

SAFE ROUTES TO AGE IN PLACE

A Pilot in Little Havana, Miami

Safe and Accessible Pedestrian Routes for Older Adults

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OUR AGENDA

Safe Routes to Age in Place

INTRODUCTION & ABOUT

Overview of Miami-Dade Age-Friendly Initiative and Project

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PILOT PROJECT OVERVIEW

How we chose our pilot site and why

2

APPROACH

Safe Routes to Age in Place overview and approach

3

FOLLOW-UP

Overview of how we followed up on findings

4

RESULTS

Selected results and projects inspired by Safe Routes to Age in PLace

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CONCLUSION

Closing and how to get in touch with us for more information

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MISSION & VISION

Enhancing Environments, Achieving Healthy Communities





Our Mission

UHS & UHP seek to improve health and promote high quality, healthful options for South Florida through collaboration with entities with similar goals.



Our Vision

UHP strives to promote, create, and partner with organizations that share the vision of having healthy and sustainable communities where people can actively, safely and conveniently access their daily needs through quality air, transportation, food options, and social opportunities.



Miami-Dade Age-Friendly Initiative MISSION

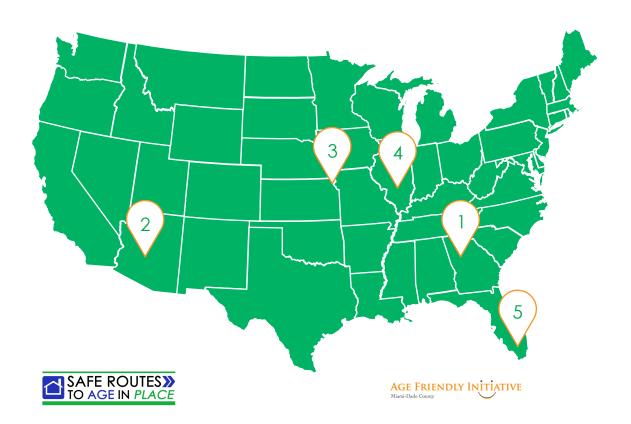
"Create a community for all ages, where older adults in Miami-Dade can stay active and healthy with dignity And enjoyment."



GIA Community AGEnda Grant Recipients

Community AGEnda is funded by Grantmakers in Aging through a generous grant from the Pfizer foundation.

Ultimate goal is to create communities for all ages.



- 1. City of Atlanta, Georgia
- 2. Maricopa County, Arizona
- 3. Greater Kansas City Region
- 4. City of Bloomington, Indiana
- 5. Miami-Dade County, Florida







- Initiative aimed at fostering accessible, safe, comfortable and appealing, and active transportation options for adults of all ages and abilities
- Modeled after Safe Routes to School
- Goal is to support Healthy Aging



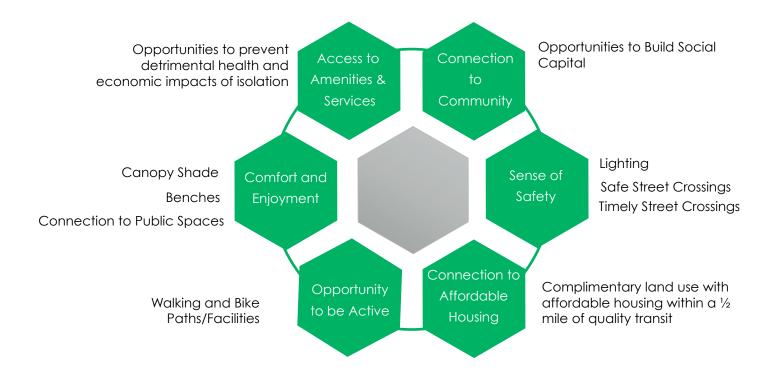








Routes that Serve Older Adults Should Provide:





