



National Rural Livability Workshop

Strengthening Transportation Options

Presentations

Donald Kostelec, Vitruvian Planning, Idaho

No Small Potatoes: Making the case for walking and bicycling in rural Idaho

Donna Palmer, Living Well in North Yarmouth

Kite in Sight? Please slow down

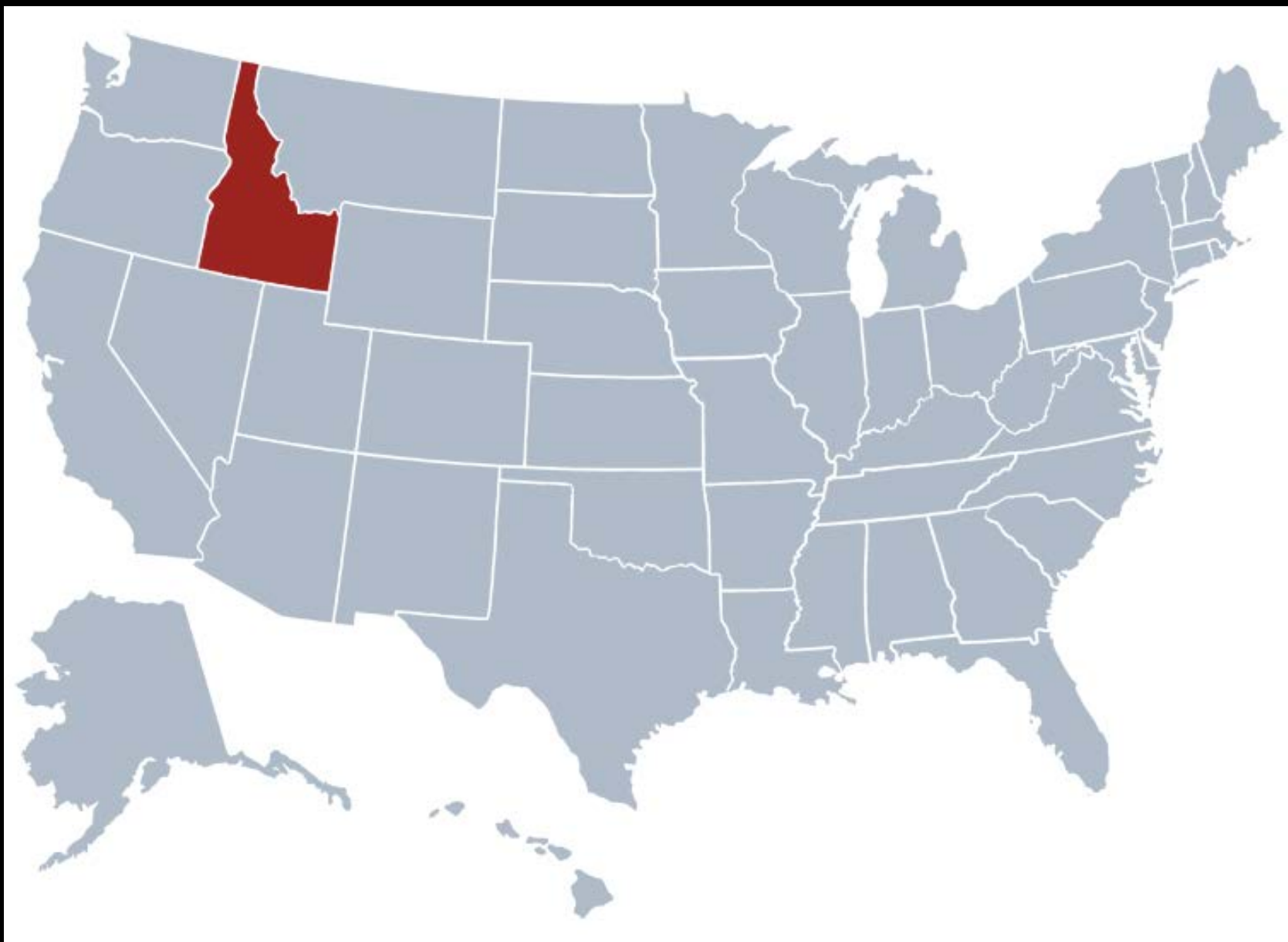
Sylvia von Aulock, Sustainable SNHPC Foundation, New Hampshire

Developing Transportation Partnerships and Improving Outreach to Help Address Transportation Gaps

No Small Potatoes: Making the Case for Walking & Bicycling in Rural Idaho



Don Kostelec, AICP
@kostelecplan



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of your daily needs!



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AND
BRED**

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		OUT OF SEASON
4.50		BRUSSELS 
		 Sprouts

THE BOURGEOIS
 Finest cut fries
 fried in duck fat
 garnished with
 truffle salt
 sml 6 lrg 8

BUR

THE
 Spring

THE
 Lettuce,
 and Sm

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Beef -
 Turkey

SOD
 Fount

IDAHO SPUD



Chocolate ★ Marshmallow ★ Coconut



The movement of cars...

or the safety of people?

Excuse me, sir,
did you know that
reducing traffic
congestion on
Chinden is one of our
region's top
priorities?

US Highway 20-26 (Chinden Blvd) Garden City, Idaho

#InfrastructureWeek

BOISE MINIVAN-BIKE CRASH SPARKS OUTPOURING OF CONCERN OVER CRITICALLY INJURED 5-YEAR-OLD

by WILLIAM KELLY

CONTROVERSIAL plans for two soft beauty spot were despite fierce op

Anger as 50ft structures are Rexburg woman injured in auto-pedestrian accident

we remain convinced that the Syrior application is of a scale that goes way beyond what might legitimately be seen as farm diversification.

He added: "We will be talking to our advisers to see what our terms will be, we do not

Many may feel that this is something of David and Goliath battle as the developers appear to hold all the cards.

However, you only have to look at the countryside that we are so fortunate to live in to appreciate why we hope to defend it.

"Visitors come to the area in their thousands each year to enjoy the unspoilt views and the peace and quiet that Mynydd currently offers. This will vary

WHAT DO YOU THINK?

Why this analysis?

- Idaho Department of Health & Welfare support of active transportation plans, physical activity & walkability training
- No previous comprehensive analysis of costs and benefits in Idaho
- What interventions—project, programs, policies—are needed to improve benefits and decrease crash risks?



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HEALTH & WELFARE

What does it involve?

