



**Our Burgeoning  
Senior Population**

# **REMAINING MOBILE**

**GENESEE TRANSPORTATION COUNCIL**

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## **Remaining Mobile**

People born between 1946 and 1964 are commonly referred to as Baby Boomers. They make up the largest generation in U.S. history. Baby boomers are now beginning to retire, making seniors the fastest growing demographic group locally and across the nation. By 2035, one out of every five persons in our region will be 65 years of age or older, up from one in seven today. While some seniors will have no difficulty getting from place to place, others will need assistance to travel.

As part of its long range planning process, the Genesee Transportation Council (GTC) is focusing attention on the region's growing senior population and trying to anticipate the growing demand for transportation services. An earlier GTC study, *Retaining Seniors to Revitalize Our Economy*, identified the significant benefits seniors provide to our area's economy, such as purchasing power and stable incomes. This report analyzes the living and travel patterns of seniors in our region. These patterns will determine our opportunities and options for keeping seniors mobile.

## Senior Living Patterns

Baby boomers are accustomed to traveling where and when they want. They are, in fact, the most mobile generation ever in the U.S., equating personal mobility with independence, status, and individual well-being. We can therefore reasonably assume that the new generation of seniors will also have great expectations for mobility.

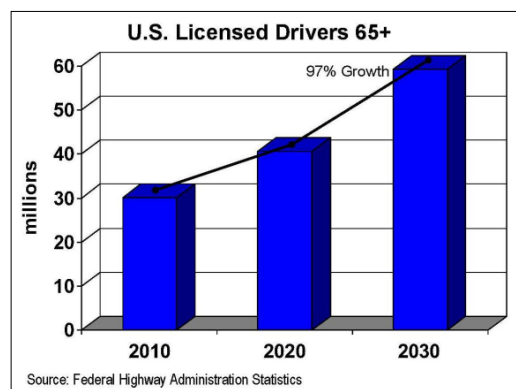
According to projections by Cornell University, the region's senior population will grow by 72,329 people — or nearly 42 percent — by 2035. The growth is expected in all nine counties of the region and across all senior age groups (65-74, 75-84, 85+). The fastest increase will be among seniors 75 to 84 years of age.

The projected 42 percent growth in the region's senior population over the next 25 years is rather remarkable, but modest compared to the 88 percent growth in persons 65+ that the Census Bureau predicts for the nation as a whole.

Percent Growth Population 65+ 2010 - 2035												
	Genesee	Livingston	Monroe	Ontario	Orleans	Seneca	Wayne	Wyoming	Yates	REGION	NYS	USA
All 65+	38.0	30.0	41.2	43.6	42.5	53.4	44.7	47.6	45.1	41.7	39.5	87.6
65-74	30.0	33.7	31.8	39.8	25.4	52.2	35.4	42.8	38.8	33.9	37.5	75.8
75-84	58.9	37.8	59.4	57.9	66.9	75.1	66.1	66.5	53.3	59.5	49.5	110.8
85+	19.7	-0.4	33.6	27.4	52.9	6.1	31.0	23.9	50.8	30.3	24.1	101.7

Sources: 2010 U.S. Census; Cornell University Program on Applied Demographics; *Older Population by Age Group: 1900-2050* (U.S. Census Bureau)

With more senior citizens than ever before, there will also be more senior drivers than ever, both residents and visitors. While all demographic groups have their challenges, aging may present particular difficulties for mobility.

