

# Complete Streets Leadership Academies



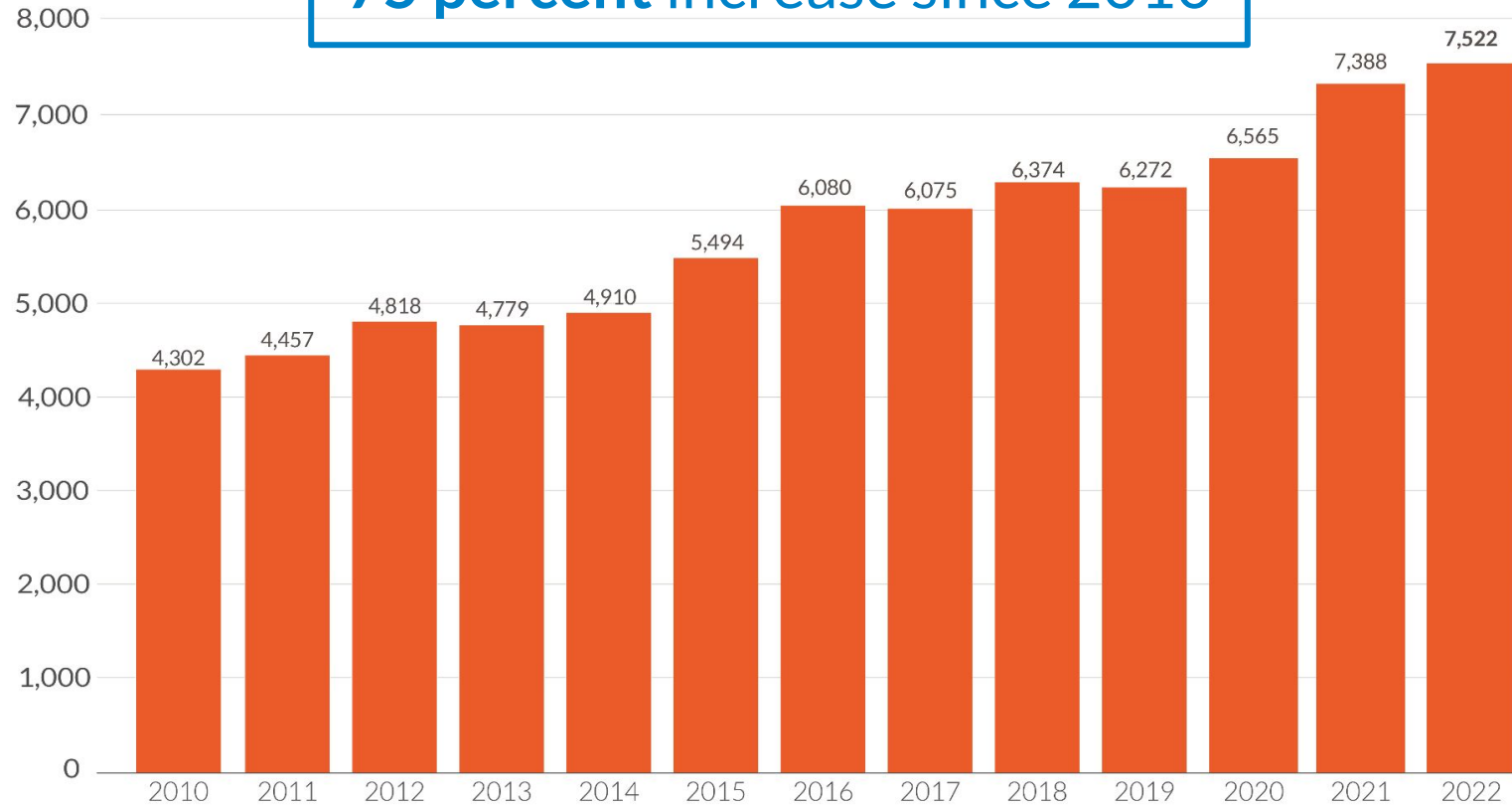
Our streets  
are  
dangerous by  
design



