Creating Age-Friendly Communities
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AARP Defines Livable Communities...

Safe & secure
Affordable and appropriate housing,
Supportive community features and services,
Mobility options,
Which together facilitate personal independence and the engagement of residents in civic and social life.
Age-Friendly Communities

Challenges

Planning Solutions

Demographics

Age-Friendly Communities
Demographics

8000 Boomer Birthday Cakes A Day!
THIS BABY WILL LIVE TO BE 120

*It's not just hope. New science could lead to very long lives.
Number of Persons 50+ by Race
(Percent of Total Pop 50+ that is Persons of Color)

Source: U.S Census Bureau – 2008 Census projections
Our families are becoming more diverse, multicultural, and intergenerational.
Non-White Households More Likely to be Multigenerational

Percent 50+ Living with Grandchildren

- White: 3%
- Black: 10%
- Asian: 13%
- Other: 9%
- Hispanic: 15%

Source: U.S Census Bureau – 2010 American Community Survey
Trends in Disability and Institutional Use

Between 1984 to 2004,

- Disability rates are down
- Institutional use is down
- More persons with disabilities are living in the community
- Older people with disabilities living in the community have become more disabled
2010 AARP Survey: “What I’d really like to do is remain in my current residence for as long as possible.”

Source: AARP, “Home and Community Preferences of the 45+ population”, 2010
Age category: 45+
Base=985
Challenges
Sprawl challenges ability to age in place

By 2015, more than 15.5 million Americans 65 and older will live in communities where public transportation service is poor or non-existent.
Family Caregivers-provide support but need support

- Caregiver Support
- Volunteer driver programs
- Ride-share programs
- Accessible taxi cabs

- 2/3 of trips taken by non-drivers 65+ are as passengers in private vehicles
- Family and friends provide 1.4 billion trips/year for older relatives (age 70+) who no longer drive

AARP Public Policy Institute analysis of 2009 National Household Travel Survey
40% say they do not have adequate sidewalks in their neighborhoods

47% say they cannot cross their main roads safely

International Communications Research Poll for AARP, 1,000 adults age 50+, July 2008
Older pedestrians are especially vulnerable

Population 65+ (Alabama)

- Total Population: 14%
- Motor Vehicle Fatalities (driver + passenger): 15%
- Pedestrian Fatalities: 22%

Source: AARP Public Policy Institute Analysis of the 2011 FARS
Pedestrians’ average risk of death by vehicle speed in the US

- Average risk of severe injury or death increases with age
- The average risk of severe injury or death of a 70-year-old ped struck by a car traveling at 25 mph is similar to the risk for a 30-year-old ped struck at 35 mph

Source: AAA Foundation for Traffic Safety, September 2011
Falls

- Fall-related deaths and hospitalizations are more than double those for motor vehicles injuries for the 65+
- In 2010, the direct medical costs of falls, adjusted for inflation, was $30.0 billion.
- Falls account for 68% of hospitalizations for 65+ pop
- Almost half occur outside the home

Sources: Centers for Disease Control AARP Public Policy Institute, In Brief, No. 56.
Housing Cost Burden is high for low-income older Alabamians

Source: AARP Public Policy Institute
Take a Multigenerational Approach
The link between design and services

Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.
CS Benefits Older Drivers

- Retroreflective signs and pavement paint
- Roundabouts
- Network of low-speed, low-traffic streets
Principles

- Build for all users
- Promote Safety
- Embrace streets as civic space
- Design for Health
- Integrate Transportation & Land Use
- Use transportation investment for economic development
Enabling Design for Public Transportation

- Low-floor buses
- Grab bars
- Preferred seating
- Large print on schedules
- Benches at stops
- Lighting
- Courteous drivers
- Stop announcements
Marin Access Mobility Management Center
River Cities Public Transit

River Cities Public Transit Service Area

Legend
- State
- County
- Partial County Coverage
- Under contract to operate People’s Transit in Huron, SD

Source: AARP Public Policy Institute based on data from ESRI, Tom Tom, US Dept. of Commerce, Census Bureau
No-step entry
Wide entry doors (min. 32”+ net opening)
Wide doors (min. 32”+ net opening)
Flexible room layout/design
Easy reach cabinets
Easy to reach and operate appliances
Grab bars, roll under sink, lever handles etc.
Low threshold shower
Reinforced bathroom walls
Maneuverability
Switch boxes 42”
Receptacles 18”
Mandatory Visitability Ordinances

All homes:
- Bolingbrook, IL
- Chicago, IL
- Pima County, AZ
- Tuscon, AZ
- (Vermont and Florida have limited measures)

Government-Assisted Homes:
- Atlanta, GA
- San Antonio, TX
- Austin, TX
Accessory Dwelling Units

Santa Cruz ADU Development Program—A National Model
Petaluma Avenue Homes, California
Photo by Schemata Workshop, Inc.
Transit Oriented Development

- Promote mixed-use development
- Enhance access through integration of land use, housing, and alternative mobility options

• Promote healthy communities through sustainable transportation infrastructure
Active Living For All Ages
CREATING NEIGHBORHOODS AROUND TRANSIT
AARP Public Policy Institute

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