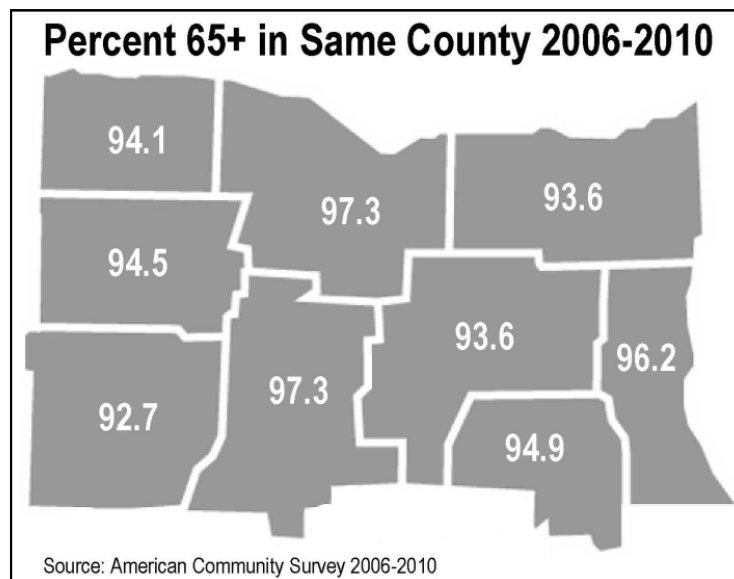


### Challenges of Aging

- **Functional deficits, such as loss of muscle tone and activity, increase as people age.**
- **Reaction times are slower.**
- **Harder to multi-task.**
- **Processing information becomes more difficult as memory loss occurs.**

Adapted from *Can Planners Help Protect the Mobility of an Aging Population?*  
Canadian Urban Institute presentation, 2005

While baby boomers may have moved around a lot when they were younger, there is strong evidence that they prefer to retire in the same community where they raised their families. According to the U.S. Census Bureau, nearly 90 percent of all seniors in the United States remain in the same county, often the same home, in which they retired. In our region, more than 95 percent of seniors lived in the same county between 2006 and 2010.



This phenomenon has given rise to a national movement called Aging-in-Place, which is dedicated to helping seniors remain in their homes as long as possible. This means tailoring housing, health care, transportation, and other services to seniors, much as our society shaped itself to the contours of younger baby boomers a generation ago.

For our region, this means that many seniors can be expected to age in place in low-density, suburban, semi-rural, and rural areas which currently offer few transportation options to the car.

### **Seniors 65+ who no longer drive make:**

- **15% fewer trips to the doctor.**
- **59% fewer shopping trips and visits to restaurants.**
- **65% fewer trips for social, family, and religious activities.**

Source: Surface Transportation Policy Project, *Aging Americans: Stranded Without Options*, 2004

Mobility depends not only on location, but also to a significant degree on income and whether or not one has a severe disability or lives alone.

## **Lessons in Aging in Place from Around the World**

The United States is actually one of the world's youngest developed nations. It's instructive to study the strategies that countries with larger proportions of seniors are utilizing to meet the mobility needs of their seniors.

### **The World Health Organization's Age-Friendly Environments Programme**

In 2006, the World Health Organization (WHO) launched this program as a broad response to the rapid aging of populations throughout the world. WHO developed research, fact sheets, guides, checklists, policies, and standards in eight major areas that influence the health and quality of life of seniors: (1) outdoor spaces and buildings; (2) transportation; (3) housing; (4) social participation; (5) respect and social inclusion; (6) civic participation and employment; (7) communication and information; and (8) community support and health services.

The Age-Friendly Environments Programme has become the basis for planning and policy internationally. WHO has established formal agreements with the Australian and French governments, the Irish Ageing Well Network, and the Slovenian Network of Age-friendly Cities to develop affiliated national programs. Canadian provinces and China's National Committee on Ageing are running complementary initiatives.

In 2010, WHO launched the Global Network of Age-friendly Cities, and reports being "overwhelmed" by cities large and small that want to join. To become a member of the Network, a city must commit to a rigorous process of continually assessing and improving their age-friendliness. New York City was the first city in the world to sign up.

### **Age-Friendly Australia**

Australia, in partnership with WHO, has embarked on a national initiative to create communities that are age-friendly for everyone. While one of the drivers is the aging population, the overall goals are to make neighborhoods more livable for people of all ages and abilities, reduce health care costs, including senior care, and produce a wide range of social and economic benefits, such as extending and expanding seniors' contribution to community life.

The holistic policy is based on good urban planning and design, housing design, and transportation improvements. For example, the Australian government is developing standards, resources, and funding for accessible transportation, safety, integrating public and private transportation, and making new and existing homes more age-friendly. A sample fact sheet is included in the appendix.

