ENGAGING OLDER ADULTS IN TRANSPORTATION PLANNING

MIAMI-DADE GUIDE

AGE FRIENDLY INITIATIVE
Miami-Dade County

HEALTH FOUNDATION of south florida

UHP Urban Health Partnerships

SAFE ROUTES TO AGE IN *PLACE*

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Overview of the Miami-Dade Age-Friendly Initiative

The Miami-Dade Age-Friendly Initiative began as a result of another initiative of the Health Foundation of South Florida (HFSF), the Healthy Aging Regional Collaborative (HARC), which enabled more than 38,000 older adults to age strong through evidence-based programs since 2008.

In 2011, HFSF received a grant from Grantmakers In Aging (GIA) Community Agenda: Improving America for All Ages, funded by the Pfizer Foundation and collaborated with local partners to create the Miami-Dade Age-Friendly Initiative. The Initiative is based on the successes, assets, needs and gaps that multiple sectors face in creating a metropolitan area that fosters a physical and social environment for older adults of all ages to stay active and healthy with dignity and enjoyment. This initiative is a partnership between more than a dozen local agencies in Miami-Dade County. The lead agencies include AARP Florida, Alliance for Aging, Health Foundation of South Florida, Miami-Dade County, United Way of Miami-Dade, and Urban Health Partnerships.

"Research tells us that most people want to grow old in the places that matter most to them, around family and community," said John Feather, PhD, CEO of Grantmakers In Aging. "But that's only going to be possible if all of

us — regional planners, elected officials, citizen groups, philanthropies, industry and others — start thinking and taking action now to put age-friendly ideas into practice. Supporting age-friendly development is a natural role for local philanthropies because of their unique knowledge of the people and particular needs of their own regions."

Miami-Dade County has the largest number of older adult residents in Florida (nearly half a million are age 60+), and that number is expected to double in the next 25 years.[1] How well Miami-Dade responds to the aging phenomenon will depend on how well the communities are prepared to do so. The Miami-Dade Age-Friendly Initiative is a collaborative effort, and all residents are encouraged to visit the website, www.agefreindlymiami.org, and become involved in making Miami-Dade a livable place for individuals of all ages and abilities.

Characteristics of Age-Friendly Communities

Most seniors desire to live independently in their homes for as long as possible. However, many communities lack the necessary components to allow older adults to live independently long term. In the efforts to address the needs of the fast growing aging population, the World Health Organization (WHO) has identified eight domains, or topic areas, that, together, affect the quality of life of older adults. The domains are interconnected and impact the health and quality of life of older adults.[2, 3]

Overview of characteristics of age-friendly communities:

Domain 1: Outdoor Spaces & Buildings
Outdoor spaces, buildings and parks should be clean, have enjoyable natural surroundings and green spaces, provide proper pedestrian infrastructure, including even and unobstructed sidewalks, and plenty of crosswalks. These are places where community members can interact, engage with one another and be physically active and are important backbones of the environment in which we live.

Domain 2: Transportation
The ability to easily access transport is vital to independent living, as transportation is one of the most important components of active aging. The availability of different options of affordable public transportation for all older adults is essential and affects all other aspects of livability.

Domain 3: Housing
Housing is another factor that affects the quality of life older adults will have. The availability of multiple affordable housing options located close to services and facilities is an important characteristic of an age-friendly community.

Domain 4: Social Participation
Social participation and social support are strongly connected to good health and well being throughout life. Participating in leisure, social, cultural and spiritual activities in the community and with the family allows older adults to continue to exercise their competence, to enjoy respect, and to maintain or establish supportive and caring relationships. It fosters social integration and is the key to maintaining a good quality of life.

Domain 5: Respect & Social Inclusion

Respectful and inclusive public and commercial services and products adapted to seniors' needs and preferences are also important. Additionally, older adults should be recognized as important contributors to the community and be included as full partners in community decision-making that affects them.

Domain 6: Civic Participation & Employment

Age-friendly communities have multiple employment and volunteer opportunities that are tailored to their needs and interests, allowing older adults to remain active and socially connected, fostering health, good sense of well-being and overall quality of life.

Domain 7: Communication & Information

Effective communication is also an important feature of age-friendly communities both by providing information to older adults about how they may be able to access resources as well as helping the community understand the value and needs of older adults in the community.

Domain 8: Community Support & Health Services

Vital to maintaining health and independence of older adults is the availability of accessible health and support services. Among these are: services for promoting, maintaining and restoring health, residential care facilities, social services for older adults, and home care services that include health services, personal care and housekeeping.

Benefits of Creating Age-Friendly Communities

Florida has a large and growing older adult population that is expected to account for 28% of the populace by 2020. Currently, seniors represent the state's largest voting block, approximately 40% of all voters, and represent the second largest economic sector, with an annual spending power of $135 billion, which includes the contribution of $3.5 billion to charities, and $1 billion in local school taxes. Additionally, Florida's seniors pay more in state taxes than they receive in social services, a $2.8 billion in net tax benefit.[4] Miami-Dade has the largest population of older adults in Florida, and our proportion of seniors is on the rise, making it an important group for our community to plan for, care, and serve.

Age-friendly communities are necessary to promote and support active and healthy aging for this growing population. There are numerous health benefits associated with community and social engagement among all people, but this can be especially true of older adults. Community engagement, physical activity and social connectivity that come with the ability to age in place can provide a better quality of life and help to keep older adults healthy, both physically and mentally.[5] When older adults give up driving, they report a lower quality of life. This decline can be countered through other mobility options and an engaging community. Access to alternatives to driving allow for "enhancing social networks and social interaction [and] creating a sense of control and independence" among older adults, which leads to a greater quality of life.[6] Age-friendly transportation, mobility, and safe opportunities to be physically active are important parts of ensuring communities are equipped to serve all ages and provide opportunities for social interaction and quality of life.

Overview of this Guide

The goal of the *Engaging Older Adults in the Transportation Planning Guide* is to be a resource for municipalities, organizations, and agencies to utilize in incorporating older adults' needs, efforts, wisdom and perspective in their transportation policies and planning.

This guide provides an introduction to Miami-Dade County, Florida age-friendly transportation considerations, explains how an agency can benefit from the inclusion of older adults, older adult considerations, and age-friendly initiatives, as well as provides specific considerations to remember when working with older adults and supplemental resources for other communities wishing to strengthen localized efforts that incorporate age friendly procedures and policies into their upcoming projects and long-range plans.

PLANNING TO UNDERSTAND OLDER ADULTS' TRANSPORTATION NEEDS

An Overarching Approach

When working to build an age-friendly community, a community that is livable for all ages and abilities, it is important to leverage resources to develop, plan, and implement strategies that are overarching and sustainable.

Traditional public health interventions work on micro-level strategies and target behavior. Although these types of programmatic strategies are needed in order to implement immediate changes, strategies that produce policy, systems or environmental changes are different in how this overarching approach pursues decision-making, implementation, adaptation, and measurement. The aim of the overarching approach is to think through several factors that lead to making significant transformations that fosters long-term, sustainable change in a community. Policy, systems, and environmental changes go beyond programming approaches into systems and work through macro-level strategies that target factors that influence behavior. They work to

create an environment, both social and physical, where the population can thrive because there are systems and policies in place that allows the population to do so.

