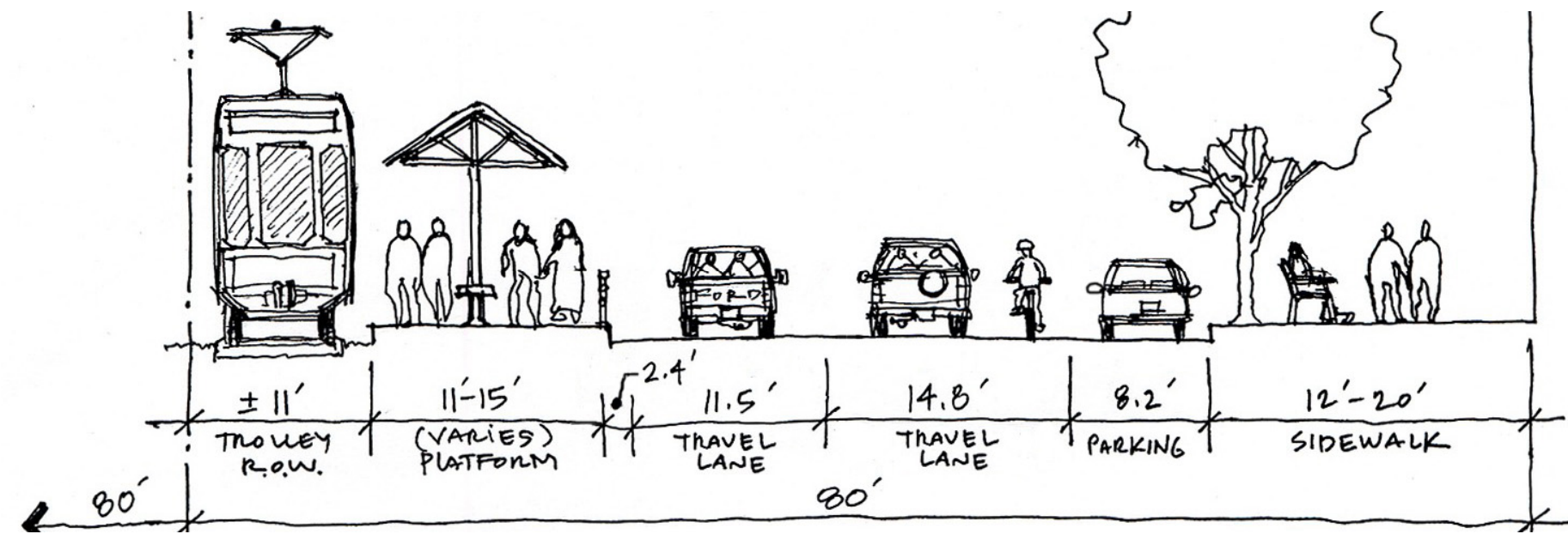
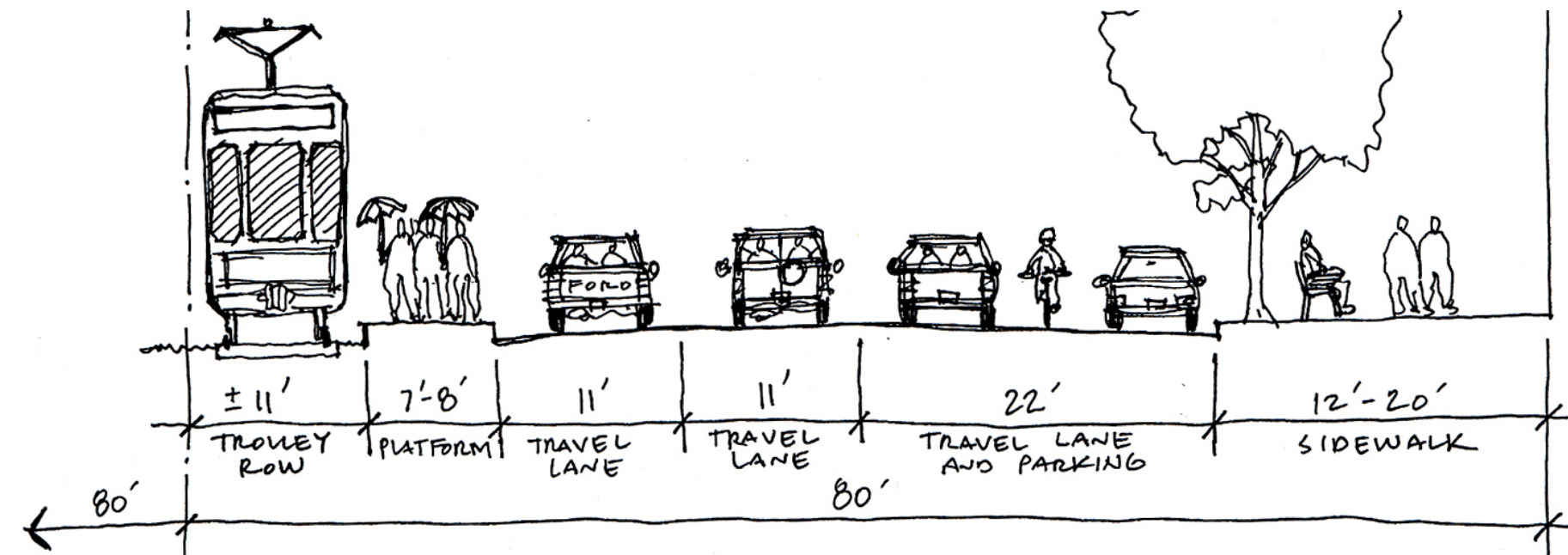
Mass Highway's Plan





LivableStreets Alliance counter-proposal









Comm. Ave, newly completed!





## Plan for the most vulnerable

Everyone should be able to use our streets!

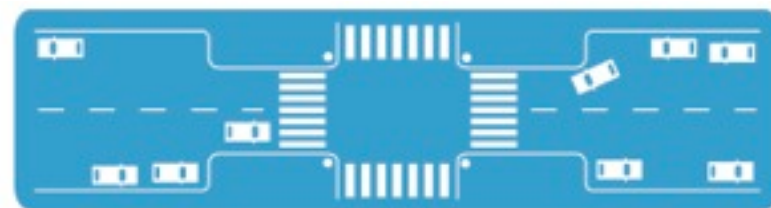


image: flickr@MoBikeFed



# Kids

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- Streets that provide dedicated space for bicycling and walking help kids be physically active and gain independence!
- More than 1/3 of our nations children are obese.
- Limited physical activity contributes to the obesity epidemic among kids!





# People with disabilities

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- 20% of Americans have a disability that limits their daily activities.
- Complete Streets feature curb cuts, high visibility crosswalks, and other designs for travelers with disabilities.
- Complete Streets reduce isolation and dependence.



image: flickr@Dr. Scott Crawford



# Older adults

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- By 2025, nearly 1/5 of Americans will be 65 or older.
- About 1/2 of all non-drivers over 65 would like to get out more often.
- Complete Streets policies help create streets that support older drivers and pedestrians through better design.
- Complete Streets help older Americans stay active, independent and involved in their communities.

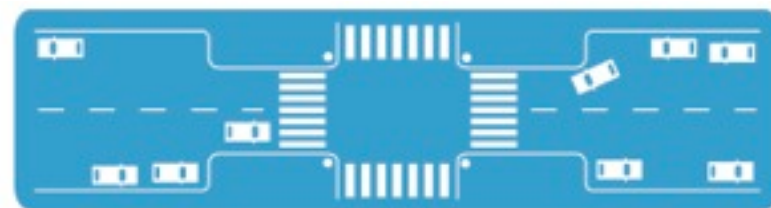






# Support local business

Complete Streets policies support local businesses, create jobs and improve a city's tax base.





# Economic Competitiveness

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- In metro areas studies, every 1 point increase in Walk Score corresponded with a home value increase of \$500 - \$3000.
- In Washington DC's Barracks Row neighborhood an \$8M public investment spurred \$8M in private investment in the next 2 years, including 32 new businesses and an additional \$80,000 in sales taxes every year.