Smart Growth America  
Improving lives by improving communities



75 percent increase since 2010



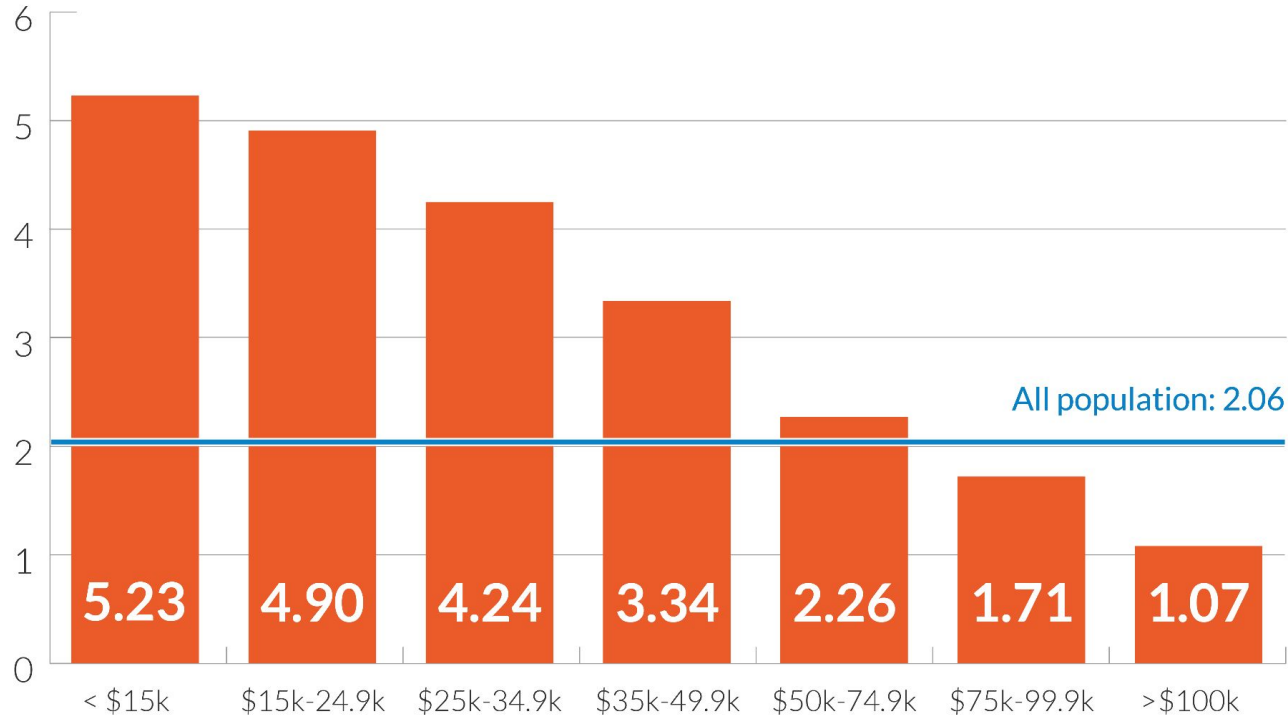
U.S. pedestrian deaths (2010-2022)



