

Creating Livable Miami-Dade & Monroe Counties for All Ages

Workshop Report Seven:
Increasing Transportation and
Mobility Options



Advocacy. Action. Answers on Aging.

MetLife Foundation



Through the generous support of MetLife Foundation, the seventh regional workshop of the Aging in Place Initiative was held in Miami, Florida on November 17, 2008, at the Miami-Dade County Commission Chambers.

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America is aging. Today roughly 37 million Americans age 65 and older represent slightly more than twelve percent of the country's total population. By the year 2030 the number of Americans in this age group will nearly double, accounting for one-fifth of the population. Due to the overwhelming desire of older Americans to age in place in their own homes, communities will face unprecedented challenges to providing the services and infrastructure that this population will demand. Yet, if communities are resourceful, innovative and prudent, these challenges will be eclipsed by the enormous share of social and human capital that will be made available by the largest, healthiest, best-educated and most affluent generation of older adults in American history.

The Aging in Place Initiative was created by Partners for Livable Communities, the National Association of Area Agencies on Aging, and other national civic groups to draw attention to the increasing aging demographic and to share information about how communities can achieve livability for all. With support from MetLife Foundation, the partners have supported the development of practical tools and resources to help communities jumpstart their conversations and take action to address the needs of older adults in their cities and neighborhoods.

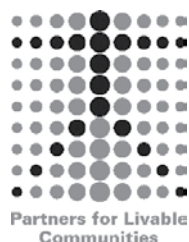
As part of this initiative, the partners supported *The Maturing of America* survey in 2006. This questionnaire found that although many communities have some programs to address the needs of older adults, very few have undertaken a comprehensive assessment of what it would take to make their community livable for all. As a result of these findings, the partners developed a comprehensive resource, *A Blueprint for Action: Developing Livable Communities for All Ages*, to provide communities with a concrete tool to help them plan for the future. The strategies and best practices outlined in the Blueprint can help communities make the incremental changes needed to create livable communities that are good places for the young and old alike.

Now, the initiative is on the road, hosting a series of regional workshops across the country that focus on one particular aspect, or theme, of Aging in Place. It is the goal of each workshop to bring together a diverse group of experts and stakeholders to share ideas and generate a local dialogue about Aging in Place efforts and challenges in the community. To help stimulate innovative ideas and new partnerships, workshop attendees are learning how they can receive small "Jumpstart the Conversation" grants to fund their own projects. In addition, the initiative's website, www.aginginplaceinitiative.org, has become an information and resource hub with a listing of the Jump Start grant winners along with best practices and the reports from each workshop.

This report documents the Miami-Dade and Monroe Counties workshop (the seventh in the series) which focused on transportation and mobility options. Regardless of whether you attended the workshop, this report provides an in-depth understanding of the role that transportation and mobility is playing in the lives of older adults in South Florida, as well as the innovative programs and initiatives that are happening across the country to connect older adults with better transportation and mobility options. Making a community ageless requires the collaboration of numerous players from the public, private and nonprofit sectors.

We hope that this report provides a better understanding of how Aging in Place can be incorporated into all aspects of community life.

Your national hosts,



Advocacy. Action. Answers on Aging.

MetLife Foundation

Simply put, Aging in Place is growing older without having to move.

Aging in Place is a comprehensive, community-driven strategy to give Americans the services, opportunities and infrastructure so that they can grow old with dignity in their own homes while remaining active and engaged members of their communities



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On November 17, 2008, many stakeholders gathered at the Miami-Dade County Commission Chambers to learn about and discuss the transportation and mobility options available to seniors in Miami-Dade and Monroe Counties—the subject and location were an ideal match. *Increasing Transportation and Mobility Options: Creating Livable Miami-Dade & Monroe Counties for All Ages* continues the series of Aging in Place workshops that Partners for Livable Communities and the National Association of Area Agencies on Aging have hosted across the country with support from the MetLife Foundation.

The Alliance for Aging, located in Miami and the local host for the workshop, is charged with the responsibility of providing services and information for the large population of older residents in Miami-Dade and Monroe Counties. Very high on its list of priorities is assuring that older adults can remain in their communities with dignity and choice as long as possible and providing transportation options helps them do this.

In choosing mobility options as the focus of the Miami workshop, the Alliance for Aging focused on a key test of the livability of communities. Communities that provide a range of transportation options that serve all residents, from the very young to the very old, meet that test. Livable communities offer the transportation choices that make it possible for people of all ages to participate in the life of their communities. The optimum range of mobility options can connect those who cannot or do not drive or have mobility limitations to so much that is important in life, from friends and family to stores, hospitals, houses of worship, theaters and much more.

Reflecting the widespread concern for developing mobility solutions for seniors in Miami-Dade and Monroe Counties, the attendees at the workshop came from hospitals, schools of medicine, the state legislature, the mayor's office, social service programs, universities, planning departments and many other organizations. They all shared the Alliance for Aging's interest in making sure that Miami area seniors are as mobile as possible.

This report, the seventh in a series of Aging in Place Initiative workshop reports, documents the meeting that was held in Miami. By providing an analysis of the mobility options in Miami-Dade and Monroe Counties, the report highlights the kinds of problems and possible solutions that are relevant to transportation planning for seniors everywhere. It also weaves in a discussion of some of the innovative ideas and practices that have offered enhanced mobility for seniors in other cities, suburbs, towns and rural areas. These ideas and practices can be useful for policymakers, planners and community leaders trying to solve mobility problems in their own areas.

To help set the stage for the discussion of mobility options, the “*Backgrounder: Snapshot of the Region*” that follows (page 3) provides demographic and mobility-related information about the Miami area.

Workshop Details

What: A discussion about the need for an array of mobility options for older adults

When: November 17, 2008

Where: Miami-Dade County Commission Chambers, Miami, Florida

Who: Stakeholders representing a variety of perspectives, including planning and zoning officials, social service agencies, health providers and many others

Key Points

- Programs that assist seniors to prolong their ability to drive safely make a very important contribution to their continued mobility and independence.
- Transportation and land use planners must provide greater support to alternatives to driving, such as public transit and walkable streets.
- Public transportation and human services transportation providers should offer enhanced service designed to meet the needs of seniors and educate them about using public and human services transportation.
- Seniors have an increasing need, which is not being met, for door-through-door, escorted mobility services.
- Volunteer drivers can be an important solution for some of the gaps in providing mobility options for older adults.
- Mixed-use, walkable communities, with convenient access to stores, restaurants, entertainment and public transit, can satisfy many of the requirements of older adults for convenient mobility options.

“Mobility Options for Seniors: A Challenge for Every Community in the Nation” on (page 4) is an overview of the problems and solutions discussed during the keynote and panel presentations at the Miami meeting. This section also includes information on national organizations and agencies that have found ways to enhance the mobility options of seniors.

The section, *“Aging Friendly Innovations: Best Practices”* on (page 24), describes programs that are recognized as breaking new ground in overcoming obstacles to mobility for seniors—and for everyone. This section is followed by a listing of web links that can be invaluable resources for those confronting the need for improved mobility options in their own communities.



Backgrounder: Snapshot of the Region

Tourists flock from around the world to the Miami area for its popular beaches, tropical weather, very active commercial sector, vibrant night life and exotic flora and fauna. Miami-Dade and Monroe Counties also offer the lure of the Florida Keys, and for the adventurous, the Everglades and the Dry Tortugas—small, remote islands that are uninhabited national parks. Of the 1,418 square miles that make up Monroe County, 1,115 square miles comprise the Everglades National Park.

Situated at the southernmost tip of Florida, the two counties offer the warm climate that has long attracted retirees to Florida, the Sunshine State. Notably, many older residents are not retirees. Most have actually worked and raised their families in the area.

Miami-Dade and Monroe Counties are home to a complex mix of affluence and poverty, of densely populated neighborhoods and rural landscapes, of immigrants and those with deep roots in Florida. The older population reflects the diversity of the counties, where over 60 percent of the residents are Latino or Hispanic. In Miami-Dade, with its disproportionate numbers of poor, 41.3 percent of older residents live in or near the poverty level.

The challenges facing transportation planners in these two counties are enormous and sometimes contradictory. In a region that is highly dependent on tourism, high speed roadways carry traffic into the City of Miami and Miami Beach, to the Keys and the Everglades. At the same time, the special needs of their aging populations must be accommodated. Signage, street markings, lighting and traffic signals that allow enough time for slower walkers, are all important elements for making roads safer for older adults. Most importantly, to support the independence of those who do not drive, alternatives to automobiles—from sidewalks to buses and trains—must be readily available.

Advocates for the aging in the two counties, and all of Florida, have been grappling with mobility issues far sooner than many of their counterparts around the country. With a percentage of older adults that exceeds that of every other state in the union, Florida and the two counties are in a position to lead the way. No doubt communities around the country can learn a great deal from the experiences of Miami-Dade and Monroe Counties in developing mobility options for their older residents.

Snapshot of Miami-Dade and Monroe Counties

41.3 percent of those 60 and older living in Miami-Dade and Monroe Counties are living in or near poverty.

25.6 percent of elders in these counties get around by public transportation.

70.6 percent are minorities.

In 2006, **14.2** percent of the population of Miami-Dade County was 65 or over.

As of 2000, **67.9** percent of the residents of Miami-Dade County speak a language other than English at home.

The older population in the two counties exceeds that of **18** states.

The Population of Monroe County was 74,737 in 2006, with **15.3** percent 65+.