### Cost of owning a car (per year):



#### Funds staying in the local economy

License, taxes, repair, tires, registration, maintenance

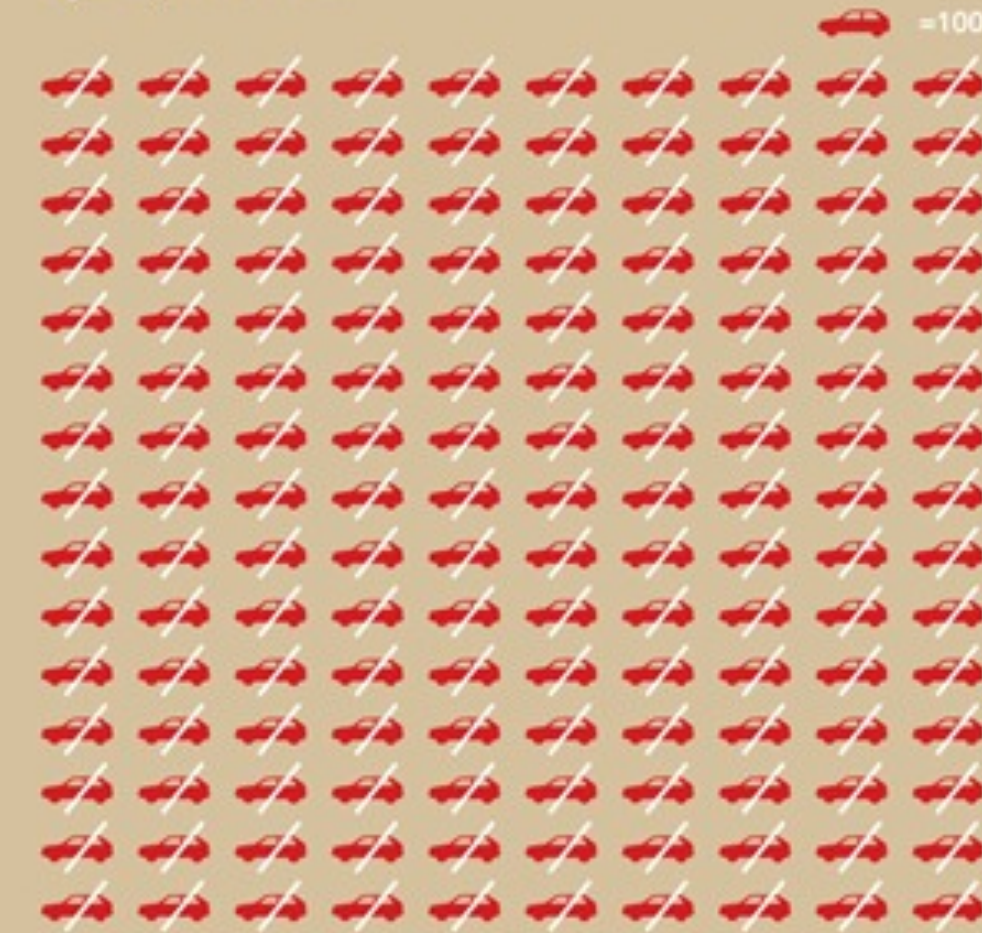
**\$1,390**

#### Funds leaving the local economy

Gas, insurance, purchase price over time, finance charges

**\$7,095**

### If a city could reduce car ownership by 15,000 cars:



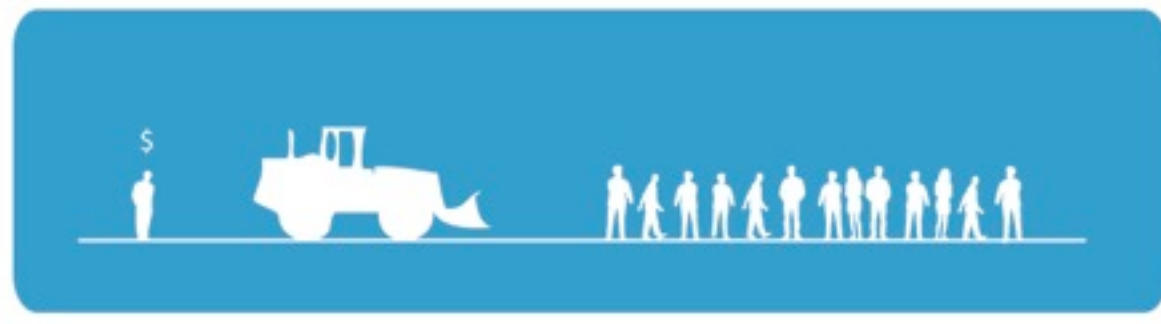
**\$127,275,000**

Money that could stay in the local economy

According to AAA, Americans spend on average \$8,485 each year on their cars. Seems like a lot of money, doesn't it? And most of that money leaves your local economy. What if you were able to get rid of a car and spend—or invest—that money in your community? What if 15,000 people decided to make that same decision? That's exactly what happened in Washington, D.C. From 2005 to 2009, the District's population increased by 15,862 people while car registrations went down by close to 15,000 vehicles. Living in a walkable city has value beyond personal convenience—it also allows more of your money to stay closer to home while reducing your carbon footprint. With better information, can we make our cities more intelligent? We can. **What makes a city intelligent? You do.**

# Keeping Money Local





## Target Investments for impact

Pedestrian and Bike improvements are VERY cost effective. With constrained budgets, they are one of the best ways to increase capacity and improve neighborhoods.

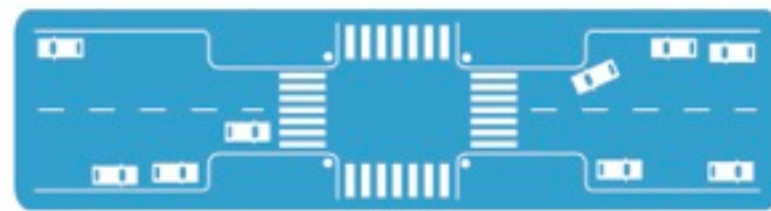
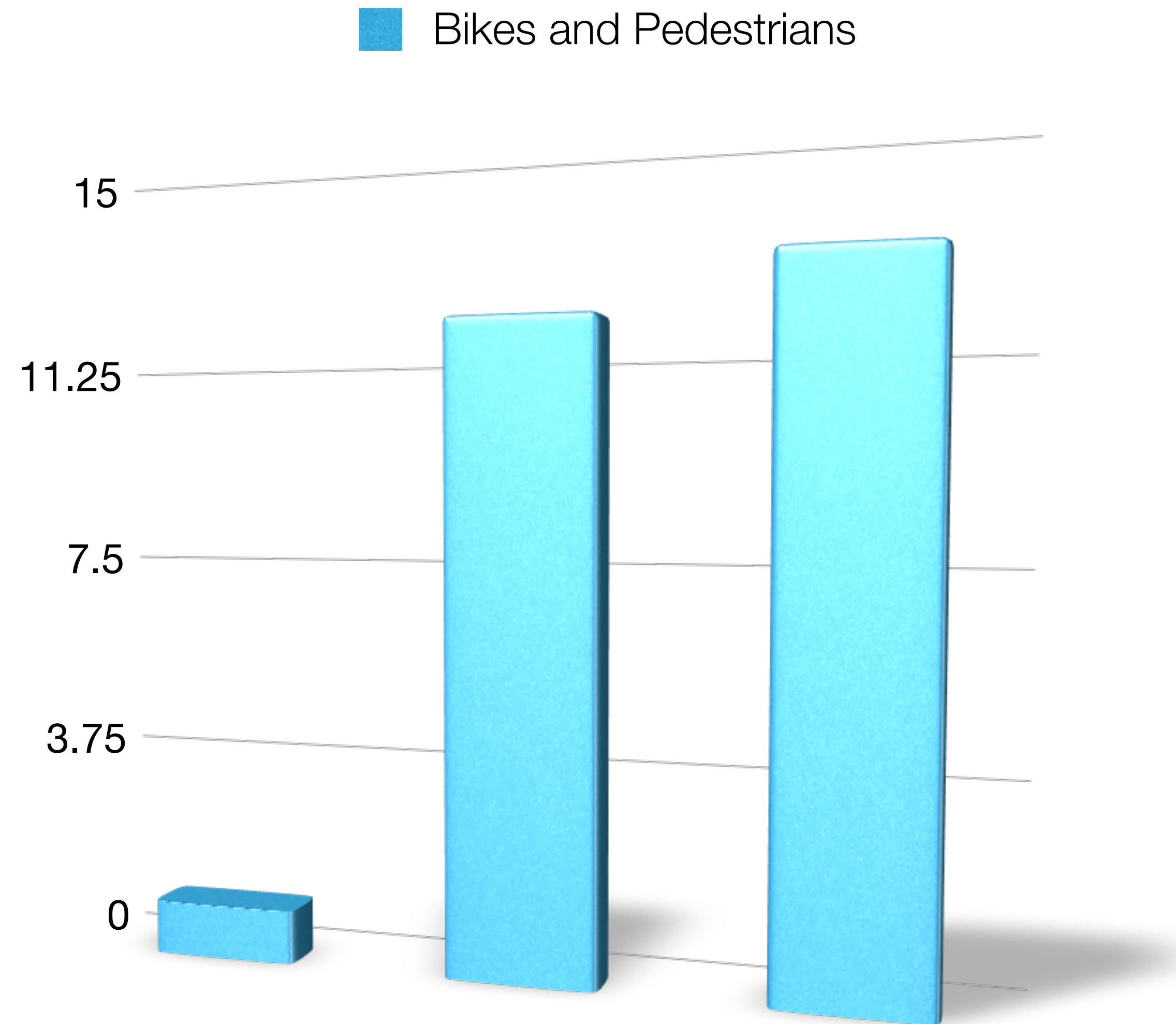


image: flickr@abbyladybug



## Bikes and Pedestrian improvements perform well above their funding levels

Bikes and Peds receive 1% of transportation funding, make up 12% of the trips, and are 13% of traffic fatalities.