BACKGROUND

Miami-Dade County & Little Havana

- Miami-Dade Houses the largest number of older adults in Florida
- •In the next 25 years, our 60+ older population is expected to double
- As our population ages and density increases, we will have to accommodate more walkers, particularly those who have given up their car keys.
- •Little Havana, La Pequeña Habana, reflects the growing older adult population, with a diverse ethnic community that includes > 85% Hispanic or Latino residents
- •Majority of older adults do not own cars



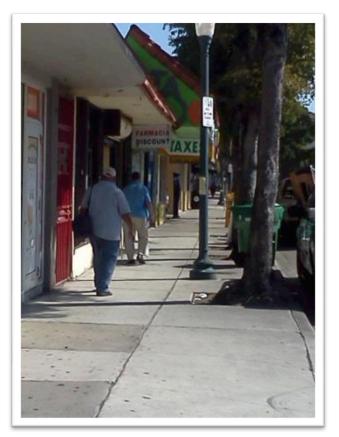




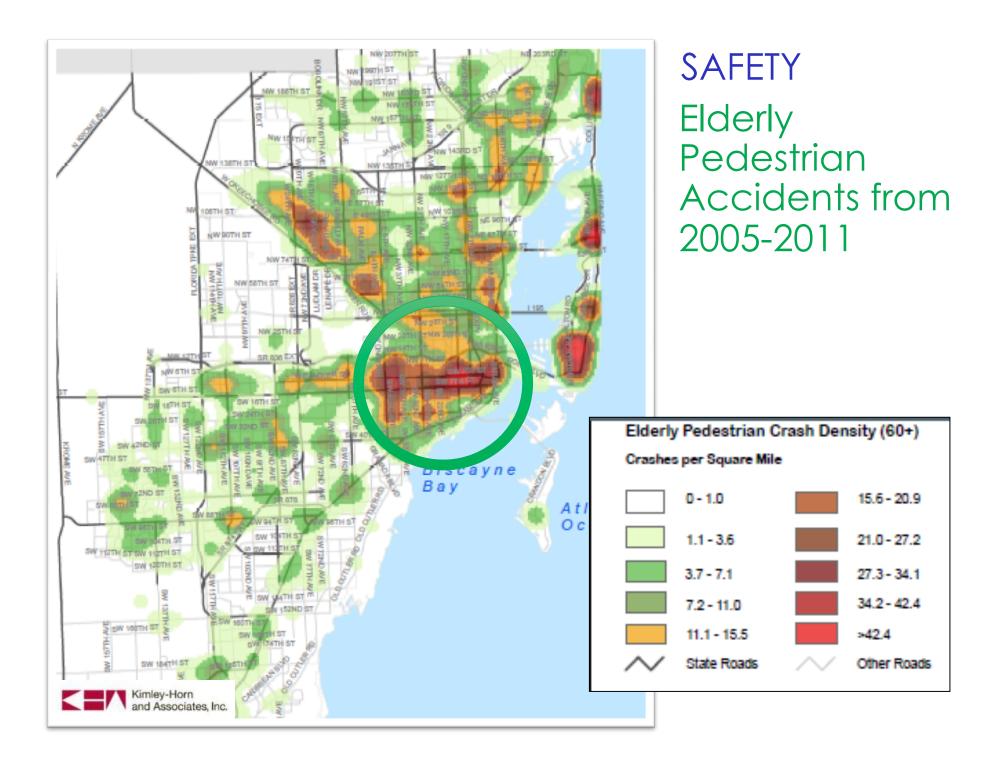


PILOT LOCATION: WHY LITTLE HAVANA?