This information is from the US Census and the 2007 Alliance for Aging Area Plan. For more information, visit <http://quickfacts.census.gov/qfd/states/12/12086.html> or <http://www.allianceforaging.org/pdfs/2007AreaPlan.pdf>

Mobility Options for Older Adults: A Challenge for Every Community in the Nation

Mobility options are bound to be at the top of the list, in the Miami area and every community in the country, when community leaders identify the needs of their older residents. Confirming this point, in late 2005 the delegates to the White House Conference on Aging selected transportation as the third priority out of 73 that they selected. To put this in perspective, strengthening Medicare and Social Security ranked fifth and eleventh, respectively. For more information, visit http://www.apta.com/media/releases/051219mobility_voted.cfm

For the Alliance for Aging, hosting a meeting on mobility options for seniors offered a unique and welcome opportunity. Horacio Soberon-Ferrer, the Vice-President for Planning and Finance for the Alliance, explained that, “We try everyday to improve the mobility options in the two counties we serve. But we knew we needed to get everyone who has a role in providing these options in the same room. We must coordinate our efforts. We also know that we have to think broadly, to plan for the benefit of all residents—and visitors as well.”

As cities compete to be the most walkable, and innovative planners develop streetscapes that are attractive and offer convenient access to stores, recreation, public transit and other amenities, signs of change are appearing in the nation’s cities and towns and new developments. But change must happen quickly. Rapidly increasing numbers of seniors may be stuck in their homes, isolated from the life of their communities, if plans are not made—now—to keep them as mobile as possible.

While the two counties, and the state of Florida, can boast some major achievements in providing transportation for seniors, advocates for the aging recognize that providing mobility options is a constantly shifting target. Coordination is key—and many players must cooperate in spite of often differing, even conflicting, priorities. Provision of a balanced transportation system is inevitably an expensive proposition, requiring tradeoffs and compromises every step of the way.

One theme is constant for those concerned about mobility options for older adults: The love of Americans for their cars has left most other forms of transportation, a necessity for many seniors, in lowly second-class status. Compounding the problem, many roads are designed to accommodate automobiles moving at high speeds, with insufficient attention given to the needs of older drivers, pedestrians and cyclists.

This theme, the dominant role of the automobile and the need for alternatives to driving, resounded throughout the presentations at the workshop. The meeting began with welcoming remarks that framed the discussion of transportation within the larger concept of creating livable communities and continued with a keynote presentation by

Welcoming Remarks

Max B. Rothman

*President and CEO,
Alliance for Aging*

Ysela Llort

*Assistant County Manager for
Transportation,
Miami-Dade County*

Helen Eltzeroth

*Deputy Director, National
Association of Area
Agencies on Aging*

Robert McNulty

*President, Partners for Livable
Communities*

Keynote Speaker

Jennifer Wieland

*Assistant Planner, Seattle
Department of Transportation*

Jennifer Wieland, an assistant transportation planner in Seattle, Washington, about its very ambitious transportation plan and its development of a pedestrian master plan designed to make Seattle the most walkable city in the country for residents of all ages. Following the keynote, panelists with leadership responsibilities for transportation programs in Miami-Dade County or the state of Florida addressed the modes of travel that are currently available in Miami-Dade and Monroe Counties and are typically part of the mix of mobility options for seniors in communities around the country. Contributing to this panel and imparting a national perspective, Virginia Dize, Assistant Director of the National Center on Senior Transportation (NCST), highlighted the many ways in which NCST serves as a resource for those planning mobility options for seniors in communities across the country.

The panelists' remarks echoed the concerns of transportation planners, elected officials, community leaders and aging advocates around the country. Financial resources are extremely stretched, but many adaptations and improvements to current transportation modes and land use plans are prerequisites for assuring safe mobility for seniors.

Walking, biking, driving and use of buses, trains, paratransit and other human transportation services all play a part, and several modes are often required to complete any given trip. The ease of the transition from one mode to another is one of many pieces of the transportation puzzle that communities are asked to coordinate.

The following pages recap the discussions of the workshop, which were focused on mobility options in the two counties and in Florida. However, anyone wrestling with the complexities of mobility options in their own communities will find that they share similar experiences and problems. The themes sounded at the workshop are universal—the needs are urgent, the solutions take careful planning and collaboration and the quality of life for older residents is at stake.

The pages to follow will also explore some national perspectives on mobility options for seniors. The ideas and programs that have worked well for communities around the country will be highlighted as well.

The Moving Target: Creating Mobility Options for Older Adults—and for Everyone

Challenge: Seniors need an array of mobility options to maintain their independence as they age.

Solution: Transportation and land use planners, policymakers, community leaders and advocates for the aging must recognize the need and collaborate to provide enhanced mobility options.

The numbers are staggering. By 2030, over 70,000,000 Americans will be over 65, double the number that age in 2000. The age wave has begun.

The greatly increasing numbers of seniors, now and in future years, will have a profound impact on health care, housing, transportation, community-based services—on every aspect of community life. And certainly, providing

adequate mobility options for older adults is one of the more arduous challenges faced by American communities today.

Ideally, a community’s leaders would assure that its roads, walkways, bike trails, buses, subways, taxis, and human services transportation create a seamless network that accommodates the travel needs of all its residents, to include the old, the young, those with disabilities and low incomes. But most communities are not yet prepared for the transformation in transportation planning that they may have to undertake to meet the needs of older adults as well as all their citizens.

Improving mobility options can be a steep uphill battle, even though transportation solutions for seniors make communities more livable for everyone. The major obstacle that the entire nation faces in reckoning with transportation issues is the overriding role the automobile has played in transportation planning and funding.

Bob McNulty, the President of Partners for Livable Communities and a speaker at the workshop, did not mince words in defining the importance of transportation accessible to all residents if communities are to be livable for seniors—and for everyone else. He told the workshop participants that “We must look at the totality of services a community offers, and transportation is the litmus test.”

It is a litmus test that the speakers at the workshop, and the Alliance for Aging, clearly do not want to fail. But it’s incredibly painstaking to create a comprehensive mobility plan that serves seniors and all residents, in part because there are so many “moving parts” and in part because advocates for each mode of travel may be clamoring for the same limited funding resources.

Moderator

Horacio Soberon-Ferrer
Vice President for Planning and Finance, Alliance for Aging

Panelists

E. Douglas Beach
Secretary, Florida Department of Elder Affairs

Esther Calas
Chief Engineer and Director of Public Works, Miami-Dade County

Fran Carlin Rogers
Consultant, for Older Driver Safety and Mobility Management

Jeff Cohen
Assistant Chief of Traffic, Miami-Dade County

Virginia Dize
Assistant Director, National Center on Senior Transportation

Jennifer Wieland
Assistant Transportation Planner, Seattle Department of Transportation

For Many Americans, Young, Old and In-Between, Their Automobiles Are Their Sole Means of Transportation

In a nation that has thrived on automobiles, driving confers a sense of autonomy, flexibility and control. But for many older Americans, driving is no longer a mobility option—or their use of an auto is severely restricted. One in five Americans 65 or older does not drive. The National Institute on Aging reports that 600,000 people around 70 or older stop driving each year. The reasons are many, including health, vision impairments, declining mental acuity, individual choice to curtail driving and lack of an automobile.

The survey of 10,000 communities reported in *The Maturing of America* indicates that, while some mobility options are available, many communities have not planned for the full range of transportation services that their older residents require.

To download the full report from the survey, visit: <http://www.aginginplaceinitiative.org>
> Resources > Maturing of America

The lack of alternatives to automobiles is particularly acute in suburbs, whose designs were based almost solely on the assumption that all travel would be by car. The typical American family chose to move from cities to their suburbs in the last half of the 20th Century. While 23 percent lived in suburbs in 1950, 50 percent had moved to the suburbs by 2000. Older suburban residents may find especially troubling the segregation of housing, retail establishments, civic buildings, and offices, as they require trips by car to accomplish most of life's tasks. If they can no longer drive, older residents may become isolated, unable to engage in social life, and sometimes dependent on the kindness of strangers when they would prefer to negotiate their own way.

Cities also create mobility problems for older adults. They can be dangerous in some areas, with deteriorating housing, unsafe neighborhoods, insufficient services and public transportation and the many problems associated with the high incidence of poverty. Though sidewalks may encourage walking, crime rates might deter it. Some neighborhoods lack access to convenient grocery and other retail stores and are far removed from the offices and businesses that create thriving communities.

Workshop Goals

Max Rothman, the President and CEO of the Alliance for Aging, explained that the goals for the workshop were to understand better “how the aging of our communities and the need for personal independence intersect with transportation, pedestrian and community-wide planning and to learn about models that will collectively stimulate our thinking and strategizing about what will work best in the diverse communities that make up these counties.”

Unsafe for Pedestrians

The bias toward the automobile has also contributed to environments that are especially unsafe for pedestrians. The highest rates of pedestrian fatalities are found in the more recently developed, sprawling communities in western and southern United States.³

Rural and small town residents may be a good distance from medical facilities, shopping and access to public transportation, and they share some of the same drawbacks to mobility as the suburbs, as their residents are dependent on the automobile. To add to this, many younger people from rural areas are moving into the suburbs and cities for jobs and a different way of life. The percentage of aging in rural communities is often considerably higher than in the suburbs or cities, putting additional strains on rural communities that are already hard-pressed to meet the needs of their seniors.

The 2004 Surface Transportation Policy Project report, *Aging Americans: Stranded Without Options*, defines the stark reality for many who do not drive: “Older non-drivers have a decreased ability to participate in the community and the economy. Compared with older drivers, older non-drivers in the United States make: 15 percent fewer trips to the doctor, 59 percent fewer shopping trips and visits to restaurants; 65 percent fewer trips for social, family and religious activities.”¹

Stranded Without Options also notes that those most likely to lack alternatives to cars live in rural areas or sprawling suburbs or are African-Americans, Latinos and Asian-Americans. For some, walking, biking or public transportation might suffice, but the American Housing Survey of 2001 points out that approximately half of those living in this country have no access to public transportation.²

When the Car Is No Longer King

Challenge: Transportation and land use planners have traditionally favored development patterns that encouraged high-speed roadways, dependence on automobiles and suburban sprawl.