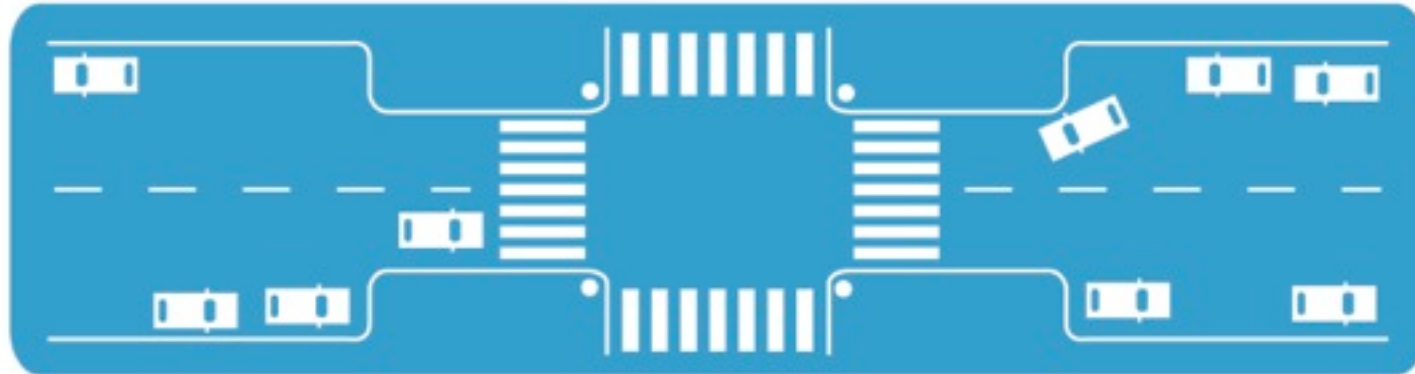








# Can it work in Houston?







Los Angeles



Charlotte, NC



Minneapolis, MN

Even Auto-Centric Cities are Completing their Streets

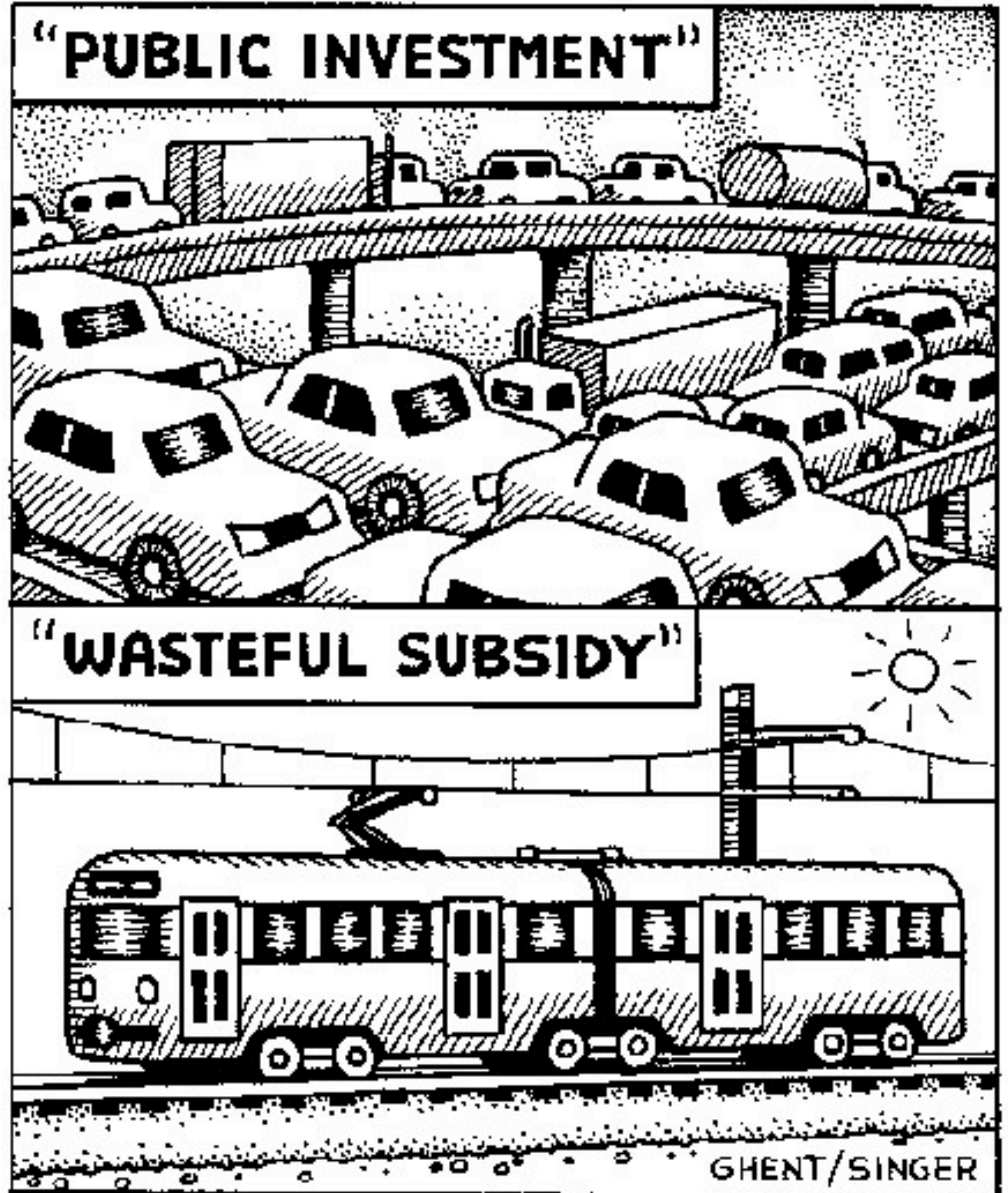


# Most Heard Challenges

- Houston is too big!
- Houston is too hot!