- Criteria analysis used to select the community setting based on four factors:
 - 1. Safety
 - 2. Density
 - 3. Need
 - 4. Readiness



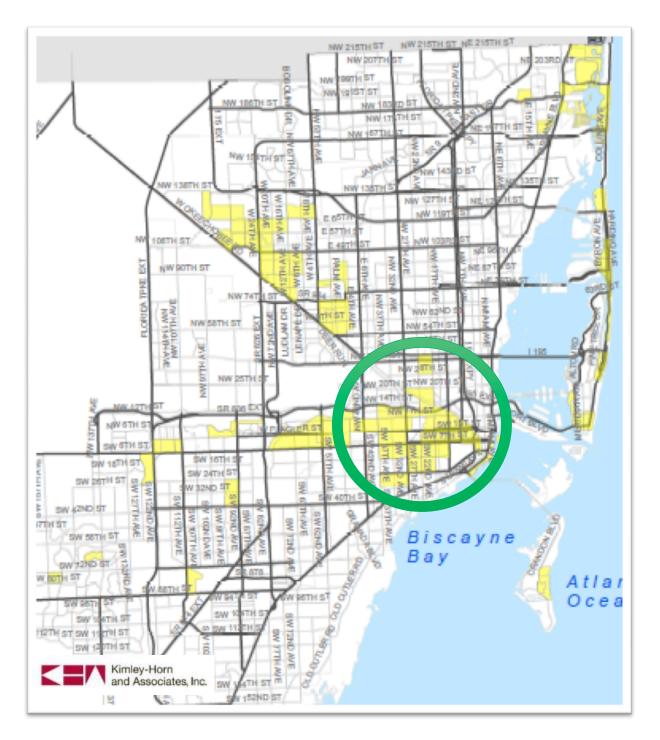






SAFETY
60+ Pedestrian
Crash Density
(2005-2011)

= More than 5 crashes/square mile



DENSITY 60+ Population Density (2005-2011)

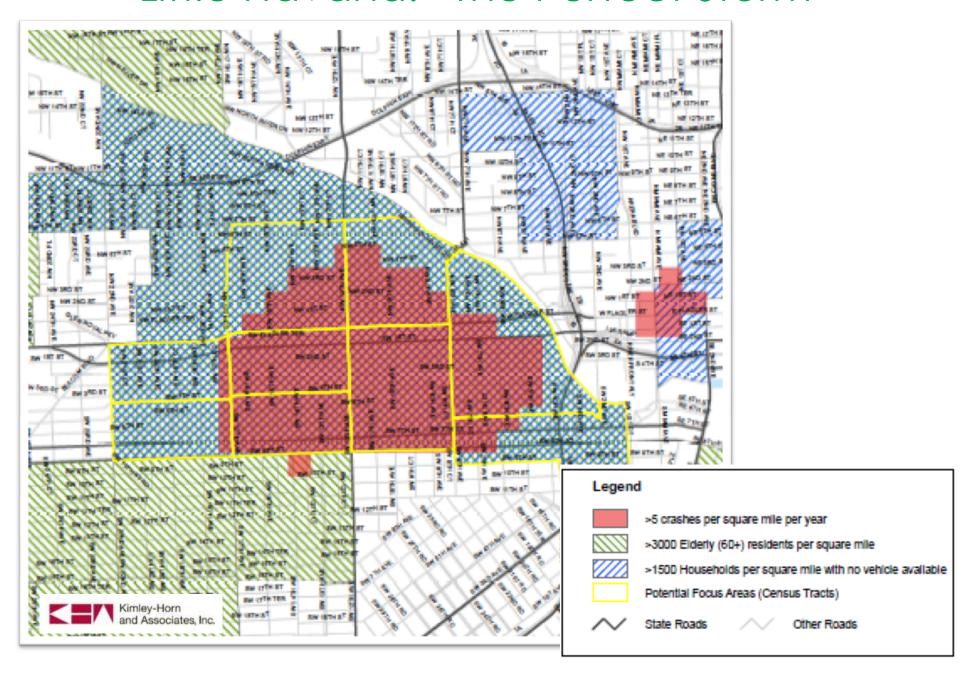
Areas with more than 3,000 older adults per square mile



NEED Density of Households without a car (2005-2011)

Areas with more than 1,500 households without a car per square mile

Little Havana: "The Perfect Storm"