**International
Literature
Review**



**Compilation
of Crash
Costs**

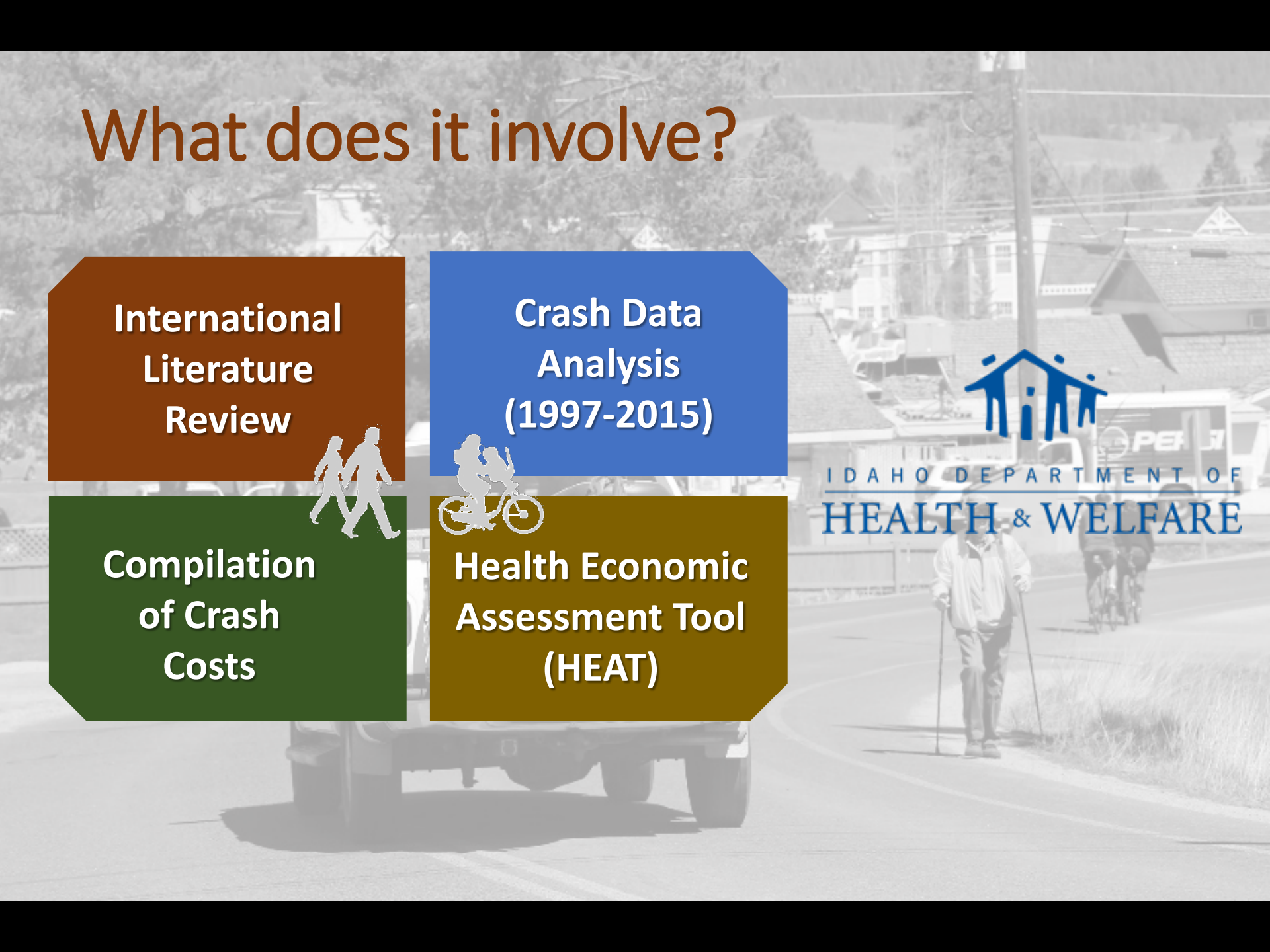
**Crash Data
Analysis
(1997-2015)**



**Health Economic
Assessment Tool
(HEAT)**



IDAHO DEPARTMENT OF
HEALTH & WELFARE



A photograph of a city sidewalk scene. In the foreground, a young couple is walking away from the camera. The woman is wearing a blue and white striped dress, and the man is wearing a grey t-shirt and plaid pants, with his arm around her. They are walking on a brick-paved sidewalk. In the background, there are other pedestrians, including a man in a red shirt riding a bicycle, a woman in a red and white shirt, and a man in a blue shirt. There are green trees and buildings in the background. A pedestrian crossing sign is visible on the left and right sides of the sidewalk.

387,000
daily walking trips in Idaho



\$2,100,000,000
annual savings from prevented deaths.



\$2,800,000,000
annual healthcare expense savings.

Crash Data





7.7%
of pedestrian crash victims are senior citizens

Seniors citizens comprise

24.3%
of pedestrian fatalities



Idaho Pedestrian
Crashes (1997-2015)



43%

of pedestrian **crashes** involve a high profile vehicle such as a pickup, truck van, or SUV

63%

of pedestrian **fatalities** involve a high profile vehicle such as a pickup, truck van, or SUV



Idaho Pedestrian
Crashes (2006-2015)



40.6%

of pedestrian **crash victims** are youth (19 and under)

Youth comprise

16%

of pedestrian **fatalities**



Idaho Pedestrian
Crashes (1997-2015)