Some examples of these types of changes include:

- **Policy Changes**
  - Change laws or policies to ensure language is included that focuses on the needs of older adults of all abilities (see page 13 for Age-Friendly Considerations in Transportation Policy).
  - Support policies with data and matrices specific to older adults that assist in measuring the effectiveness of their transportation objectives and overarching aims.
  - Implement Complete Streets policies and resolutions that mandate streets designed for all modes, ages, and abilities.
  - Ensure an ADA transition plan has been created and adopted to aid older adults with physical limitations to continue to stay active.
  - Ensure current policies support maximizing the right of way (ROW) by aligning sidewalk furniture, utilities, and roadway infrastructure to support.

- **Systems Changes**
  - Adopt a community plan that accounts for the health impacts on older adults and other community members associated with new projects.
  - Ensure advisory boards add or include an older adult advocate to ensure older adult needs are considered in planning processes through a recruitment and capacity building campaign for advocates.
  - Prioritize projects where there is a high incidence of crashes involving older adults.
  - Prioritize projects that would enhance connectivity for active modes of transportation in areas with a higher than average proportion of older adults.
  - Ensure project proposal scoring criteria is favored when vulnerable populations such as children and older adults are specifically targeted.
  - Ensure a process to temporarily implement or fast-track low-cost high-impact design treatments that encourage safer and more accessible mobility options in areas with a higher than average proportion of older.
  - Fund evidence-based train-the-trainer educational models focused on increasing the knowledge and safe behaviors of older adults who choose to actively commute as a pedestrian, bicyclist, or transit rider.

- **Environmental Changes**
  - **Built Environmental Changes:** The built environment refers to human-made space that allows for daily living within a community. It encompasses all portions of the physical environment in which we live such as outdoor spaces and buildings, pedestrian infrastructure for residents to move around the environment as well as the way houses and transportation systems are built. The built environment can have an affect on livability, quality of life, and health outcomes. Neighborhoods that are built to be conducive to a healthy, active, and enjoyable lifestyle can encourage incidental physical activity as well as social interaction and connectedness. Examples of built environment changes include installing way-finding signage on existing bike and walking routes; implementing safe sidewalks, pedestrian-friendly intersections and recreational areas; and implementing sound beacons for intersections.
  - **Social Environmental Changes:** The social environment refers to the social setting people live in. The social environment is linked to the built environment and physical surroundings. The way the community is designed can affect the way that the people in it interact with it or with one

another. The way residents interact, communicate, share information, and provide support and help to one another is encompassed within the social environment. Examples of social environment changes include shifting the community's culture in regards to misconceptions about the mobility needs of aging residents by providing transportation solutions that foster an environment where older adults' needs are valued and considered; requiring transportation project scopes to reach a significant proportion of older adults in their public outreach process; and requiring older adults to undergo an active transportation educational component in order to obtain free transit passes or assisted transportation services.

Building an Action Plan that Includes Older Adults

Transportation strategies that are developed as policy, systems, and environmental changes offer by nature a low-cost/high-impact, equitable, long-term, and sustainable approach to address root causes of the status quo. The implementation of the overall approach is guided by an action plan. Action Plans for communities related to planning, transportation, and other areas should consider the needs of all residents who may be affected by the strategies identified in the plan. As a growing demographic in our community and the most vulnerable when involved in an accident, older adults should have additional consideration in transportation community action plans. Each action plan begins with a goal or desired outcome. The steps toward building an effective place-based Action Plan that includes older adults are as follows:

Knowledge	Knowledge is what is currently known about circumstances that influence the goal. The knowledge can be gained through scientifically peer-reviewed or gray literature as well as common knowledge that is held by the affected community or invested stakeholders. The knowledge will produce a collection of available quantitative and qualitative data to ensure a picture of the assets and needs of the community begins to become apparent. Studies that provide information on current and potential older adult travel patterns, preferred safety features, and conflicts with automobiles and other modes of transportation should be considered as a foundation for the knowledge base. Ensuring older adults and their advocates are included, as key stakeholders, will additionally inform the knowledge base.
Assess Social Networks & Context	Assessing social networks and their context requires a two-prong approach that is overlaid with the data gathered in the knowledge step. The first prong assesses the organized and unorganized groups that have traditionally supported the happenings in the community and could serve as a backbone to addressing the Action Plan's desired outcome. Additionally, processes that foster sustainability and livable must take into account the context of the environment in which an action or strategy is being considered. Cultural and social tendencies should also be taken into account in the assessment of social networks and context. Older adults experience transportation networks differently than the general adult population, therefore, understanding support systems that are in place to assist older adults travel to their daily destination would be part of this step. Cultural and social differences of being from a particular background or older generation can also influence current travel behaviors.

Identify Motivator	Identifying motivators is the step in which the facilitator answers the question of why the target population (government agency, elected and civic leaders, community at large, students, older adults, etc.) chooses to makes the decisions that they make, which influences the desired transportation outcome or action plan goal. The why is what motivates the target population's behaviors and provides critical insight on how to shift the status quo. There is typically one target population per desired outcome and one motivator per target population, but each motivator could have several intercepts and each would lead to a separate PSE change. Ideally, the PSE changes would complement each other and support the simultaneous implementation. Motivators for transportation projects to not prioritize older adults can include lack of requirement in the request for proposals, scope development, and/or project scoring criteria, lack of financial incentive or dedicated funding stream, lack of political will, or lack of community advocacy.
Identify Intercept	Identifying intercepts answers the "what" in what it would take to make a change. Utilizing the knowledge, data, and assessment of social networks and context overlaid with the why or motivators provide insight to what would facilitate the change. For example, if older adults were not being prioritized because there is not a specific stream of funding, then the "what" would assist in creating a specific stream of funding within a current system. If older adults were not included in transportation planning because the needs are misconceived, then formalizing data to 'tell the true story' would be the what.
Implement a PSE Change	Implementing a policy, system, and environmental (PSE) change entails utilizing an evidence-based strategy to achieve how transformation would occur. For example, if gaining support for increased active transportation options for older adults is a desired outcome, and one of the motivators is a lack of policies and systems to support prioritization for funding in projects, and the intercept is misconception among community members at large as to the challenges older adults face in actively commuting to the daily needs, then a social environmental change might be a mass media campaign to 'tell the story' and gain support through publicizing the knowledge base and mobilizing the social networks in the community.
Monitor Change	Monitoring change is the ongoing effort during the implementation phase of a PSE change in order to document process measures and outcomes that would inform the effectiveness of the strategy selected or if modifications need to be made to achieve the desired transportation outcome or action plan goal.
Reassess	Reassessing refers to the evaluation process where the question of, whether the PSE result in the desired transportation outcome or action plan goal occurred is answered. The success will provide insight for replication in other communities and a failure or partial success will add to the knowledge base and allow for determination or identification of new intercepts and or strategies.

Knowledge

Assess Social Networks & Context

Reassess

DESIRED TRANSPORTATION OUTCOME:

ACTION PLAN GOAL

Monitor Change

Identify Motivator

Implement a PSE Change

Identify Intercept

Miami-Dade Age-Friendly Initiative Overarching Strategies

The Miami-Dade Age-Friendly Initiative's *Action Plan for An Age-Friendly Miami-Dade* is designed to provide strategies and information on ways to create a community for all ages, where older adults in Miami-Dade can stay active and healthy with dignity and enjoyment. Three overarching strategies outlined in the plan involve actions that together orient us toward achieving our ultimate aim of creating a Miami-Dade that is inclusive and accessible to older adults of all ages. These overarching strategies should be considered for implementation in any community and alongside any other strategies being implemented in a community. They include:

Older Adult Engagement

Older adults should be active participants in the implementation and planning process. It is important to understand what they think and engage them in developing solutions. Engaging adults is extremely important because older adults know best about their own needs and challenges faced on a daily basis. Older adults' participation not only helps in the decision making process, but also empowers them to contribute to society, stay socially engaged, and work toward the betterment of their own communities and lives.