OUR APPROACH

- Engage the community
 - Interview key stakeholders
 - Assess conditions
- Identify partners
- Select pivotal location
- Begin a dialogue about problems
- Invite stakeholders to find solutions
- Facilitate working group to achieve desired outcomes





OUR APPROACH

Centers for Disease Control and Prevention's Healthy Aging Research Network (CDC-HAN) Environmental Audit Tool (HEAT)

- Environmental walkability
- Safety and accessibility
- Comfort and appeal
- Wayfinding
- Land use



COMMUNITY ENGAGEMENT

Virtual Advisory Committee & follow-up

COMMUNITY ENGAGEMENT

Workshop & Focus Group



COMMUNITY ENGAGEMENT

Community and Decision Maker Forum



COMMUNITY ENGAGEMENT WORKSHOPS

- Three part series of workshops in partnership with the Cuban American National Council
- More than 50% have lived in Little Havana for 10 plus years
- Sessions were conducted in Spanish and English (included public officials)





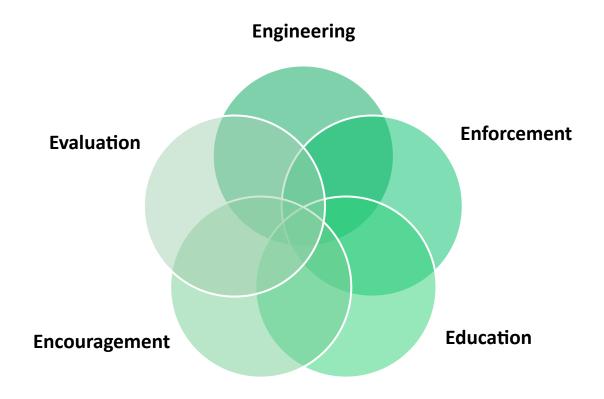
COMMUNITY ENGAGEMENT WORKSHOP 1: ASSESSING BEHAVIORS & 5 E'S





5-E MODEL

INCREASING MOBILITY FOR OLDER ADULTS





ENGINEERING OVERVIEW

Engineering refers to how the physical environment can be designed to create safer, more convenient connections to the community and to local resources and services.

QUESTION TO RESIDENTS:

What improvements are necessary to create routes that you would feel safe and be encouraged to walk to and from your daily activities?



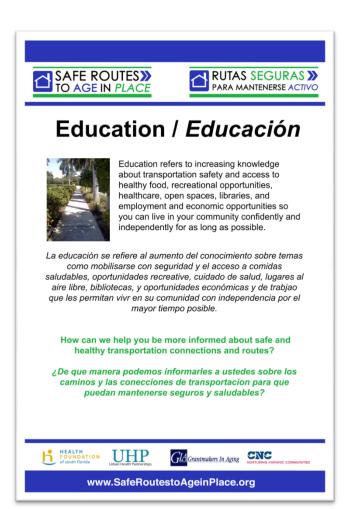


EDUCATION OVERVIEW

Education refers to increasing knowledge about transportation safety and access to healthy food, recreational opportunities, healthcare, open spaces, libraries, and employment and economic opportunities so you can live in your community confidently and independently for as long as possible.

QUESTION TO RESIDENTS:

How can we help you be more informed about safe and healthy transportation connections and routes?



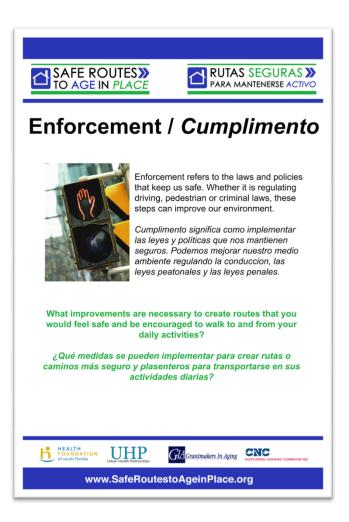


ENFORCEMENT OVERVIEW

Enforcement refers to the laws and policies that keep us safe. Whether it is regulating driving, pedestrian or criminal laws, these steps can improve our environment.