Solution: Plan for communities where homes and parks, stores, restaurants and other amenities are accessible by walking, biking and public transit.

Troubled by the effects of autos on the environment, wasteful energy use, and loss of parklands and open space, some environmentalists, policymakers, planners and others have prompted development of an influential movement called Smart Growth, whose principles call for mixed-use development with a range of housing and transportation options and walkable neighborhoods. Smart Growth’s adherents can be

important allies for advocates for older adults. The goals of Smart Growth and livable communities for seniors often intersect, although their priorities may differ. Smart Growth evolved in reaction to the sprawl and environmental damage caused by dependence on automobiles. Its proponents support denser placement of homes and buildings, more compact living spaces, proximity to retail establishments and amenities in walkable communities, convenient access to public transportation, preservation of open spaces and compact building design.

Transit-oriented development is one solution favored by Smart Growth and many transportation and land use planners and others. Transit-oriented development reverses the suburban model, by placing housing in close proximity to stores, restaurants, and offices that are near public transportation accessible by walking and biking. The American Public Transportation Association defines transit-oriented development as “compact, mixed-use development near new or existing public transportation infrastructure that serves housing, transportation and neighborhood goals. Its pedestrian-oriented design encourages residents and workers to ride mass transit.” For more information, visit http://www.apta.com/research/info/briefings/briefing_8.cfm. For information on specific examples of transit-oriented development, visit <http://www.reconnectingamerica.org/>

While the principles of Smart Growth and transit-oriented development are very sound, it will not be possible for many communities to make the wholesale changes that observance of its principles might require. In all situations, especially with limited financial resources, each community will have to determine its mobility assets and liabilities as a starting point and determine the greatest needs. For a planning tool, visit http://www.unitedweride.gov/1_81_ENG_HTML.htm

Providing the full range of mobility options for seniors and all residents takes meticulous planning and commitment, the long-term engagement of community leaders, transportation and land use planners and citizens, and the identification of local, state and federal planning and financial resources. And just as important, the people charged with the leadership of mobility initiatives have to be willing to listen carefully to citizens and other stakeholders and seek out successful models.

The physical characteristics of a livable community can be seen on any “Main Street,” where some residences are close to stores and services and people can easily travel by car, on foot, or by bicycle, or where they can access convenient public transit.

*A Blueprint for Action,
Developing a Livable
Community for All Ages*



Making Driving Safe for as Long as Possible

Challenge: Most seniors want to live as independently as possible, and for many, that means they want to continue to drive.

Solution: Make it possible for older residents to drive safely for as long as possible.

The automobile and independence are nearly synonymous in the minds of many, and certainly older drivers are no exception. For them, relinquishing the keys can be traumatic, and may be felt as a very unwelcome sign of decline and dependence. Social isolation and an inability to travel to medical appointments and many other important activities can be the result.

In many situations, however, the automobile will continue to be the most convenient mode of transportation—especially in suburban communities, which were designed strictly for travel by car. Fran Carlin Rogers, a panelist at the workshop and a consultant on older driver issues in Florida, suggested that there is a mobility continuum for older adults. She identified the first component as driver wellness and safe roadways, the second as driver assessment and the third as alternatives to driving. She noted that the third component, alternatives to driving, is the “800 pound gorilla,” because so much work must be done to create them.

No Longer Driving—the Painful Transition

Ysela Llort, the Assistant Miami-Dade County Manager for Transportation and a workshop speaker, gave an example in her own family of the devastating consequences for older drivers when they lose their capacity to drive. She described her father’s terrible sense of deprivation when he could no longer drive safely. He felt that he had lost his independence, his sense of being a person. Though Llort and her sister both warmly welcomed him and their mother into their homes, to assure that they would have everything they needed, their parents did not stay for long. Llort said that her father felt like a much-loved burden—so he and his wife returned to their own home and familiar surroundings. Fortunately, her father now gladly walks to the grocery and drug stores, enjoys socializing with the people there and takes the bus as often as he likes. But many reports about seniors who can no longer drive do not have such happy endings.

Carlin Rogers was emphatic that most older drivers are safe drivers. She stressed that being “72 or 83” does not determine one’s ability to drive. The criteria for terminating driving privileges, she argues, should be the diagnosis of medical conditions that diminish capacity for driving. She also noted that older drivers are more likely to suffer injuries and fatalities during crashes, but by and large are safe drivers who limit their driving if they know that certain circumstances present hazards to them.

During the workshop, Carlin Rogers described the increased attention to the needs of older drivers in Florida. She stated that, in the past five or six years, Florida has significantly stepped up its support for the safety of older drivers. She highlighted the recent launch of the Safe Mobility for Life Program of Florida’s Department of Transportation. (See box on page 11).

“Creating alternatives to driving is the 800 pound gorilla.”

—Fran Carlin Rogers, consultant on older driver issues in Florida and workshop panelist.

Carlin Rogers also pointed out that driver safety programs, such as AARP’s, are widely available in Florida. CarFit, a new program for assessing the fit of older drivers to the automobile they drive, has been launched statewide. Through CarFit, a trained technician administers a checklist that assesses the driver’s use of his or her car’s specific features, such as mirrors, pedals, safety belts and the steering wheel, to maximize safe driving. Many national resources are also available, such as the Drivewell Toolkit of the National Highway Traffic Safety Administration (NHTSA). The American Automobile Association’s (AAA) driver screening, called Roadwise Review, is described by the AAA as a “scientifically validated screening tool developed by AAA and noted transportation safety researchers.”⁴ It is available as a CD Rom that seniors can use in their homes to measure the eight functional abilities that are the most important predictors of crashes. (For websites of these programs, see Resources on page 33.)

As Esther Callas, the Chief Engineer and Director of Public Works for Miami-Dade County and panelist at the workshop asserted, transportation planners have a very significant responsibility for the safety of road ways. Callas highlighted the roadway design and traffic control features that the county has implemented to make traversing highways, streets and sidewalks safer for older adults. She added that several improvements have been implemented in recent years, to include wider pavement markings, more legible overhead signs, placement of signs at greater distances from exits and streets to provide more advanced warning, illuminated signs, countdown signals indicating the time remaining to cross streets and audible pedestrian buttons and traffic calming measures. She stressed that much more needs to be done in the coming years, but commented that financial resources constrain the ability to make progress quickly.

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Florida Promotes Innovative Safety Programs for Mature Drivers

Seniors in Florida represent 18 percent of the population, the highest in the nation. One of four Florida residents will be over age 65 by the year 2020, and half will be 75 or older. To promote the safety of seniors, and all other drivers in the state, Florida’s Department of Transportation (FDOT) recently created “Safe Mobility for Life”, which provides a website, “Safe and Mobile Seniors”, to educate older drivers and inform them about the resources available in their communities. But FDOT is not focusing only on older drivers. It has developed a training course for those who influence the safety of Florida’s roadways: transportation planners, engineers, public works personnel, local elected officials and others. This training will provide “planning and engineering guidance for accommodating the declining functional capabilities of mature drivers.”

For more information, visit
<http://www.safeandmobileseniors.org>

The National Center on Senior Transportation (NCST): An Essential Resource for Planning Community Mobility Options for Older Adults

For many seniors, when driving must come to an end, the options available to them are inadequate. To address the pressing need for coordinating and expanding alternatives to driving in every community across the nation, the National Association of Area Agencies on Aging (n4a) and Easter Seals joined forces to create the NCST in 2007. Funded by the Federal Transportation Administration, NCST's mission is to increase transportation options "for older adults and enhance their ability to live more independently within their communities throughout the United States."

Virginia Dize, Assistant Director of the National Center on Senior Transportation (NCST) and panelist for the Miami workshop, stressed that consideration of mobility options for older adults must start with the car. Most seniors have spent decades as drivers, and are often not prepared for using alternatives to the automobile. Dize emphasized that enabling seniors to drive safely for as long as possible is fundamental to resolving their mobility problems.

Dize noted the synergies resulting from collaboration by the two organizations. Easter Seals' Project Action has a two decade history of commitment to improving the mobility of people with disabilities. This resource is complemented by the deep knowledge of aging of n4a, the local Area Agencies on Aging, the Title VI Native American aging programs, and the experience of many others in the aging network.

NCST's mission reflects the reality that, in all communities, additional options for their older residents must be integrated into their transportation network. Even those that incorporate Smart Growth and transit-oriented development principles into their planning must consider the special requirements of some of their older residents.

NCST focuses on the creation and coordination of mobility options for seniors in their communities and is a portal to a wealth of information about transportation for older adults. It also provides many resources, to include training, technical assistance and support for community innovations. NCST publishes both an e-newsletter and a print newsletter, available at no charge. Currently NCST is sponsoring senior transportation demonstration projects in eight sites and technical assistance grants in 11 sites. In spring 2009, NCST is launching a Senior Transportation Institute. Teams of four will be selected from ten communities to attend the three-day Institute, where they will develop a mobility plan for serving their older residents. They will hear from national experts and network with colleagues from across the country with similar concerns.

Preceding the creation of NCST in 2007, n4a and Easter Seals commissioned an assessment of the needs for technical assistance for those providing mobility options for seniors. Area Agencies on Aging, Title VI Native American aging programs,

State Units on Aging, members of the Community Transportation Association of America and the 130 members of the American Public Transportation Association's Access Committee were surveyed by Nelson/Nygaard Consulting Associates, Inc. The views of this broad cross section of respondents identified some of the priority requirements for technical assistance of those most engaged in providing mobility services for older adults. Not surprisingly, the most pressing needs include identification of funding sources, assistance with needs assessments, information about best practices and recruitment of volunteer drivers. For more information, visit <http://seniortransportation.easterseals.com>.