Of centerline
miles are
managed
by Idaho's DOT

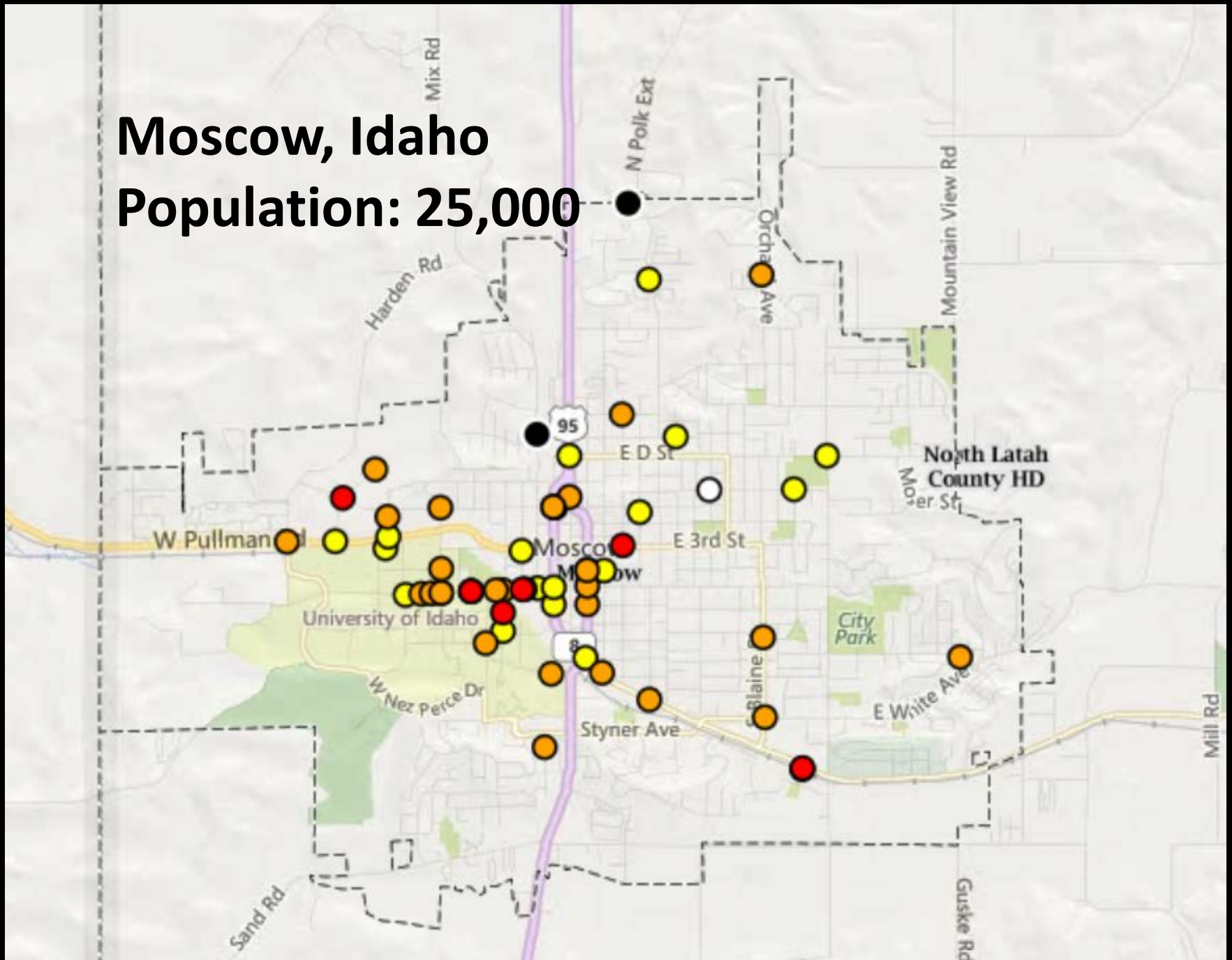




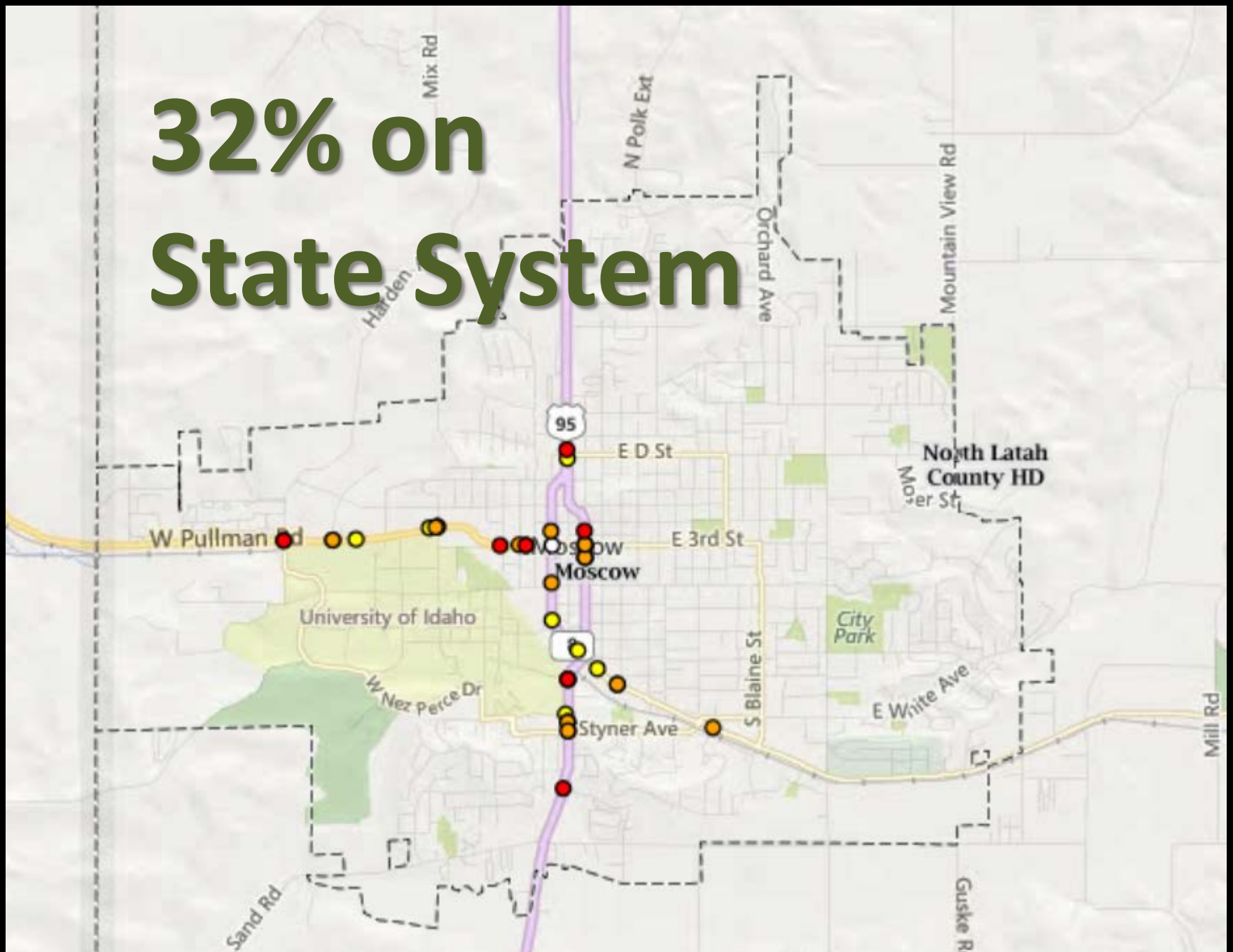
of pedestrian
fatalities occur on
roads managed
by ITD

Moscow, Idaho

Population: 25,000

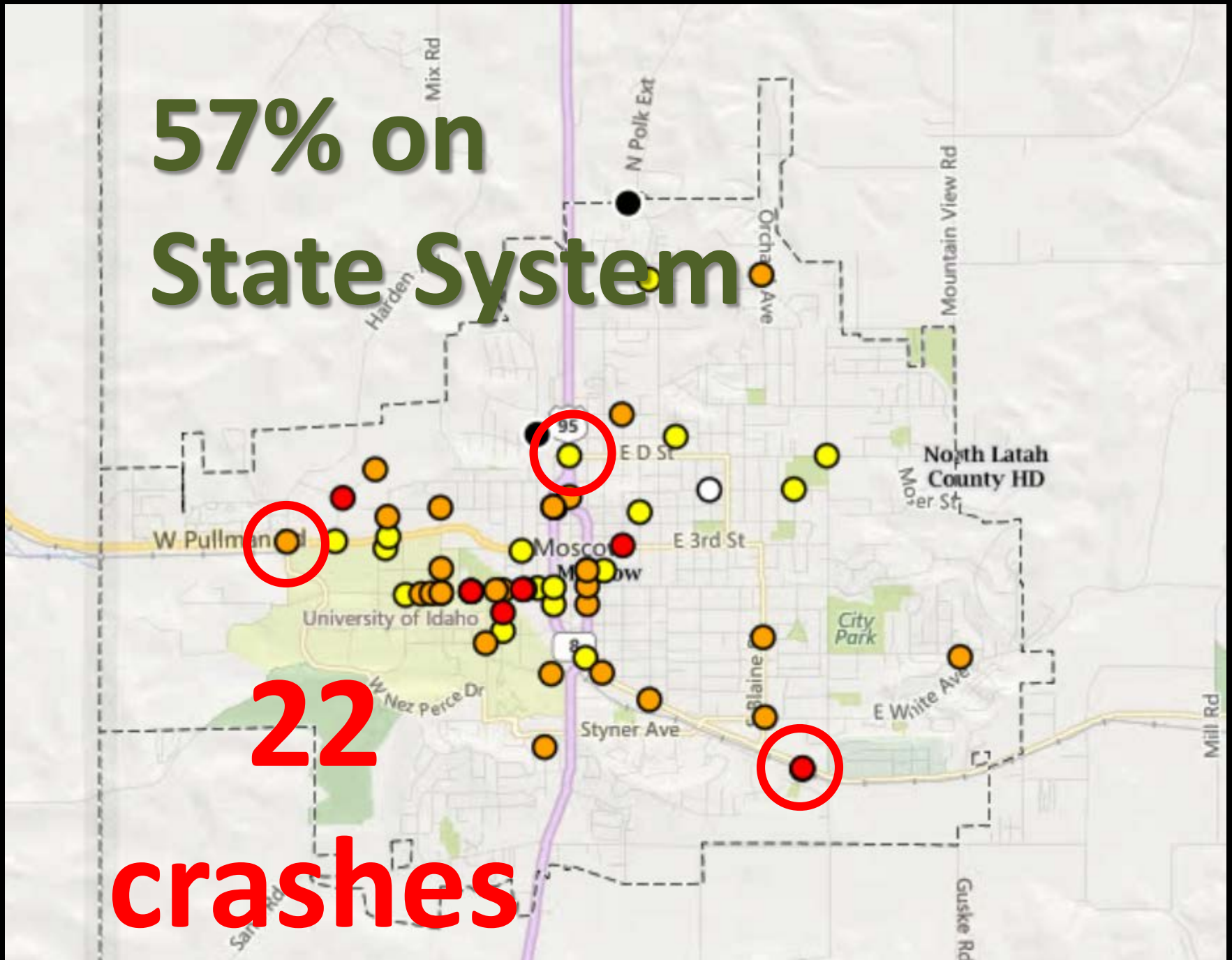


**32% on
State System**



**57% on
State System**

**22
crashes**





Crash Costs

\$163,000,000

annual economic cost
of pedestrian crashes.

\$121,000,000

annual economic cost
of pedestrian deaths.