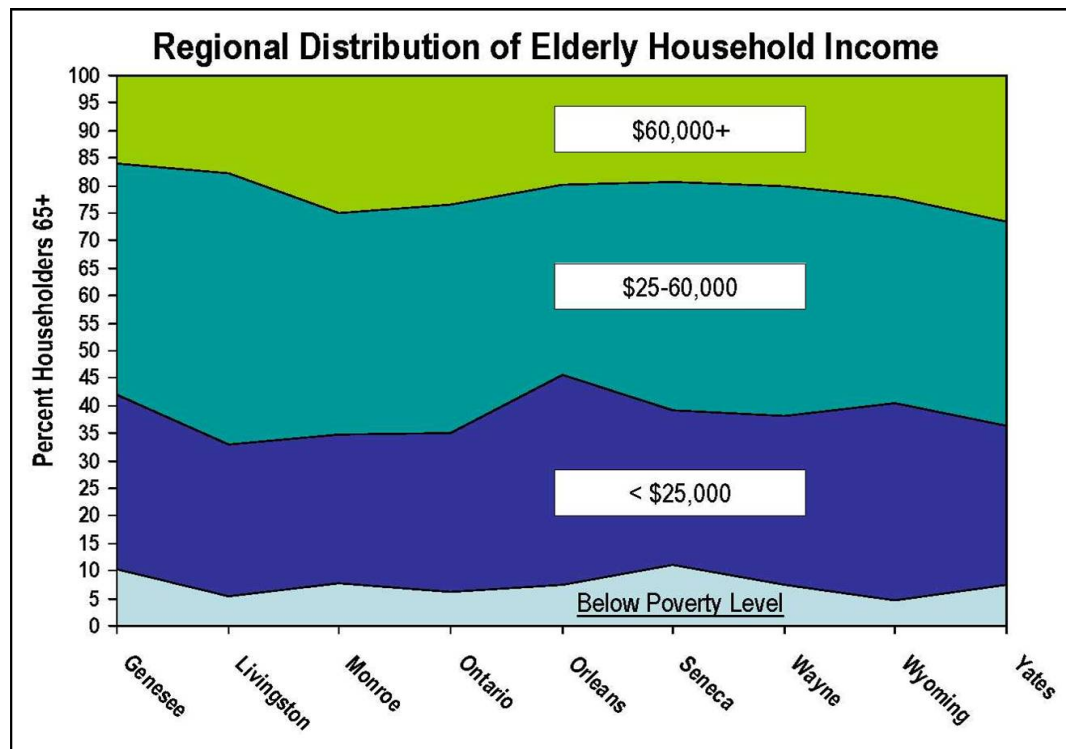
### **Japan's Universal Society**

Universal Design is the design of products and environments so that they are usable by all people without adaptation or specialized design. In Japan, one of the world's most rapidly aging societies, universal design is part of everyday life. It is the standard for government, industry, and residents.

Each Japanese region must create an action plan, with numerical targets, for ensuring an active aging society. Implementation of each plan is guided by a Universal Design Committee of experts in the areas of transportation, architecture, and industrial design.

Common results include sidewalks that satisfy the needs of various people including those with children, the elderly, women in high heels, wheelchair users, and people with visual disabilities; supermarkets with textile blocks for visually disabled people, shopping baskets for children, parking spaces for disabled and elderly persons, and wider aisles; the encouragement of mobility scooters as an alternative on-demand form of transportation to help seniors retain personal mobility, as well as a high-tech Driving Safety Support System developed by the Universal Traffic Management Society of Japan to increase safety at intersections and crosswalks.

Generally, seniors in our region appear to have adequate financial resources. The senior poverty rate of 7.5 percent is well below the region's overall poverty rate of 12.8 percent. We must keep in mind, however, that the income thresholds which determine poverty status are low (\$14,710 for a two-person family, for example) and transportation costs can be high, especially automobile travel. Many households, including senior households, may therefore have difficulty affording transportation and other basic necessities.



Source: American Community Survey 2006-2010

Income also appears related to geography. Household income is less in outlying counties, particularly at the lower and upper income ranges.

<b>Percent Households 65+ by Income and County Group 2010</b>			
	< \$25,000	\$25-60,000	\$60,000+
<b>Monroe County</b>	34.9	40.0	25.1
<b>Other Metro Area Counties</b> (Livingston, Ontario, Orleans, Wayne)	37.0	42.2	20.8
<b>Non-Metro Counties</b> (Genesee, Seneca, Wyoming, Yates)	40.0	40.0	20.0

Source: American Community Survey 2006-2010

In every county in the region, a significant number of senior households does not have a car. This may lead to isolation, particularly in areas where homes are far apart and/or not served by public transit and where even options for pedestrians may be limited.