QUESTION TO RESIDENTS:

What improvements are necessary to create routes that you would feel safe and be encouraged to walk to and from your daily activities?





ENCOURAGEMENT OVERVIEW

Encouragement refers to promoting and advocating for safe, multimodal transportation and use of community resources and services that would facilitate an older adult's ability to access daily needs.

QUESTION TO RESIDENTS:

What would make you walk more?

What are key messages that should be used to promote this concept?





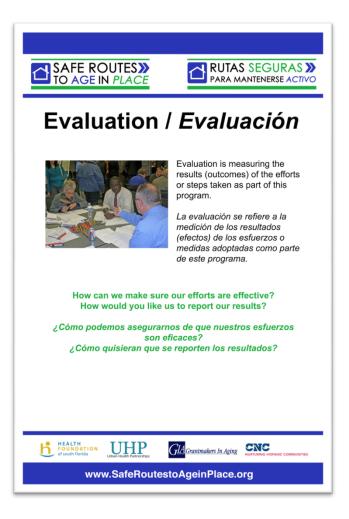
EVALUATION OVERVIEW

Evaluation is measuring the results (outcomes) of the efforts or steps taken as part of this program.

QUESTIONS TO RESIDENTS:

How can we make sure our efforts are effective?

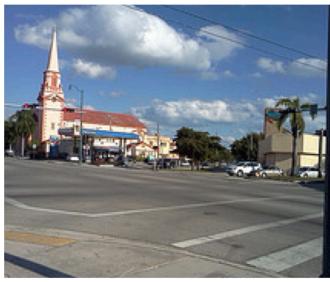
How would you like us to report our results?





PRE-AUDIT TECHNICAL EVALUATION







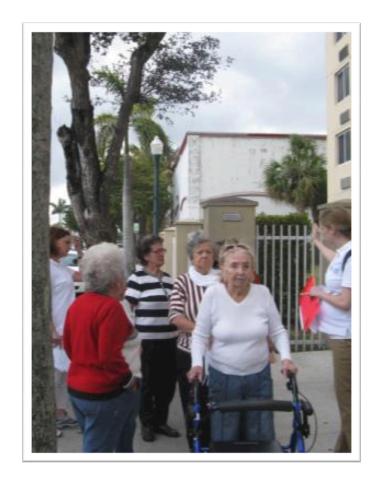






COMMUNITY ENGAGEMENT WORKSHOP 2: WALK AUDIT PROCEDURES

- Establish start point, then walk to end of segment for a general impression & to capture destinations.
- Walk both sides of street to answer all questions.
- Complete segment & intersection ratings.
- Take photos of problem areas or when uncertain of best response.





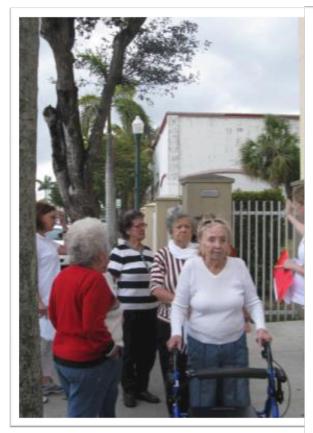
CDC-HAN ENVIRONMENTAL AUDIT TOOL

- Inquiry into community scale and streetscape factors associated with mobility in older adults.
- Extensive set of environmental factors to enable a fine grained assessment of permanent and transient environmental factors that may influence older adult safety and mobility.
- Has been tested for reliability across multiple sites, including qualitative walking interviews with older adults.
- Level of Walkability and Safety (LWS) Indicators are rated using a scoring protocol that ranges from 1-4 for each segment
 - Rating of 1 representing a pristine environment; safe and accessible for all ages and abilities,
 - Rating of 4 representing a demanding environment, with unavoidable accessibility barriers, safety hazards or navigational challenges.