**NO EXIT**

© Andy Singer







**HOUSTON 579 sq miles**



**BOSTON 48 sq miles**



**MANHATTAN 23 sq miles**



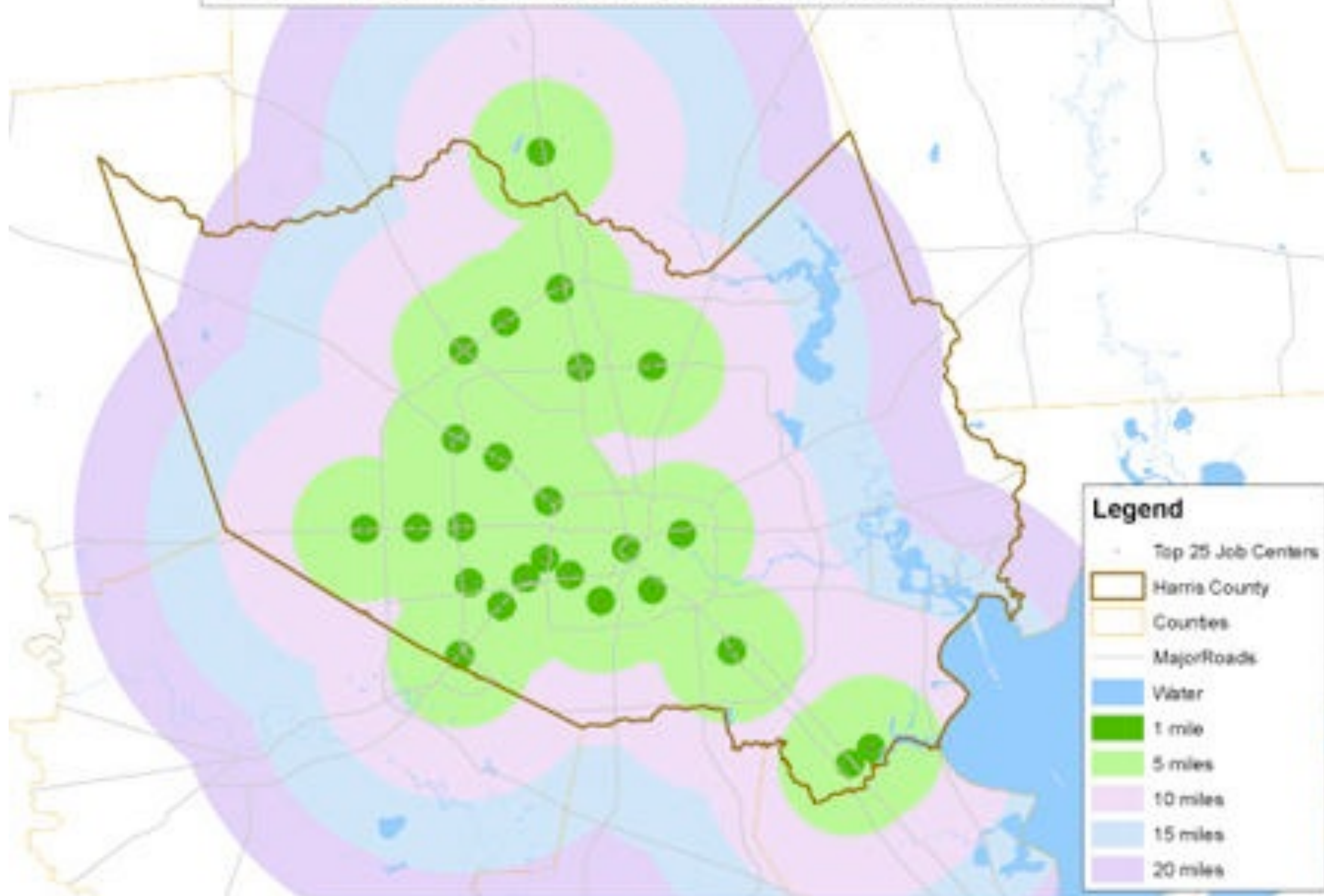
**MINNEAPOLIS 55 sq miles**



**SAN FRANCISCO 47 sq miles**

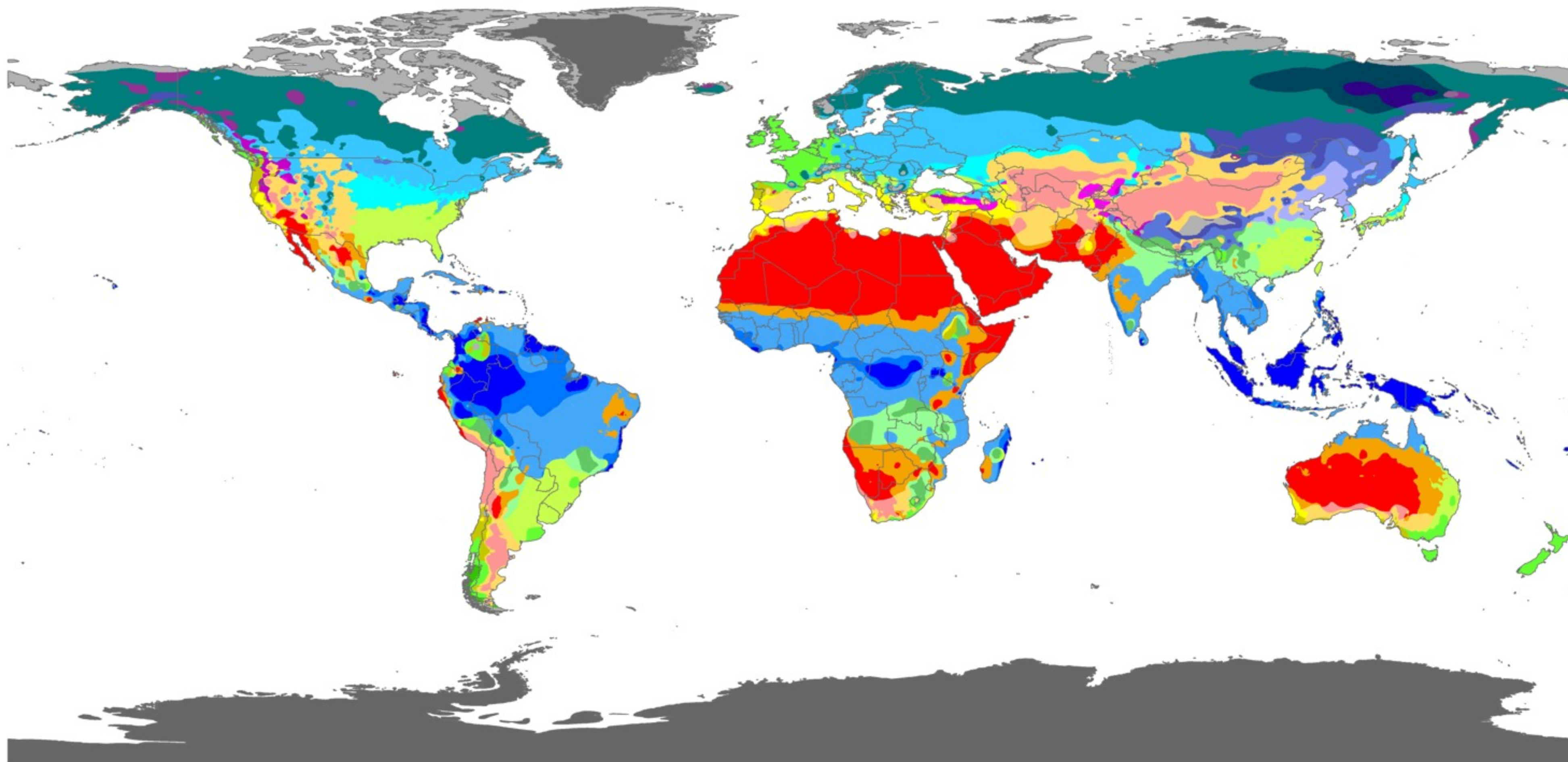


Population and Jobs within 1, 5, 10, 15, 20 miles  
of the Top 25 Job Centers in the Houston region



59% of Houstonians live within 5 miles of these job centers and 75% of jobs are in those areas.





THE UNIVERSITY OF  
MELBOURNE

Af	BWh	Csa	Cwa	Cfa	Dsa	Dwa	Dfa	ET
Am	BWk	Csb	Cwb	Cfb	Dsb	Dwb	Dfb	EF
Aw	BSh		Cwc	Cfc	Dsc	Dwc	Dfc	
	BSk				Dsd	Dwd	Dfd	

**Contact :** Murray C. Peel ([mpeel@unimelb.edu.au](mailto:mpeel@unimelb.edu.au)) for further information

**DATA SOURCE :** GHCN v2.0 station data  
Temperature (N = 4,844) and  
Precipitation (N = 12,396)

**PERIOD OF RECORD :** All available

**MIN LENGTH :** ≥30 for each month.

**RESOLUTION :** 0.1 degree lat/long



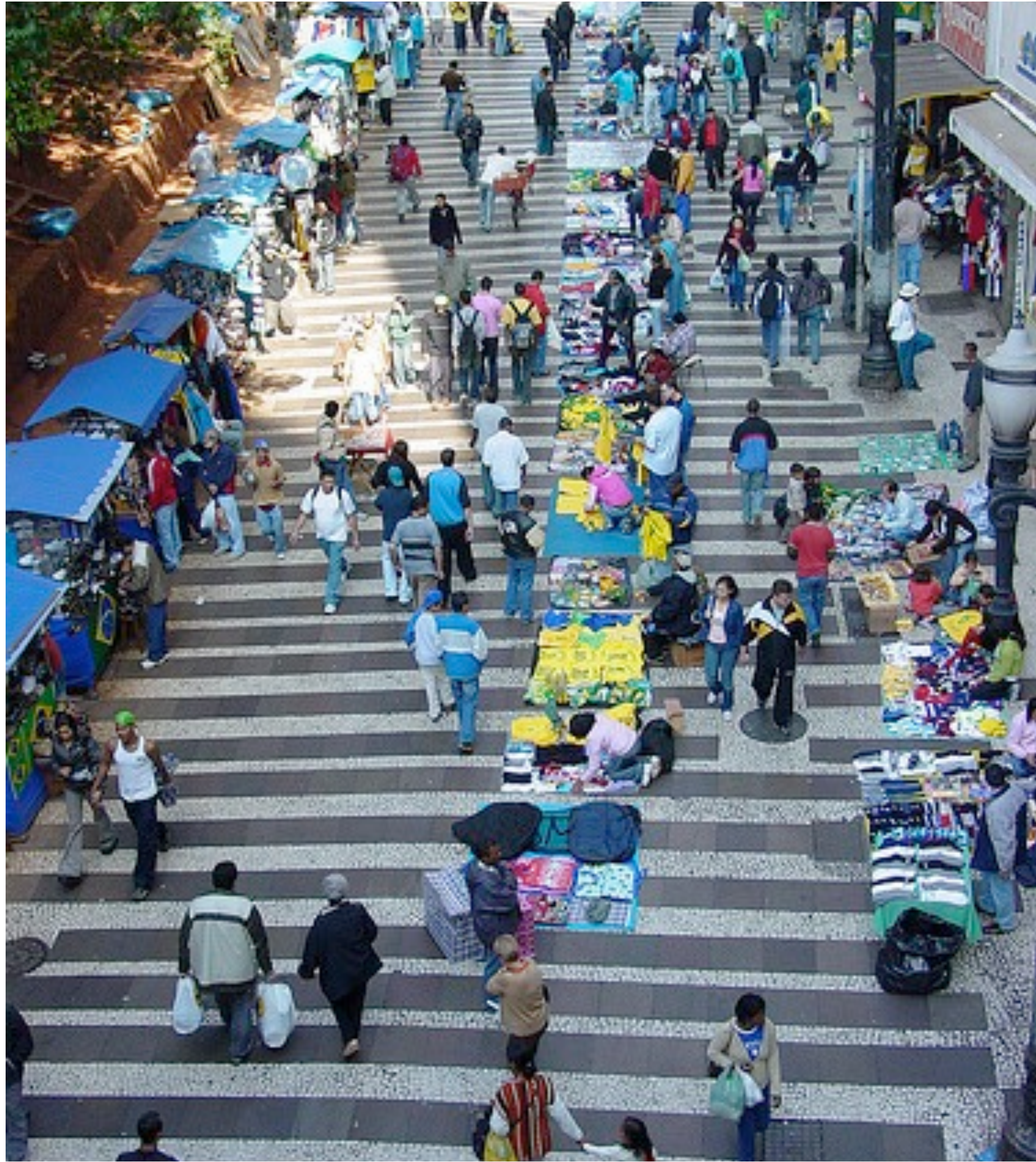
# Cities that Share our Climate Type

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- Brisbane, Australia
- Buenos Aires, Argentina
- Sao Paulo, Brazil
- New Dehli, India
- Hong Kong
- Shanghai, China
- Guadalajara, Mexico

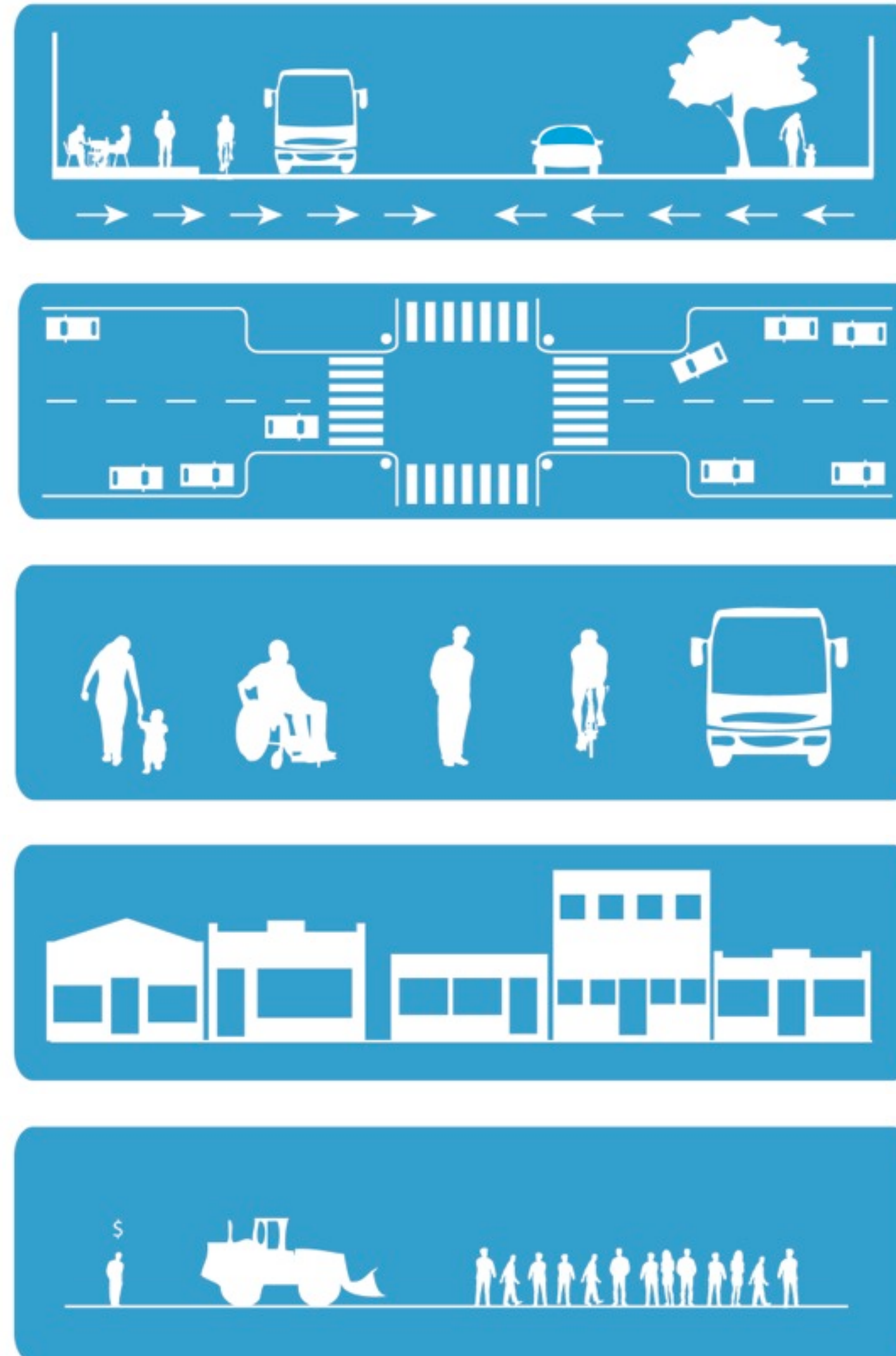








How does this relate to health?