Older Adults in All Policies

The key information obtained by engaging older adults in the decision-making process provides a fundamental understanding of what policy attributes are needed to crate an age-friendly community that fosters active and healthy aging. Policy recommendations and changes are paramount to implementing and maintaining the necessary changes older adults need to age in place. Current and future policies should be reviewed in order to ensure that older adults' needs are considered and should be modified to include any that are not. Inserting language to consider older adults within policies will ensure that decision-makers think about the particular needs of older adults as they develop plans for the community going forward.

Older Adult Representation & Advocacy

Advocacy is a very important strategy to achieve the goal of creating age-friendly communities. In order to address the current challenges that prevent older adults from maintaining quality of life, there needs to be an active and ongoing presence of older adult advocates on key advisory boards and committees within the community in order to generate the necessary policies to ensure that senior living laws and regulations meet the needs of the aging population. Older adult advocates should be identified from boards related to each of the eight domains of livability, including transportation.

These strategies can be seen in detail within the following sections of this guide (Older Adult Engagement and Older Adults in All Policies) and the third (Older Adult Representation and Advocacy) is one that should be considered in all contexts in order to determine where advocates for older adults should be included throughout the processes.

AGE-FRIENDLY CONSIDERATIONS IN TRANSPORTATION POLICY

Older Adults in All Policies

In order to build a community that is livable for older adults and for all ages, wide public support and a strong commitment is needed by leaders, stakeholders, and residents, and support and recognition of need should be reflected in the community's policies. Policy recommendations and changes should be considered in order to help effect the policy, systems and environmental changes older adults need to age in place. Those changes related to transportation are paramount as they are focused on shifting the aging in place paradigm by enabling safe, attractive, and comfortable open space access and travel for commuters of all ages and abilities, including pedestrians, bicyclists, motorists, and wheel chair and public transport users. Policies should include language that asks our community leaders, designers, and planners to consider older adults as they design the communities of our future and ensure that we are creating communities that are livable for all ages.   In order to accomplish this, current and future policies should be reviewed so that older adults' needs are considered and they should be modified in order to include language in places where they are not. Inserting language to consider older adults into policies will ensure that decision-makers think about the particular needs of older adults as they develop plans for the community going forward.

Case Studies

The Miami-Dade Age Friendly Initiative had success in having age-friendly modifications and considerations of older adults incorporated into Miami-Dade County's Comprehensive Development Master Plan (CDMP) and the Long Range Transportation Plan (LRTP). These modifications to the CDMP and LRTP are first steps towards garnering support and understanding of the needs of older adults and towards setting a plan to meet these needs. Information on these policies and plans and some of the modifications that were incorporated are outlined below.

Comprehensive Development Master Plan

The Comprehensive Development Master Plan (CDMP) expresses Miami-Dade County's Department of Regulatory and Economic Resources' (RER) general objectives and policies addressing where and how it intends to develop or conserve land and natural resources during the next 10-20 years, and how the County will deliver services to accomplish the Plan's objectives. The recommendations provided to RER on the CDMP objectives and policies aimed at enhancing the focus on older adults. The draft-recommendations for the CDMP have focused on the Community Health and Design Element, Transportation Element, Land Use Element, and Housing Element. RER did not accept the recommendations for the Housing Element, but has suggested focusing on enhancing housing protocols. All other elements have been reviewed, and more than 25 policies were incorporated in to the application to the Board of County Commissioners.

To see the final amendment application, visit: http://www.miamidade.gov/planning/library/reports/planning-documents/2014-05-app6.pdf

Outcome
On November 19, 2014, the Board of County Commissioners reviewed the application and unanimously approved the proposed amendments as is for transmittal to the state of Florida for review. The Miami-Dade Age-Friendly Initiative Steering Committee worked to garner local political support for the policies in anticipation of its review. Ultimately, the amendment application was sponsored by Rebeca Sosa, Chairwoman of the County Commission and co-sponsored by Commissioners Daniela Levine Cava and Esteban L. Bovo, Jr. On February 4, 2015, the amendments were officially adopted, and the motion to adopt passed unanimously.

A complete overview is available at:
http://www.miamidade.gov/govaction/matter.asp?matter=142496&file=true&yearFolder=Y2014

Sample Amendments
(additions are underlined removals are striked-through)

COMMUNITY HEALTH AND DESIGN ELEMENT

Objective CHD-1
Miami-Dade County shall apply design standards to the public domain to encourage physical activity across generations.

CHD-1D. Design communities to support ~~children's~~ the daily routines of its residents, particularly children and older adults, by establishing proximity among uses (e.g. schools, daycare, senior and/or community centers, recreation facilities, open space, etc.).

Monitoring Program
Objective CHD-1: Miami-Dade County shall apply design standards to the public domain to encourage physical activity <u>across generations.</u>
Mode split between car trips and other forms of transportation.

<u>Florida Environmental Public Health Tracking: Percent of the population that live within a ten-minute walk (½ mile) of an off-street trail system"</u>

<u>Florida Environmental Public Health Tracking – Community Access Data – "Percent of population who live within ½ mile of a park"</u>

<u>American Community Survey: "Means of Transportation to Work: Walking"</u>

<u>American Community Survey: "Means of Transportation to Work: Bicycling"</u>

Long Range Transportation Plan

The update to the Miami-Dade County 2040 Long Range Transportation Plan (LRTP) is a primary activity in Miami-Dade County's transportation planning process, in order for the County to meet federal and state requirements for the update of the Transportation Plan, which occurs every five years. The need to incorporate age-friendly planning into the LRTP was conveyed to the Miami-Dade County Metropolitan Planning Organization (MPO) over the past 18-months, and essential goals and objectives, as well as metrics to measure the successfulness of age-friendly modifications over time were recognized as important for potential incorporation. By attending public meetings, providing the MPO with narratives and data related to age-friendly needs and establishing an ongoing rapport with the MPO regarding age-friendly best practices, the AFI Initiative has secured the incorporation of age-friendly language within two of the 2040 LRTP objectives. It is important to note, prior to this version Miami-Dade LRTPs did not include goals and objectives specific to the aging population.

To see the final full 2040 LRTP, visit:
http://www.miamidade2040lrtp.com/wp-content/uploads/2040Plan_FinalDraft.pdf

Outcome
The Miami-Dade MPO Governing Board adopted the 2040 Long Range Transportation Plan (LRTP) during their October 23, 2014 meeting, which included age-friendly considerations, language and objectives.

Sample Language
(Page 173, Sustainability Pillar 3: Socially Responsible)

Aging Population
Miami-Dade County has the largest population of persons 60 and over in Florida. According to the U.S. Census, almost 15% of Miami-Dade's population in 2013 was 65 and over. Reliable and safe transportation through transit and safe walkable communities for the elderly population is essential to maintain independent living. As more seniors continue to drive highway features such as clear signing and lighting become especially important.

The 2040 Plan considers the aging population, changing demographics and population growth….