# Rates are highest in the poorest areas

## Lower-income areas have far higher rates of pedestrian deaths

Pedestrian fatalities per 100,000 people by census tract income

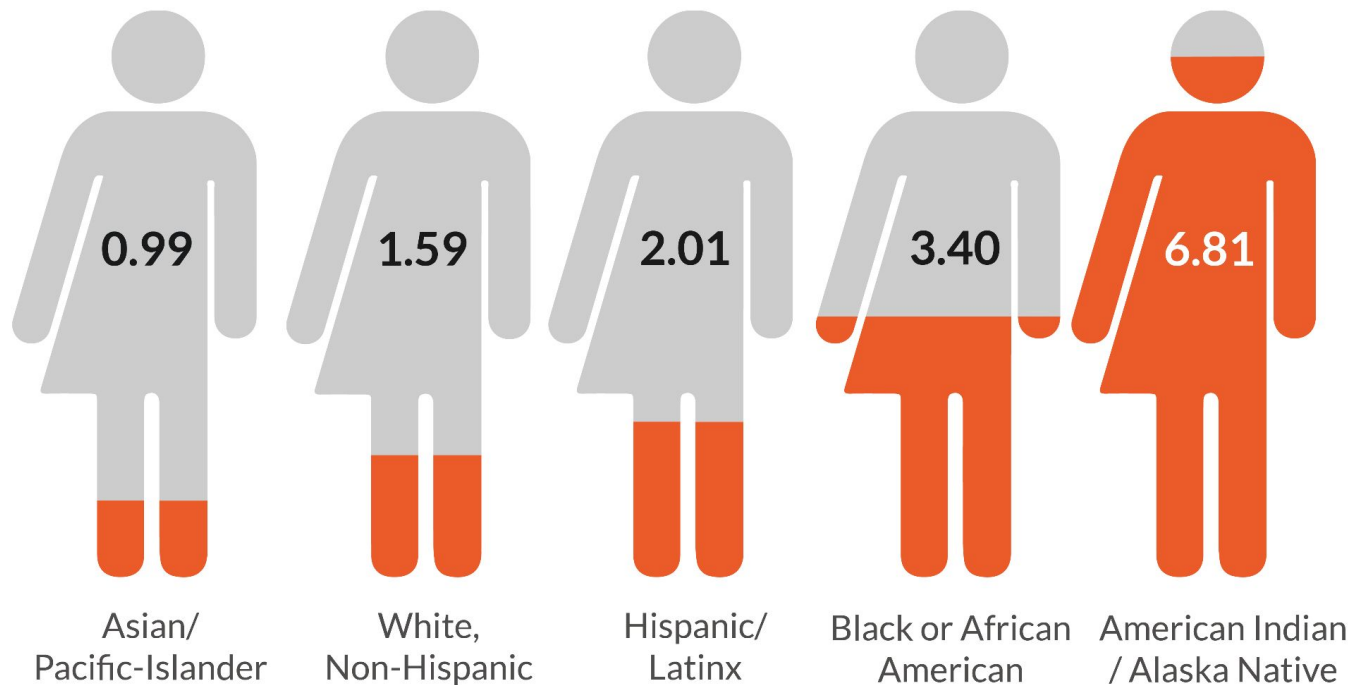


Census tract median household income, 2018-2022



# People of color bear the burden

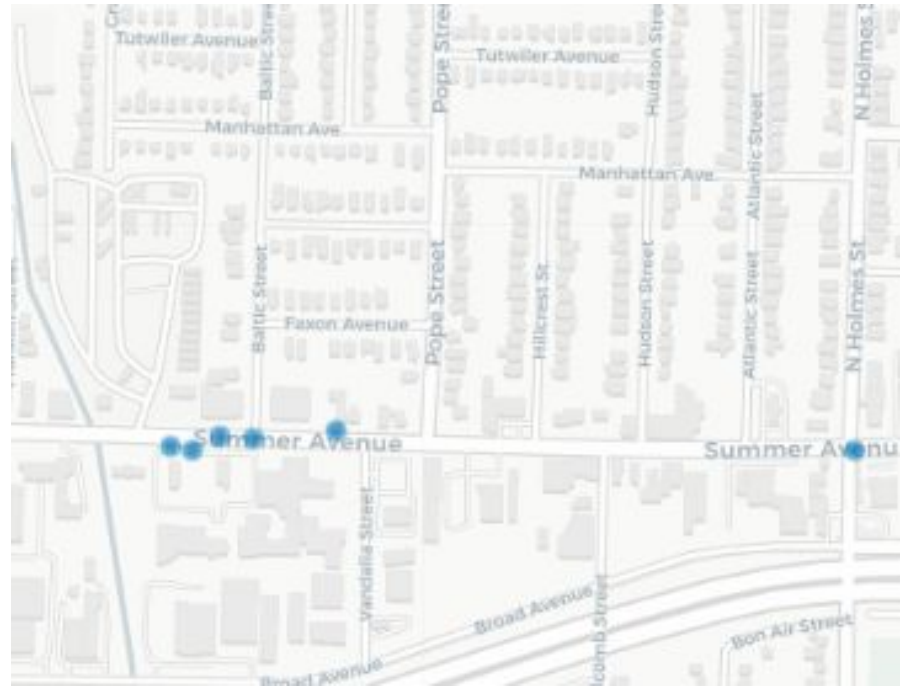
Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)





