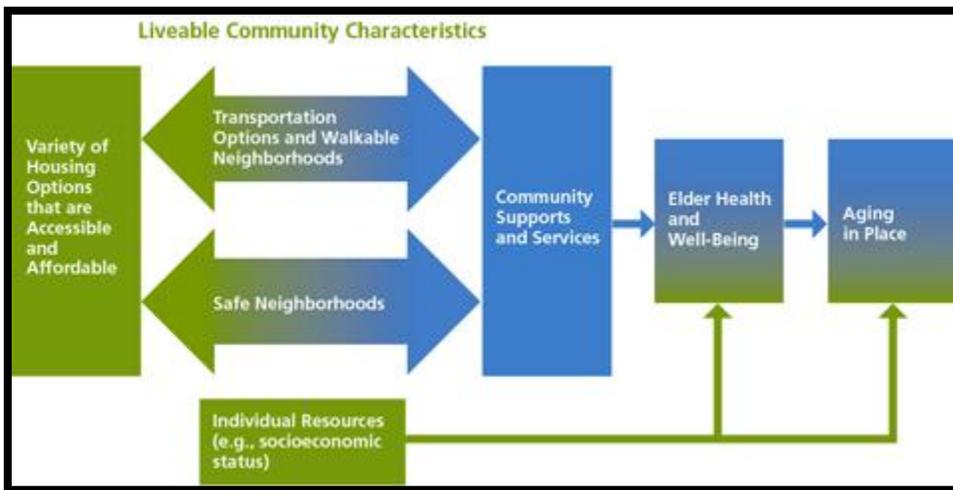


Council Representation: Jeannie Maldonado, Seniors/Elderly

Tucson is home to many *older adults*, with nearly a quarter of residents aged 65 and older, and this number expecting to increase in the coming years. Tucson promotes itself as a hub for active retirees, fueling both tourism and business sectors; however, it is apparent that there is a magnitude of local issues that need to be addressed for residents faced with reductions in their transportation options. Aging seniors who no longer drive must rely on alternative modes of transportation; however, apprehension in learning to navigate the city differently and a loss of independence may distinguish this group from other constituencies.

Walkable communities are key to enhancing the quality of life of seniors. Walking can promote community engagement and combat social isolation and depression often experienced by this group. In addition, walking is a convenient, low-impact exercise that can actually prevent cognitive impairment and mobility limitations.

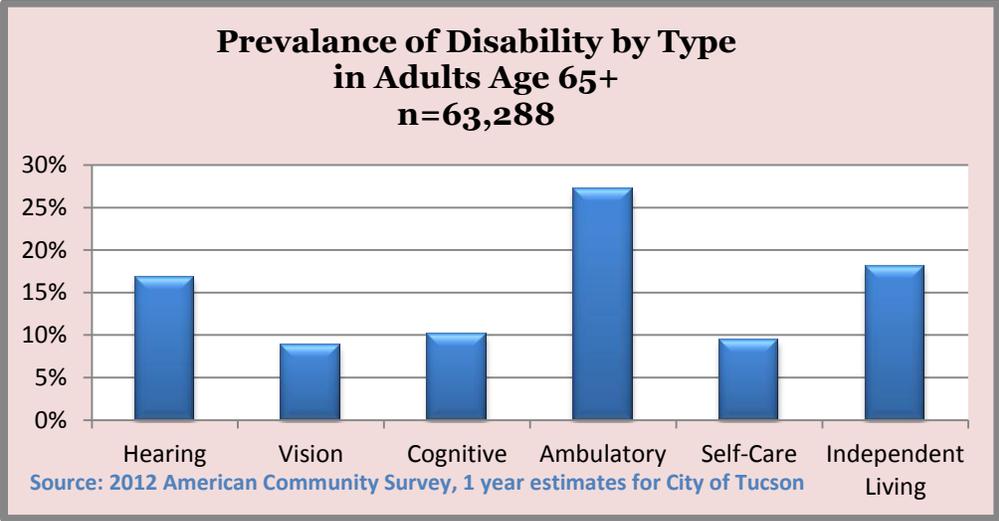


“Aging in place” is the ability for seniors to remain in one’s own home or community regardless of changes in health or functioning. This principle serves as the foundation in creating inclusive communities for aging adults and this model highlights how walking is a vital component in community development.¹

Source: Stanford Center on Longevity & MetLife (2013) Livable community indicators for sustainable aging in place.