The 2040 Plan includes specific goals and objectives related to the transportation and mobility needs of the increasing elderly population. These Goals and Objectives are also part of a measurement tool used to prioritize projects. The Goals and Objectives that incorporate age friendly considerations are as follows:

Goal 1 – Improve Transportation System and Travel (Objective 11 – Promote transportation improvements that provide for the needs of the elderly and disabled.)
Goal 2 – Increase the Safety of the Transportation System for all Users (Objective 5 – Promote the safe mobility of aging vulnerable road users.)
Goal 3 – Increase the Security of the Transportation system for All Users (Objective 3 – Ensure transportation options are available during emergency evacuations for the elderly and persons with disabilities.

Steps to Reviewing and Suggesting Policy Changes

1. Identify planning organizations that can be key partners in these processes.
2. Work with partners to identify planning or policy document that needs revisions.
3. Participate in committee meetings involved in revising the policy and provide feedback.
4. Review the document elements to identify places where revisions are needed.
5. Ensure that within the policy:
   a. All ages are considered and
   b. Older adult population statistics are included.
6. Provide suggested tracked edits with reasoning as to why this amendment is needed.
7. Ensure research and data supports the amendments and suggestions.
8. Identify potential impacts of the changes and prioritize those changes that would make the biggest impact
9. Ensure that assessment measures are included to track change.
10. Ensure community and leadership support for changes.
11. Review changes with governing boards to ensure understanding and support for changes.
12. Follow the process of amendment, review and adoption, providing additional information, support, and advocacy throughout the process.
13. Keep stakeholders updated on the progress of suggested policy changes and next steps.

PUBLIC ENGAGEMENT, OUTREACH & RESOURCES

Need for Public Engagement & Outreach

In the United States, there seems to be as many types of public meetings as there are types of requirements for those meetings. Each agency, department and municipality hosts public meetings in a variety of ways and requires public meetings for different reasons. Additionally, many departmental divisions and municipal teams voluntarily host public workshops, such as Walking Audits or community visioning events, in order to both gain community feedback and use that feedback to leverage decision making, policy adoption and staff recommendations. For example, the Miami-Dade Board of County Commissioners may request a staff report, and MDC staff may choose to incorporate public workshops in order to harness community needs and requests and then convey their findings and recommendations back to the elected officials.

The ultimate goal of these meetings and outreach is to engage the public and obtain information that can inform decision making and assist in planning changes in the community that are based on data, context and need with

input from the community. They are intended to attract at least a minimal amount of attendance and/or participation from citizens. While a Board of County Commissioners Meeting to hear a staff presentation, for example, may not include much time for public comments, local governments need community members at public meetings in order to maintain a sense of transparency and provide a chance for citizens to express their opinions and present supplemental findings or recommendations. In addition, public involvement is now being mandated in many cases.

A great deal of academic and scholarly research has been formed on methods of public engagement, public outreach processes and platforms for gaining citizen- and community-feedback. However, no specific guidelines, protocols or required processes can effectively work for every agency or municipality or be appropriately used in all civic environments. What has been determined, is that there is an immense number of options for communities to adopt or to pilot in their communities, and community leaders will need to be continuously receptive to what works or is preferred in their communities in order to identify best practices.

According to the Federal Highway Administration (FHWA) document, *Public Involvement Techniques for Transportation Decisionmaking*, "Agencies need specific ways to solicit feedback from community people, resolve differences, and integrate the results into a process of planning or project development." The below table shows initial steps for engagement outlined by the FHWA.[7]

✅ Steps to Engaging the Public*

- **Determine how and when feedback will be used.**
  - ○ Be receptive to feedback and prepare to use it during ongoing staff work in planning and project development.

- **Establish clear channels for feedback to affect agency decisionmaking.**
  - ○ Provide well-defined avenues for information, testimony, and opinions from the public to reach agency decision-makers and policy-setters.

- **Set up ways to provide further information and to receive comments and questions.**
  - ○ Establish Internet and telephone connections that people can easily use to obtain information and give feedback, comments, or receive support.

- **Sponsor brief surveys or small groups to preview community viewpoints.**
  - ○ Investigate a small but representative sample of the community to pinpoint community preferences. Design the survey to objectively test preferences.

- **Sponsor focus groups to ascertain community concerns in detail.**
  - ○ Include people who represent all corners of the community to get a broad outline of what people want to see and what concerns agencies might encounter in specific situations. Repeat the technique in more than one location to help determine geographically-based differences in opinion. Use the results to help set up an overall public involvement strategy and specific procedures.

- **If an impasse is reached, try negotiation or third-party intervention.**
  - ○ Assess the complexity of the conflict to be resolved and how intently participants are holding to their own positions without compromise. Use a skilled, in-house person to work informally

with the parties to reach consensus. If the stalemate holds fast, bring in a mediator or other third-party neutral to assist the group in approaching the issues from other angles, improving their conflict resolution skills, and coming to agreement.

- **Evaluate the approach with participant advisors.**
  - Ask participant advisors if a technique is appropriate or rewarding. Meet with community advisors to get a sense of the best methods of getting feedback and resolving conflicts.

From Federal Highway Administration's Public Involvement Techniques for Transportation Decisionmaking, 2015 Update.[7]

While civic-level requests directed specifically at older adults may or may not be as effective in generating older adult volunteers, reaching out to organizations that have the ability to influence the decision making in older adults may prove a worthwhile. Community leaders have an opportunity to explore methods of leveraging the engagement of older adults and a champion could assist with reaching community stakeholders and agencies that work with older adults to have them assist informing them about volunteering opportunities.

Other ways to reach older adults can include public service announcements, press releases and campaigns designed to inspire and encourage older adults to get involved in their community. Recruiting older adult volunteers to provide feedback and input will not only help ensure that older adults are represented in decision-making but also can help inform on their experiences and improvements that could improve the overall public health of the community and quality of life for all citizens.

The following steps can be utilized as a municipal agency-strategy and help initiate efficient and effective outreach campaigns for the purpose of generating quality public feedback:

1. **Confirm high-level officials and community leaders as project, campaign or event-champions,** to help inform, educate and encourage the public to participate in specific, upcoming events, forums, surveys, discussions, workshops and/or charrettes.

2. **Once a community-champion can be affiliated with supporting a specific public engagement event or outreach activity, the community assets should be thoroughly utilized.** Community venues such as churches and community centers should be solicited for participation in the processes involved with hosting a public involvement event, such as the securing of a venue, the providing of food and beverages or the confirming of event-participants. The older adult population is able to provide invaluable resources in the process of partner-outreach and citizen participation.

3. **Beyond planning for public engagement interactions to occur smoothly and with high participation levels, volunteers and project leaders can assist with hosting events and/or facilitating public participation processes** such as confirming attendance and intended participation or passing out flyers and offering to answer questions.

4. **Outreach leaders such as consultants, municipal staff or community leaders should focus the majority of their continuing efforts on mid-level partner agencies, groups and organizations that can reach out to their member-groups, constituents, colleagues, friends and families.** The goal at this stage is establishing connections at the community-level and gaining the buy-in from individuals and groups that will engage citizens to actively participate. Typical mid-level connections and partners that can help achieve expanded public involvement in policy and planning outreach processes might be local AARP

representatives, community resource specialists like a community recreation center may have, community liaisons at local religious facilities or neighborhood association groups. Support from high-level elected officials and community leaders will greatly assist in establishing initial campaign-credibility when initiating conversations with local partners.

