



# Livable Age-Friendly Communities

*Mobility for All*

Kelly Poor, AARP Vermont



Northfield, VT

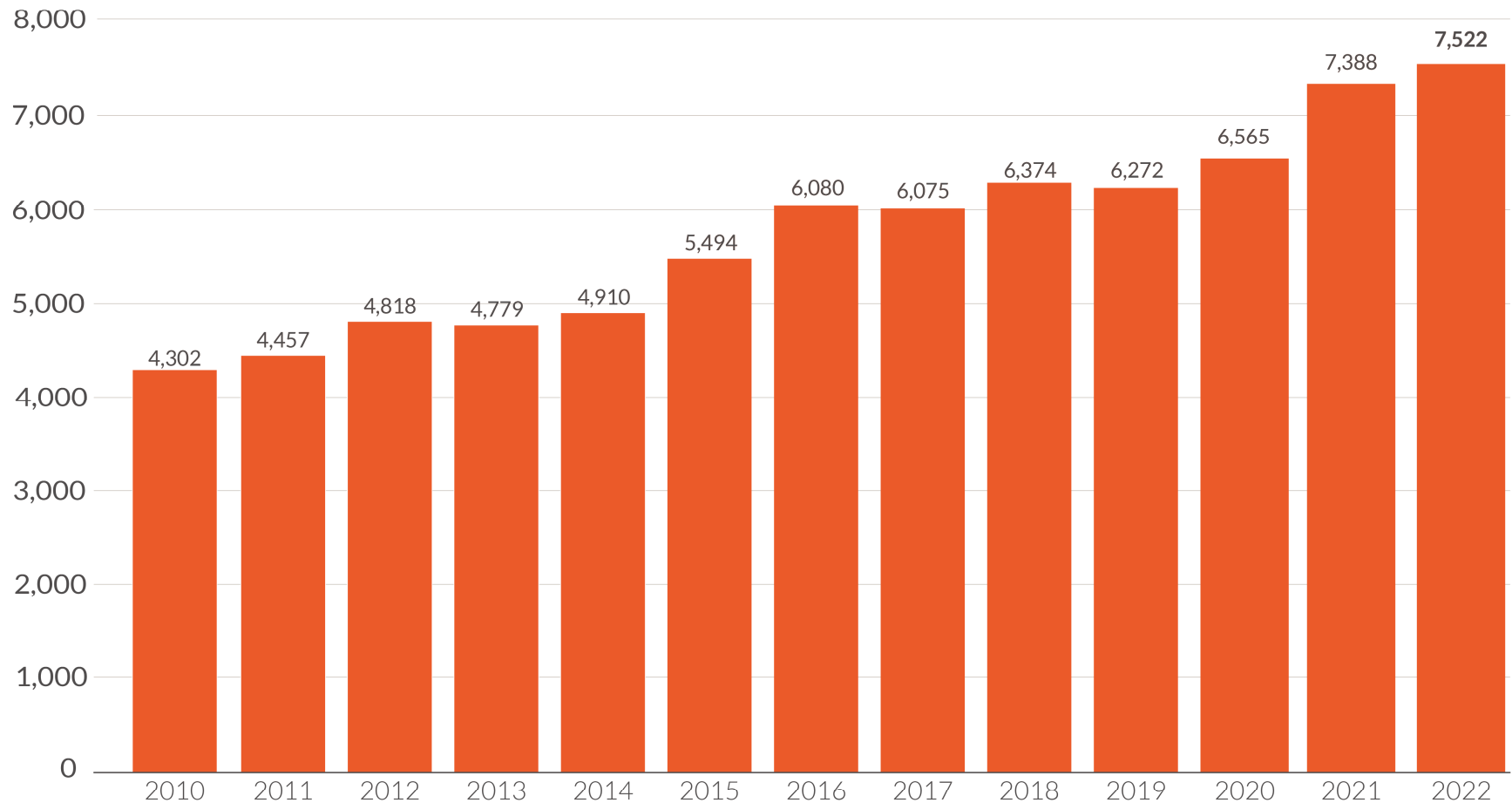
## Definition of “Complete Streets”

“Complete Streets” means an approach to transportation that calls for the planning, design, construction, maintenance and operation of streets, roads, highways, and other transportation facilities to

- Serve multiple modes, including walking and biking
- Meet the needs of all users, including all ages & abilities
- Provide equitable and safe access and mobility.