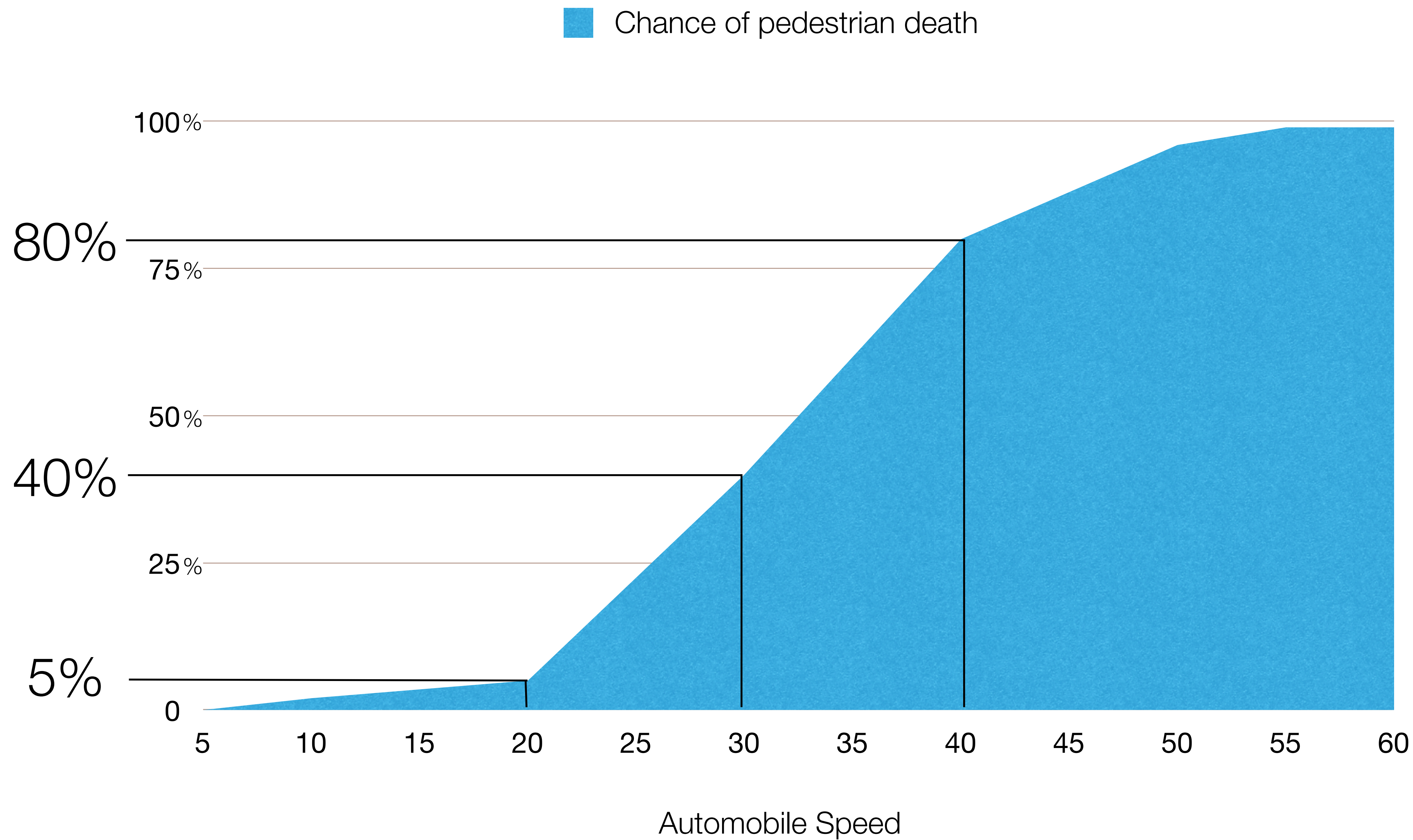
# Individual Health Impacts

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- **39% decrease in mortality** from 3 hours per week cycling (14 year Swedish study involving 30,000 people)
- Significant reductions in cholesterol and heart attacks (1999 Washington State study)
- **47% reduction** in symptoms of **depression** over 12 weeks (2005 Duke University Study)

