

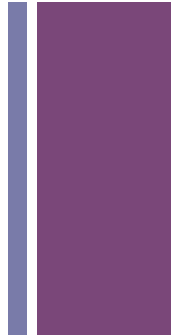
Age-friendly Planning: Implications from Livable Planning in Minnesota, USA and British Columbia, Canada

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Age-friendly Cities with Cooperation & Participation.
November 19, 2010 Hong Kong, China

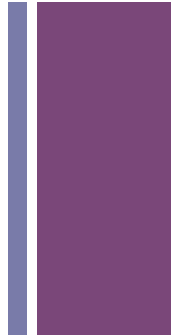
+ Why care?

- Rapid increase of elderly population worldwide
- Changes in physical and mental capacities
- Overwhelming preference among elderly to “age-in-place” maintaining social networks and community support
- Increasing role of the state



+ Livable Community Policies

- Global: World Health Organization “Age-Friendly” City Guidelines
- National: American Association of Retired Persons (AARP) Guidelines for “livable communities”
- Provincial/State Laws
- City/Regional plans & policies
- Neighborhood & citizen involvement
- Site specific designs for developments





Research Questions & Project Aims

- (1) To what extent do “livable community” policies address the needs of older residents?
- (2) How effective is the implementation of “livable community” policies state/provincial policies ?

Our goal is to go beyond “policy-making” to consider the result of “policy-doing”

+ Evaluation Criteria

■ **Housing**

- Providing affordable, appropriate, and accessible housing

■ **Outdoor spaces and buildings**

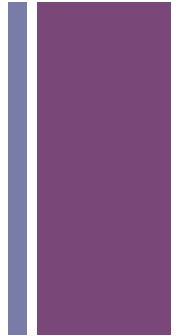
- Adjusting the physical environment for inclusiveness and accessibility

■ **Transportation**

- Ensuring accessible, affordable, reliable, and safe transportation

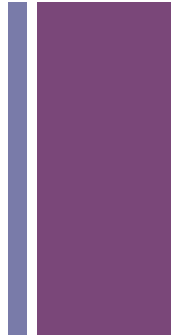
■ **Community facilities**

- Availability and access to health care, retail services, recreational and social activities



+ Data analysis

- Review of literature
- Content analysis of Livable Community Initiatives reports and documents
- Site assessments of selected senior housing buildings



SWEAT-R Observation & Coding



FOR OFFICE USE ONLY
ASSIGNED OBSERVER CODE:

		1	2	3	4	5
Observer ID						
Date (mm/dd/yy)						
Neighborhood ID						
Segment ID						
Start time						
Temperature (°F or °C)		yes = 1; no = 2				
Is it raining?						
Answer questions 1-5 at the NW corner of the segment						
NW Corner of Segment						
1a Is there an intended NW crossing area for pedestrians?	1	yes = 1; no = 2				
1b Is the crossing area marked? (ie, painted lines, zebra striping, and different road surfaces/paving)	2	yes = 1; no = 2				
		N/A (no intended crossing) = 99				
2 Determine whether any of these traffic/pedestrian signals and systems are provided. Mark all that apply.						
Traffic signal	3	yes = 1; no = 2				
		N/A (no intended crossing) = 99				
Stop sign	4	yes = 1; no = 2				
		N/A (no intended crossing) = 99				
Yield sign	5	yes = 1; no = 2				
		N/A (no intended crossing) = 99				
Pedestrian crossing sign	6	yes = 1; no = 2				
		N/A (no intended crossing) = 99				
Pedestrian activated signal	7	yes = 1; no = 2				
		N/A (no intended crossing) = 99				
Pedestrian signal (not activated by pedestrian)	8	yes = 1; no = 2				
		N/A (no intended crossing) = 99				
Pedestrian overpass/underpass/bridge	9	yes = 1; no = 2				
		N/A (no intended crossing) = 99				
3 Time traffic signal (Green) or pedestrian signal (Walk)	10	seconds				
		NA (no signal) = 9999				
		N/A (no intended crossing) = 9999				
4a Does this end of the segment have ramps or curb cuts?	11	One side = 1 Both sides = 2 None = 3 NA (no sidewalk/curb) = 99				
4b Determine whether the following curb cut features are present.						
Grooves or bumps	12	yes = 1; no = 2				
		NA (no curb cuts) = 99				
Color contrast with ground surface	13	yes = 1; no = 2				
		NA (no curb cuts) = 99				
Material contrast with ground surface	14	yes = 1; no = 2				
		NA (no curb cuts) = 99				
Broad apron curb cuts	15	yes = 1; no = 2				
		NA (no curb cuts) = 99				
5 Measured maximum curb height at this segment end.	16	inches				
		NA (curb cut/no sidewalk) = 99				

+ Findings #1: Policy Comparisons

■ Minnesota

- Metropolitan Livable Communities Act (1995)

■ British Columbia

- Livable Region Strategic Plan (1996)

+ Findings #2: Implementation

■ Minnesota

- LCDA \$76.5 million for 100 projects
- LHIA \$70.5 million for 241 projects
- TBRA \$18.3 million for 111 projects

■ British Columbia

- No change in area of the Green Zone
- Increased diversity of housing types
- Constant proportion of the population in concentration area
- Increased kilometers of sidewalk and bike lanes
- Increased commute time/use of public transportation

+ Findings #3: Outcomes

Minnesota

- Housing
 - Additional units
- Outdoor areas/buildings
 - Accessible sidewalks
 - Litter/graffiti free
 - Limited seating
 - No public restrooms
- Transportation
 - Bus access
- Community facilities
 - Few destinations

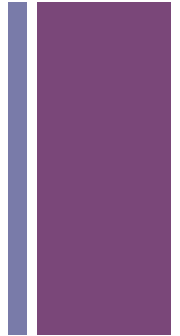
British Columbia

- Housing
 - Increased diversity of units
- Outdoor areas/buildings
 - Good sidewalk, streetscapes
 - Protected seating areas
- Transportation
 - Bus access
 - Handicap transportation area
- Community facilities
 - Shops, community centers



Conclusions

- Limited success of Livable Communities Policies/Plans
- Broad scope of these policies result in failure to specifically address needs of the aging population
- Essential to develop a more holistic policy framework



+ Bottom line

- ***Policy design is both– a process and a product!***