## 75 percent increase in the deaths of people walking since 2010

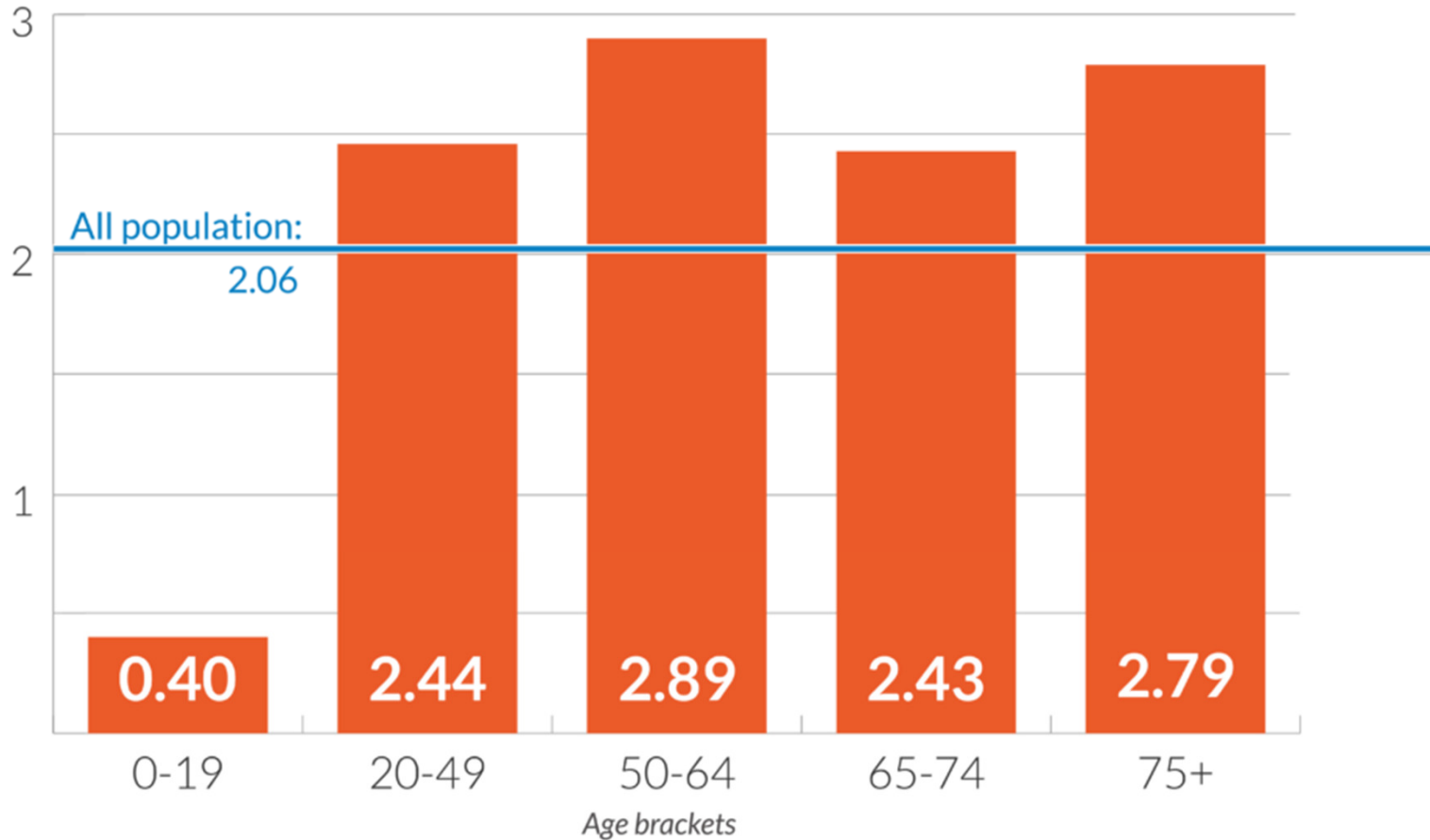


### U.S. pedestrian deaths (2010-2022)

Source: Smart Growth America Dangerous by Design, 2022

