



## Mar Vista Community Council



# AGING IN PLACE

Mar Vista Community Council

Thursday, January 19th, 2017  
6:00 PM – 7:30 PM

**Windward School Boardroom 1030, Building C (by baseball diamond)**

11350 Palms Blvd, Los Angeles, CA 90066

[See campus map for room location and parking here](#)

Co-Chairs – Sherri Akers, Tatjana Luethi, Birgitta Kastenbaum

Co-Founders – Sherri Akers, Tatjana Luethi

### Draft Minutes

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**Attendees** – Sherri Akers, Tatjana Luethi, Robin Doyno, Birgitta Kastenbaum, Karen & Jim Lefever, Allison Beale, Nancy Howell, Christine Taylor, Emilia Crotty, Melinda LaBlanc, Stephanie Vendig, Patrick Warfield, David Tanner

- **Called to order 6:05 PM**
- **Brief Introductions** – welcome to first time visitors Stephanie Vendig and David Tanner!
- **Approval of December minutes** – moved by Birgitta, 2<sup>nd</sup> by Tatjana. Unanimously approved. Brigitte and Tatjana
- **Public comments and announcements:**
  - **Senior Tech Lab for seniors by Windward School**

Short presentation and discussion about potential Senior Tech Lab for seniors by Jacqueline Varney and Patrick Warfield of Windward School. Windward sent out a survey to assess needs in our community – the survey is still on line - [Please click here to take a short survey to give us feedback..](#) There was a great response! In conclusion, there was a desire to learn more about smart phones, apps, Nextdoor, Instacart, ordering on Amazon, word-processing, software and communication with Skype and on apple products. Sounds like Friday is a good day to offer a program, taking place after school on campus starting this Fall to offer in a class room environment. These service hours will be provided by current student leaders to develop the ability to teach – all student leaders will be trained and prepared for such a teacher opportunity. This vision falls greatly in line with generating intergenerational interaction and community.

Sherri suggested they could possibly do a beta test at Grandview Senior Living. Also, could the survey be mailed to those who are not tech-savvy yet? Jacqueline will send out in their newsletter which goes to over 200 neighborhood addresses by mail.

Allison asked if possible to offer a one on one tutoring outside of a class environment and Patrick will discuss further with her.

Birgitta mentioned that Nancy Spear is highly connected and focused on supporting seniors, she would be a good connection to offer senior specific pointers. Everyone in attendance was very excited!

- **Homeless Count**  
Robin Doyno - We need 2 more people to help with the homeless count.  
It's taking place this Wednesday, January 25<sup>th</sup>, 7pm. <http://www.theycountwillyou.org/11430woodbine>
- MVCC unanimously passed motion opposing the City Council motion that would prohibit adults without children from visiting children's playgrounds in LA City parks. See addendum below. See LA Times article <http://www.latimes.com/local/lanow/la-me-ln-playground-ban-20161230-story.html>
- Update on Purposeful Aging LA – February meeting will be first listening session – hope to have 30 attendees
- **Please submit ideas and referrals for future guest presenters – discussion -**
  - How to transfer from your doctor to a hospice situation
  - Political changes we as seniors may have to deal with
  - Senior co-housing
  - Medical Marijuana
  - Powerful tools for caregivers
- Sherri shared the sad news that Committee member Mark Ambrose passed away in December unexpectedly. Mark was an active community leader who always brought humor and energy to every occasion. We send our sympathy to his wife, Raleigh. Mark will be very missed.

**Guest Speaker** – Emilia Crotty with LA Walks ( <http://www.losangeleswalks.org/>)- presented on the Safe Routes for Seniors program and campaign, part of the Vision Zero Alliance ([Facebook](#) and [website](#)).

**Handouts** – Issue 3 of Footnotes which can be found on line here - <http://www.losangeleswalks.org/footnotes>  
Informational magazine on Mayor's initiative on Vision Zero -<http://visionzero.lacity.org/>

#### **Emilia's Background**

- Bicycle Education
- Bike Share Community Outreach
- Queens Community Board
- Transportation Alternatives activist
- Public Health - Community Health Education

LA Walks is a pedestrian advocacy organization to make walking safe, fun and equitable for all Angelenos. Funding is from Kaiser Permanente. Discussion about Wayfinding Signs - could be a great idea to be incorporated into the Great Streets Vision. Sherri will introduce Emilia to the Great Streets Co-Chairs.