<b>No Vehicle Households 65+</b> <b>2010</b>									
	Genesee	Livingston	Monroe	Ontario	Orleans	Seneca	Wayne	Wyoming	Yates
No Vehicle Senior Households	714	595	16,367	1,182	389	269	814	346	208
No Vehicle Senior Households as Percent of All Households 65+	11.8	10.3	24.4	11.1	9.7	7.7	9.8	9.1	7.8
No Vehicle Senior Households as Percent of All County Households	3.0	2.5	5.6	2.8	2.5	2.1	2.2	2.2	2.2

Source: American Community Survey 2006-2010

Seniors with disabilities are distributed throughout our region and present challenges to mobility. The U.S. Census asks people if they have a disability in six categories: *vision* (blind or serious difficulty seeing even when wearing glasses); *cognitive* (difficulty concentrating, remembering, or making decisions because of a physical, mental, or emotional condition); *ambulatory* (serious difficulty walking or climbing stairs); *self-care* (difficulty dressing or bathing); *independent living* (difficulty doing errands alone, such as visiting a doctor's office or shopping); and *hearing* (deaf or serious difficulty hearing). In 2010, 37.2 percent of all Americans ages 65 and older reported a disability.

In the Genesee-Finger Lakes region, 33.4 percent of seniors report at least one disability. Persons with a vision, cognitive, ambulatory, self-care, or independent living disability may require specialized transportation services to remain mobile.

<b>Percent of Population 65+ with Disabilities that May Affect Mobility</b> <b>2010</b>										
	Genesee	Livingston	Monroe	Ontario	Orleans	Seneca	Wayne	Wyoming	Yates	REGION
Seniors Reporting One or More Types of Disability	38.2	35.4	32.3	34.8	33.4	40.5	34.7	30.5	33.5	33.4
Vision	5.4	4.4	4.6	4.3	5.7	6.3	4.9	4.8	6.0	4.8
Cognitive	9.7	9.0	7.3	7.6	7.5	14.9	7.8	7.5	10.8	7.9
Ambulatory	25.3	20.4	20.9	21.9	19.1	27.9	21.2	15.4	21.3	21.2
Self-Care	8.9	6.8	6.7	5.5	5.6	12.0	6.6	6.7	9.0	6.9
Independent Living	19.0	15.5	14.6	12.0	12.7	17.7	12.1	13.2	14.1	14.4

Source: American Community Survey 2008-2010



A number of seniors with disabilities are poor. If seniors are unable to drive themselves or even own a car, and affordable transportation options are unavailable, they may become isolated, which, in turn, can lead to even greater health problems.

<b>Percent of Population 65+ with a Physical Disability and Income Below Poverty Level</b>									
Genesee	Livingston	Monroe	Ontario	Orleans	Seneca	Wayne	Wyoming	Yates	REGION
1.5	3.6	2.1	2.8	2.7	4.3	2.9	1.7	1.5	2.4

Source: American Community Survey 2005-2007

Over a quarter of all seniors in each county in the region live alone, and may or may not have families or others to assist them when necessary.

<b>Persons 65+ Living Alone 2010</b>										
	Genesee	Livingston	Monroe	Ontario	Orleans	Seneca	Wayne	Wyoming	Yates	REGION
<b>Total</b>	2,749	2,337	30,183	3,578	1,704	1,387	3,413	1,556	1,034	47,041
<b>% of all Seniors</b>	29.3	26.0	29.1	21.5	27.6	25.3	25.5	27.2	24.5	27.6

Source: American Community Survey 2006-2010

In order to try to get a sense of where the greatest mobility challenges for seniors may be geographically within our region, the following table summarizes many of the characteristics of our senior population by counties that are grouped, generally, according to their population density and distance from the region's urbanized core.