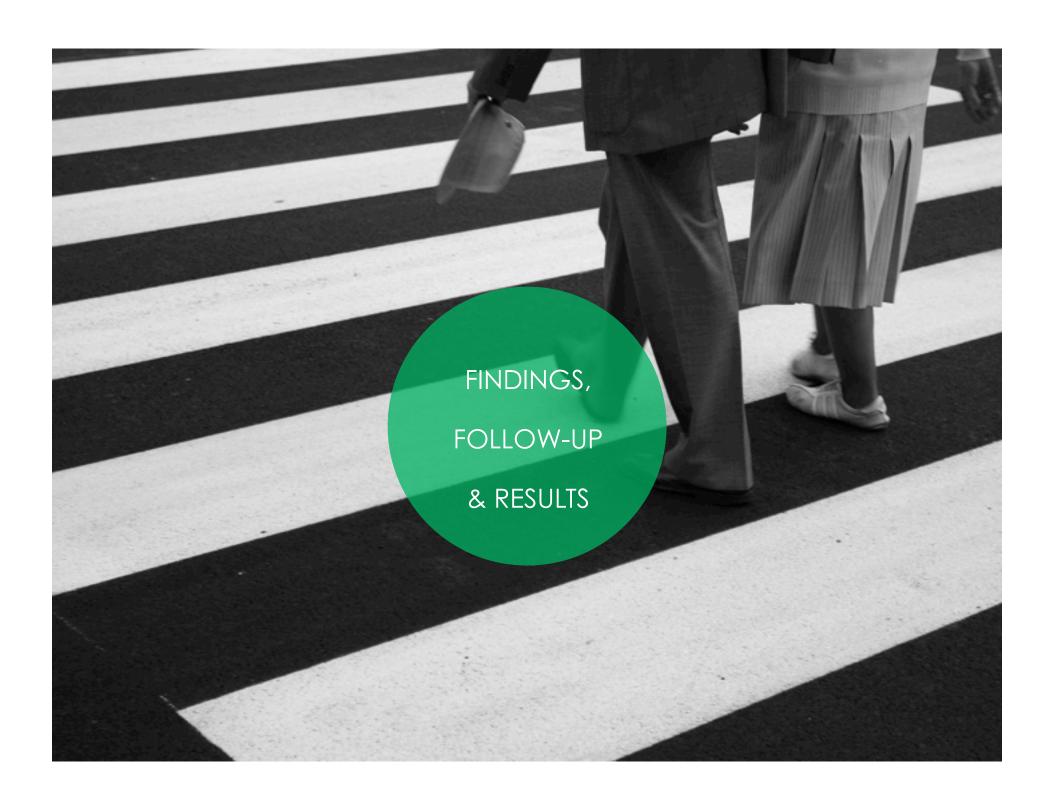
COMMUNITY ENGAGEMENT WORKSHOP 2: WALK AUDIT











SELECTED FINDINGS

Safety Concerns

- Bicycles on the sidewalk, many which do not have bells or horns, travel very fast and do not stop for pedestrians.
- Uneven sidewalks; tree stumps or vacated tree wells; and trees with no protection base or grating
- Lack of enforcement, particularly for speeding and pedestrian rights, loitering and crime

Comfort

- Discussed lack of garbage cans as overgrown bushes and groundcover inviting littering
- Some residents voiced concern that vacant buildings encouraged loitering.
- Reinforced finding of significance of mobility impacted by inadequate benches or sitting opportunities for rest, or working drinking fountains during walks

Wayfinding

- Current landmarks that are also considered important social resources and attractions along *Calle* Ocho, including colorful murals, towering city clocks, local grocery stores, churches, restaurants, and theatres that make this route legible and enjoyable to walk
- While the community is predominantly Hispanic/Latino, most segments (60%) included wayfinding aids or signs in only English language