Benefits of Including Older Adults

Targeting diverse populations in outreach efforts is a necessary component of both sound urban planning public participation strategies and public health education campaigns. In addition, older adults are a key group to actively engage in public outreach. Not only are older adults an active, important part of our population, but they are a growing demographic that needs to be considered.

The ability to readily access desired a destination is vital to independent living. Transportation is a cross-cutting issue and one of the most important components of active aging.[8] Urbanization has led communities become sprawled, creating barriers that are not conducive for drivers and pedestrians to share the roads. Since many neighborhoods were designed with drivers in mind, there is a lack of pedestrian infrastructure in some areas such as traffic calming (narrowed roads and speed humps), as well as a lack of adequate sidewalks and crosswalks. This creates barriers for pedestrians, and even healthy are challenged to cross an intersection in the time allotted (based on the common 3.5 feet per second).[9] While this poses risks to all pedestrians, older adults are at an increased risk of getting hit by a car and those aged 75 and older are more likely to be in a fatal accident. Data suggests this issue may increase as this population continues to grow.[10] Figure 1 provides an overview of pedestrian crash density in Miami-Dade for older adults age 65+ from 2009 to 2013.

As our population ages and population density increases, we will have to accommodate more pedestrians, particularly who have given up their car keys and must rely on other modes of transport. Therefore, it is imperative that older adults are considered and engaged in identifying issues and potential solutions to what they face in their daily lives. The changes we make with older adults in mind will be those changes that will be in place for the entire population, as they grow old and age in place.

Older adults should be targeted, engaging, and incorporated into all outreach opportunities. They can provide different perspectives from other community members on issues that may affect them and can provide first-hand information about the issues in their communities that agencies may not be aware of. Older adults are the ideal individuals to help identify the issues that older adults face and to help identify potential solutions. Older adults can not only be solicited for their input and feedback, but can be incorporated as volunteers or citizens willing and able to assist in the many activities related to public meetings, community workshops and outreach events. Initiatives aimed at improving the public's participation in the planning and decision-making process may see a largely untapped resource in the older adult population.

In addition, engaging and planning for all ages, including older adults, helps ensure that the final plans and policies developed will address the full spectrum of the needs of a population from very young, to very old and everything in between.

**Figure 1. Pedestrian Crash Density, Older Adults Age 65+, Miami-Dade County, 2009-2013**
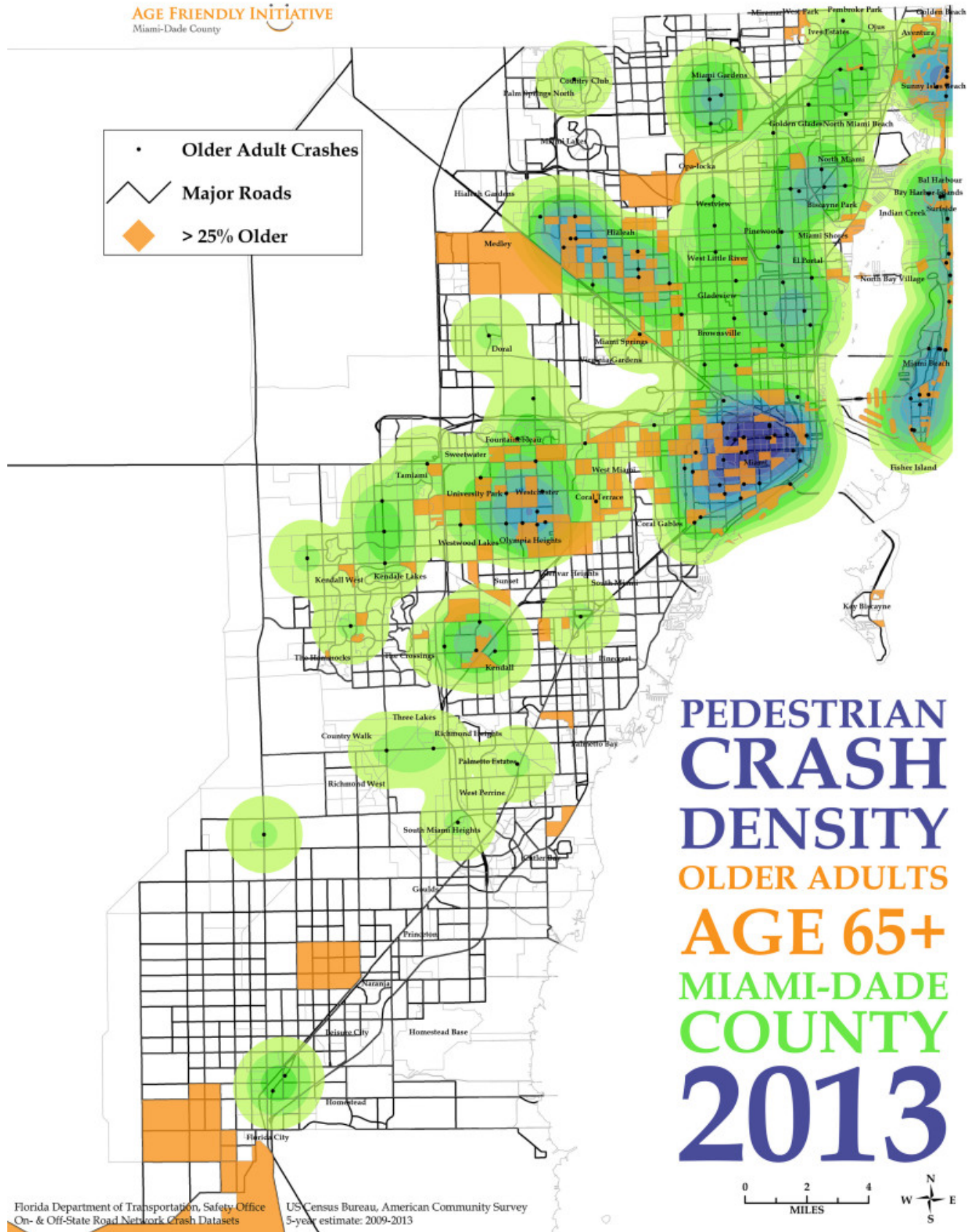
Investing in Outreach

The questions of how much or how many resources to allocate to outreach efforts as well as how many people to engage have all been traditionally left to project consultants or a funding agency to determine. Although, invaluable information can be gathered at nearly any level of outreach, it is unfortunate that at times a series of a few public workshops and handful of active participants is enough to meet requirements and ultimately inform entire large-scale and long-term transportation policies and plans. Transportation planning and developing a more connected, accessible community that addresses the mobility needs of its residents can also have an affect on quality of life and could translate into return on investment for government and planning agencies. Ensuring that community members have safe, walkable streets to be active in and to get around, and can safely and affordably reach their daily wants and needs can have an effect on health and can translate into improved community health and savings related to these improvements.