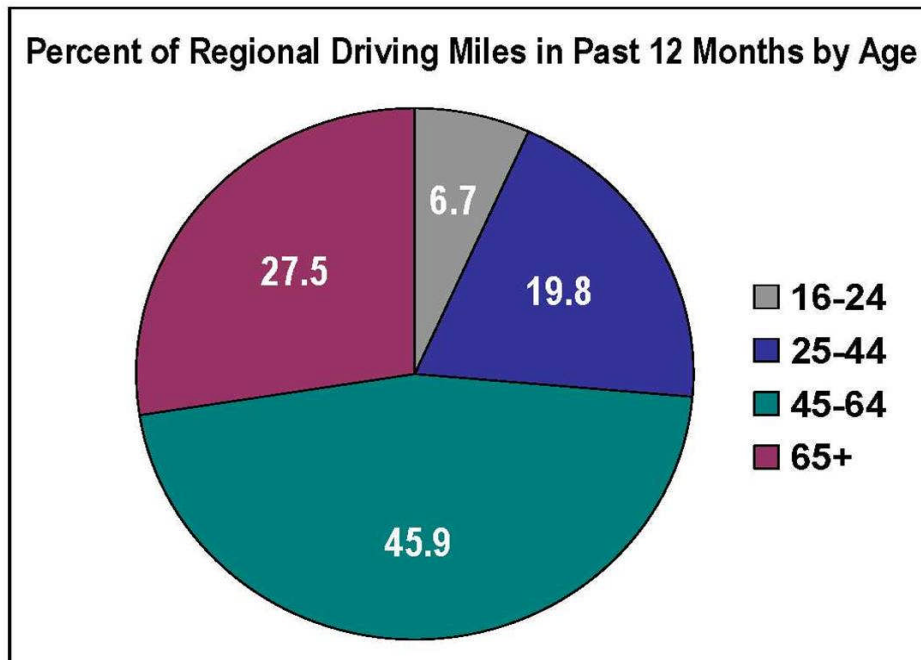
<b>Selected Characteristics of Population 65+ by County Group</b>				
	Percent of Persons 65+ Living Alone	Percent of Households 65+ with No Vehicle	Percent of Persons 65+ Reporting One or More Types of Disability	Percent of Persons 65+ with Any Disability and Income Below Poverty Level
<b>Monroe County</b>	29.1	24.4	32.3	2.1
<b>Other Metro Area Counties</b> (Livingston, Ontario, Orleans, Wayne)	24.4	10.3	34.7	3.0
<b>Non-Metro Counties</b> (Genesee, Seneca, Wyoming, Yates)	27.1	9.9	36.1	2.2

Sources: American Community Survey

This table is at best a rough approximation of current conditions. For example, many seniors in rural counties live in villages and other population centers, and seniors in all areas may be minorities or immigrants. These population subgroups and others may exhibit different behaviors and have different needs than the general county population. In fact, the relatively small variation among data for the different groupings in the table suggests that further study at the individual county level is in order.

## Senior Travel Patterns

Senior drivers in our region are quite mobile, traveling more miles by car each year than any other age group except people in their mid- to late-career years.



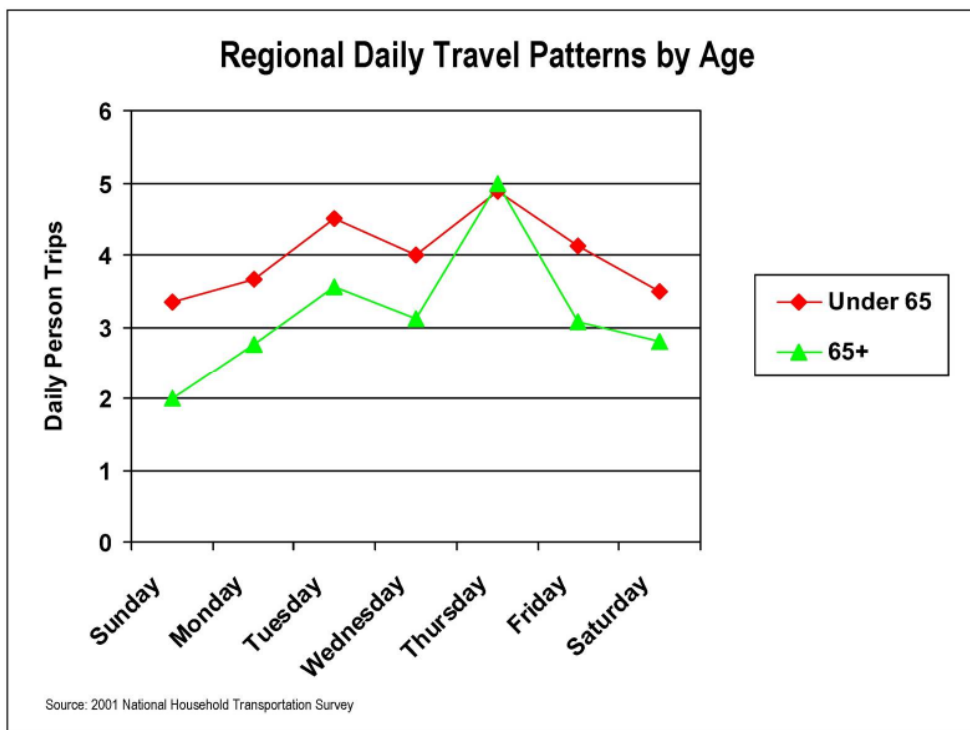
Source: 2009 National Household Travel Survey

Not surprisingly, most trips that seniors make are for social purposes or for personal and family business.

