Overview
Transportation/Mobility Resources/Services

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Become a Community for All Ages
KC Communities for All Ages

A checklist to help you become age friendly

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Does your city or county need tools to help it become a Community for All Ages? This checklist is designed to be used together with Making Your Community Work for All Ages — A Toolkit for Cities as a way to raise awareness, plan actions and assess your city for age friendliness.

The first suburbs of Kansas City, established nearly 60 years ago, have done exactly what they were intended to do — provide homes and services for families that raised the generation of Americans we now call the baby boomers. But, as the baby boomers have aged, and the oldest of the generation known as the millennials (young adults born between 1982 and 2004, now age 10 to 32) have come into adulthood, it is time to reevaluate the role that the suburbs play in housing and serving the American population.

In five Americans — or 72,774,000 million — will be older than 65, while researchers estimate there will be 76 million millennials in the U.S. at that time.

In the Greater Kansas City area, more than 416,000 residents will be 65 or older in 2030, while approximately 633,000 millennials will live here. Historically, the needs and interests of older adults have been seen as vastly different from younger generations and those of families with young children.

Kansas City’s first suburbs can evolve in response to new trends and needs as communities for all ages.

A community for all ages seeks to meet the needs and interests of the very old, the very young and everyone in between. A key driver for this work is the rapidly changing older adult demographics.

The post-war population swell known as the baby boom is paving the way for the next “baby boomer,” the generation known as the millennials that followed the smaller Generation X (ages 33 to 53) population. Today, the oldest baby boomers are in their late 60s. By 2030, one

Transportation and mobility

Ensure that the community transportation system meets the needs of all users.

Healthy, vibrant communities provide multiple, accessible transportation options that contribute to the independence of all residents. Young adults, baby boomers and all ages increasingly seek and choose communities where they can walk, bike or access transit to get to school, work, services and entertainment.

There are many resources available to help a city meet this criterion, including guidelines and checklists provided by the National Complete Streets Coalition (www.smartgrowthamerica.org/complete-streets), U.S. Department of Transportation National Highway Traffic Safety Administration Bikeability Checklist (www.nhtsa.gov/people/injury/pecdbimob/bike/bikeability); Bicycle Friendly America (www.bikeleague.org/bfa); and Walk-Friendly Communities. (www.walkfriendly.org/). These guidelines help communities ensure that the transportation system meets the needs of all users. Cities can work proactively with local transit operators to plan and implement transit services to address the needs of their residents and workforce.

Policy
3-A The city addresses multiple transportation modes in its comprehensive plan.
3-B The city has adopted a Complete Streets resolution or comparable policy and is taking steps to implement the policy.
3-C The city — with or without a transit partner — works to ensure public transportation stops and stations have infrastructure that meets the needs of all ages and abilities. Examples include: shelter with lighting, benches and curb cuts.
3-D The city and its partners review and consider adoption of older driver and pedestrian safety provisions in the region's long-range safety plan. The city may use Toward Zero Deaths 2013-2017, or other recognized standards as guidance.

Action
3-E The city works with partners, including transportation providers, to develop and implement strategies to support independence of non-drivers and those with additional needs for assistance in using transportation options.
3-F The city and its partners provide resource information on where residents can find transportation options.
3-G The city constructs pedestrian facilities to allow for safe travel to transit stops and stations from neighborhoods and other locations.
3-H The city and its partners provide resource information for determining older driver competency and the supports available for transitioning from driver to passenger.
3-I The city has considered application for or has achieved the Walk-Friendly Community designation from the Pedestrian Bicycle Information Center. (www.walkfriendly.org)
3-J The city has considered application for or has achieved the Bicycle Friendly Community designation from the League of American Bicyclists. (www.bikeleague.org/bfa)

To record your progress, a workbook version of the checklist will be available at www.kccfaa.org in August 2014.
Transportation / Mobility Resources/ Services

• Local planning assistance
• Complete Streets support
• Transit accessibility
• Toward Zero Deaths 2013-2017
• RideKC coordination of ADA paratransit
• Link for Care
• Pedestrian facilities design
• Training for older driver competency training
• Walk Friendly/Bike Friendly Communities
3-A: Transportation Modes in Local Plans

Pilot Local Planning Assistance 2016/2017

- Program seeks to encourage and promote local planning efforts via a three-way partnership.
- Potential Products: comprehensive plan updates, area/corridor plans, bike/ped plans, etc.
3-A: Transportation Modes in Local Plans

- Program builds on previous regional planning initiatives.
- Implements the MARC Board’s adopted policy statement on regional land use direction.
- Goal: help local communities advance their sustainable development projects towards implementation (focus transportation).
3-B: Complete Streets

**Complete Streets** — streets that have been planned, designed and operated with the consideration of the **needs of all users** within the corridor, including people of all ages and abilities who are driving, taking public transportation, walking or riding a bicycle.