The public outreach process can benefit from a formula similar to that found in the Trust for America's Health Report entitled *Prevention for a Healthier America: Investments in Disease Prevention Yield Significant Savings, Stronger Communities*. In this report, the Trust for American's Health concludes that an investment of $10 per person per year in proven community-based disease prevention programs have the potential of yielding savings nearly 3 billion per year in health care costs in one to 2 years and more than $16 billion annually within 5 years, with $18 billion in savings within 10-20 years. With this level of investment, the country could see a large return on investment, with 0.96 ROI within the first one to two years and within 5 years the ROI could rise to 5.6 for every dollar invested with the numbers rising to 6.2 within 10 to 20 years. The ROI represents medical costs savings, considering all of the other benefits of investing prevention programs, such as improved quality of life, this numbers could be even higher.[11]

Older adults should be included and considered as mobility options and planned in the community in order to ensure that plans developed are meeting their needs and ensuring that they will be able to take advantage of the planned changes in the community. In order to ensure older adults are included, a minimum of 1-3% of the population should be included in the public involvement process and a representative group of older adults should be included within this group. In Miami-Dade, older adults age 65 and older represent about 15% of the overall population, with neighborhoods with percentages fluctuating based on the neighborhood. For reference, Figure 2 provides and map of area in Miami-Dade with their relative percentages of older adults in the population. The following section includes ways that outreach and engagement can be achieve as well as resources and information on costs and timelines.

Figure 2. Population Percent Older Adults Age 65 and Older, Miami-Dade County, 2009-2013
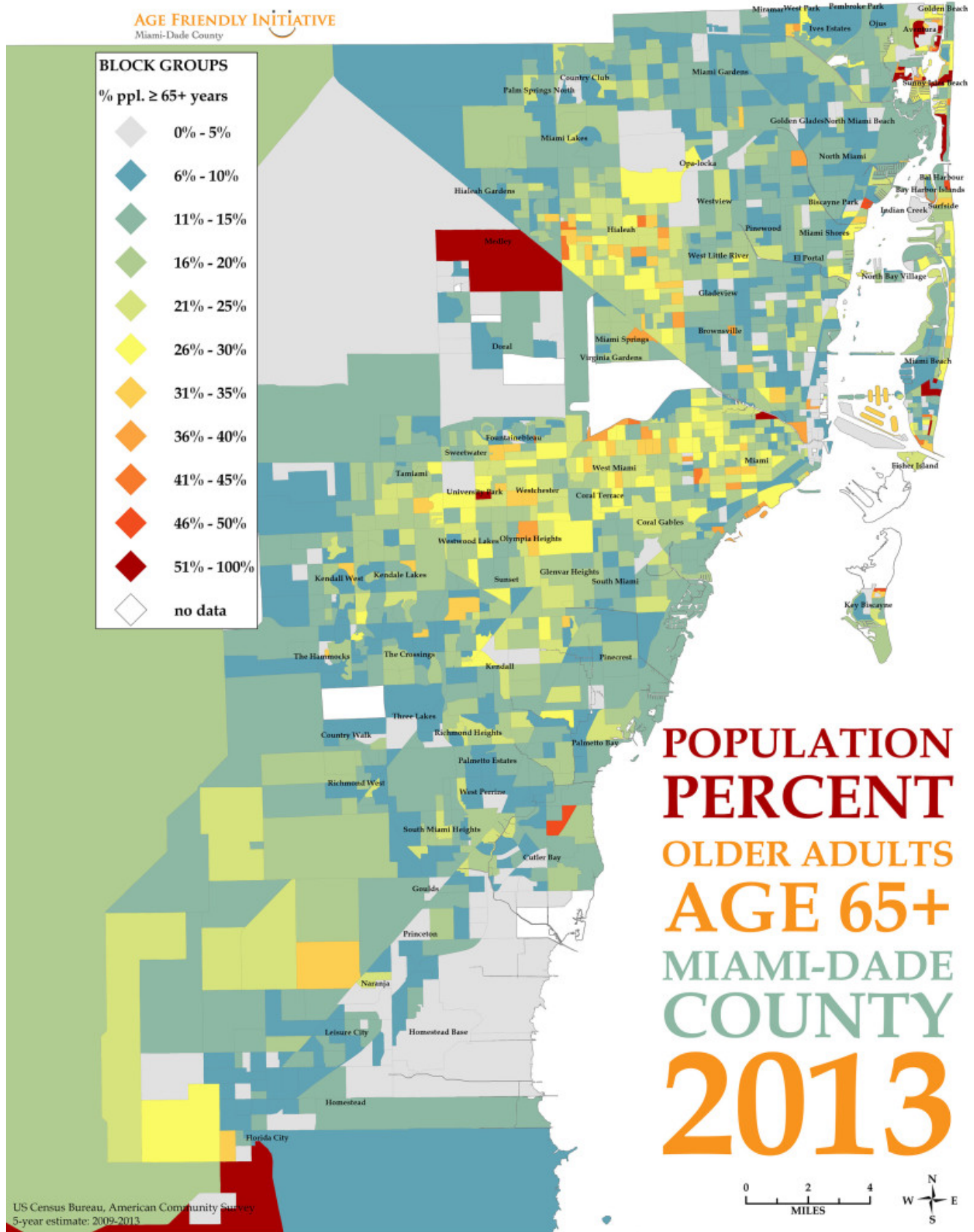
Engagement Examples & Resources

Options and ideas for ways to design and lead public meetings, that will effectively help to break down barriers to collective community collaboration and compromise, can lead to specific types of meetings, but they can also allow the public participation and meeting process to evolve as community members provide more and more feedback. Additionally, public meetings can potentially be developed to be hybrid events that incorporate a number of methods for collecting community data, such as a community-visioning workshop that incorporates a team design charrette and interactive survey.

The following examples of types of public meetings and ways to host and plan public meetings allow the public's input to be delivered to local government staff and decision makers in a variety of ways. When multiple methods are incorporated into one discussion topic, governments can obtain a variety of recommendations, opinions and participation among types of citizens:

Public Workshops

Public workshops are valuable as a series of workshops or highly publicized single event. Community members can work alongside community leaders, staff and elected officials, breaking down barriers of the us vs. mentality and discussing potential options in a setting that encourages collaboration, creative thinking and compromise. They can be in the form of design charrettes; kickoff events; environmental evaluation studies like Walking Audits; consultant-led community-idea consolidation, narrowing and focusing.

Design and/or Design Charrettes

Design charrettes are community- and relationship-building events that engage citizens and agencies to work together in groups and discuss not only what's possible for future design and planning and what individuals desire, they provide an opportunity to educate citizens on the parameters and restrictions of what's possible with constraints such as budget projections for future improvements. The ability of older adults to help increase outreach efforts, raise awareness of opportunities and increase attendance to design charrettes are just some ways that municipal agencies can gain help from the community to improve the impact of charrettes.

Kickoff Events

Kickoff events can help to initiate and generate momentum for public outreach campaigns, awareness campaigns and community feedback collection, as just a few examples. A kickoff event could easily be combined with a series of workshops or community meetings to help extend both the awareness of a particular topic but also to raise community awareness that to ensure that they understand that their feedback and comments are being requested by local government and will be considered.