#### **About Los Angeles Walks**

- Founded in 1998 by Deborah Murphy
- A project of Community Partners
- Advocate for:
  - adoption of policies,
  - creation of programs, and
  - funding of positions that support walking in Los Angeles

#### **Results:**

- Pedestrian Coordinator position at LADOT
- Safe Routes to School program at LADOT
- Walkability checklist at Department of City Planning
- Mobility Plan 2035
- Vision Zero (Executive Directive 10)
- Measure M
- Wayfinding signage in South Los Angeles

#### **Current Campaigns**

- [Vision Zero](#)

- Conduct education & community engagement
- Lead [LA Vision Zero Alliance](#)
- [Safe Routes for Seniors](#)
- [Safe Sidewalks LA](#)
- [Walk This Way/Caminale Wayfinding](#)

### **Vision Zero Los Angeles 2015 -2025:**

It's a data driven initiatives, based on numbers and statistics. City wants to identify where most accidents and injuries occur, we need to now address these situations. Vision is to bring this down to 0 (zero) by 2025. Every 40 hrs, an Angeleno is killed in a traffic collision. Every year in Los Angeles, 200+ people are killed while walking, biking, or driving. Nearly 1000 people are left with life-altering severe injuries. **That's more than gang violence.** It's happening so much that it become background noise. When you put a face on the lives lost it becomes more real. It is our job to make this more personable and make a difference through our organization. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe and healthy, equitable mobility for all. Crashes are preventable if you slow down, put your phone down, use your signal. Most of cities in the US are engaging in this strategy now.

### **Vision Zero:**

Traffic deaths are preventable and unacceptable

Human error is inevitable and unpredictable

engineering, education, enforcement, and evaluation are essential to a safe system.

Human life is our #1 priority.

Speed is a fundamental predictor of crash survival

Government policies at all levels should be coordinated to promote safety as the highest priority. (This is the most boring, but very important one)

Mayor Garcetti signed the directive for LA in 2015. An action plan is coming out in a few weeks from the city with all departments involved with concrete steps. Collision death rate is 6.27 per 100,000, highest among those of age 75 and older, followed by those age 65 and older. LA is leading, followed by Chicago, Portland, San Diego, San Jose, Seattle, Boston, SF, NY.

### **Vision Zero – Los Angeles**

- Every 40 hours, an Angeleno is killed in a traffic collision.
- Every year in Los Angeles
- 200+ people are killed while walking, biking, or driving
  - Nearly 1000 people are left with life-altering severe injuries

### **Vision Zero - Nationally**

#### **In the United States in 2014:**

- 32,675 people killed in motor vehicle crashes
  - 2,340,000 people severely injured
- 32,675 people = 79 plane crashes a year  
79 plane crashes/year = 1 crash every 5 days

### **Vision Zero**

- A strategy to eliminate all traffic fatalities & severe injuries, while increasing safe, healthy, equitable mobility for all
- First implemented in Sweden in the 1990s
- Gaining momentum in major US cities
- Different in two ways:
  - Preventable
  - Multidisciplinary
- Traffic deaths are preventable and unacceptable.

- Human error is inevitable and unpredictable.
- Engineering, education, enforcement, and evaluation are essential to a safe system.
- Human life is our #1 priority.
- Speed is a fundamental predictor of crash survival.
- Government policies at all levels should be coordinated to promote safety as the highest priority.

## Executive Directive 10: VISION ZERO FOR LOS ANGELES

**↓ 20%** Reduction in traffic deaths by 2017, prioritizing older adults and children walking

**ZERO** traffic deaths citywide by 2025

### COLLISION DEATH RATE, PER 100,000 PEOPLE


 LOS ANGELES	6.27
 CHICAGO	5.34
 PORTLAND	5.31
 SAN DIEGO	5.23
 SAN JOSE	4.27
 SEATTLE	4.26
 BOSTON	3.61
 SAN FRANCISCO	3.51
 NEW YORK	3.21

Source: National Highway Traffic Safety Administration; 2012 Calendar Year

- Only 19% of trips are made by walking and biking
- But 44% of people killed or severely injured are walking or biking
- Only 14% of collisions involve someone walking or biking
- But 49% of people killed were walking or riding a bike

#### In the City of Los Angeles:

 **95** collisions occur per day on our streets, more than **30,000** per year.

 **200+** people die every year from collisions.

 **44%** of all deaths and severe injuries involve people walking or bicycling.

 **30%** of all people killed or severely injured while walking or bicycling are youth and older adults.

#### The High-Injury Network

City put together a map where most deaths or injuries occur and where the projects will first be implemented.