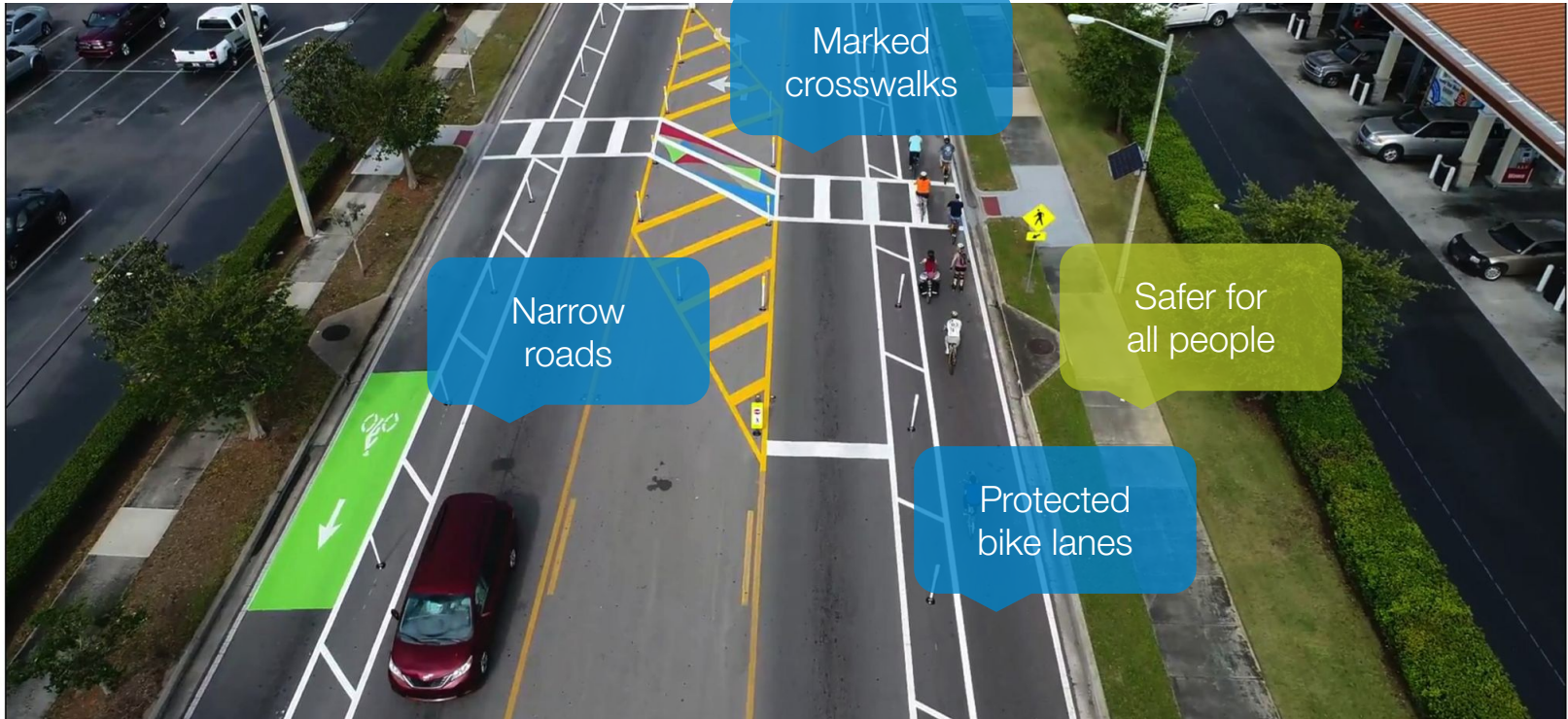
# We know where deaths are occurring

Rank	Metro area	Avg. rate per 100k people	Total deaths
1	Memphis, TN-MS-AR	5.14	343
2	Albuquerque, NM	4.83	221
3	Tucson, AZ	4.16	217
4	Bakersfield, CA	3.99	181
t-5	Deltona-Daytona Beach-Ormond Beach, FL	3.96	134
t-5	Baton Rouge, LA	3.96	172
7	Fresno, CA	3.89	196
8	Tampa-St. Petersburg-Clearwater, FL	3.75	599
9	Charleston-North Charleston, SC	3.66	147
10	Little Rock-North Little Rock-Conway, AR	3.63	136