ONE WAY



\$2.8 billion

total economic cost of
pedestrian & bicyclist
fatalities 1997-2015

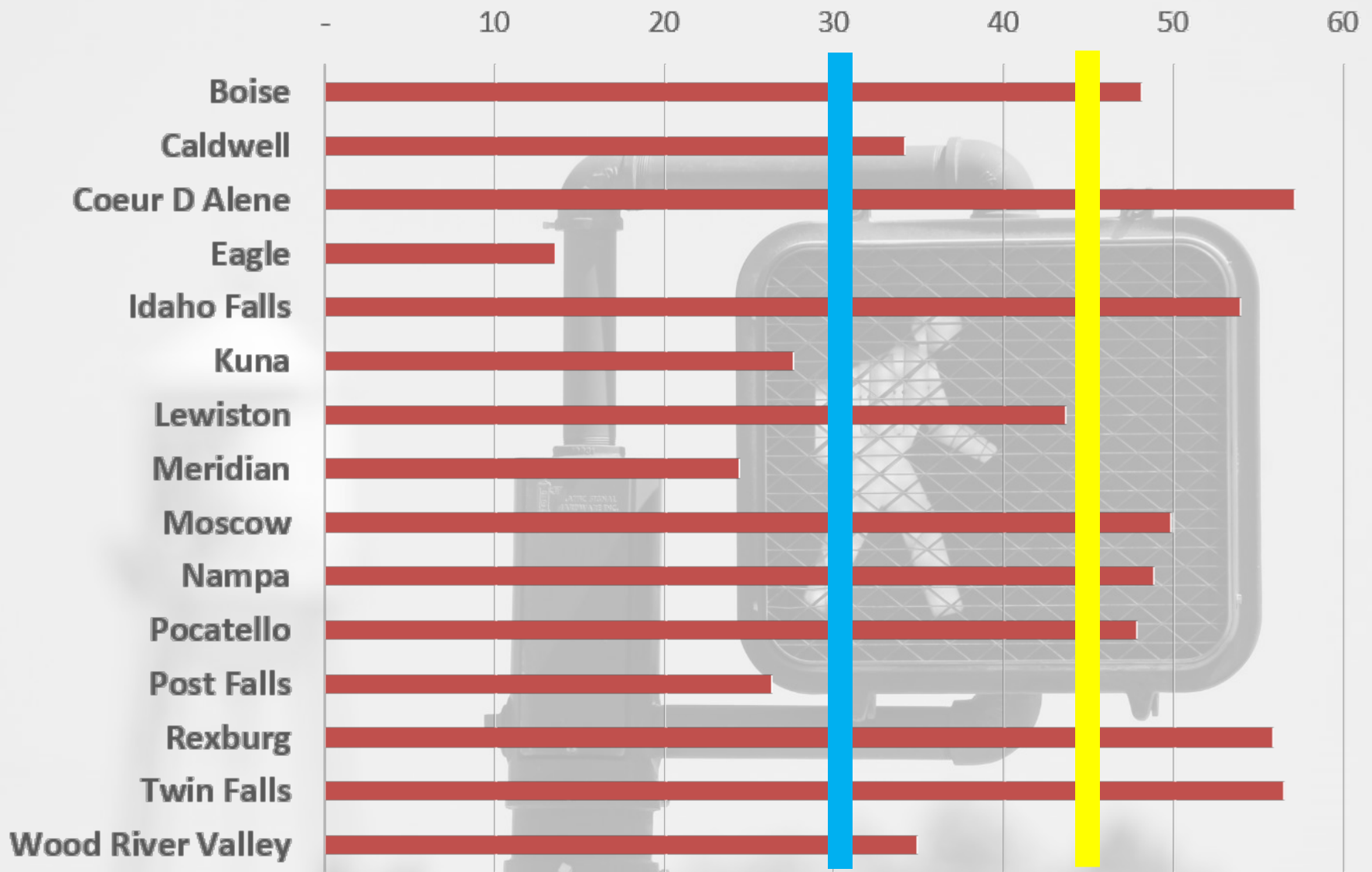
\$140/yr

economic cost per year
to every person in Idaho

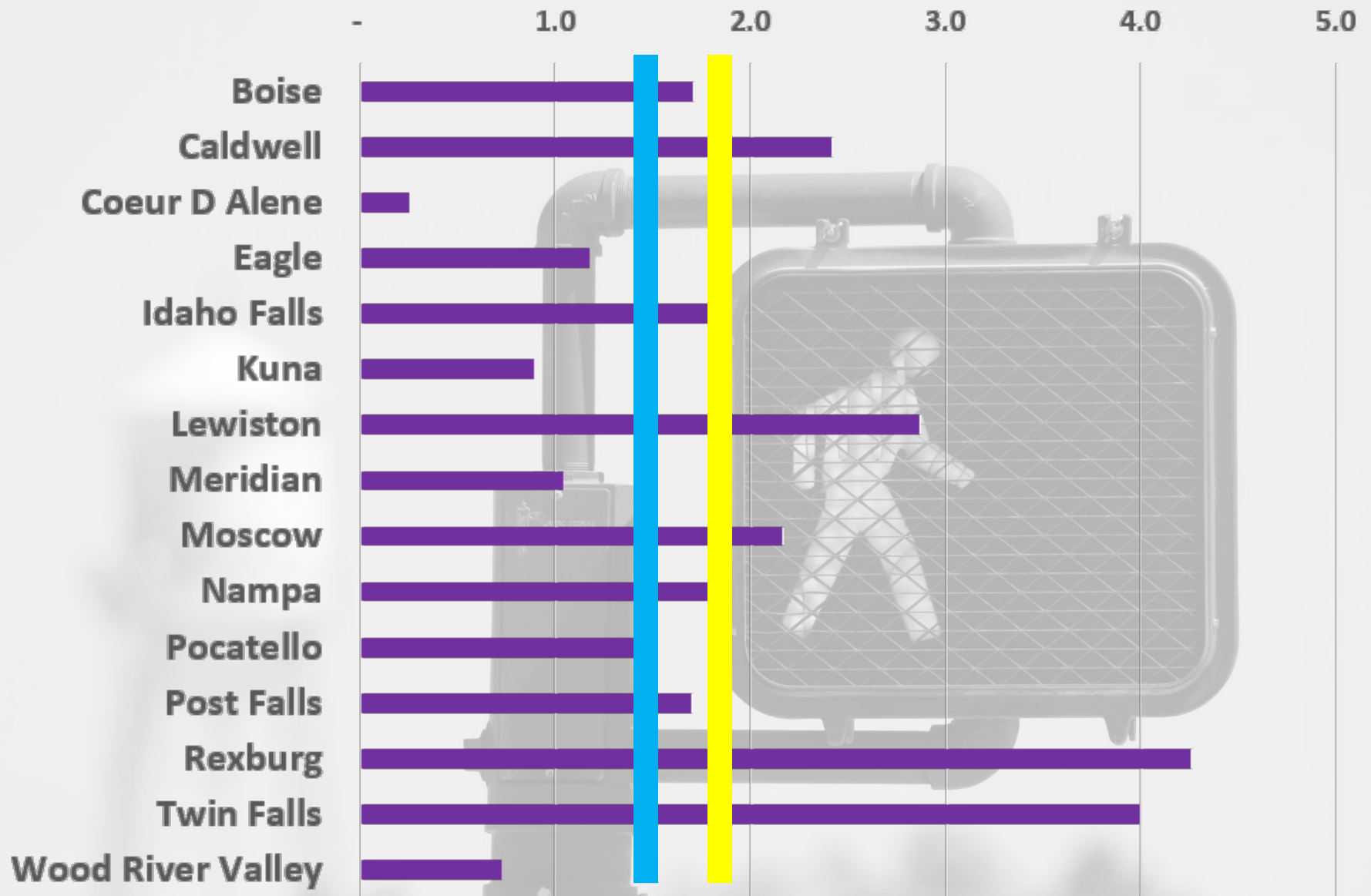
Crash Rates by City



Crashes per 10,000 people



Fatalities per 10,000 people



No Small Potatoes: Making the Case for Walking & Bicycling in Rural Idaho



Don Kostelec, AICP
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Living Well in North Yarmouth An Age-Friendly Community

KITE IN YOUR SIGHT?