Ground Transportation Options for Seniors Who Limit Driving or Do Not Drive

- **Volunteer Driver Programs:** Flexible transportation provided by volunteers.
- **Paratransit Service:** Door-to-door or curb-to-curb transportation using minibuses or vans.
- **Door-through-Door (Escort) Service:** These services provide drivers or escorts, who help passengers leave their residences and reach their destinations by opening doors and giving physical or other support as necessary.
- **Public Transit/Fixed Route Service :** Buses and rail services along established routes with set schedules.
- **Travel Training:** Hands-on instruction on traveling safely and independently on public transit systems.
- **Taxi Service:** Some taxis are wheelchair accessible and meet ADA standards.
- **Transportation Vouchers Programs:** Vouchers are provided by Area Agencies on Aging and other social service agencies, usually to lower-income, older adults or those with disabilities, enabling them to travel at discounted rates.
- **Specialized Transit:** Hospital-based transit programs, senior program transit (for example, adult day care, nutrition sites), interfaith and church-based programs, volunteer service programs (for example, Red Cross, American Cancer Society), and volunteer transportation programs
- **Other Options:** Low-speed vehicles, bicycles, walking

From Transportation Options and Older Adults, National Center for Senior Transportation and from Transportation Options for Older Adults, Choices for Mobility Independence, by the National Center for Senior Transportation and the Eldercare Locator. To download the full report, visit http://www.n4a.org/pdf/Transportation_Options.pdf

Keep the Need for Mobility Options Front and Center

Challenge: It sometimes seems that those supporting development of appropriate mobility options for seniors can face intractable obstacles.

Solution: Make sure that mobility options for those who are aging are part of every conversation about mobility resources in a community.

The hurdles transportation and land use planners, and elected officials, have to jump could overwhelm the faint of heart. They are asked to solve an array of our nation's problems, from climate change and wasteful use of energy, degradation of the environment, the aging transportation infrastructure, deteriorating urban cores—and the rapidly increasing need for mobility options for older adults and all residents. In the midst of intense pressures, the needs of older citizens can be lost.

Fortunately, some leaders in American cities, suburbs, towns and rural areas are visionaries, and they are creating models for mobility solutions for their citizens that accommodate the needs of seniors. They are taking the plunge into transforming their cities and towns, suburbs and rural areas.

Seattle is one such city. Its transportation strategic plan was completed in 2005, and its bicycle master plan in 2007. Jennifer Wieland, Assistant Transportation Planner for Seattle and the keynote speaker for the Miami workshop, is in the enviable position of leading the development of Seattle's ambitious pedestrian master plan. Seattle has declared its intention of being the most walkable city (and the most accommodating for cyclists) in the country, an especially remarkable proposition because Seattle is quite hilly.



During her keynote speech to the workshop, Wieland stressed the importance of citizen involvement in the planning process. For developing its plans in all aspects of mobility, Seattle has convened advisory committees that include both older adults and citizens who are disabled. Wieland emphasized during the workshop that the time it takes to hear the views of the public is well worth it, as many mistakes can be avoided by listening up front to citizen concerns.

She reminded workshop attendees that walking can be an important mobility option for seniors, and the health benefits of walking are a major plus. But as Wieland made clear, it is important to integrate planning for pedestrian walkways into a community's broader transportation and land use plans. Seattle's transportation planners work very closely with its Department of Planning and Development.

An important component of Seattle's planning is its adherence to the principles of Complete Streets, an organization that takes an activist stance against the dominance of the automobile in community transportation planning. Seattle passed its Complete Streets ordinance in April 2007, obligating it to observe principles and practices "so that transportation improvements are planned, designed and constructed to encourage walking, bicycling, and transit use while promoting safe operations for all users."⁵

Complete Streets

AARP, the American Planning Association, the American Public Transportation Association, biking and walking organizations and many others are members of Complete Streets, a coalition that represents many organizations working to transform the streetscapes of the nation. Complete Streets states that its purpose is to assure that the streets of our cities and towns "ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. But too many of our streets are designed only for speeding cars, or worse, creeping traffic jams. They're unsafe for people on foot or bike—and unpleasant for everybody."

For more information, visit

<http://www.completestreets.org>

Mobility Options: Where Does the Money Come From?

The speakers at the workshop were representative of the mobility options that can round out a community's support of the independence of its older residents. The scarcity of financial resources for these essential options was a recurrent theme.

Cities, towns, suburbs and rural areas, to include those in Miami-Dade and Monroe Counties, do not operate in a transportation vacuum. Many modes of transportation are at least partially supported and funded through a complex thicket of federal and state policies and funding streams.

Challenge: Communities cannot create significant advances in mobility options without assistance and support from Metropolitan Planning Organizations, the states and the US government.

Solution: Communities must seek state and federal policy and financial support.

“Social isolation is as bad for health as smoking.”

—E. Douglas Beach, Secretary, Florida Department of Elder Affairs and a panelist for the workshop, commenting on the isolation that occurs for those without mobility options.

Some funding is directed specifically to serve the aging. Programs funded by the US Administration on Aging and the US Department of Transportation are important financial resources for the mobility of older persons. Grants are provided to the states for specialized transit for those who are elderly or disabled and for public transit. Additionally, public transportation operators are required to provide paratransit services to comply with the Americans with Disabilities Act. Medicaid, a federal-state program, supports transportation for medical appointments.

As required by federal law, Metropolitan Planning Organizations, usually known as MPOs, have been formed by local governments in 224 urban areas. Their purpose is to promote regional transportation planning. They are responsible for continuing cooperative and comprehensive planning for areas with populations over 50,000. Federal funding for projects and programs must go through the MPOs, and many states route their funding through them as a way of managing federal requirements for state or local matching funds for transportation projects. All transportation elements, from walking to subway systems, are considered by MPOs.

The biggest dollar amounts, from both the federal government and the states, go to major highways and secondary roads and their maintenance. Proponents of public transit, walking, biking pathways and specialized transit for older or disabled individuals have succeeded in gaining some traction, but tight budgets at every level and an endangered highway infrastructure complicate the funding picture.

Florida, as an “early adopter” of the policies promoted by organizations like Complete Streets, is a good example of the effective role states can play in support of alternatives to the automobile. In 2003, its legislature passed a bill requiring that bicycle and pedestrian ways “be established in conjunction with the construction, reconstruction, or other change of any state transportation facility and special emphasis shall be given to projects in or within one mile of an urban area.” (See Florida Statute 335.065, 2003)

Jeff Cohen, the Assistant Traffic Manager for Miami-Dade County and workshop panelist, confirmed that Miami-Dade is working to live up to the promise of improved mobility options that Florida mandates. During his panel presentation, Cohen described the many bike paths and trails that Miami-Dade has created or plans to start soon. He noted that the County is also upgrading sidewalks. Cohen added that the Department of Public Works provides design assistance and that more changes in mobility are coming.

“Sidewalks are transportation.”

—Charles Dickson, Associate Director, Community Transportation Association of America

Yes, Many Older Adults Do Walk!

The speakers at the workshop left no doubt that pedestrian and cyclist safety is a top priority for the Alliance for Aging and their colleagues in transportation and planning. According to the Surface Transportation Policy Project’s *Stranded Without Options*, more than “half of older Americans make walking a regular activity, and nearly two-thirds walk a half mile at least once a month. Four percent of older Americans ride a bicycle at least once a week.”⁶

Clearly, walking is an important option for seniors. In a survey conducted for AARP’s Public Policy Institute in July 2008, when gas prices reached an all-time high, 29 percent of the 50+ respondents said that they were walking more frequently to save money. Though gas prices fluctuate wildly, the severe economic downturn may encourage even more seniors to walk in lieu of using their cars. A smaller percentage reported use of public transit or bicycles.⁷

During Jennifer Wieland’s keynote presentation, she spelled out the problems that can make walking a hazardous activity for seniors—and everyone else as well. Wieland noted that walkways and intersections must be designed to accommodate limitations in vision, hearing and mobility. She urged planners to make sure that steps and handrails support walking and that timing of traffic signals and placement and size of signs make walking safer for older adults and for everyone.

Challenge: Many transportation and land use planners do not take into account walking and biking as mobility options for older adults.

Solution: Include the needs for safe walking and biking of older adults in their planning.



Wieland also recommended that communities encourage their seniors to walk, by pointing out the safety features of their sidewalks and walkways and highlighting the appealing destinations they can reach by walking. She added that benches should be placed along the sidewalks and walkways so this healthful activity is comfortable for older walkers.

An Increasingly Important Mobility Option: Public Transportation

Challenge: Public transportation is not available in some places, and vehicles may not be easily accessible.

Solution: Support public transportation accessible to the aging, those with disabilities and all users.

Biking is Back

Biking can be fun and safe, though it admittedly takes more agility and skill than walking. But Portland, Oregon has found a way to encourage its seniors to bike safely. Portland's Parks and Recreation Department sponsors "Biking Is Back." The Department sponsors classes at no cost, and also supplies the three-wheeled recumbent trikes and helmets used during classes. For more information, visit <http://www.portlandonline.com/transportation/index.cfm?a=155167&c=37401>

Ysela Llort, during her presentation to the workshop, highlighted the contribution that the rail and bus systems in Miami-Dade make to the quality of life for seniors. They are widely available, free of charge and the vehicles accommodate persons with mobility problems.