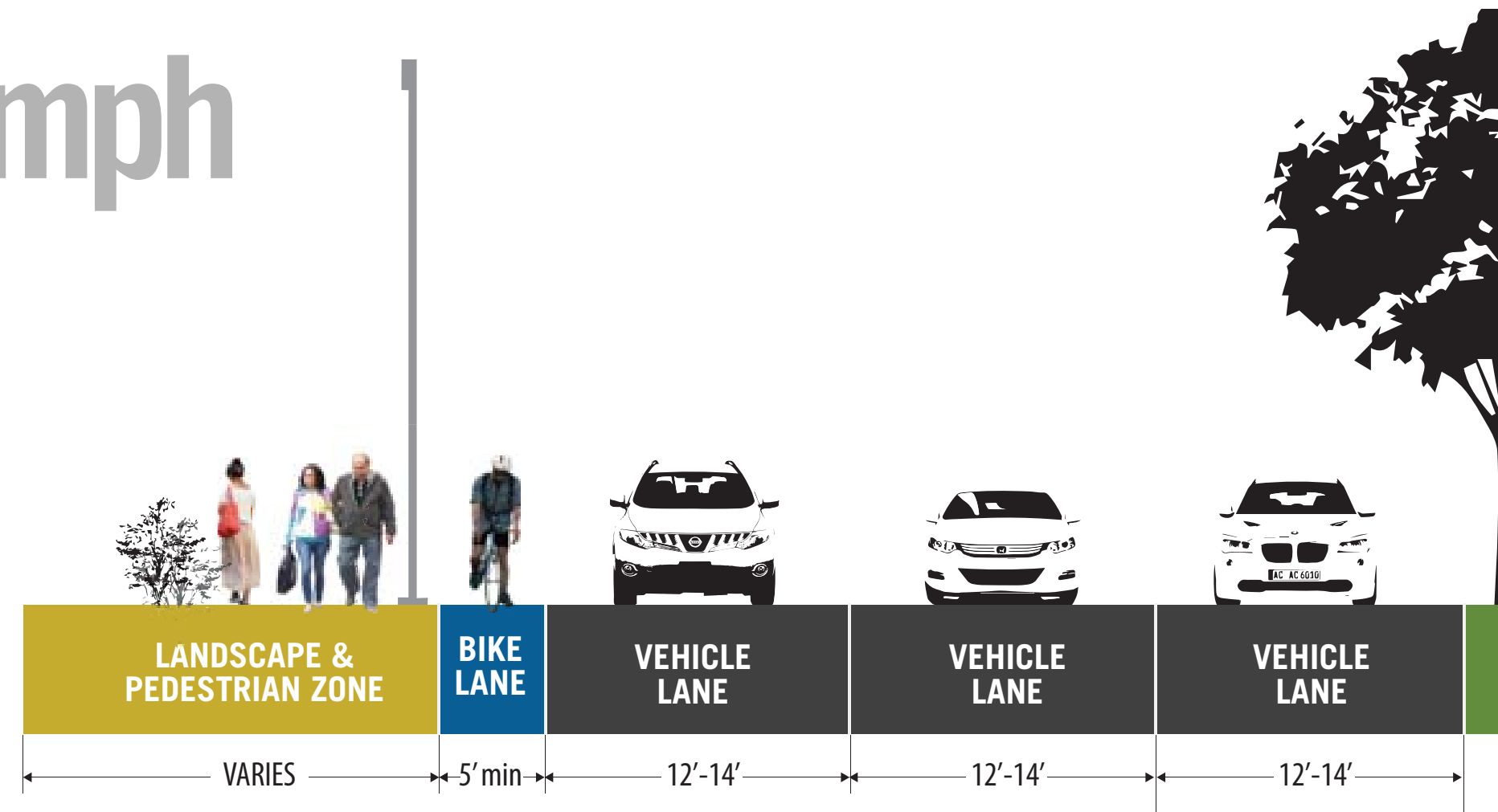




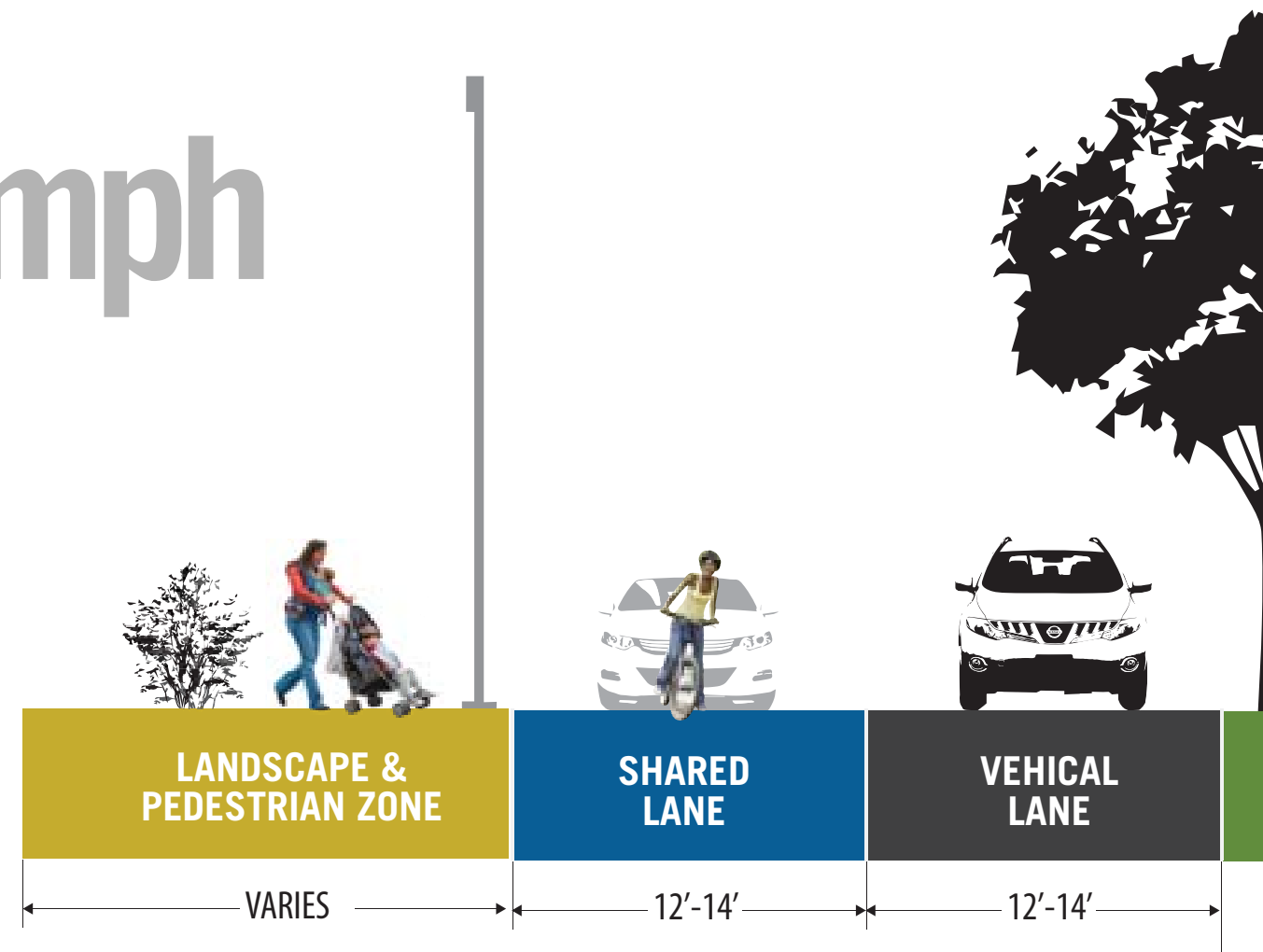




speed limit > 30 mph

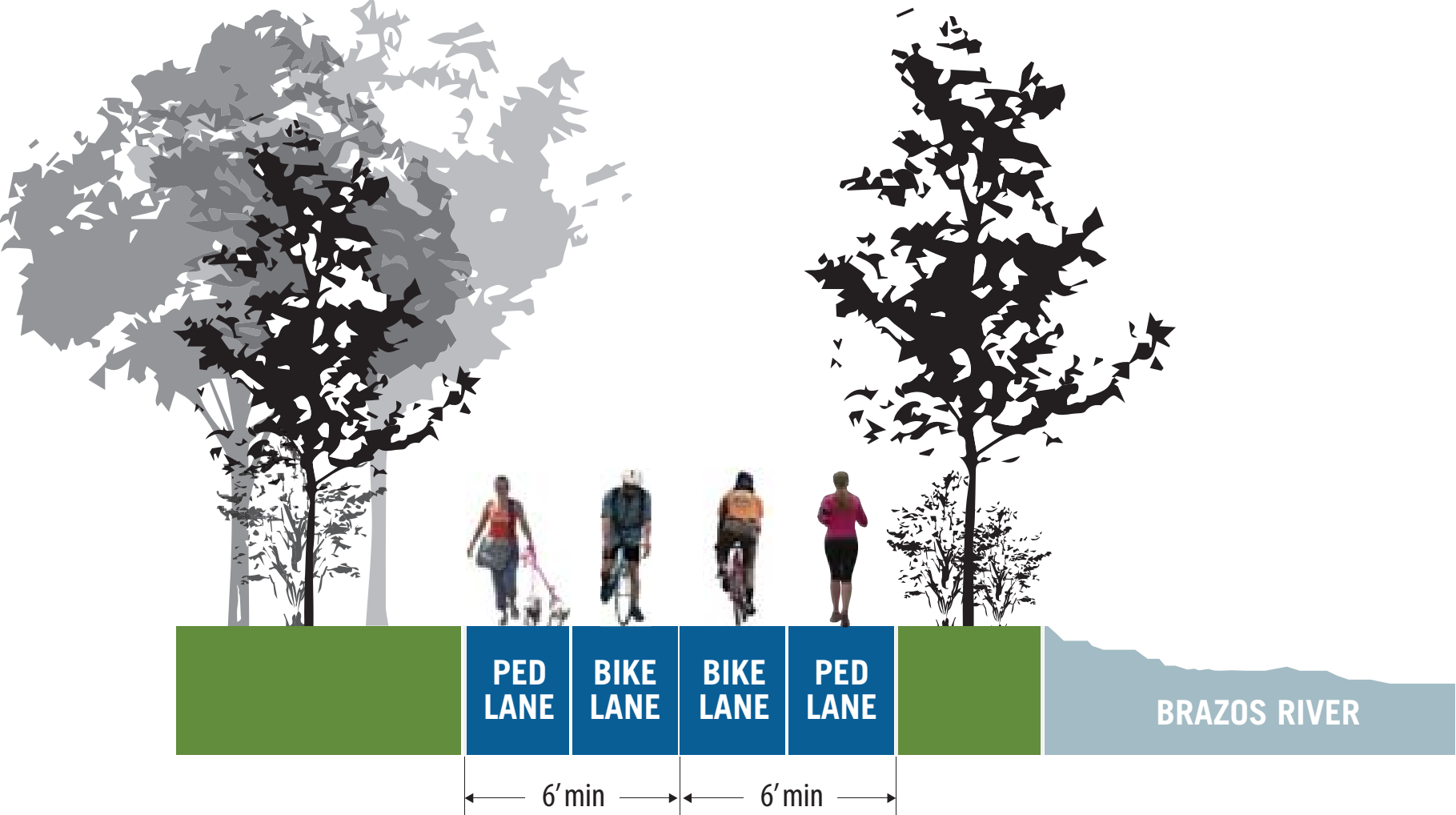


speed limit < 30 mph