## Vision Zero Equity and Engagement:

Social justice and environment issue, racial disparities. Statistics are available from Emilia's presentation

- Nationally, pedestrian fatality rates in low-income metro areas are approximately twice that of more affluent neighborhoods.
- For walking, Latino and African American fatality rates are about twice that of whites. Fatality rates for people bicycling are 23 percent higher for Latinos than whites, and 30 percent higher for African Americans than whites. Low-income communities have poorer pedestrian and bicycle infrastructure and more high-speed, high-traffic roads.
- While almost 90% of high income areas have sidewalks on one or both sides of the street, in low-income communities that percentage drops to 49%.
- Streets with street lighting are also significantly more common in high-income areas (75%) than in low-income communities (51%).
- Streets with marked crosswalks are significantly more common in high-income areas (13%) than in low-income communities (7%).
- Traffic calming features, such as traffic islands, curb bulb outs that shorten crossing distances, and traffic circles, are found almost three times as often in high-income areas compared with low-income communities.

### Strategies:

- Engineering
- Education
- Enforcement
- Evaluation

### Underpinned by:

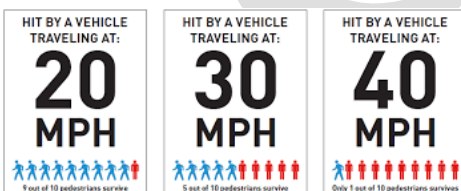
- Equity
- Engagement

Traffic collisions are the leading cause of death for those between 2 and 14 years old and the number two cause of premature death among those between 15 and 25 years old.

Sherri: Part of our Great Streets, we are adding 4 more cross walks, which also doubles parking, so it's also a boost for the merchants.

## Vision Zero – Los Angeles

- The pedestrian fatality rate per 100,000 people is highest among those age 75 and older, followed by those age 65 and older.
- Traffic collisions are the leading cause of death for those between 2 and 14 years old and the number two cause of premature death among those between 15 and 25 years old.
- 22% of collisions that result in the death or severe injury of someone walking or biking in LA is a hit-and-run.
- 70% of collisions that result in the death or severe injury of someone walking or biking in LA involves a male driver.



## Vision Zero – Older Adults

People age 65 and older

- Nationwide portion of population: 13%
- Portion of pedestrian deaths: 22%
- Los Angeles portion of population (2015): 15%

- Portion of pedestrian deaths: over 29%
- In LA, the pedestrian fatality rate per 100,000 people is highest among those age 75 and older, followed by those age 65 and older.
- The number of older adults in Los Angeles County is projected to double by 2030, from 1.4 million to 3 million people.

### **Safe Routes for Seniors – Why?**

- Because though older adults make up 15% of the population in LA, they represent over 29% of pedestrian fatalities.
- Because the population of older adults will increase from 1.4 million to 3 million people in LA County by 2030.
- Because walking is the 2nd most common travel mode and the most common form of physical activity among seniors.
- Because walking reduces the risk of disease and falls and increases mental wellbeing and longevity.
- Because streets designed for seniors improve public health and encourage active aging in place.
- Because streets designed for the safety of older adults are safe for people of all ages and abilities.

### **Safe Routes for Seniors – Plan**

#### **Collect Baseline Data**

- **Conduct walk audits** with local seniors and community groups to document unsafe walking conditions.
  - Walk in areas seniors consider uncomfortable and comfortable, so that they can compare differences.
  - Have older adults suggest design interventions to enhance safety and comfort of walking environs.
- **Observe pedestrian behavior** including street crossing times.
- **Survey senior residents** to learn
  - what they like about walking,
  - their common walking destinations, and
  - the barriers they face in safely getting around the city on foot.

#### **Safe Routes for Seniors – Lessons**

- Collect timely and accurate data documenting the unique vulnerability of senior pedestrians.
- Establish geographically bound priority areas for intervention, starting in “high need” areas.
- Capitalize on existing civic infrastructure and political support.
- Engage in a collaborative planning process with a variety of partners.
- Ask seniors about their mobility and safety needs and barriers to walking.
- Develop multi-lingual and multi-cultural materials and outreach strategies.
- Have a suite of design interventions available.
- Use small-scale success to lobby for larger-scale change.
- Take advantage of federal funding programs.

#### **Countermeasures:**

- Pedestrian Scramble Cross Walks (diagonal cross walks) are showing great improvements
- Extending out the curbs to narrow down the cross walks (shortens the cross distance) and road (driver has to slow down), makes it harder to make a right turn as a driver to slow down. You can buffer out these pedestrian/curb extensions with pots and plants.
- 88 compliant ramps, with yellow bumpy tactiles, and well lit
- Pedestrian intervals

Sherri: Great streets program was state highway and belonged to the state, that’s why it took so long. But it’s now moving forward and are starting to implement new sidewalks etc.

#### **Safe routes for seniors:**

Emilia does tours with seniors who love it. It’s part of relationship building, getting outside, seeing one another, taking pictures, community. After the walk, everyone goes into the community room, eats and plays bingo.