Public transportation can be an important resource for senior mobility, but it is not universally available. According to *Stranded Without Options*, "Half of all adults cannot choose to take public transportation because service is not available in their area, particularly in rural and small towns."⁸

In many cases, the automobile is the culprit that prevents use of public transportation. Many who have commuted to work by car have never or rarely used their public transit system, if they have one, and are not comfortable trying a system with which they are not familiar. According to a 2005 survey by Harris Interactive, Inc., "Half (55 percent) of those who say that public transportation is readily available in their community report never having used public transportation."⁹

However, the survey results indicate that if public transportation were "more readily available, most older Americans (73 percent) would ride it just as much or more than they currently do." Sixty percent say they would use public transportation more frequently, and 18 percent responded that say they would use public transportation much more often.¹⁰

Many communities are now helping seniors to become familiar with travel by bus and subways, through "travel training" programs. The American Public Transportation Association's booklet, *Expanding the Transportation Options of an Aging Society*, discusses the importance of educating seniors about "travel planning and trip-making" and the efforts transit agencies are making to support the use of public transit by older adults.¹¹

Aging advocates have many allies who can join forces with them in support of public transportation as an option in livable communities. The urgency of accommodating the needs of older residents can stimulate collaboration with increasing numbers of elected officials, environmentalists, planners and citizens who recognize the importance of public transit. In the current political environment, public transportation is receiving very positive attention as a less costly, more efficient and more environment-friendly mode of travel.

Creating a Mobility “Safety Net”

During her panel presentation at the workshop, Rita Kane, the Manager of Paratransit Operations for Miami-Dade County, called Special Transportation Service (STS), gave a very clear-eyed and thought-provoking view of the paradigm shift occurring in paratransit. This shift, she explained, is occurring as the numbers of older adults who need significant help with transportation continues to rise.

“We have a 20 percent increase in the number of clients each year—and 75 percent are 62 and over,” Kane noted. “Many older adults have unique needs. They are frail and need more assistance than door-to-door service. Some require door-through-door service, which provides an escort to accompany passengers to physicians’ offices and other locations and to remain with them and escort them on their return home. Paratransit was not designed for this level of support for passengers.”

Challenge: Many older adults require special assistance to enable them to travel to medical appointments and treatments, grocery and other stores, recreation and social activities and religious services.

Solution: Create a mobility “safety net” for their residents who cannot use more traditional mobility options.

MATT Helps Older Adults

Older adults, many of whom have not used public transportation, may not consider it because they have some physical limitations or have no idea how to use the system. To allay their fears and increase their confidence, the Fairfax County Department of Transportation has outfitted a bus that serves as a classroom for educating seniors about using both the bus and the Washington area Metrorail (the subway). The bus, called MATT (Mobile Accessible Travel Training) is outfitted with a classroom in the rear, to include audio and video components that can play VCR tapes, DVDs and computer-driven programs, but still has room to transport 30 passengers. “Travelers-in-training” choose the destination of their choice and are given hands-on instructions on reading bus schedules and route maps, paying fares and signaling the driver to stop. The bus takes seniors to a Metrorail station so the seniors can learn the fare system, how to purchase fare cards, read the system maps and board the trains. For more information, visit <http://www.fairfaxcounty.gov/fcdot/mattbus.htm>

Cross-Sector Collaboration

For those who wonder whether planning for mobility options is really so complicated, this statistic should be persuasive: 62 federal programs across nine federal departments provide funding for human services transportation.

Kane also stressed that funding is a major obstacle to customer-friendly paratransit. As the number of people who need it increases, providers have more difficulty in meeting the needs of their clients. Miami-Dade’s paratransit service, which covers all of Miami-Dade County and part of the Keys, 365 days a week for 24 hours a day, struggles with funding limitations.

Paratransit

The Americans with Disabilities Act (ADA) requires complementary paratransit service for those who cannot navigate public bus or rail transportation — if they live within three-quarters of a mile of the fixed route system. This federal mandate was intended to create an equivalent, for those with physical or mental disabilities, to public transportation for the able-bodied. Paratransit varies from place to place, but it is usually provided as door-to-door or curb-to-curb service scheduled by request of passengers. In many cases, paratransit services must be arranged at least 24 hours, and in some cases as many as seven days, in advance. The vehicles are often vans that can carry several passengers at a time.

Paratransit leaves a big gap in the mobility “safety net” because it does not provide door-to-door service in many places, and does not cover door-through-door transportation at all. As public transportation is not available in many parts of the country, its complementary service, paratransit, is not always available either.

Paratransit is just one category of human services transportation, which is offered in myriad variations by community agencies and funded, at least in part, by federal and state funds. Many social service agencies, Area Agencies on Aging and other programs use their own vehicles for transporting their clients who are disabled, elderly or low-income. Ironically, the federal funding streams supporting these agencies and programs inadvertently encouraged redundancy in services. For example, vans of several local agencies would travel the same routes, carrying only one or two passengers—when one van would suffice. This overlap can be resolved through collaboration and careful planning.

In 2004, by executive order, President Bush created United We Ride, to coordinate transportation programs across federal agencies to improve cost-efficiency and reduce duplication. Pursuant to the president’s order, the Federal Transportation Administration (FTA) now requires recipients of federal funds to develop coordinated human services transportation plans for the areas they

serve. The FTA's mandate has prompted the creation of many innovative, more efficient human services transportation programs in communities and regions around the country. The National Center on Senior Transportation plays an important role in supporting programs designed to improve coordination and expand provision of mobility options for seniors in their communities.

Even with successful innovation and coordination, however, most communities will need to compensate for serious deficiencies in the mobility safety net. Supplemental Transportation Programs for seniors, or STPs, can fill the gaps in mobility options by providing services that accommodate those who have mobility and/or financial limitations. The Beverly Foundation, which keeps a database of STPs, describes their role as providers of assistance "that public and ADA paratransit services often cannot provide." STPs offer door-to-door or door-through-door and escort services. They may cross jurisdictional lines and allow passengers to make several stops. STPs may also offer transportation to people with disabilities, children, veterans or the general population. STPs are sponsored by a variety of community-based organizations, which may limit their travel to specific destinations.¹²

The Independent Transportation Network America is a Supplemental Transportation Program, with affiliates dotting the country, which relies on volunteers as well as paid drivers. Those who are 65 and above and those with visual impairments are eligible for membership, and can enroll for an annual fee of \$35 and \$25 to open a prepaid account. Fees per ride are charged according to distance travelled. When rides are shared and requests are made in advance rather than on the same day, passengers receive a discount. Generally, fares are half the cost of a taxi. Passengers can schedule trips anywhere within the areas served by ITN, 24 hours a day, seven days a week. Volunteers receive cash reimbursements or a credit for ITN trips, to be used when they limit or stop driving. They also can donate credits to family members or low-income older adults. Those who join ITN who no longer drive, or others who wish to make a gift, can donate their cars to ITN and receive credits equivalent to the value of the car or claim a tax deduction. For more information, visit <http://www.itnamerica.org>

Supporting the Role of Volunteer Drivers

Some insurers charge volunteer drivers higher rates than they would for strictly personal use of their autos. To address this problem, Florida's House Bill 359 was amended in 2007 to protect volunteer drivers from denial of insurance or increased rates. The language is available on page 7 of the bill, and states that "An insurer may not deny an application for automobile liability insurance or impose a surcharge or otherwise increase the premium rate for an automobile liability policy solely on the basis that the applicant, a named insured, a member of the insured's household, or a person who customarily operates the insured's vehicle is a volunteer driver."

For more information, visit <http://www.flsenate.gov/data/session/2007/House/bills/billtext/pdf/h035904er.pdf>

Resolving Mobility Challenges of Seniors

Challenge: Given the complexity of developing mobility options for seniors, it can seem too daunting for individuals and organizations to get involved in creating or advocating for improved mobility options.

Solution: Learn the basics and get involved.

Fortunately, many state departments of transportation, Metropolitan Planning Organizations, local transportation agencies and national, state and local advocacy organizations have paved the way for greater involvement by citizens and advocates for improved mobility options in transportation decisions. Many of these organizations have citizen advisory boards and other mechanisms for obtaining ideas and perspectives from residents in their communities and regions.

Local decisions are very important in determining the mobility network in communities. In its primer for citizens working to influence transportation decisions, *A Citizens Guide to Better*

Streets, the Project for Public Spaces stresses the positive effect local participation can have: “Many {state} DOTs are beginning to view community-oriented projects that deal with pedestrians, cyclists, transit service and neighborhood vitality as an important part of their mission.”¹³ State Departments of Transportation can be invaluable allies for funding mobility options.

The Miami workshop is an excellent model of working at the local level. Horacio Soberon-Ferrer explained that the workshop was important because it provided the chance for those who serve elders to meet with and hear from those responsible for transportation. The workshop panelists, who represented many of the modes of travel available to seniors in Miami-Dade County, each defined their work on behalf of older adults. With the experts in aging and the experts in transportation sharing their experience and knowledge, the seeds for a strong collaboration have been sown. Soberon-Ferrer reports that, as a result of the workshop, two initial priorities have been established for their collective efforts. They will work together to develop an affiliate of the Independent Transportation Network and improve safety for pedestrians.

In transportation, not all politics is local, as all communities are tied to a transportation network that ultimately spans the country. Metropolitan Planning Organizations, state departments of transportation and the federal government all have very significant roles, particularly in funding transportation projects. In order to garner additional support on behalf of mobility options for seniors, many national organizations advocate for increased transportation options for all ages. As one example, AARP supports Congressional action in the 2009 Transportation Bill to: increase funding for public transportation; incorporate complete streets and older driver safety design principles in new and reconstructed road, street, and highway infrastructure improvements; create stronger connections between transportation and land use; and strengthen public accountability and transparency.

What's Next? Take Action!

At times, planning for transportation can seem to be a puzzle with thousands of pieces. So many parts must fit together, many viewpoints must be accounted for and funding is finite. Transportation and land use planners must frequently navigate their way through the intricacies of competing plans and proposals. They deal with many players, including federal, state, regional and local officials, all of whom have responsibilities for components of the transportation infrastructure, including highways, secondary roads, public transit, human services transportation, taxi service, sidewalks and bike paths.

To influence their decisions about mobility options, advocates for the aging need to understand the roles of community transportation planners, land use planners, elected officials, staffs of MPOs and state departments of transportation. They also will be most persuasive if they have a precise understanding of the needs of older adults for mobility options in their communities. But the capacity for solving mobility problems does not stop with these players. Others who may help close the gaps in the network, and perhaps imagination is the only limit, may include transportation providers, private and corporate funders, entrepreneurs, social service agencies, faith-based programs, non-profit organizations, Area Agencies on Aging and others.