## Adults between age 50-64 are most likely to be killed

Pedestrian fatalities per 100,000 people by age



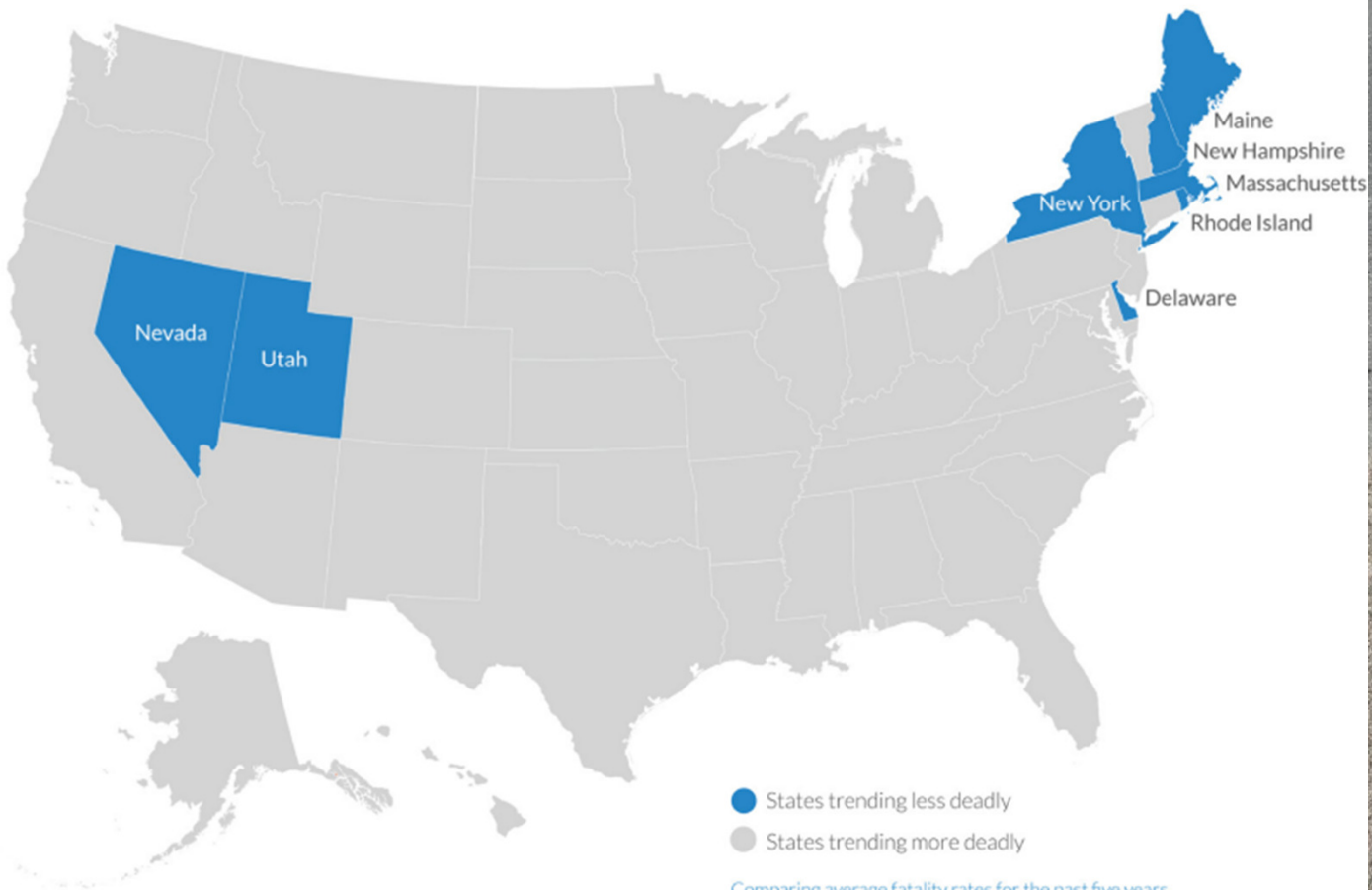
Source: National Highway Traffic Safety Administration.  
(2024). Fatality Analysis Reporting System.