PLEASE SLOW DOWN

KITE IN YOUR SIGHT? PLEASE SLOW DOWN

- Why?
 - 2016 Survey results: widespread community concern about traffic speed throughout town



KITE IN YOUR SIGHT?

PLEASE SLOW DOWN

- Who?

- Town Public Works Department
- Traffic Logix
- Living Well in North Yarmouth Committee
- Town leadership support

KITE IN YOUR SIGHT?

PLEASE SLOW DOWN

- How?

- ❖ Create visual cues to remind drivers to
SLOW DOWN

- Kite images refer to annual North Yarmouth Kite Festival

- Publicize in all available media

Welcome to the Village Center



Kite in Your Sight?



Please Slow Down



Our Community Thanks You







The background is a dark blue gradient with a subtle pattern of white stars and faint technical diagrams. On the right side, there is a large circular diagram with concentric circles and radial lines, resembling a radar or a clock face, with numbers 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, and 200. On the left side, there is a smaller circular diagram with a dashed line and an arrow pointing clockwise. In the bottom left corner, there is another circular diagram with a dashed line and an arrow pointing clockwise.

KITE IN YOUR SIGHT?

PLEASE SLOW DOWN

- Immediate Results? Much discussion!
 - Calls to town office
 - Facebook and other social media
 - Coffee shop talk
 - Kids reminding parents to slow down

KITE IN YOUR SIGHT?

PLEASE SLOW DOWN

- What's Next?
 - Move kites to other problem areas in town
 - Plan and implement Phase 3



KITE IN YOUR SIGHT?

PLEASE SLOW DOWN

- New Members of the team?
 - Bicycle/Pedestrian Coalition of Maine
 - Maine DOT

KITE IN YOUR SIGHT? PLEASE SLOW DOWN

- Strategies?
 - Bump-outs, islands, road narrowing

The background is a deep blue gradient with a subtle pattern of white stars and dots. Overlaid on this are several faint, white circular and semi-circular lines, some of which are dashed. In the upper right corner, there is a large, detailed circular graphic resembling a protractor or a clock face, with degree markings from 0 to 210. Another smaller circular graphic is visible in the lower right, and a partial one is in the bottom left.

THANK YOU

Questions? More Information?

Donna Palmer
Living Well in North Yarmouth
plainviewfarm1@gmail.com

Southern NH Planning Commission's Age-Friendly Program

Transportation and Accessibility Focus



Funded by: Tufts Health
Plan Foundation
Contributions: AARP &
NH DOT



SNHPC

Southern New Hampshire Planning Commission

Transportation and Accessibility: Overview

01

Program Overview

02

Community Assessments

03

Pilot Programs

04

Transit Outreach

05

Resources and Take-Aways



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Southern New Hampshire Planning Commission

Project Considerations

How are our communities preparing to serve the needs for the growing senior population?



And how can our region/state attract young adults?



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Project Considerations

*Are there synergies
and opportunities
between these two
populations?*



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Project Considerations

Do resident seniors/millennials know about the programs, services, and age-friendly businesses within their community and their region?



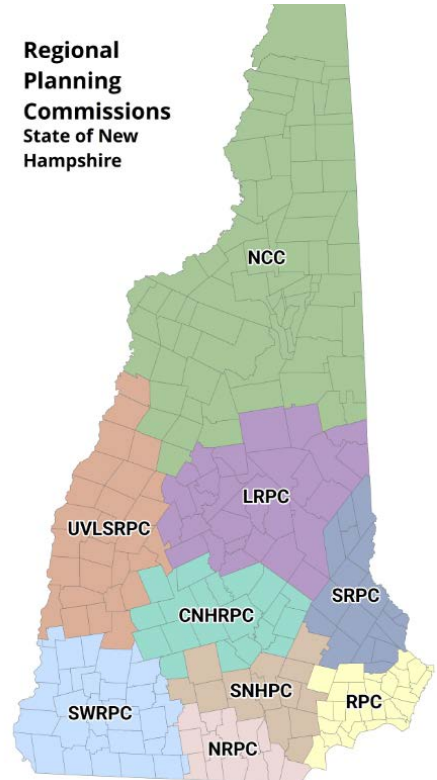
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Project Considerations

How can our region/state better unite to create collective solutions?



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SNHPC's Age-Friendly Program Overview

Phase I: Community Assessments & Surveys (July '16- June '17)

- Identified community assets, opportunities and roadblocks focused on infrastructure and programming for Millennials & Seniors through community conversations and multiple surveys

Phase II: Pilot Programs (July '17- June '18)

- Utilizing assessments, worked with SNHPC communities and businesses to address specific issues and move toward Age-Friendly Strategic Plans

Phase III: More Pilots & Expand Scope (July '18- June '19)

- Continue with pilot program and raise awareness about age-friendly issues and planning in the region and state



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What has our conversation focused on?

Land Use Focus Areas

- ☐ **Transportation:**
Accessibility & Connections
- ☐ **Housing:** *Trends, Needs, Diversity, & Zoning*
- ☐ **Recreation & Engagement**
- ☐ **Businesses & Economic Development**



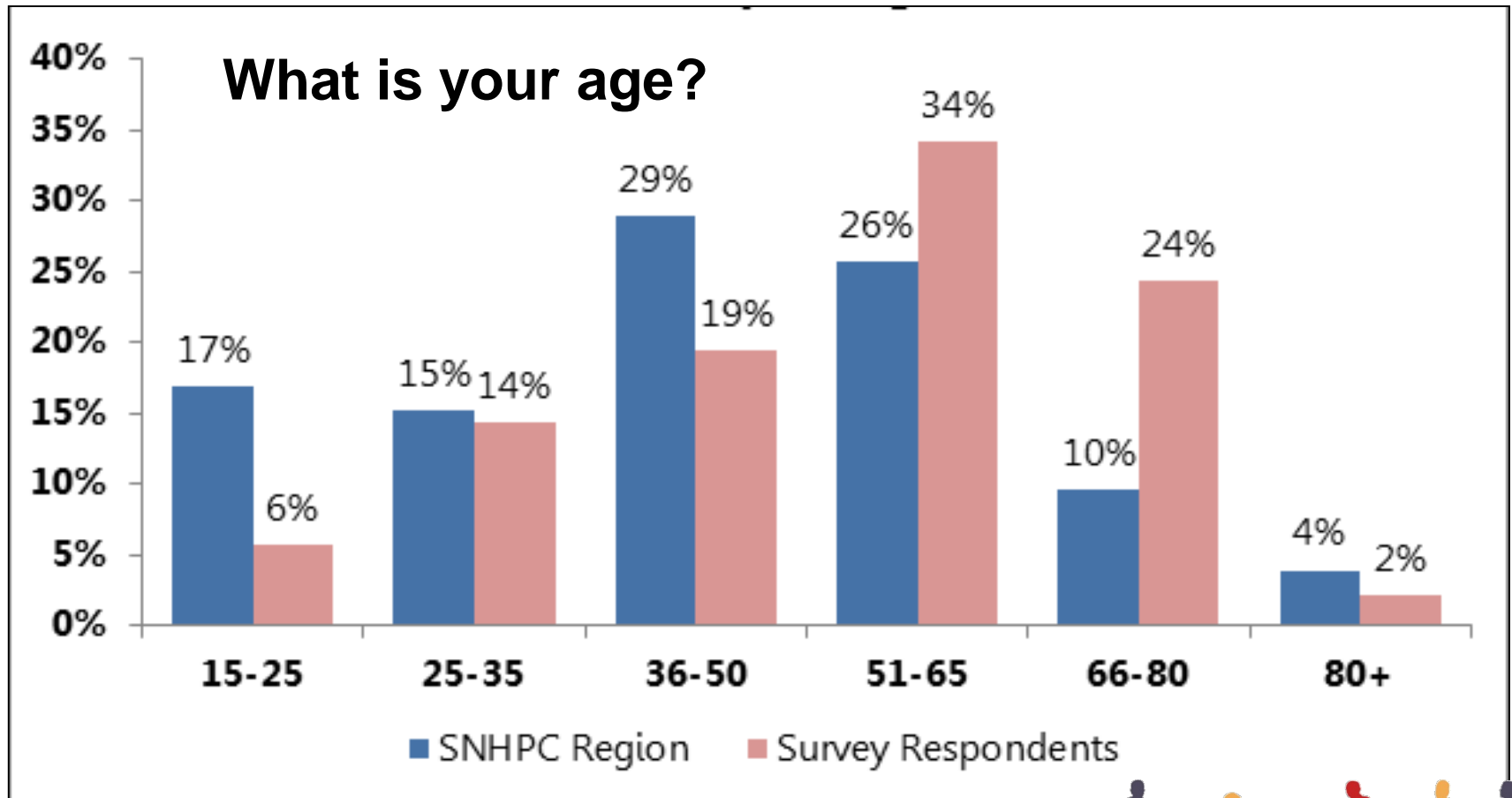
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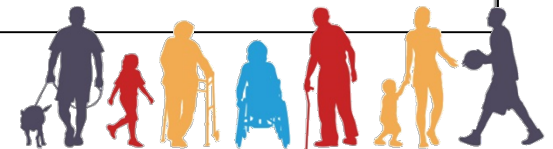
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Resident Survey - Background Information:



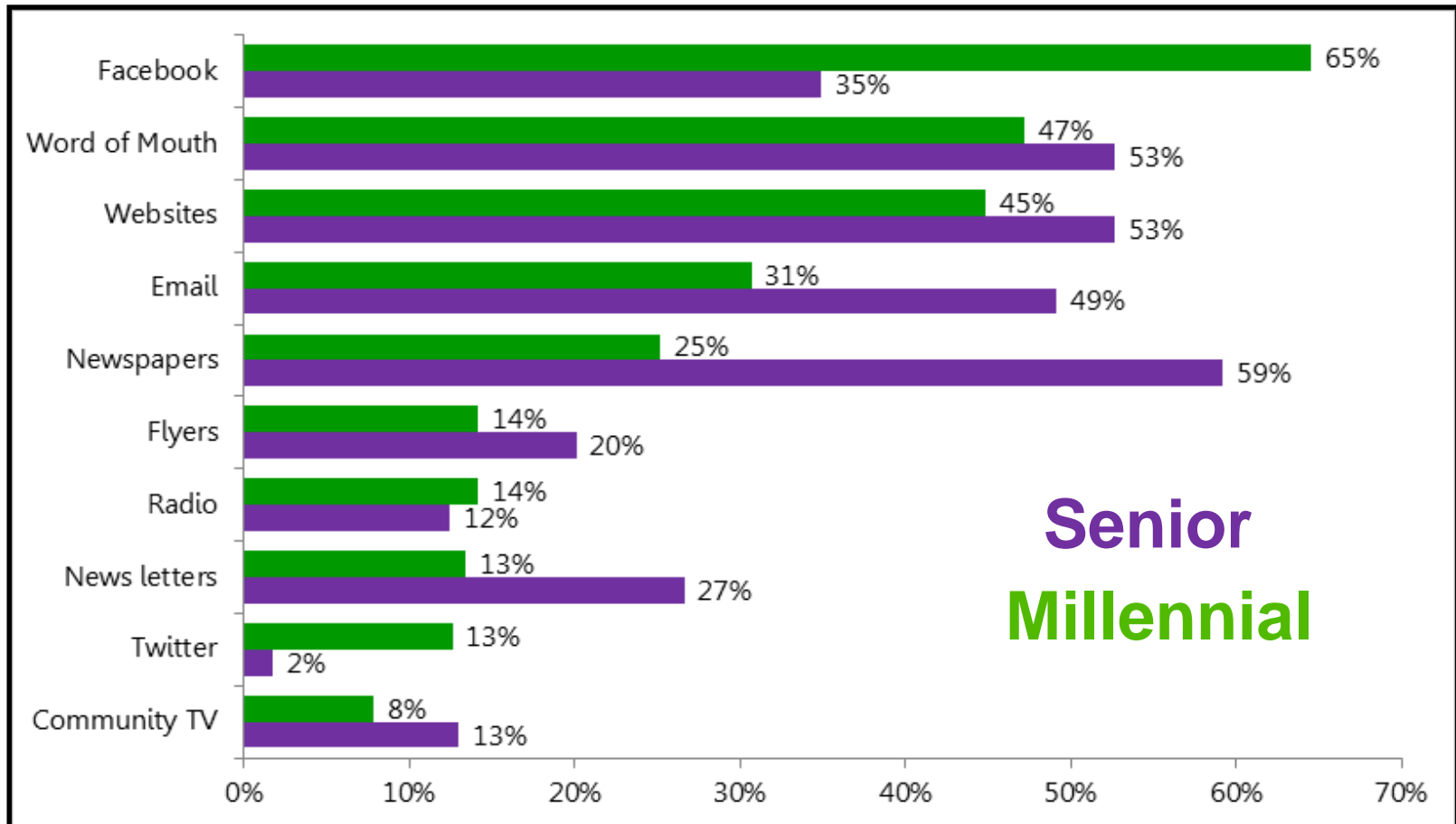
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Communication: How do find info about community services and events?



Senior
Millennial



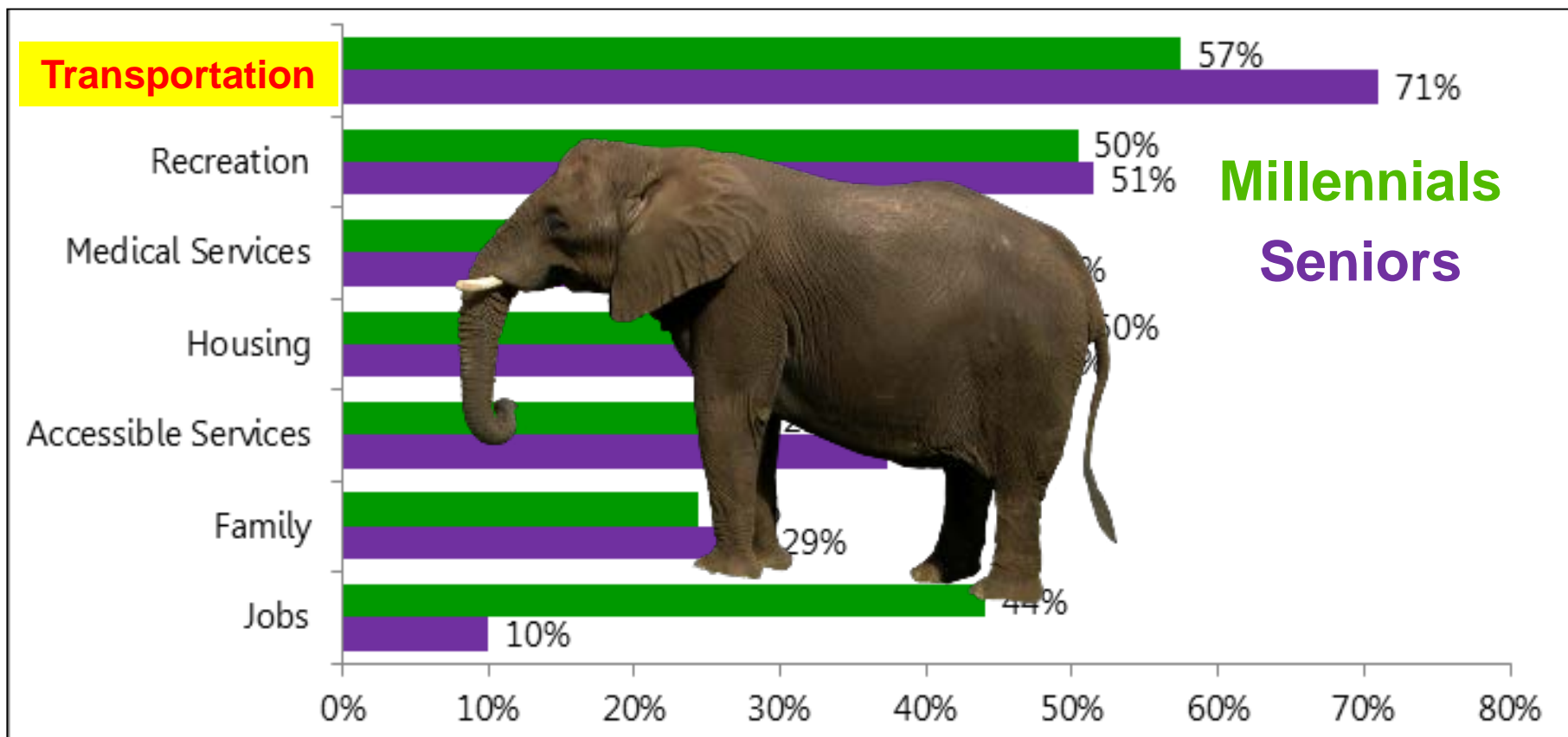
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Resident Survey: What concerns you the most about aging in your community?



