Reproductive Life Planning from a Life Course Perspective: Lessons from the EWSE Pilot Initiatives
Transportation4Families.org

A project of Urban Health Solutions, Inc
Miami, Florida

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Urban Health Partnerships is a non-profit firm dedicated to leading, planning and sustaining various public health and community initiatives.

Transportation, urban planning, community development and life course perspectives are woven into most of our projects at Urban Health Partnerships.

We created the Transportation4Families project with our EWSE grant in September of 2012 and this phase of the project will end January 2014.
There are well established preconception care and family planning programs in Miami, FL.

Key indicators from the Department of Health suggest that number of programs and distance to a health care provider has become less of an issue in our area.

Timeliness and convenience of multi-modal transportation options may affect access to health care more than number of sites.

The focus of this project will assess transportation access to existing reproductive life planning and preconception care services around Miami- Dade clinic sites.
The T4F initiative included strategies for:

- engaging and communicating with non-health sector partners
- techniques for making system-level changes that support reproductive life planning from a life course perspective
- processes for evaluating these changes and this approach to increasing access to preconception care
Objectives

◆ Develop, brand, pilot, and publish Transportation Access throughout the Life Course model materials through www.transportation4families.org

◆ By January 1, 2014, increase the presence of preconception and family planning services access considerations in local planning, transportation and health sector partner organizations
Proposed Collaboration with FDOH

- Provide input and secure representation from FDOH Miami-Dade designee on Steering Committee
- Assist with the Community Needs Assessment of the transportation links to the 6 family planning clinics funded under the FDOH in Miami-Dade
- Assist in the dissemination of the project outcomes and the marketing to community partners
Steering Committee

- March of Dimes South Florida
- Healthy Start Coalition Miami-Dade
- Miami-Dade Metropolitan Planning Organization
- Florida Department of Transportation
- Florida Department of Health
- Miami-Dade Transit
- University of Miami School of Nursing
Proposed Project Timeline

Steering Committee Meetings
October 2012– December 2013

Phase 1 Community Needs Assessment
April 2013-August 2013

Phase 2 Analysis and Dissemination
September 2013-December 2013
Phase 1

- Concluded surveys with 295 surveys
  - combination of on-site
  - outreach events in the community
  - online marketing
- Compiled GIS data and added additional layers, expanding the research questions
  - Bus Stops per 10 Min Walking Area
  - Bus Routes per 10 Min Walking Area
  - Community Need Index per ZIP Code
  - WalkScore per address
  - TransitScore per Address
Phase 2

- Analysis of surveys
- Cross analysis with GIS map data
- Community involvement
- Dissemination
Originally we wanted to know: What are the transportation barriers to those seeking preconception and family planning services in Miami-Dade? Surveys would provide the qualitative data while components of various available sources would contribute to a GIS/quantitative component. As a pilot, part of the process has been to gauge how to best ask the questions, and how to best access this population.
Summary of analysis: Clinic based findings

- 89% of patients reported the clinic locations as conveniently located
- 45% had not attended the family planning clinic or discussed preconception planning with a doctor
- 31% were not aware of family planning services available at the clinic (other services at clinic)
- 29% of ridership did not know about the clinics listed
What the results could tell us: Preconception Care

- An increase in public education efforts about the importance of family planning and preconception care
- For the clinics we surveyed, additional awareness promoting the services
- Additional preconception access through primary/private care practices appear to be necessary whereas the majority of those surveyed had not discussed this topic with their providers.
Summary of analysis: Transportation related findings

- 28% of patients accessed public transportation on a regular basis.
- 55% revealed a limited use of public transportation and a heavy reliance on private vehicle use.
- 71% felt the bus stops close to homes were generally recognized as safe.
- Of individuals not owning a private vehicle, 100% reported they would use the bus or metrorail more frequently if they knew how.
Summary of analysis:
Transportation related findings

- Improvement related questions may suggest some reasons for low use among survey participants:
  - Report bus stop as having no shelter 46%
  - Needs improved lighting 43%
  - Needs improved signage 38%
  - No benches 37%
What the results could tell us: Transportation

- Clinics are well situated on public routes to encourage use.
- Perceptions of inconvenience in survey.
- Transportation outreach may also be an area for improvement and could be cross-promoted with active transportation for benefits included in the preconception health targets.
Various quantitative data that was available was compiled to add to the maps around the target clinics.

- Bus stops per 10 Min Walking Area
- Bus routes per 10 Min Walking Area
- Community Need Index per ZIP code, obtained from CNI
- WalkScore per address
- TransitScore per Address
- Maps and comparison charts of these variables
# Summary of Clinic Service Area Transit Data

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<tr>
<th>Clinic Abbrev.</th>
<th>Estimated Clients</th>
<th># Bus Stops</th>
<th># Bus Routes</th>
<th>Walk Score 0-100</th>
<th>Transit Score 0-100</th>
<th>CNI Score 0-5</th>
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<tr>
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<td><strong>26</strong></td>
<td><strong>71.67</strong></td>
<td><strong>48.8</strong></td>
<td><strong>4.5</strong></td>
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Number of Bus Stops & Bus Routes Per Clinic 10 Minute Walking Area

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Client to Bus Stop Ratio & Client to Bus Route Ratio

Ratio is based on the estimated number of clients in the top three quintiles of clients per zip code associated for each clinic. Ratio = # of Clients/ # of Bus Stops or # Bus Routes. Data for # of clients for Homestead not yet processed.
Life Course Model: Impact on local infant mortality

- Risk factors for poor birth outcomes are complex and numerous.
- Linking pre-pregnancy health status and risks with pregnancy outcomes is consistent with a life course perspective.
- Factors considered when reviewing an infant death can be addressed in preconception service delivery
  - Presence of life course perspective risk factors (stressors in childhood, abuse, poverty, lack of support, etc.)
  - Pre-existing medical conditions such as asthma, hypertension, diabetes, mental health disorders, etc.
  - Socioeconomic factors
Risk factors usually include some barrier to transportation.

Transportation access success is consistent with a life course perspective.

Factors considered when reviewing a Miami-based survey
- Perceptions of inconvenience of public transportation
- Knowledge of active transportation options
- Service availability in clinics
Tool Kit

- Location planning for clinics and programs based on a multi-modal access assessment
- Optimal assessment includes qualitative and quantitative data from various sources:
  - Public health data (infant mortality, health status, etc)
  - Community Needs Index Score
  - Walk Score
  - Transit Score (walk, bike, car, safety)
  - Bus Routes and Bus Stop Ratio
  - Other Metro transit options
  - User feedback