Program samples and inspired from N.Y. City:

Identified senior local partners, do senior outreach, do needs and challenge assessment, seniors map routes and hazards. The help survey seniors for obstacles and destinations. Map all crashes. Collate crashes/hazards and input from seniors. Lot's of curbs are not suitable for seniors with different degrees of mobility and devices. Conduct walk audits with local seniors and community groups. Observe pedestrian behavior including street crossing times.

**Designing streets specifically for seniors takes the regulations of the Americans with Disabilities Act (ADA) one step further to accommodate sensory changes that occur as people age:**

- The street should be as flat as possible, with minimal convexity for drainage and a smooth transition from the curb to the street.
- Large streets should have wide median refuge areas with benches. Refuges should be as large as possible and contain amenities such as plantings and shelters.
- All bus stops near senior centers should have shelters and benches. Bus stops on excessively wide streets should have bus bulbs.
- Drivers should be prohibited from turning during the first 10 seconds of a traffic signal phase. This time is needed by seniors to ascend the curb and begin a safe crossing unobstructed by turning vehicles.
- Drivers should be required to stop 15 feet before a junction. This requires moving the stop bar back away from the crosswalk and placing a tactile surface on the stop bar. To further protect elderly pedestrians, where appropriate, the crosswalks should be built up or "raised" to line up with the curb. The addition of a raised crosswalk forces drivers to reduce their speed at the intersection.
- On busy commercial streets and bus routes, all curbs should be extended into the crosswalk to create better sightlines for pedestrians and drivers.
- On streets where there is more space than is needed to move traffic, the street should be put on a "road diet" where lanes or parts of lanes are reclaimed for wider sidewalks, planted medians and/or bicycle lanes.

Emilia invites anyone to contact her with questions -

Emilia Crotty

Policy & Program Manager

[Emilia@losangeleswalks.org](mailto:Emilia@losangeleswalks.org)

508.916.7863

[www.losangeleswalks.org](http://www.losangeleswalks.org)

Discussion –

Perhaps we could organize a walk with Mike Bonin with the seniors from a memory care unit.

If you make these enhancements for seniors, it helps everyone, the whole community benefits.

There will be a marketing campaign coming out that reflects the streets you are on (for example, slow down). There will be an app/online tool about the fatalities in your neighborhood. Facilitators guide for people at schools to. Ghost bikes in memory of people killed on streets.

• **Future guest presentations –**

- a. **February** – Adriana Mendoza – AARP Livable Cities and Purposeful Aging LA listening session
- b. **March - Birgitta Kastenbaum** – the psycho-emotional effects of aging and the awareness of impermanence.
- c. **April** – Bonnie Davis – Senior living advisor. Transitioning to care and changes in homecare. Who pays for what? What funds are available? Why a skilled nursing facility vs. assisted living? How to negotiate for best pricing.

- **Public comments -**

Allison Beale, invitation for Sun January 29<sup>th</sup> 7 – 9pm, to see what’s available to the community. Organized and hosted by the church.

- **Adjourned meeting**

7.35pm

**Addendum**

To: Councilmember Mitch O’Farrell - [councilmember.ofarrell@lacity.org](mailto:councilmember.ofarrell@lacity.org)

Cc: Councilmember Mike Bonin - [mike.bonin@lacity.org](mailto:mike.bonin@lacity.org)

Councilmember Paul Koretz - [paul.koretz@lacity.org](mailto:paul.koretz@lacity.org)

Dear Councilmember O’Farrell,

The Mar Vista Security Council opposes the following motion that would limit adult access to children’s playgrounds in Los Angeles Parks:

- “In order to provide for a safe environment in our children’s playgrounds, the City should limit access to children and parents or guardians accompanying a child. Other municipalities have adopted similar laws to enhance child safety and provide law enforcement officers and the public with clear regulations as to who may be present in a children’s playground. I THEREFORE MOVE that the Office of the City Attorney, with the assistance of the Department of Recreation and Parks, be requested to prepare and present a draft ordinance that limits access to a children's playground within a City park to children and parents or guardians accompanying a child. I FURTHER MOVE that the Department of Recreation and Parks post signage at children's playgrounds subject to the new law. I FURTHER MOVE that the Board of Recreation and Park Commissioners be requested to consider and act on the proposed ordinance.”

We respectfully request that:

- The City Council provide evidence that this policy has improved park safety in municipalities that have adopted similar laws.
- The City Council provide a budget showing the cost of implementing signage for this ordinance and
- Advise how the Police Department would support this policy and
- Provide an assessment of the security currently provided in our City Parks

Other communities are expanding park playground areas to support our senior community, and we encourage the City of Los Angeles to do the same

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