## Almost all states are trending more deadly for people walking

Only eight states saw a long-term improvement in fatality rates

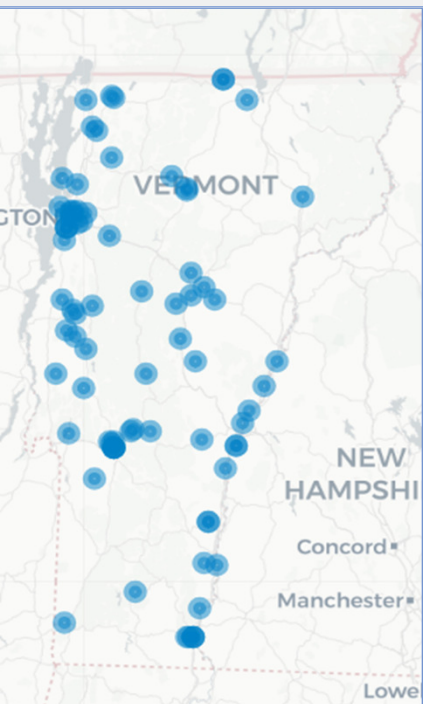


Comparing average fatality rates for the past five years (2018-22) with the five years previous (2013-17)

## Route 122 - Wheelock, VT



# Pedestrian Deaths from 2008 - 2022



Rank	State	Avg. ped deaths per 100k people per year (2018-2022)	Pedestrian deaths (2013-17)	Pedestrian deaths (2018-22)	Long term trend in fatality rate	Share of all traffic deaths that were pedestrians	Percent of pedestrian deaths on state-owned roads
30	Indiana	1.50	438	509	0.18	11%	44%
31	Wyoming	1.45	24	42	0.63	7%	63%
32-t	Illinois	1.43	691	914	0.36	16%	46%
32-t	West Virginia	1.43	116	128	0.16	9%	70%
34	New York	1.37	1464	1368	-0.11	26%	38%
35	Pennsylvania	1.30	776	842	0.08	15%	77%
36-t	Ohio	1.26	564	739	0.28	12%	50%
36-t	South Dakota	1.26	40	56	0.32	9%	59%
38	Utah	1.20	184	197	-0.03	14%	64%
39	Kansas	1.12	146	165	0.12	8%	45%
40	Massachusetts	1.11	382	386	-0.02	20%	50%
41	Maine	1.04	76	71	-0.10	9%	72%
42	Nebraska	1.02	72	100	0.26	9%	56%
43	Wisconsin	0.98	246	287	0.43	10%	50%
44	Vermont	0.96	27	31	0.10	9%	65%
45	North Dakota	0.93	29	38	0.15	7%	54%
46-t	Idaho	0.86	67	80	0.05	7%	48%
46-t	New Hampshire	0.86	60	59	-0.05	10%	59%
48	Rhode Island	0.84	71	46	-0.50	15%	61%
49	Minnesota	0.81	182	230	0.14	11%	37%

**THE PROBLEM:** Too many streets are designed exclusively or almost exclusively for automobile travel, with little consideration given to the needs of people who walk, roll or ride a bike.