Complete Streets Policy (updated Dec 2015)
- Supports Transportation Outlook 2040.
- Supports Project Application Criteria Transportation Improvement Program.
3-B: Complete Streets

Regional Resources

MARC’s Complete Streets Handbook provides guidance on developing and implementing local Complete Streets policies:

• Overview of Complete Streets.
• Guide and case studies of policy development.
• Developing a Complete Streets policy.
• Implementation and process.
• Design guidelines and tools.
• Implementation costs and maintenance.
3-B: Complete Streets

Results – Local Adopted Policies

Kansas:
- Leawood
- Overland Park
- Roeland Park
- Johnson County
- Unified Government/Wyandotte Co.
- State of Kansas

Missouri:
- Belton
- Blue Springs
- Grandview
- Independence
- Kansas City
- Lee’s Summit
- Jackson County
- State of Missouri
3-C: Transit Accessibility

- MARC partners with communities/transit providers to drive transportation policy and regional funding.
  - Regional Transit Coordinating Council (RTCC)
  - Total Transportation Policy Committee (TTPC)
- Surface Transportation "Block Grant" Program (STP)/CMAQ/TAP and FTA Section 5310 funds are primary funding sources for improving mobility, managed for our region through MARC.
- RideKC Transit Plan and Workforce Plan will update transit plan and lay framework to double the amount of jobs accessible by transit by 2025.
3-D: Destination Safe

- MARC supports work of the Destination Safe Coalition through the *Toward Zero Deaths 2013-2017* safety blueprint.

- MARC promotes use of FHWA *Guidelines and Recommendations To Accommodate Older Drivers and Pedestrians*.

- MARC promotes best practices for pedestrian design guidelines that address and promote senior mobility.

- Coalition conducts annual transportation safety “Call for Projects” in order to implement enforcement/education strategies outlined in *Toward Zero Deaths 2013-2017*.
3-E: RideKC Coordination Plan

- Developed plan to examined opportunities for coordination of ADA paratransit and other demand responsive services.
- Identified and prioritized a range of coordination options.
- Developed implementation plans for priority options.

**Priority Coordination Options**
- Enhance coordination between ADA Paratransit services.
- Create a single regional eligibility process.
- Improve information and referral services, including One-call/One-Click services.
3-F & 3-H: Link for Care
(www.linkforcare.org)

- Free online service (Managed by KU Medical Center) that connects users to over 1,400 services.
  - Connects users to healthcare options.
  - One-call/One-click service.

[Image of Link for Care website]
3-G: Design for Pedestrian Facilities

- Various webinars and educational opportunities on best practices (continuing education/professional development).

- Other focus and program areas
  - First mile/last mile transit
  - Safe Routes to School planning

- Currently conducting a pedestrian local government inventory.

- Working towards Regional Pedestrian Policy Plan.
3-I & 3-J: Walk & Bike Friendly Communities

- **Walk Friendly Communities** — national recognition program developed to encourage towns and cities to establish or recommit to a high priority for supporting safer walking environments.

- A Walk Friendly Community is a city or town that has shown a commitment to improving walkability and pedestrian safety through comprehensive programs, plans and policies.

- Communities can apply to the program to receive recognition in various designations. MARC will support local efforts towards pursuit of these designations.
3-I & 3-J: Walk & Bike Friendly Communities

Greater Kansas City Regional Bikeway Plan

Recommendations:

• **Walk friendly and bicycle friendly communities**

• Promote these recognition programs and associative benefits to local communities.

• Continue to support and assist communities that apply for Bicycle Friendly Community and or Walk Friendly Community status through workshops, stakeholder engagements and other efforts.