Engaging a range of partners to help make the case for enhanced mobility options is an excellent strategy—and establishing clear, realistic priorities is essential. It is extremely likely that several gaps exist in the mobility network in any given community and that all cannot be addressed at once. It is very useful to rank the needs in priority order, determine the level of effort required, invite participation by the broadest range of stakeholders possible, identify funding sources, create a plan for the sequence of actions for each priority and make decisions about timing.

Thoughtful, well-informed and continuing communication by advocates for the aging about the needs of the older residents in their communities can be very influential. Elected officials, transportation providers, community leaders and citizens as well are not usually steeped in the needs of older residents—that's the very important education that aging advocates can impart.

As the success of the Miami workshop demonstrates, advocates for seniors and transportation planners should be close allies. Their collaboration is a great starting point that can make it possible for older adults to be mobile and stay where they so often wish to do so—in their homes and communities. And the whole community will benefit, as improvements in mobility options for seniors help to create a livable community for all.

Aging Friendly Innovations: Best Practices

Miami Area and the State of Florida Best Practices

Miami-Dade County's Golden Passport

Miami-Dade County, Florida

Older adults 65 and over or who receive Social Security benefits and are permanent residents can ride buses and rail in the county free of charge with a Golden Passport. Proof of identity and age must be provided. Miami-Dade County is the only municipality in the country that provides free, unrestricted transit.

To learn more, visit <http://www.miamidade.gov/transit/golden.asp>

Miami-Dade County Joint Development Program

Miami-Dade County, Florida

In 1978, six years before the opening of Miami-Dade's Metrorail system, the County Commissioners adopted an ordinance creating development zones to encourage mixed use development around the Metrorail stations. Miami-Dade Transit has aggressively pursued joint developments that include residential, retail, hotels, office space and affordable housing.

To learn more, visit <http://www.miamidade.gov/transit/joint1.asp>

Miami-Dade Special Transportation Service (ADA Paratransit)

Miami-Dade County, Florida

The Special Transportation Service (STS) is available for those with an intellectual, mental or physical disability who are unable to ride Metrobus, Metrorail or Metromover. Door-to-door rides in accessible vehicles are shared. STS serves most of Miami-Dade and the Upper to Middle Keys in Monroe County. STS can be used for medical appointments, school, work, shopping, business or recreation. STS operates seven days a week, 24 hours a day and most holidays.

To learn more, visit <http://www.miamidade.gov/transit/paratransit.asp>

The Sunshine Bus Company

St. Augustine, Florida

The St. John's County Council on Aging runs The Sunshine Bus Company—but it transports riders of all ages. Those who are 60+, have a Medicare card, persons with disabilities and children under 6 pay only \$.50 per one-way trip. Riders can board or exit buses at any corner along the bus route, a great service for seniors with mobility limitations. Buses operate from 6 am to 6 pm, Monday through Saturday.

To learn more, visit <http://www.sunshinebus.net>

Communities for a Lifetime

Florida Department of Elder Affairs, Tallahassee

The state of Florida leads a Communities for a Lifetime initiative to support the communities in the state that adopt plans for meeting the needs of their older residents, and all others as well. Florida's Department of Elder Affairs describes its role in supporting Communities for a Lifetime as "providing state technical assistance to make crucial civic improvements in such areas as housing, health care, transportation, accessibility, business partnerships, community education, efficient use of natural resources, volunteer opportunities, and recreation." The Blueprint for Communities for a Lifetime stresses the importance of participation by stakeholders, to include chief elected officials, business leaders, regional planning councils, planners, developers, builders, architects and many others. It also offers detailed recommendations for the steps communities should take to create Communities for a Lifetime and the resources available in the state. Acting as a clearinghouse for Communities for a Lifetime, the Department of Elder Affairs is a resource for sharing information and the expertise of stakeholders from around the state, as well as disseminating best practices from Florida and elsewhere.

To learn more, visit <http://www.communitiesforalifetime.org/> and <http://www.communitiesforalifetime.org/docs/blueprint2007web.pdf>

National Best Practices

ACCESS Transportation Systems

Allegheny County, Pennsylvania

ACCESS Transportation Systems of Pennsylvania and the Port Authority of Allegheny County (Pittsburgh is in Allegheny County) have integrated a paratransit system that provides 1.9 million rides annually. ACCESS serves people who are low-income, those with disabilities and older adults. Comprising 125 partners, this service is available seven days a week from 6 am to midnight. ACCESS offers paratransit, accessible taxis and fixed route transit passes. Door-through-door and hand-in-hand support is available to people with cognitive disabilities. On any given day, 430 vehicles are in service. Travel training is available through ACCESS.

To learn more, visit <http://www.portauthority.org/PAAC/CustomerInfo/ACCESS/tabid/121/Default.aspx>

City Link

Peoria, Illinois

In 2004, City Link, which serves the Greater Peoria Mass Transit District, conducted a six month pilot to reach seniors in the outskirts of Peoria. Many residents of these communities, some of which are very rural, had limited access to and knowledge about public transportation. Concerned that some seniors in the suburbs and rural areas were not making regular trips to their doctors, City Link worked with community partners and area social service agencies to identify ways to improve services for seniors. City Link expanded mobility options for seniors by collaborating with two rural transit providers, and was able to increase its service to supermarkets, banks, shopping plazas, medical centers and hospitals and the airport. Promoting its services by including free passes in a brochure mailed to targeted households, City Link offered discounted fares as well. City Link now offers free rides to seniors 65 or older on all fixed routes.

For more information, visit <http://www.ridecitylink.org> or http://www.ridecitylink.org/listing_of_contacts.htm

Cycling and Walking Master Plans

Seattle, Washington

Seattle, Washington, known as a haven for outdoor enthusiasts, has confirmed its reputation by engaging its citizens and staff in developing master plans for transportation, biking and walking. The bicycle master plan was approved by the mayor and city council in 2007, and the walking master plan is nearing the end of its development stage. Views of citizens solicited through public hearings and citizen advisory groups contributed significantly to the plans, as did Seattle's land use planners, health department and public works staffs and other stakeholders. The perspectives of older adults and those with disabilities were an important consideration throughout the planning phases.

To learn more, visit <http://www.seattle.gov/Transportation/bikemaster.htm> and <http://www.seattle.gov/Transportation/pedestrian.htm>

Dallas Area Rapid Transit (DART)

Dallas, Texas

Seniors riding DART, which is a bus and light rail system, can purchase a discounted monthly pass. DART helps seniors use the system by offering formal educational programs at senior centers, retirement homes, health fairs and seminars. Hands-on tours are also available. Topics covered include instructions on using the fixed-route system, safety tips and discussion of the area's attractions. DART also provides paratransit service and all of its rail cars and buses have wheelchair lifts.

To learn more, visit <http://www.dart.org/transiteducation/seniors.asp>

Delmarva Community Transit

Rural Counties in Delaware, Maryland and Virginia

This company provides public transportation, but has also committed itself to a varied menu of services for older adults, persons with disabilities and those with lower incomes. The system provides ADA paratransit and contract services to social service agencies and those with special needs. The company's regular transportation service, whenever possible, accommodates the special needs of passengers. The staff includes a mobility manager, an information and assistance specialist, and a travel trainer.

To learn more, visit http://web1.ctaa.org/webmodules/webarticles/articlefiles/Sprit_Rural_Transit.pdf

National Capital Region Transportation Planning Board

Washington DC Region Metropolitan Planning Organization

The Transportation Planning Board (TPB) created the Human Services Transportation Coordination Task Force to develop a coordinated plan responsive to the funding requirements of the Federal Transit Administration. The Task Force, comprising a broad range of stakeholders, includes public transit agencies, local and state departments of transportation (DC, Maryland and Virginia), private and non-profit transportation providers, human service agencies, and consumers. The Task Force helped to create the coordinated plan, which encourages innovative pilot programs and emphasizes regional projects supporting residents who are older, low-income or have disabilities. The Task Force continues to advise the TPB on improving regional paratransit, accessibility issues, criteria for funding transportation projects and identification of best practices.

To learn more, visit <http://www.mwcog.org/transportation>

Older Adults Transportation Service

Missouri

OATS, or Older Adults Transportation Service, which offers mobility options to 87 counties in Missouri, specializes in services for seniors and those who are disabled, but also provides door-to-door transportation to the general public. Its service area covers 50,640 square miles and requires 550 vehicles. No fare is required, though suggested amounts for contributions are posted in each bus. OATS plays a very significant coordination role, by integrating transportation resources throughout its service area into its network. Much of its territory is rural, so that drivers in rural areas maintain their own vehicles, and, in effect, are independent operators.

To learn more, visit <http://www.oatstransit.org/>

Ride Connection

Portland, Oregon

Ride Connection provides a suite of services for older adults and those with disabilities. Its client-based services are tailored to the needs of those enrolled in specific programs, with drivers assigned to assist those participating in those programs. Some services focus on a specific disability, while others serve those in certain facilities. The trips are generally for medical, shopping, nutritive, recreational, supportive services, and volunteer/work activities. Its neighborhood-based services provide door-to-door, demand-response transportation, for similar purposes as those for its client-based services. Ride Connection also serves rural areas in Washington County in the absence of public transportation, including rides to work. Ride Connection also provides shuttle service for seniors and individuals with disabilities and RideWise, a travel-training program.