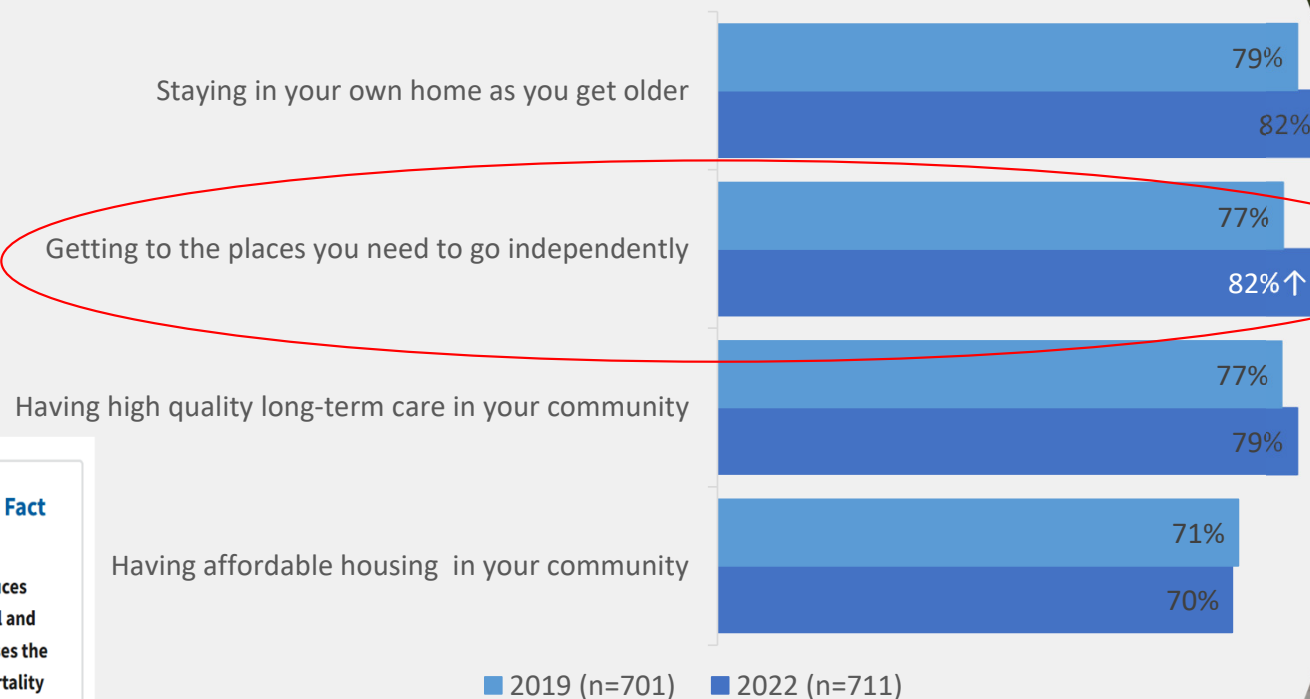


According to the U.S. Census Bureau, **8.3 percent of households do not own or have access to a motor vehicle** and must rely on biking, walking and/or public transit to get around.



## July 2022 AARP Vital Voices Survey – 711 Vermont Residents

### Important Independent Living Issues



#### Social Connection Fact Card

Living in isolation reduces our chances of survival and social isolation increases the risk for premature mortality by 29%.<sup>1</sup>

<sup>1</sup> [Holt-Lunstad et al., 2015.](#)



Bennington, VT





## Short – Term Complete Streets Recommendations: 2022

1. Adopt An Internal VTrans Complete Streets policy
2. Make Existing Complete Streets Data Public
3. Provide training and resources to localities
4. Use Revising the Vermont State Standards (VSS) to inform the plan to update the Vermont State Standards





## Opportunities: S. 75, Sec 19-20

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1. Technical Assistance to Municipalities
2. Context Sensitivity
3. Alignment with future land use maps
4. State Highway Reclassification will help with improved street design – find incentives to support the ability for towns to take over State Highways.



Randolph, VT