Community-Visioning Explorations

Any numbers of ways to perform community visioning explorations are possible. There is no requirement to focus on only one method of engagement. A series of different types of meetings can support the goal of community-visioning; municipal staff, for example, can host online platforms for community feedback, reach out to community members at various channels for video interviews, virtual town hall meetings can allow community members to call in or send emails to live discussions, high-tech web-based community visioning surveys can process citizen comments and ratings online and provide consolidated reports, and depending upon

the community-interest, cultural values and demographics, there are a seemingly endless amount of ways to collect community feedback for visioning exercises, explorations and reports

Older adults may be of special value to municipal agencies wishing to obtain community feedback for vision-plans; older adults can be utilized as citizen volunteers and reach out to community members, requesting their input, by directly engaging citizens or by going through organizational channels such as community centers, neighborhood associations and/or special interest groups; there's an infinite amount of outreach that can be performed, especially in large communities such as Miami-Dade County, and having older adults helping to collect targeted feedback from citizens is an invaluable resource that should be explored by all municipalities, agencies, departments and divisions involved in community planning and visioning discussions

Virtual Meetings and Web-Based Community Input Collection

Advances in technology, in recent years, has led to innovative thinking in terms of how to capture community feedback, increase the amount of public comments and engaged citizens, as well as target hard to reach demographics, such as working families and young professionals; by establishing alternative methods and platforms for allowing citizen commentary, and especially targeting people that have difficulty attending physical public meetings and events, a large group of community members who would like to provide input but have difficulty attending meetings are granted the opportunity to participate in community discussions and remain engaged in the planning and development of their community.

Virtual town halls meetings open up physical meetings at City halls, for example, to the entire community; technology that allows citizens to send in comments via email, text message or even by phone show community members that their government wants to work with them and truly desires to hear their thoughts and opinions before and during the decision making processes. A number of private companies offer computer programs and websites specifically designed for the purpose of collecting community input, and range in complexity as well as cost; there exist free websites that allow agencies to create a topic and initiate a list of typical public comments for people to vote on or agencies can simply create a topic and ask citizens to propose their own suggestions and allow all citizens to vote on community members' proposals, such as www.makefive.com; on the other end of the spectrum, highly advanced analytical programs are available that are specifically designed for municipal-use, such as www.mindmixer.com.

While younger adults tend to be fairly savvy regarding online platforms and programs, older adults may be intimidated or simply hesitant to attempt working within an online platform; there exists an opportunity in some circumstances to train a group of older adults to train other older adults and community-members on how to navigate online community feedback platforms and provide their individual input; additionally, older adults might be useful in helping to establish introductions and training sessions at community centers, for example, where they can show a large group of citizens how to work within an online public feedback forum and add their individual comments, ratings, votes and other forms of requested input.

In the last decade, as social media platforms like Facebook and Twitter have exploded in popularity, some governments and agencies have begin to utilize dedicated accounts for disseminating and collecting community ideas, comments and criticisms; while more technologically advanced individuals were quicker to begin exploring these media platforms, older adults could lag in adoption; but there is opportunity to improve community outreach by educating older adults on how to use these social media platforms to provide their thoughts and feedback and train them to help their acquaintances to do the same. Online communities are also a great way to consolidate community feedback that can be later reported to municipal agencies and leaders.

Steering Committees as Outreach and Feedback Specialists

The establishment of steering committees for specific long-range exercise, such as community transportation and transit planning or community visioning, can help to not only increase the amount of citizens informed about public feedback forums, but engaged committees possess a valuable collection of professional knowledge, experiences and perspectives that can raise the level or quality of community-generated commentary. In the event that steering committees are established, they can provide a useful database of knowledge and public input, as well as be helpful in expanding the reach of municipal-requests for citizen input. When there is an absence of a steering committee for a particular long-range interest, and local government perceives a potential steering committee to be of value to the community, civic leaders can put out a request to establish a committee or they can initiate and advertise openings on a community-interest panel, such as a Bike/Ped Advisory Committee; in turn, these committees can provide a dedicated platform for issues to be discussed and allow for other points of community-feedback to be collected and reported to local government authorities. Older adults and retired professionals who possess experience with specific subjects and are familiar with the communities, can be priceless assets on community steering committees.

Public Surveys

While touched on in the Virtual Meetings and Web-Based Community Input Collection Section, public surveys can be designed and continually developed in an infinite number of ways; from the physical casting of ballets to electronic forms, there's no limit to the ways in which surveys can be created and disseminated to the public. Outreach campaigns can utilize any number of complementary methods of survey-data collection, such as asking citizens to physically bubble-in Scantrons to providing an online survey site like surveymonkey.com or wufoo.com that can be included in and hyperlinked from emails sent to citizens, community groups, committees, special interest groups, neighborhoods or stakeholders. Today, short quizzes and questions can even be done through social media on Twitter and Facebook.

Engaging older adults in both the dissemination of both physical surveys and online survey platforms, as well as the collection of completed surveys, may provide a valuable system of data collection that municipal agencies and staff can use to help inform hard to reach groups and collect increased feedback from targeted populations; older adults, brought on to an outreach campaign as community volunteers, may have the time to dedicate to specifically reaching out to hard to engage sectors and populations within the overall community.

Transportation Outreach Planner

In 2003, the Federal Highway Administration (FHWA) Certification Report recommended that the Miami-Dade Metropolitan Planning Organization (MPO) incorporate socio-cultural effect features in its planning processes. As a response to this recommendation, the Miami-Dade MPO created the Community Characteristics Project (CCP) to review the social, economic, and geographic characteristics of an area before public involvement (PI) efforts are initiated. In 2010, MPOs from Broward and Palm Beach joined the program, and the CCP was renamed the Transportation Outreach Planner. The Transportation Outreach Planner includes Public Outreach Strategies that communities can use during planning and the community input process and strategies described in the planner in relation to cost and timeframe are outlined below.[12]

✓ Older Adult Outreach Strategies

The Transportation Outreach Planner recommends the following public outreach strategies for seniors. Below, it indicates the relative approximations for cost and timeframe for each. True timeframes and costs will change based on budget and audience being reached.

Type of Outreach	Cost	Timeframe	Link
Brainstorming and Visioning Meetings	**Moderate $1,000 to $9,999	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/brainstorming-and-visioning-meetings.pdf
Briefings	* Low (up to $999)	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/briefings.pdf
Charettes	***High $10,000 to $50,000	** 6 months to a year	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/charettes.pdf
Community Advisory Boards	**Moderate $1,000 to $9,999	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/community-advisory-boards.pdf
Conferences and Summits	**Moderate $1,000 to $9,999	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/conferences-and-summits.pdf
Drop-In Centers	***High $10,000 to $50,000	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/drop-in-centers.pdf
Focus Groups	* Low (up to $999)	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/focus-groups.pdf
Games and Contests	**Moderate $1,000 to $9,999	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/games-and-contests.pdf
Key Informant Interviews	* Low (up to $999)	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/key-informant-interviews.pdf
Instant Polling Technology	***High $10,000 to $50,000	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/instant-polling-technology.pdf
Interactive Television and Kiosks	***High $10,000 to $50,000	** 6 months to a year	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/interactive-television-and-kiosks.pdf
Internet-Based Communication Through Social Media	***High $10,000 to $50,000	*** Multiyear	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/internet-based-communication-through-social-media.pdf
Mailing Lists and Direct Mail	***High $10,000 to $50,000	*** Multiyear	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/mailing-lists-and-direct-mail.pdf