To learn more, visit <http://www.rideconnection.org/services/index.htm>

Strategic Sidewalk Plan

Nashville, Tennessee

Nashville has created a strategic plan for sidewalks and bikeways to enable the local government to effectively plan and implement sidewalks and bikeways that “improve safety, enhance mobility, and promote a higher quality of life.” The plan is designed to make walking and bicycling “attractive, safe and practical transportation.” The strategic plan provides for the following: recommended pedestrian and bicycle networks; design standards for constructing sidewalks and bikeways; criteria for establishing priorities; recommended changes to relevant ordinances and regulations; public education and enforcement of recommendations; and an assessment of funding mechanisms.

To learn more, visit http://www.nashville.gov/mpc/sidewalks/sidewalk_home.htm

Walk Score

A Website

San Francisco proves that what is old is new, as it has been named the most walkable city in the country by Walk Score, an organization that rates communities and specific addresses based on their walkability. Walk Score describes 17 of San Francisco’s neighborhoods as Walkers’ Paradises. Walk Score “calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc.,” and promotes a “car lite lifestyle” rather than the attractiveness of locations. New York City, Boston, Chicago, Philadelphia, and Seattle are ranked second through sixth in walkability. The grids for older cities, of course, were laid out before automobiles supplanted other forms of transportation. In some cases, sidewalks and street crossings and lights may not have been adapted, to date, for the safety needs of seniors. Walk Score’s website encourages visitors to sign a petition supporting more funding in the 2009 Transportation Bill for walkable streets, more biking opportunities and public transportation.

To learn more, visit <http://www.walkscore.com>

Appendix: Workshop Agenda

Transportation and Mobility Options: Creating Livable Miami-Dade & Monroe Counties for All Ages

November 17, 2008

9:00 am Welcome and Introductions

Max B. Rothman, *President & CEO, Alliance for Aging*

Ysela Llord, *Assistant County Manager for Transportation*

9:40 am Creating Livable Communities for All Ages: National Perspective

Sandy Markwood, *CEO, National Association of Area Agencies on Aging*

Robert McNulty, *President, Partners for Livable Communities*

10:00 am The Critical Role of Transportation and Mobility in Creating Livable Communities for All Ages

Jennifer Wieland, *Planner, Seattle Department of Transportation*

(Walkable Streets Master Plan)

10:30 am Break

10:45 am The Experts' Perspective — Key Issues Affecting Transportation and Mobility Options in Creating Livable Communities

Panel Moderator – Horacio Soberon-Ferrer, *Vice President for Planning and Finance, Alliance for Aging*

- Fran Carlin Rogers, *Consultant to Older Driver Safety/Mobility Management*
- Jeff Cohen, *Assistant Chief of Traffic, Miami-Dade County, and Esther Calas, Chief Engineer & Director of Public Works, Miami-Dade County*
- Rita Kane, *Manager for Para-transit Operations, Miami-Dade Counties, ADA-STS*
- Virginia Dize, *Assistant Director, National Center on Senior Transportation (NCST)*
- Jennifer Wieland, *Planner, WA Department of Transportation*
- E. Douglas Beach, *Secretary, Florida Department of Elder Affairs*

11:45 am Interactive Facilitated Discussion with Panel

Horacio Soberon-Ferrer, *Vice President for Planning and Finance, Alliance for Aging*

12:15 pm Lunch

12:45 pm JumpStart Grants

1:00 pm Wrap-up and Next Steps

Appendix: Speaker Bios



Dr. E. Douglas Beach,
Secretary, Department of
Elder Affairs

Dr. E. Douglas Beach has worked in the aging network for more than 12 years most recently serving as the Chief Executive Officer of the Senior Resource Alliance, a planning, policy and resource agency serving Florida's seniors 60 years of age and older in Brevard, Orange, Osceola, and Seminole Counties. Under his leadership, the Senior Resource Alliance became the first Aging and Disability Resource Center in Florida. Previously, Secretary Beach served as the Deputy Director of Programs at the Ohio Department of Aging (ODA). Secretary Beach is a founding member of the Orange County Commission on Aging and the Brevard County Commission on Aging. He has also served on several other Boards and Commissions, including the Florida Council on Aging; Florida Association of Area Agencies on Aging; Mayor of Orlando's Senior Citizen Advisory Council; Orange County Parks and Recreation Advisory Board; and the Southern Gerontological Society. Secretary Beach received a B.A. degree in Biology from Kenyon College, a Master's degree in Agricultural Economics from The Ohio State University and a Doctorate in Economics from North Carolina State University.



Esther Calas,
Miami-Dade Department of
Public Works

Esther Calas was appointed Director of the Public Works Department in August 2005 and became the first woman to head the department and serve as Chief Engineer for Miami-Dade County. Prior to her appointment as Public Works Director, Calas spent 10 years as the department's Assistant Director of Highways and Traffic Engineering, where she oversaw key divisions and directed a team of technical and professional staff in the evaluation of feasibility studies, planning, design, and development of the county's Transportation Improvement Program (TIP) and other important transportation infrastructure projects such as the Advanced Traffic Management System (ATMS). Calas holds a bachelor's degree in Civil Engineering from the University of Miami. In 2005, she was the recipient of the Luis P. Saenz Award from the Association of Cuban-American Civil Engineers.



Fran Carlin-Rogers,
Carlin-Rogers Consulting, LLC

Fran Carlin Rogers is a nationally recognized expert on senior transportation issues. Her areas of expertise include senior mobility, transportation alternatives, vehicle and driver assessments, at-risk drivers, and driving with dementia. A popular speaker at community and professional conferences across the nation, she has been an active volunteer for many state and national organizations. Currently she is Chair of the Board of Directors and a volunteer driver for ITN-Orlando. Carlin-Rogers is a national trainer for the CarFit and DriveWell programs. She is also President of Carlin Rogers Consulting, LLC, an Orlando based consultancy providing programs, policy, advocacy, and training services.

Jeff Cohen is a nearly-29 year veteran with Miami-Dade County, beginning his career as an Engineering Aide in 1979. Today, he is the Assistant Chief of the Public Works Department's Traffic Engineering Division, and he is also the Department's Bicycle/Pedestrian Coordinator.



Jeff Cohen,
Miami-Dade Department of
Public Works

Virginia L. Dize is Assistant Director of the National Center on Senior Transportation (NCST) at the National Association of Area Agencies on Aging (n4a). Dize has more than twenty-five years' experience in Aging programs. She began her career in the Aging Network at the Capital Area Agency on Aging in Richmond, Virginia in 1982, served as the Virginia State Long Term Care Ombudsman from 1984 to 1992, and spent fifteen years at the National Association of State Units on Aging. As Associate Director for Home and Community Based Services at NASUA, her work included a focus on the relationship between transportation and independent living for older adults. Dize joined the staff of n4a in January 2008. She has a Master of Science degree in Gerontology from Virginia Commonwealth University, and is the author of numerous publications on consumer direction, long term care and elder rights.



Virginia L. Dize,
National Center on Senior
Transportation

Rita Kane began her career in transportation as the program manager for the STS contractor in 1989. Since then, Kane has directed Paratransit programs in several urban areas, including the Lynx Central Florida Tri-County area; the Washington Metropolitan Area Transit Authority (WMATA) serving Washington, DC, Northern Virginia, Prince George's and Montgomery Counties in Maryland, among others. She has also been the lead in 8 paratransit start-up implementations in numerous states. Ms. Kane served 2 years as Commissioner on the Florida Commission for the Transportation Disadvantaged, receiving the Commission's award for outstanding leadership. She was also the Governor's appointee to the Central Florida Regional Planning Council and chaired the Council's Transportation Committee with the Myregion.org Project. Kane was offered the position of Section Chief of Transit's Paratransit Operation in 2006. On the day she was scheduled to fill out her new hire paper work, she was hit by a car while walking across a parking lot. Her injuries forced her into a wheelchair for several months. Consequently, she began her tenure overseeing the STS program as an STS rider.



Rita Kane,
Miami-Dade Transit
Paratransit Operations

Appendix: Workshop Participants

Kendall Alexander
Partners for Livable Communities

E. Douglas Beach
Department of Elder Affairs

Sonia Caballero
Miami Behavioral Health Center

Esther Calas
Miami Dade County

Fran Carlin Rogers
Carlin Rogers Consulting LLC

Christine Catoggio
American Senior Village

William Cloud
Department of Elder Affairs

Jeff Cohen
Miami-Dade County, Public Works, Traffic
Engineering Division

Luis Collazo
Town of Miami Lakes

Gayle Dietz
Dietz & Associates

Virginia Dize
National Center on Senior Transportation

Jose Dubroccq
BSCIP

Elizabeth Ellsworth
United HomeCare Services

Helen Eltzeroth
National Association for Area Agencies
on Aging

Carl Filer
FDOT

Victoria Funes
AARP Florida State Office

Anamarie Garces de Marcilla
Univeristy of Maimi/WalkSafe

Irene Garnett
Partners for Livable Communities

Gladys Gilliam
Health Council of South Florida

Jill Graygo
U.M. Injury Research Center

Kelly Greene
Center for Independent Living of South
Florida, Inc.

Lorraine Harris
Miami Dade CAA

David Henderson
Metropolitan Planning Organization

Paul Hunt

Ilene Hyams
ADA Office

Rhina JArr
Alliance for Aging, Inc.

Marie Jarman
SFRTA/Tri-Rail

Betty Jimenez
Miami Dade County

Shari Kamali
City of Homestead

Rita Kane
Miami-Dade Transit

Marli Lutz
Coral Gables Community Foundation

Iveris Martinez
Florida International University College
of Medicine

Cornelia Mayor
LifeMasters

Elizabeth (Betty) McNally
Commission on Disability Issues (CODI);
National Federation of the Blind of
Florida

Robert McNulty
Partners for Livable Communities

Lilia Medina
City of Miami City Mng Office/Transp

Lisa Mele
Alliance for Aging, Inc.

Amina Newsome
Miami Dade County Dept of Planning &
Zoning

Yeny Ortega
Hialeah Hospital

Karlene Peyton
Alliance for Aging, Inc.