# We Know What Works







# We Can Change

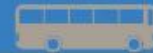


# Complete Streets Leadership Academy





# What's a quick-build demonstration?





# Getting Started

## What we know

- A large portion of fatalities occur on state-owned arterials
- Quick build demonstrations foster collaboration and action
- The status quo isn't working

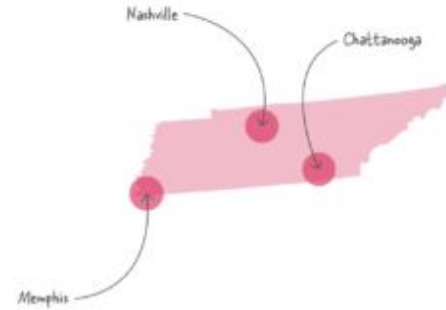
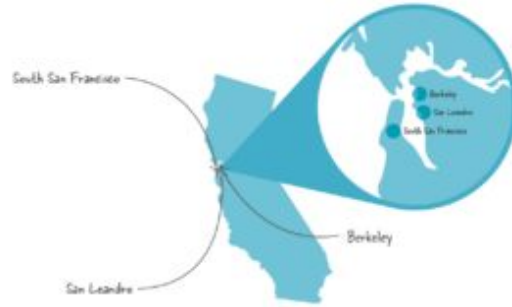
## What we wanted to know

- What are barriers to collaborating with local and state partners?
- What type of processes and systems are needed?
- Can this work?





# About the Program



- **Virtual Sessions**

- Build capacity
- Create connections
- Set expectations

- **In-person Workshop**

- Move past Zoom
- Dig in to details
- Identify next steps

- **Demonstration Project**

- Create change
- Capture stories
- Plan for the future



# Program Lessons

Improved communication and increased opportunities for **collaboration** between state DOTs and local jurisdictions helped facilitate the development of these pedestrian safety interventions.

These projects would have proved difficult to impossible without state DOTs **creating the space, time, and resources** to identify and implement new approaches.

The most successful projects resulted from **strong leadership and clear intent** from state DOT decision makers to redefine what a successful street looks like.





# Stages of Collaboration

1

Taking (realistic) stock of the situation

2

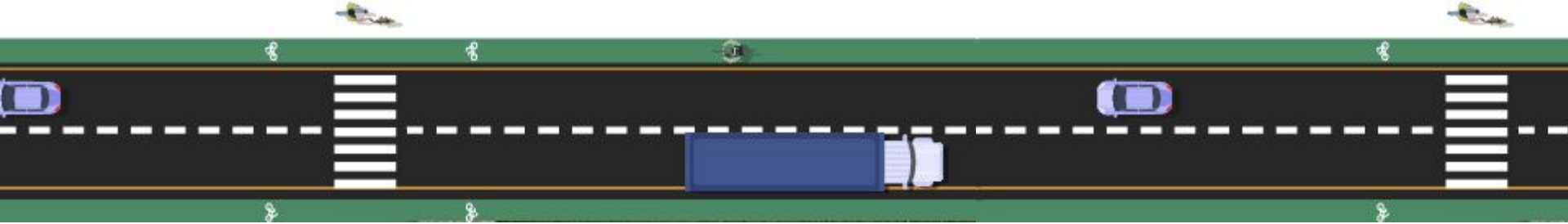
Acknowledging past challenges in collaboration

3

If at first you don't succeed...