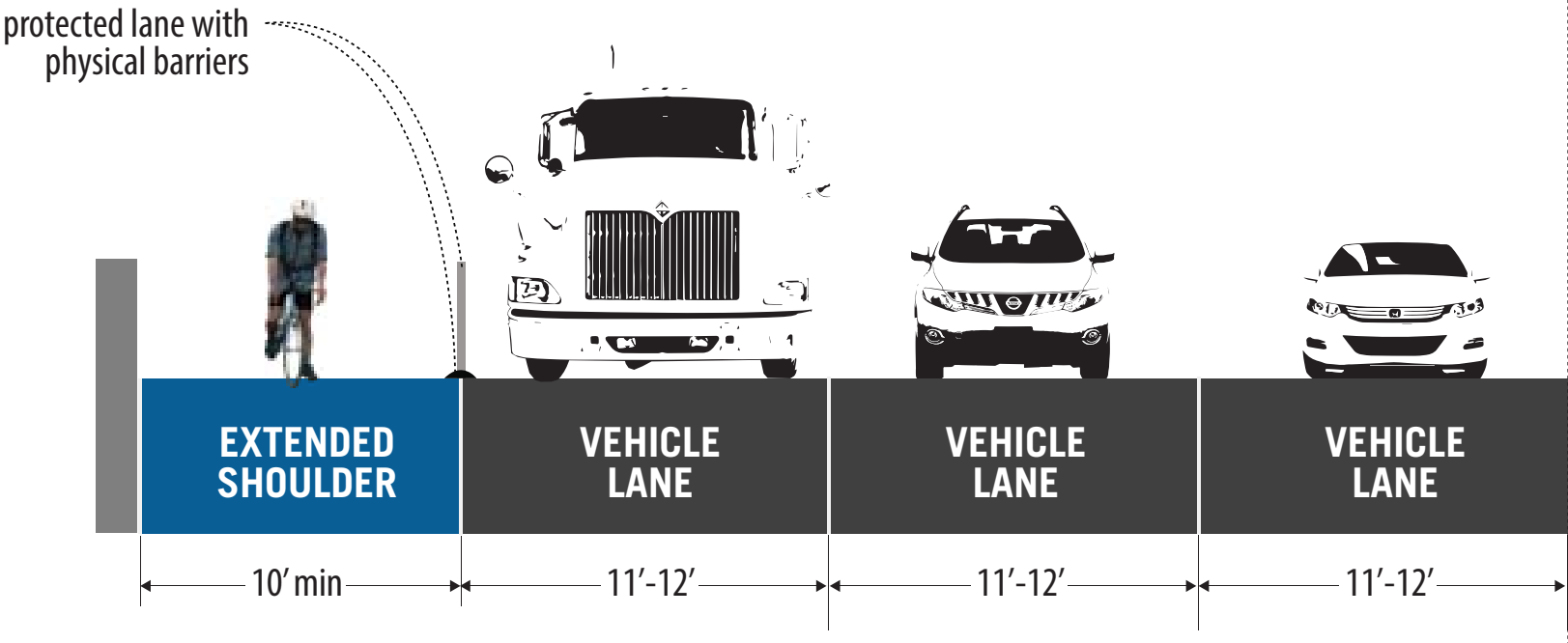




speed limit > 50 mph

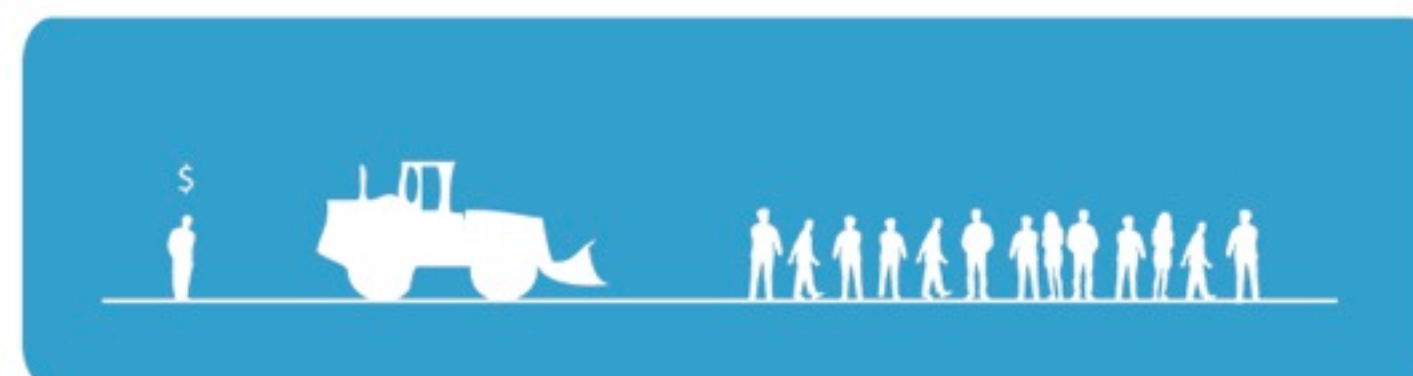
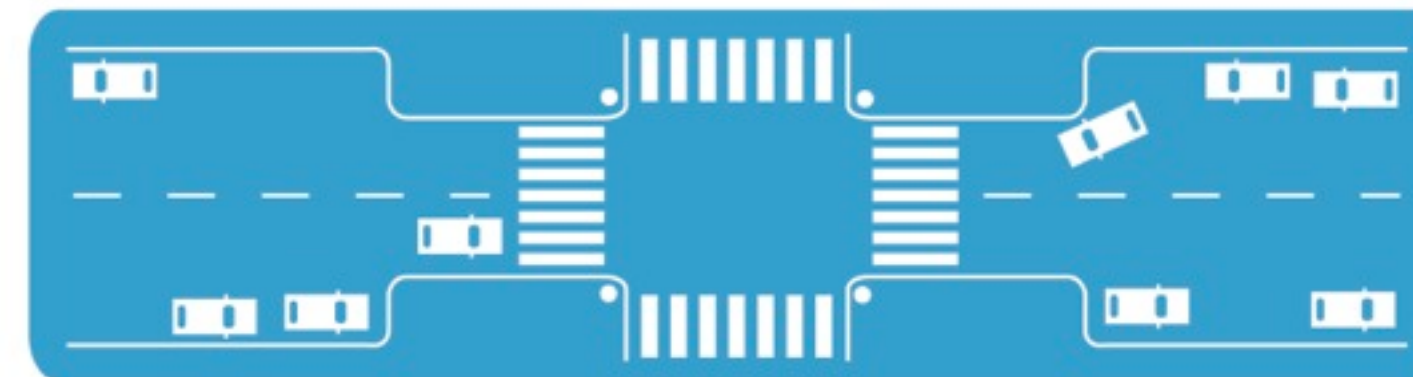
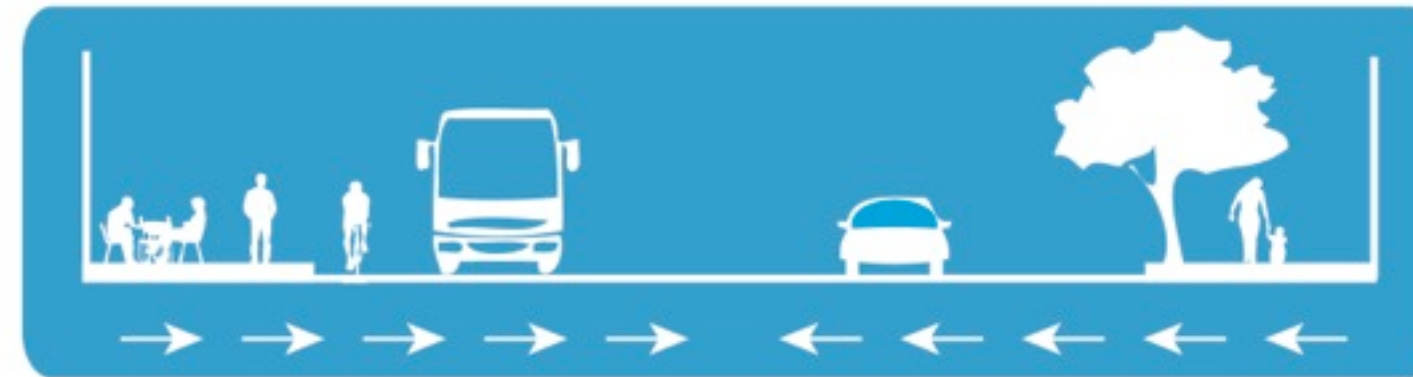