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NH State-wide Survey

State Plan on Aging 2019

“What would make healthy aging in NH better or easier for you?”

Theme	Percentage
Transportation	30%
Affordable Housing	11%
Tax Relief	10%
Medical Care/Services	10%
Recreation & Engagement Opportunities	6%
Senior Services	5%
Access to Information	5%
A Senior Center	3%

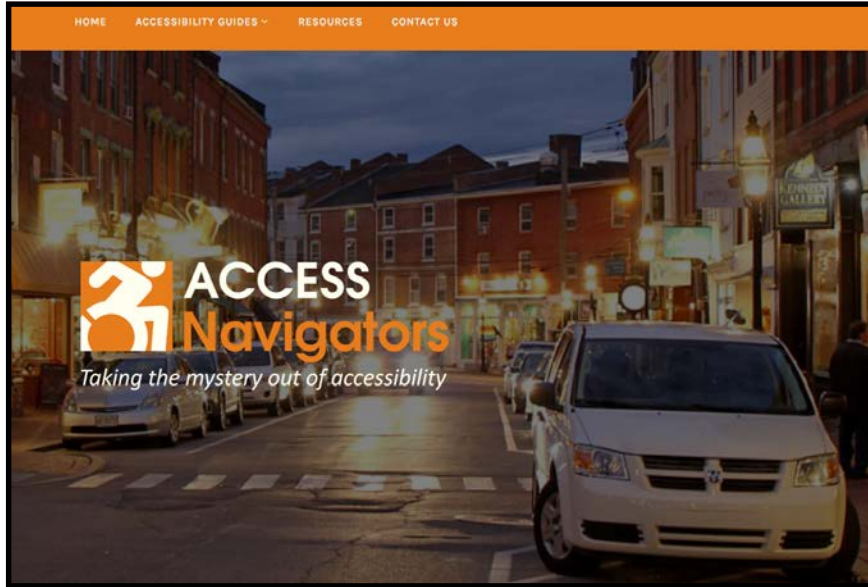


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Accessibility and Age-Friendly Businesses: *Access Navigators – Taking the Mystery out of Accessibility*



- **Is the bathroom accessible?**
 - Flat entrance, sufficient area
 - Elevator-accessible if on different level



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Assessment “Takeaways”

- *Transportation is #1 issue for Millennials and Seniors*
- **Need out-of-the-box solutions** in creating **awareness of existing programs** and in developing new programs
- *Communication is essential* in keeping residents, businesses, community groups connected & involved – **understand how your target audience communicates**
- *Develop business partnerships to create accessible communities and downtowns is key*
- *Everyone wants WALKABLE communities*



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Phase II: Community Pilot Projects

Potential Projects

- ☐ Focused Survey To Inform Planning Effort or Program
- ☐ Volunteer Driver Program assistance
- ☐ Community Coordination for Transit Service Outreach
- ☐ Communications Strategy
- ☐ Assistance with Specific Age-Friendly Project/Program
- ☐ Identifying Zoning Ordinance Road Blocks



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Community Pilot Program: Master Plan Focus

Goal: Include A-F elements within Master Plan Update

Means: Community input via online survey

- Outreach included local hotspots (farmer's market, grocery stores,...)
- Questions focused on Master Plan elements, including transportation
- Developed recommendations for Master Plan update based on survey results



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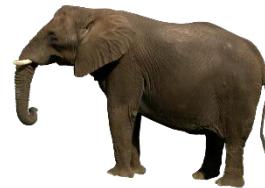
Transportation Focus

Survey Says:

- Everyone wants walkable communities,
- Safe roadways,
- Connected trail networks, and
- Typically support for senior focused transportation options

No one wants to talk about the time in their life they may need to give up their car keys.

Some suggest using Uber or Lyft if you can't or don't drive.



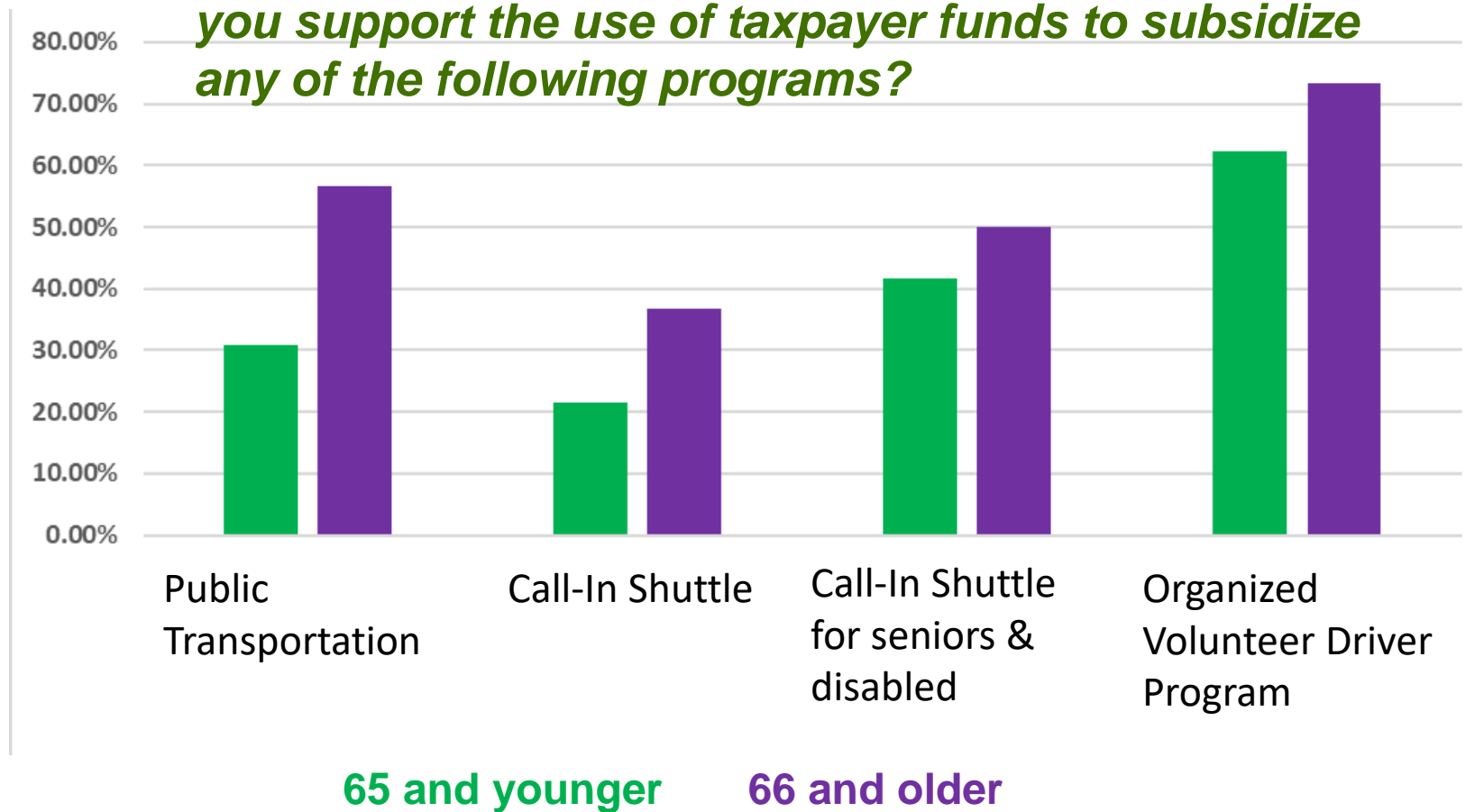
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Example Survey Question