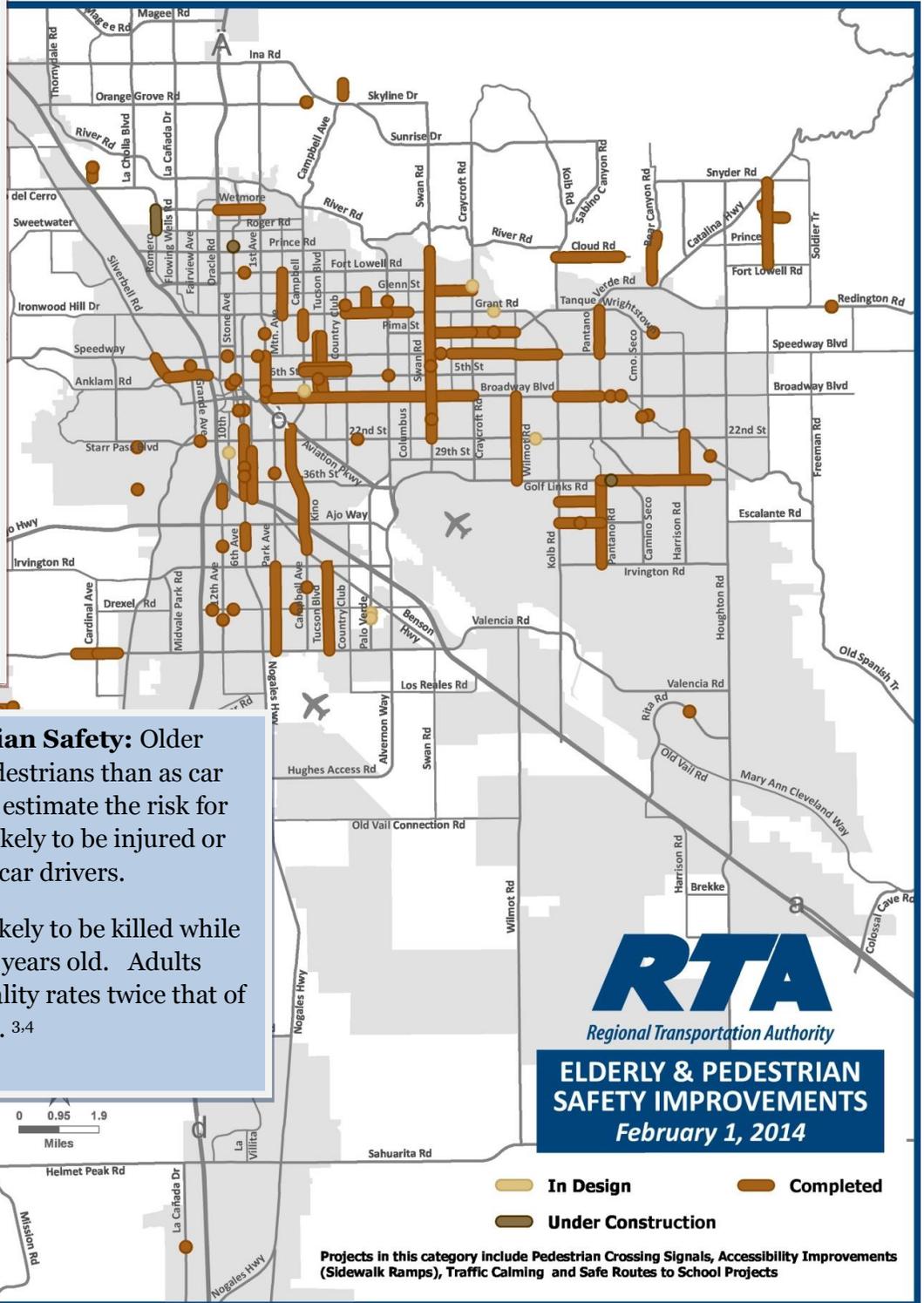
Disability among the elderly: In Tucson, 51% of persons aged 65+ have some type of disability²; however, national trends indicate that many elderly do not have severe disabilities that qualify for use of paratransit services and driving and walking are more viable options for seniors. ³

Transportation trends: Nationally, people ages 65-84, take roughly 90% of all their trips by car, and most often as the driver. Persons of retirement age use public transportation at lower rates than younger people; in fact, as car-oriented citizens reach retirement age, even fewer use public transit.³



While the **Five A's of Age-Friendly Transportation** are most commonly applied to public transit, similar principles can be applicable to pedestrianism: **Availability, Accessibility, Acceptability, Affordability, & Adaptability.**³

In Tucson, pedestrian considerations for seniors include **hot desert temperatures** especially from May to October, during daytime hours when seniors are more likely to be active. Other concerns identified in the city include sidewalk **connectivity** and inaccessibility to store fronts; as well as **sprawling housing developments** far from theater districts, retail centers and medical services



Implications for Pedestrian Safety: Older adults are more at risk as pedestrians than as car passengers or drivers. Some estimate the risk for older adults to be 15x more likely to be injured or killed as pedestrians than as car drivers.

Older adults are 96% more likely to be killed while walking than those under 65 years old. Adults who are ages 75+ endure fatality rates twice that of persons who are less than 65.^{3,4}

Sources: 1. Stanford Center on Longevity & MetLife (2013) Livable community indicators for sustainable aging in place. 2. 2012 American community Survey, 1 year estimates for City of Tucson 3. Rosenbloom, S. (2009). Meeting transportation needs in an aging-friendly community. Journal of the American Society on Aging, 33(2): 33-43. 4. Transportation for America. Dangerous by Design 2011.