Alyce Price
Miami VA Medical Center

Harry Rackard

James Reeder
CITT

Marilyn Rey
Miami-Dade County Mayors Office'

Elizabeth Rockwell
Metropolitan Planning Organization

Vanessa Rodriguez
Health Council of South Florida

Max Rothman
Alliance for Aging, Inc.

Julio Ruiz
Miami Behavioral Health Center

David Saltman
FIU-School of Social Work

Kathleen Sarmiento
Alliance for Aging, Inc.

Carl Schulman
U.M. Injury Research Center

Horacio Soberon-Ferrer
Aliance for Aging, Inc.

Napoleon Somoza
Miami-Dade Department of Planning
and Zoning

Dulce Sotolongo
DHSMV

Thomas Spehar
Dade County Planning & Zoning

Barbara Suarez
Alliance for Aging, Inc.

Kary Suarez
U.M. Injury Research Center

Denise Valkema
CODI

Angela Vazquez
Southwest Social Services Program, Inc.

Jennifer Wieland

Wendell Wimberly
Miami-Dade County

Peter Wood
Health Foundation of South Florida

Appendix: Resources

Miami Area and Florida Links

Miami-Dade Metropolitan Planning Organization
www.miamidade.gov/MPO

Miami-Dade County Department of Planning and Zoning
www.miamidade.gov/planze/

Miami Bicycle Pedestrian Advisory Committee
<http://www.miamidade.gov/mpo/m11-comm-bpac.htm>

Florida Department of Transportation
www.dot.state.fl.us/

Florida Commission for Transportation Disadvantaged
<http://www.dot.state.fl.us/ctd>

Florida Department of Elder Affairs
<http://www.elderaffairs.state.fl.us>

Florida Senior Safety Resource Center – Miami
<http://centeronaging.med.miami.edu/x32.xml>

Florida Department of Highway Safety and Motor Vehicles
<http://www.flhsmv.gov>

National Older Driver Research and Training Center, Gainesville
<http://www.driving.phhp.ufl.edu>

National Links

Aging in Place Initiative: Developing Livable Communities for All Ages
<http://www.aginginplaceinitiative.org>

Partners for Livable Communities
www.livable.com

National Area Agencies on Aging
www.n4a.org

AARP
<http://www.aarp.org>

AdvantAge Initiative
<http://www.vnsny.org/advantage/>

American Planning Association
<http://www.planning.org>

American Public Transportation Association
<http://www.apta.com>

Beverly Foundation
<http://www.beverlyfoundation.org>

Bicycle and Pedestrian Program, US Federal Highway Administration
<http://www.fhwa.dot.gov/environment/bikeped/index.htm>

CARFIT
<http://www.car-fit.org>

Community Transportation Association of America
<http://www.ctaa.org>

Complete Streets
<http://www.completestreets.org>

Congressman Earl Blumenauer (Pedestrian and Cycling Advocate)
http://blumenauer.house.gov/index.php?option=com_content&task=view&id=275&Itemid=157#bike

Easter Seals Project ACTION
<http://www.projectaction.org>

Federal Transit Administration
<http://www.fta.dot.gov>

Funders Network for Smart Growth and Livable Communities
<http://www.fundersnetwork.org>

Appendix: Resources

International City/County Management Association

<http://www.icma.org>

National Association of Counties

<http://www.naco.org>

National Center on Senior Transportation

<http://www.seniortransportation.net>

National Governors Association

<http://www.nga.org>

National Highway Traffic Safety Administration

<http://www.nhtsa.dot.gov>

National Institute on Aging

<http://www.nia.nih.gov>

National League of Cities

<http://www.nlc.org>

Project for Public Spaces

www.pps.org

Rail-Volution

<http://www.railvolution.com>

Reconnecting America

<http://www.reconnectingamerica.org/>

Smart Growth Online

<http://www.smartgrowth.org>

Surface Transportation Policy Project

<http://www.transact.org>

Transportation for America

<http://t4america.org/>

Transportation Research Board

<http://www.trb.org>

United We Ride

<http://www.unitedweride.gov>

Walk and Bike for Life

<http://walkandbikeforlife.org/>

Walk Score

<http://www.walkscore.com>

Reports

A Citizen's Guide to Better Streets: How to Engage Your Transportation Agency, Project for Public Spaces, Inc., 2008.

Aging Americans: Stranded Without Options, Surface Transportation Policy Project, Linda Bailey, April 2004, www.transact.org/report.asp?id=232

Livable Communities: An Evaluation Guide, by Arizona State University Herberger Center for Design Excellence, AARP Public Policy Institute, 2005, http://www.aarp.org/research/housing-mobility/indliving/d18311_communities.html

Maturing of America: Getting Communities on Track for an Aging Population, ICMA, National Association of Area Agencies on Aging, National Association of Counties, National League of Cities, Partners for Livable Communities, Final Report, 2006 http://www.aginginplaceinitiative.org/storage/aipi/documents/maturing_of_america_reformatted_for_printing.pdf

Meeting the Transportation Needs of Northern Virginia's Seniors: Recommendations for Public Transit Systems and Other Mobility Providers, Northern Virginia Transportation Commission, Final Report, 2006 [book.com http://www.thinkoutsidethecar.org/pdfs/SeniorMobility/Senior%20Mobility%20Final%20Report%202006.pdf](http://www.thinkoutsidethecar.org/pdfs/SeniorMobility/Senior%20Mobility%20Final%20Report%202006.pdf)

National Center on Senior Transportation: Needs Assessment of Technical Assistance, Nelson/Nygaard Consulting Associates, October 2007, http://www.seniortransportation.easterseals.com/site/DocServer/NCST2_needs_assessment_tech_assist_COMPLETEE.pdf

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The Benefits of Public Transportation: Expanding the Transportation Options in an Aging Society, The American Public Transportation Association, http://www.apta.com/research/info/online/aging_options.cfm

The Mobility Needs of Older Americans: Implications for Transportation Reauthorization, The Brookings Institution Center on Urban and Metropolitan, Sandra Rosenbloom, 2003, http://www.brookings.edu/reports/2003/07transportation_rosenbloom.aspx

Transportation-Disadvantaged Seniors, Efforts to Enhance Senior Mobility Could Benefit from Additional Guidance and Information, US Government Accountability Office (GAO), Report to the Chairman, Special Committee on Aging, US Senate, 2004, <http://www.gao.gov/new.items/d04971.pdf>

Appendix: Notes

¹ *Aging Americans: Stranded Without Options*, Surface Transportation Policy Project, April 2004, www.transact.org/report.asp?id=232

² Ibid, page 7 – 8

³ *Aging and Smart Growth: Building Aging-Sensitive Communities*, Funders' Network for Smart Growth and Livable Communities, December 2001, http://www.fundersnetwork.org/usr_doc/aging_paper.pdf

⁴ *AAA Roadwise Review*, AAA Exchange Website, <http://www.aaapublicaffairs.com/Main/Default.asp?CategoryID=3&ContentID=315&SubCategoryID=38>

⁵ City of Seattle Legislative Information Service, Council Ordinance Number 122386, Seattle's Complete Streets Policy, 2007, <http://clerk.ci.seattle.wa.us/~scripts/nph-brs.exe?d=CBOR&s1=115861.cbn.&Sect6=HITOFF&l=20&p=1&u=/~public/cbor2.htm&r=1&f=G>

⁶ *Aging Americans: Stranded Without Options*, page 1

⁷ *Is the Cost of Gas Leading Americans to Use Alternative Transportation?* AARP, Laura Skifca, 2008, http://www.aarp.org/research/housing-mobility/transportation/gas_costs.html

⁸ *Aging Americans: Stranded Without Options*, page 2

⁹ *Older American Attitudes Toward Mobility and Transportation*, Survey by Harris Interactive, Inc., for the American Public Transportation Association, December 2005, http://www.apta.com/media/releases/051206harris_interactive.cfm

¹⁰ Ibid, page 6 (Survey Report)

¹¹ *Expanding the Transportation Options in an Aging Society*, the American Public Transportation Association, http://www.apta.com/research/info/online/aging_options.cfm

¹² *Supplemental Transportation Programs for Seniors: A Report on STPs in America, the Beverly Foundation and the AAA Foundation*, <http://www.aaafoundation.org/pdf/STP2.pdf>

¹³ *A Citizen's Guide to Better Streets: How to Engage Your Transportation Agency*, Project for Public Spaces, Inc., 2008, page 10, www.pps.org

About the Aging in Place Initiative Team

Partners for Livable Communities (Partners)—A national, non-profit organization working to renew communities for all ages. Partners has over twenty-five years of experience in solving community problems by providing information, leadership and guidance that help communities help themselves. www.livable.com

National Association of Area Agencies on Aging (n4a)—A leading voice on aging issues for Area Agencies on Aging across the country and a champion for Title VI-Native American aging programs in our nation's capital. Through its presence in Washington, D.C., n4a advocates on behalf of the local aging agencies to ensure that needed resources and support services are available to older Americans and their caregivers. www.n4a.org


ICMA (International City/County Management Association)—The premiere local government leadership and management organization. <http://icma.org>


National League of Cities (NLC)—The largest national organization representing municipal governments throughout the United States. www.nlc.org

National Association of Counties (NACo)—A national organization representing county governments in the US. www.naco.org

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MetLife Foundation—Established in 1976 by MetLife to carry on its long-standing tradition of corporate contributions and community involvement. The Foundation has been involved in a variety of aging-related initiatives addressing issues of caregiving, intergenerational activities, mental fitness, health and wellness programs and civic involvement. Since 1986, the Foundation has supported research on Alzheimer's disease through its Awards for Medical Research program and has contributed more than \$11 million to efforts to find a cure. www.metlife.org





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Washington, DC 20036
202-887-5990
www.livable.com

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www.aginginplaceinitiative.org