For those who cannot drive or choose not to, would you support the use of taxpayer funds to subsidize any of the following programs?

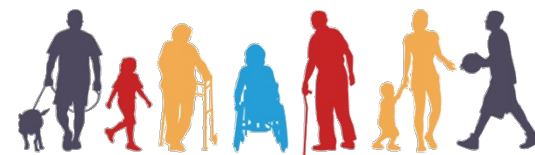


65 and younger

66 and older



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Community Pilot Program: Transit Outreach

**"We have great programs, we're just bad about marketing them."
MTA representative**

Transit Collaboration

Foster relationships
among Town
Departments (**Library,**
Parks and Rec, Manager,
Planning), YMCA,
residents, *and local
transit*

**TRANSPORTATION FOR GOFFSTOWN RESIDENTS**

EXPLORE THE BUS AT OLD HOME DAY!
FIND US OUT FRONT OF TOWN HALL.

General Information:

- Make a reservation as early as 1 week prior, and no later than 24 hours prior
- Priority rides for age 62+ or disabled passengers
- Priority rides for medical appointments
- Rides available to all Goffstown Residents
- Connect with MTA Route #6 at Shaws Plaza for Manchester, Concord, and Nashua service
- All buses accessible for disabled passengers

For Appointments:

- Provide the address information for pickup & drop-off location
- Date & Time requested, will be provided with a 30-minute pick-up window
- May ride with a companion, or children please specify
- Passengers will need to provide the purpose of the ride



FREE TRANSPORTATION



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Goffstown Old Home Day – Pilot Program

Collaborating with
community events,
bringing the bus to
residents



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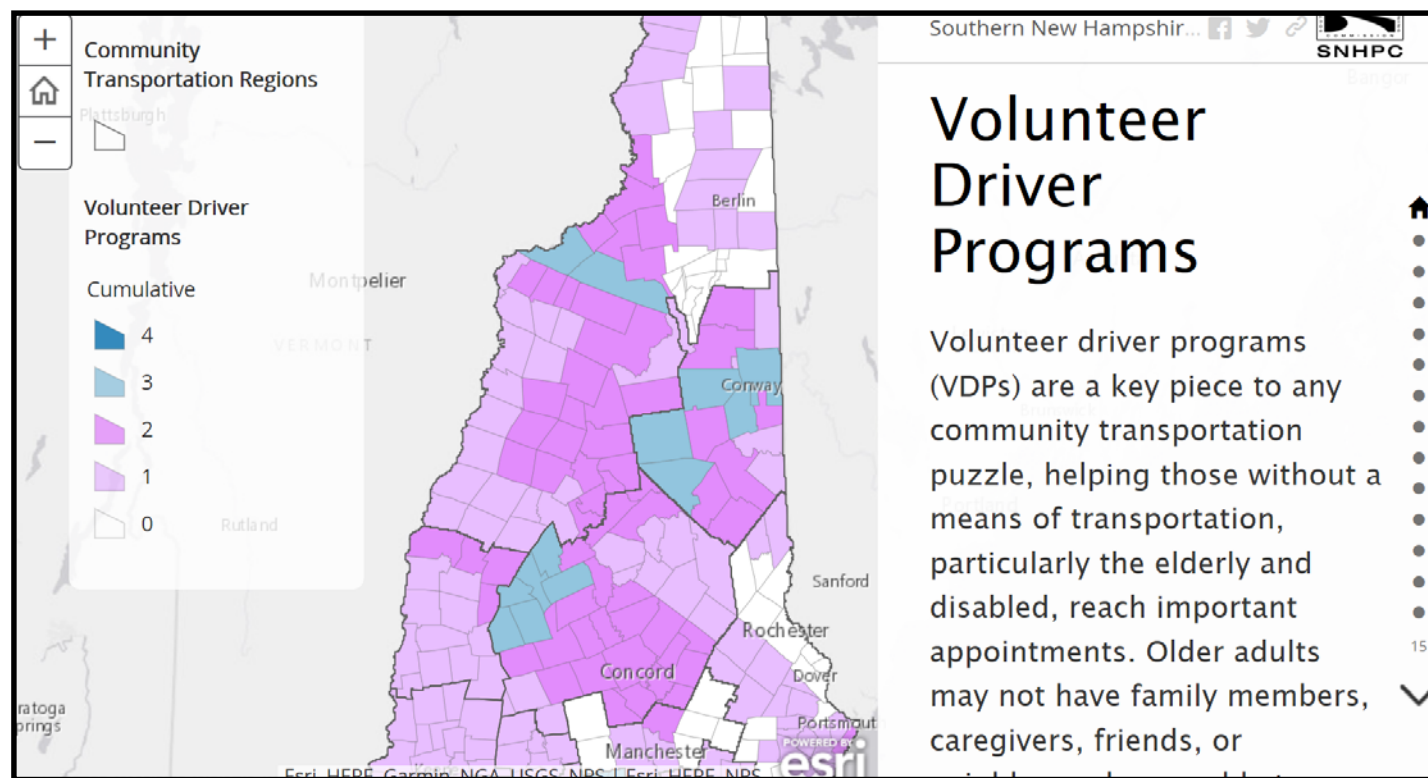


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Creating a Statewide Resource

SNHPC Statewide Public Volunteer Driver Story Map



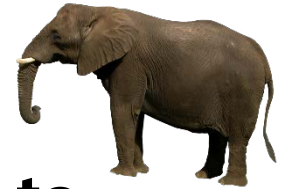
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Pilot Program “Takeaways”

- **Address the elephant in the room: Create transportation programs for seniors because eventually we all have to give up our keys**
- **Create partnerships that include local transit to better communicate the transportation options available**
- **Develop multiple methods in getting the word out about transportation options**
- **Develop pedestrian plan that devotes resources to creating walkable downtown**



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The logo for the Southern New Hampshire Planning Commission (SNHPC) is located in the top left corner. It features a square emblem with a green field, a winding road, and a city skyline under a blue sky. The words "NEW HAMPSHIRE" are at the top, "SOUTHERN" on the left, "PLANNING" on the right, and "COMMISSION" at the bottom. Below the emblem, the acronym "SNHPC" is written in large, bold, blue letters.

Southern New Hampshire Planning Commission



Strengthening Transportation Options



Presentations/Contacts

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Developing Transportation Partnerships and Improving Outreach to Help Address Transportation Gaps

Questions



Your Experiences and Ideas