COMMUNITY ENGAGEMENT 2: FOCUS GROUP

Feasible solutions

- Additional crosswalks treatments that could act as signals for drivers to slow down and support safe crossings
- Organizing forums to educate other residents about SRTAP, and in particular, to help educate drivers in this community
- Sharing ideas in local newspapers and with community partners
- To facilitate wayfinding and promote mobility, the residents talked about the need for signage in English and Spanish or universal pictures that could be interpreted by any cultural and linguistic preference



COMMUNITY ENGAGEMENT WORKSHOP 3: PUBLIC FORUM





FOLLOW-UP

- Developed Action Items for stakeholders
- Created a Virtual Advisory Committee for review and accountability
- FDOT Field Survey of corridor
- Connecting local resources with residents
- Influenced Study of SW 8th Street





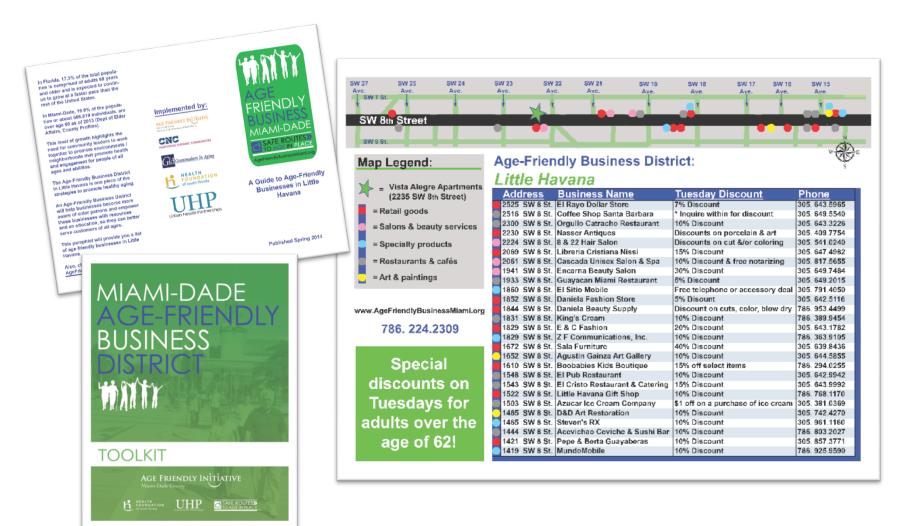
OTHER RESULTS

- Created a Resource Guide for organizations wanting to foster walkable/bikeable environments available at saferoutestoageinplace.org
- Publication
- Developed an Age-Friendly Business District Pilot



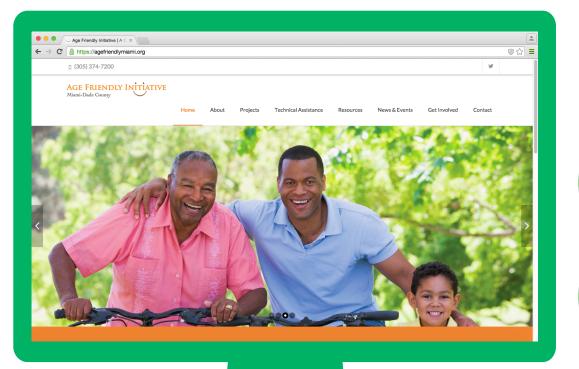


AGE-FRIENDLY BUSINESS DISTRICT





VISIT & FOLLOW US ONLINE





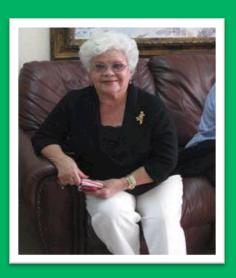


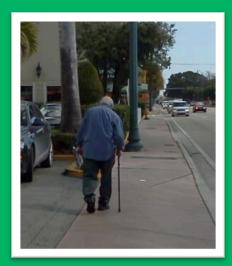




THANK YOU!

"We Don't Have Time To Waste!"









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