Media Relations and Press Coverage	**Moderate $1,000 to $9,999	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/media-relations-and-press-coverage.pdf
Meeting Facilitation	* Low (up to $999)	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/meeting-facilitation.pdf
Negotiation and Mediation	**Moderate $1,000 to $9,999	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/negotiation-and-mediation.pdf
Paid Advertising and Public Service Announcements	**Moderate $1,000 to $9,999	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/paid-advertising-and-public-service-announcements.pdf
Promotional Campaigns and Discounts	***High $10,000 to $50,000	*** Multiyear	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/promotional-campaigns-and-discounts.pdf
Public Deliberation	* Low (up to $999)	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/public-deliberation.pdf
Public Information Meetings	* Low (up to $999)	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/public-deliberation.pdf
Public Meetings	**Moderate $1,000 to $9,999	* 1 to 3 months	http://mpotransportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/public-meetings.pdf
Public Opinion Surveys	***High $10,000 to $50,000	* 1 to 3 months	http://mpotransportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/public-opinion-surveys.pdf
Open Houses / Open Forum Hearings	* Low (up to $999)	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/open-houses-open-forum-hearings.pdf
Outreach Assistance with Paratransit Application	***High $10,000 to $50,000	*** Multiyear	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/outreach-assistance-with-paratransit-application.pdf
Risk and Crisis Management	* Low (up to $999)	*** Multiyear	http://mpotransportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/risk-and-crisis-management.pdf
Role Playing	* Low (up to $999)	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/role-playing.pdf
Site Visits	**Moderate $1,000 to $9,999	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/site-visits.pdf
Small Group Techniques	* Low (up to $999)	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/small-group-techniques.pdf
Speaker's Bureau	**Moderate $1,000 to $9,999	*** Multiyear	http://mpotransportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/speakers-bureau.pdf

Transportation Fairs and Special Events	***High $10,000 to $50,000	** 6 months to a year	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/transportation-fairs-and-special-events.pdf
Telephone Techniques	**Moderate $1,000 to $9,999	*** Multiyear	http://mpotransportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/telephone-techniques.pdf
Video Productions and Webcasts	**** Above $50,000	* 1 to 3 months	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/video-production-and-webcasts.pdf
Websites	***High $10,000 to $50,000	*** Multiyear	http://transportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/websites.pdf
Workshops and Retreats	**Moderate $1,000 to $9,999	* 1 to 3 months	http://mpotransportationoutreachplanner.org/mpotop/sites/default/files/outreach_strategies/workshops-and-retreats.pdf

CONCLUSION & NEXT STEPS

Conclusion

In order to accommodate for the needs of the growing older adult population, we need to start acting now. The engagement of the community, especially older adults, is vital to creating age-friendly communities. Age-friendly and age-conscious communities are needed, and they will not be possible unless people like planners, leaders, and residents take the initiative to join the efforts toward fostering active and healthy living not only for older adults but also for individuals of all ages and abilities. Considering the needs of older adults in the planning process and engaging older adults to ensure that their needs are understood and addressed is paramount.

The benefits of age-friendly communities are not restricted to older adults because an age-friendly environment and livable community is one that supports all generations. Planning for all ages and abilities ensures that we will design and build a community that caters to everyone, that can foster a sense of community, can help its residents stay mobile and age in place, and can help show that a community values its residents of all ages. Most importantly, engaging older adults in the transportation planning process is a key piece of the puzzle in the creation of healthy, livable communities that provide the resources that we all need to grow up, grow old, and age in place with dignity and enjoyment.

The aim of the overarching approach is to effectively engage older adults in a process that thinks through several factors that lead to making significant transformation that fosters long-term, sustainable change to a community. Policy, systems, and environmental changes go beyond programming approaches into macro-level strategies that target factors that influence behavior.

The Miami-Dade Age Friendly Initiative had success in having age-friendly modifications and considerations of older adults incorporated into policies and systems. Additional data-driven strategies and tactics to engage and improve transportation access and opportunities for older adults were referenced. Tools such as the Transportation Outreach Planner can serve to strategically incorporate older adults in public outreach tactics. The relative approximations for cost and timeframe should be considered in conjunction with the quantity of older needs that should be incorporated into each planning process. The percent of older adults engaged in a project should be equivalent to a scientifically significant proportion of older adults represented in the target population. Together, these strategies can help ensure that older adults are engaged and considered in the transportation planning process toward a safer, more livable Miami-Dade for all ages.

Next Steps

We are now taking steps toward changing our community. Your interest in this guide to engage older adults in the transportation planning process shows that you are committed to making Miami a more comfortable, accessible, and safer place to live for everyone, especially older adults. You have read through the plan and are dedicated to effecting change, but what's next?

If you haven't done so already, we invite you to sign Miami-Dade Mayor Carlos Gimenez's Challenge and pledge to make your corner of Miami more age-friendly at www.AgeFriendlyMiami.org/Challenge.

We also encourage you to take these steps to continue improving Miami-Dade County, bit by bit:

✓ Get more involved, and join our Steering Committee by contacting us at www.AgeFriendlyMiami.org/Contact.

✓ Sign up for our updates by joining our mailing list at www.AgeFriendlyMiami.org/Contact.

✓ Download our Action Plan for An Age-Friendly Miami-Dade, which includes other strategies for making your community more age-friendly at www.AgeFriendlyMiami.org/ActionPlan.

✓ Assign a staff person to organize a task force to prioritize your areas of interest and develop a plan to move forward.

✓ Take Action! Use guide to help you as you make decisions about what steps to take in your own community, focusing on those forms of engagement and outreach that are of most interest to your community in order to ensure the needs of older adults are heard, understood, and incorporated into plans for policy, systems, and environmental changes in your community.

There's one more thing we hope you do — share with us. Are there changes that you think Miami should make a priority? Are there specific ways the Age-Friendly Initiative can help? Do you have information on what's going on in your community or what you are doing or planning to do? From policy commentary to environmental changes, we want to hear about it!

Contact Us

For more information on the Miami-Dade Age-Friendly Initiative, visit us online at www.AgeFriendlyMiami.org.
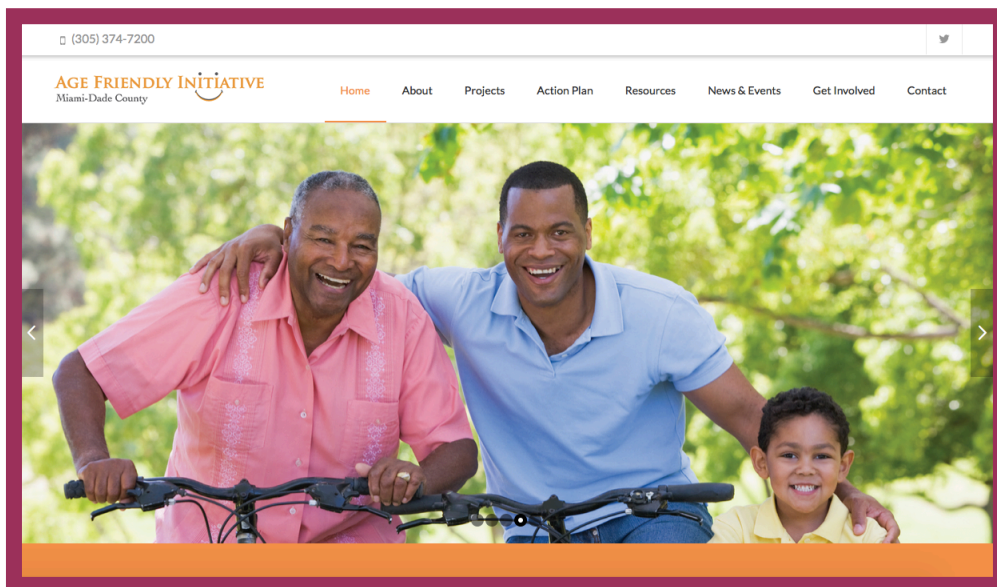
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