speed limit > 50 mph



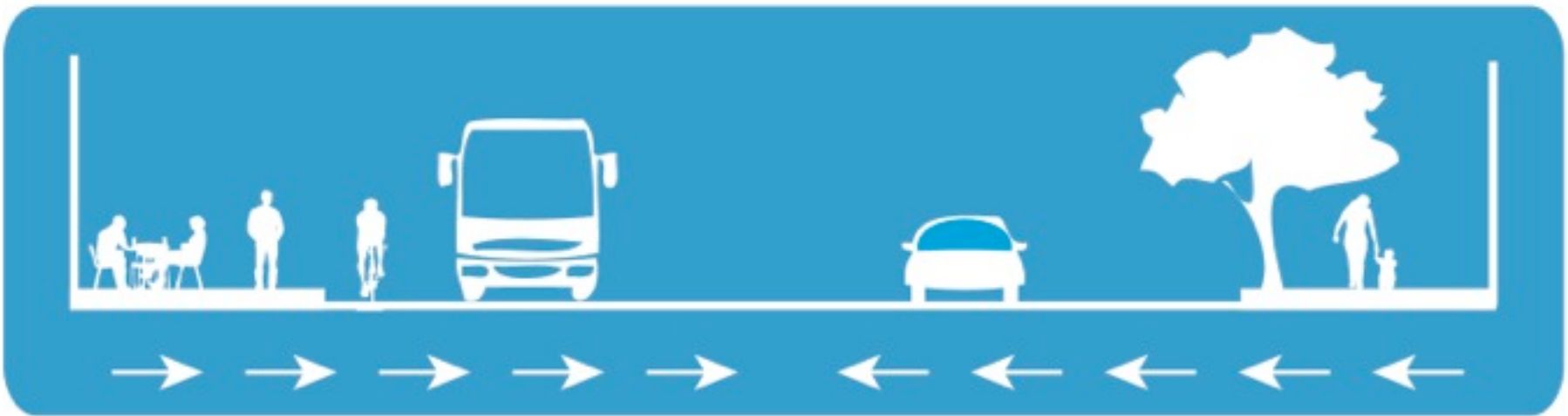


# How Do We Get There?

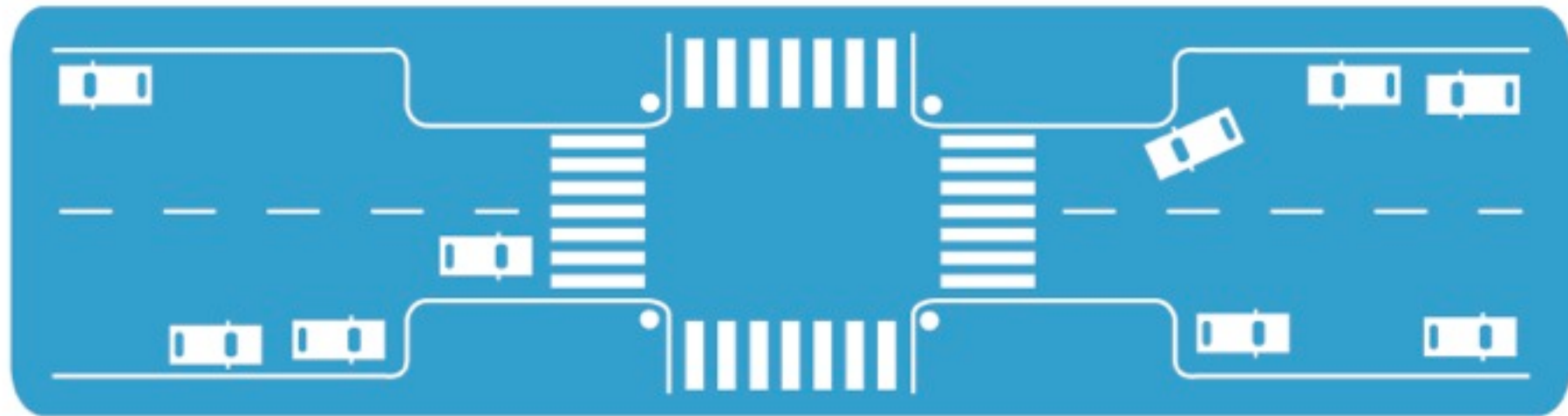




Legislation



Design Guidelines



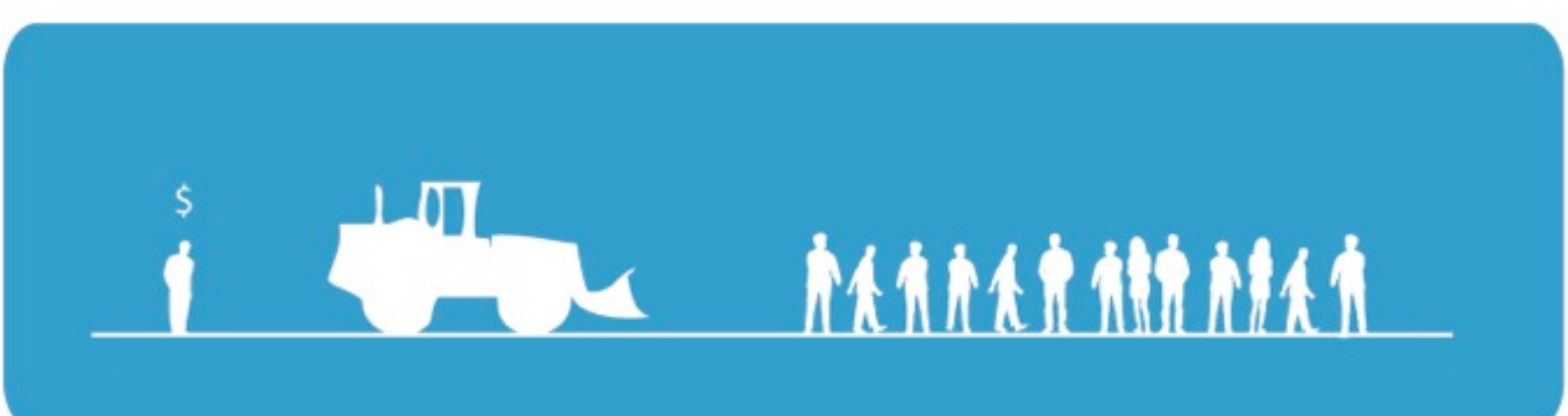
Events



Programs



Infrastructure





# Legislation

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- Over 120 communities have already committed to a Complete Streets approach
- The states of California, Connecticut, Delaware, Hawai'i, New Jersey, North Carolina, Massachusetts and Oregon have passed Complete Streets laws. 7 additional states introduced bills in 2010
- Texas SB 513 and HB 1105 was introduced by Sen. Rodney Ellis (D-Houston) and Rep Linda Harper-Brown (R-Irving)





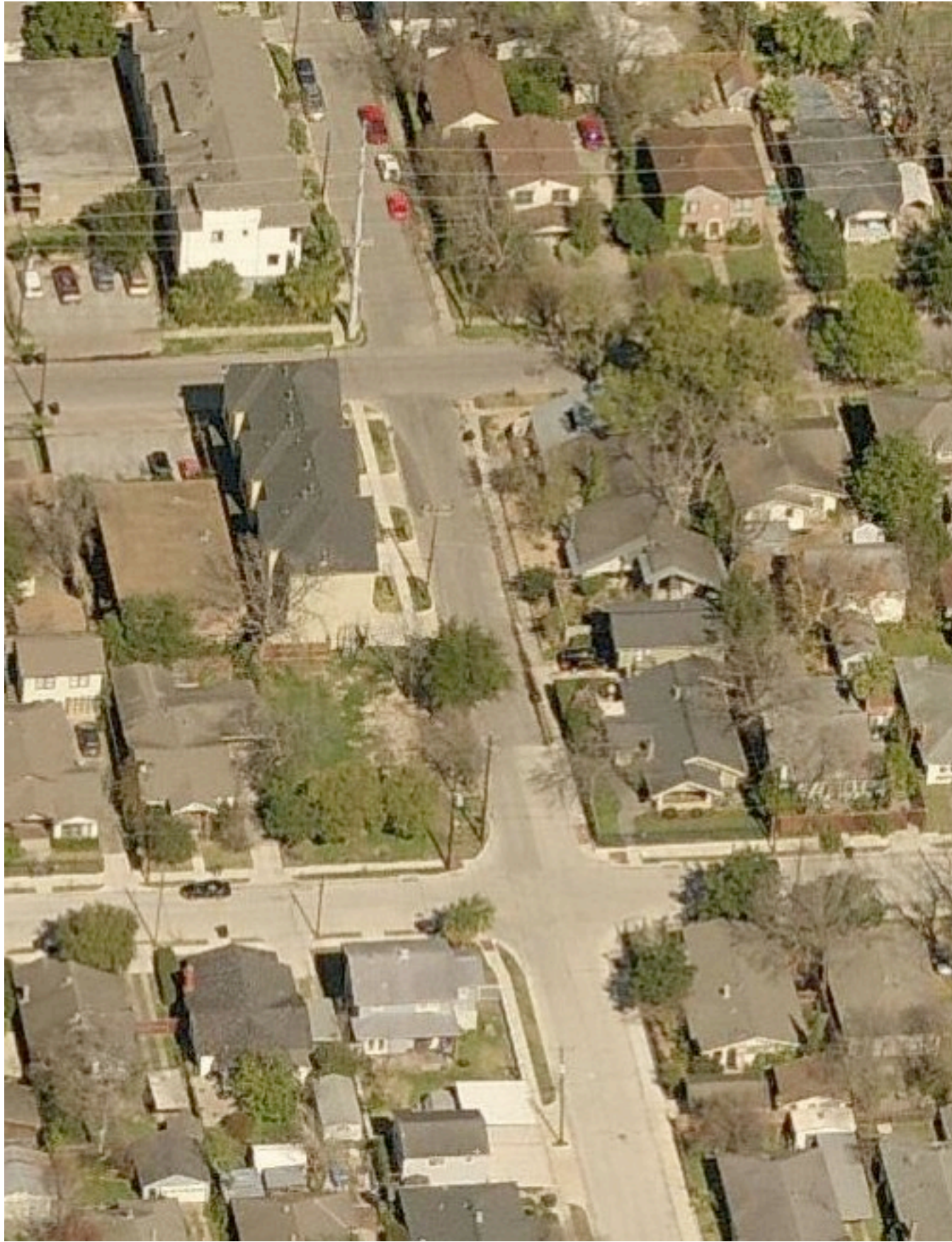
# Design Guidelines

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- Numerous cities are now rewriting the guidelines that planners and public works departments use to guide street design and construction
- This institutionalizes Complete Streets and ensures that proper safety guidelines are followed







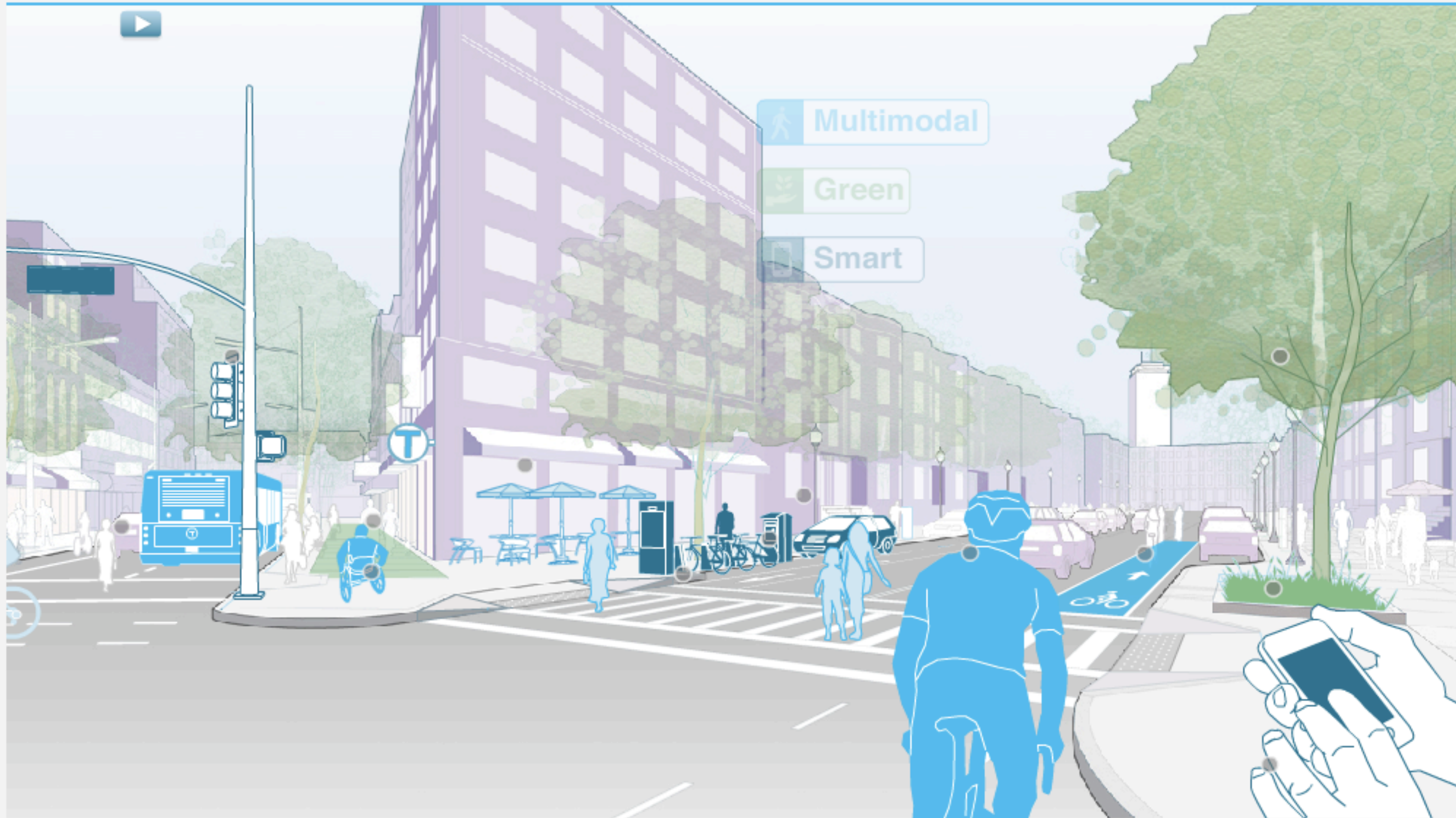


# Boston Complete Streets

City of Boston  
Mayor Thomas M. Menino  
Boston Transportation Department  
Commissioner Thomas J. Tinlin



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[www.bostoncompletestreets.org](http://www.bostoncompletestreets.org)





Events





Programs





Infrastructure





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[www.AsakuraRobinson.com](http://www.AsakuraRobinson.com)

Thanks:



Citizens' Transportation Coalition

**LivableStreets** Rethinking urban transportation



NATIONAL  
COMPLETE STREETS  
COALITION

*let's complete america's streets*