4

We all win together





# Incorporating Quick Builds

Recognize the scope of the crisis and the need for new approaches







# Incorporating Quick Builds

**Create new processes and policies to enable quick-build projects**





# Incorporating Quick Builds

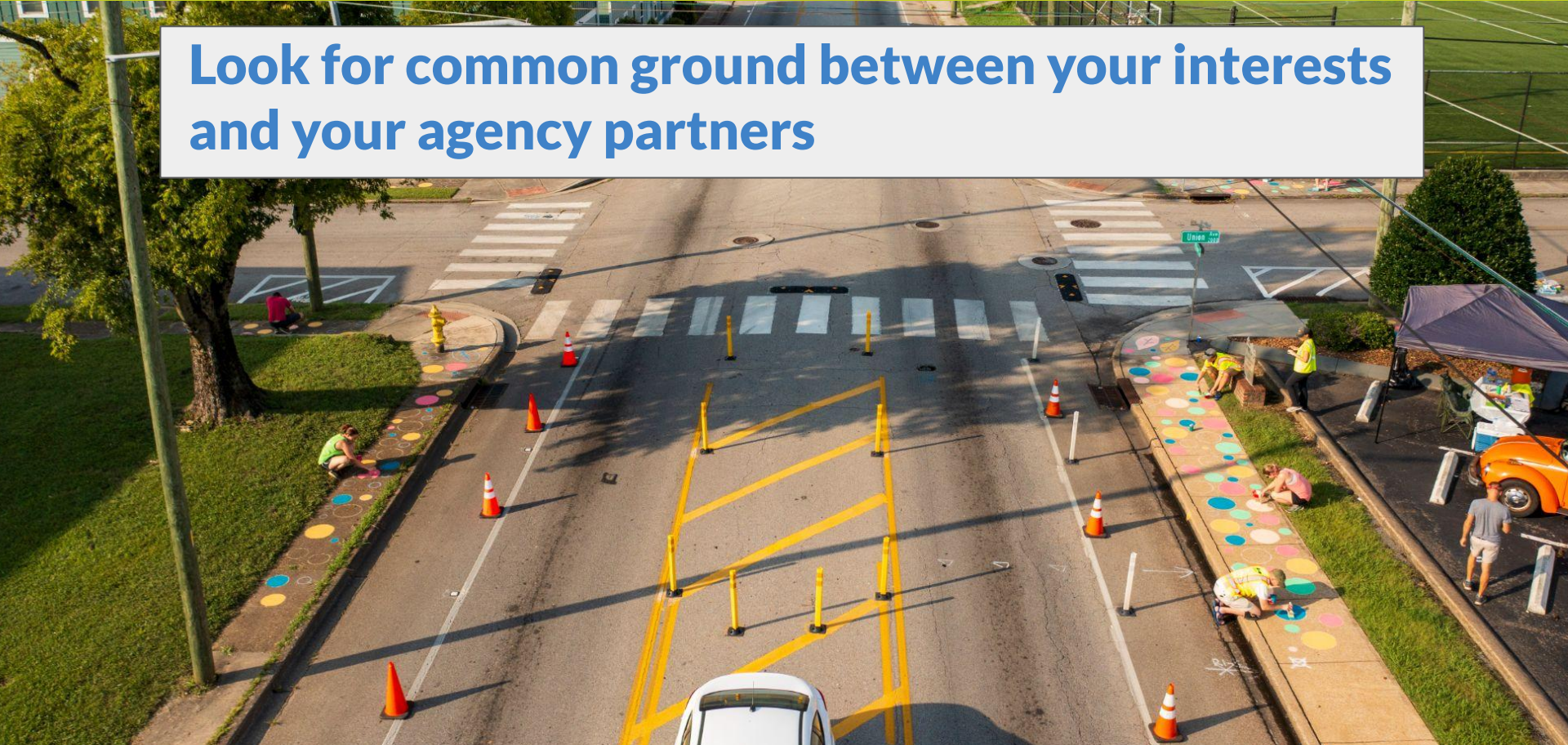
Foster creativity and innovation; seize every opportunity





# Incorporating Quick Builds

Look for common ground between your interests and your agency partners





# Incorporating Quick Builds

**Don't underestimate the staff capacity and resources required**





We're Here to Help!



Quick builds &  
Complete Streets

<https://smartgrowthamerica.org/quick-builds>