<b>Regional Daily Person Trips by Age and Purpose (%)</b>					
<b>Age</b>	<b>Purpose of Trip</b>				
	<b>Earning a Living</b>	<b>Family &amp; Personal Business</b>	<b>School / Church</b>	<b>Social &amp; Recreation</b>	<b>Other</b>
<b>All</b>	18.1	48.9	8.9	23.1	0.9
<b>Under 16</b>	0.0	23.7	44.6	28.9	2.8
<b>16-24</b>	21.2	24.4	19.2	33.7	1.5
<b>25-44</b>	30.7	41.3	4.3	22.6	1.1
<b>45-64</b>	23.5	52.4	3.2	20.3	0.6
<b>65+</b>	3.7	67.7	4.2	23.6	0.8

Source: 2009 National Household Travel Survey

Seniors travel patterns mirror those of the younger population, suggesting that seniors are, for the most part, independent and fully engaged in family, social, and community life.



Our seniors get to where they want to go almost exclusively by car. This, too, is not surprising. Baby boomers essentially built the car-dependent suburb. Most services are too far apart to walk, and most seniors rarely consider using public transportation.

Regional Daily Person Trips by Age and Mode (%)						
Age	Mode of Transportation					
	Private Vehicle	Walk	Public Bus	Bicycle	School Bus	Other
All	87.5	7.2	0.2	0.7	3.2	1.2
Under 16	60.8	9.4	0.7	2.1	26.4	0.6
16-24	83.7	7.9	0.3	1.1	6.0	1.0
25-44	89.1	6.8	0.1	1.2	0.0	2.8
45-64	90.3	8.0	0.3	0.3	0.2	0.9
65+	94.5	4.2	0.0	0.4	0.0	0.9

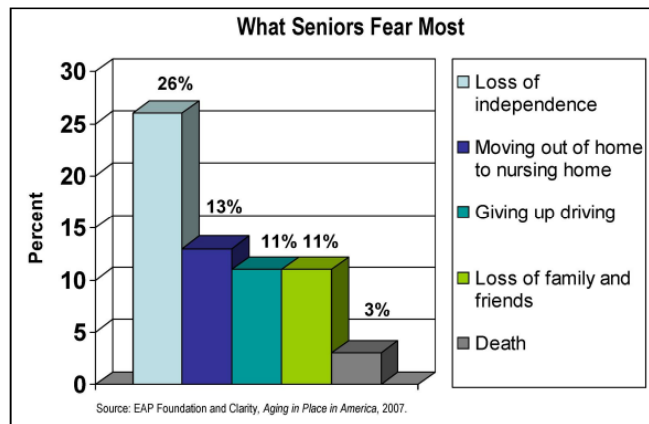
Source: 2009 National Household Travel Survey

Despite the expected higher rates of driving by seniors and the baby boomers' love affair with cars, the sheer magnitude of the senior population increase means that the number of seniors needing alternative modes of transportation will almost certainly increase as well.

## Our Challenge

Few things are more important to seniors than remaining independent, aging in place, and being able to drive as long as possible. These, in a nutshell, are likely to be the biggest public policy issues facing our society of aging baby boomers in coming decades.

Our region's challenge to helping people remain mobile as they age has two related aspects: in the urbanized portion of our region, we have to figure out how meet the new and growing demands for transportation infrastructure and services; in other areas, we have to figure out how to match transportation services to smaller populations that are more spread out and therefore more difficult and expensive to serve.



## What GTC is Doing

The Genesee Transportation Council oversees transportation planning and investment in our region.

Our Long Range Transportation Plan guides transportation investment decisions in response to the region's shifting demographics and their implications for transportation programs and services.

GTC guides several specific initiatives which provide mobility benefits to all residents, including seniors.

GTC helps local governments plan and fund: improvements in driver safety, roadways, and intersections; better signage and better placement of signage; improved lighting and signals; coordination between transportation services; pedestrian options; and the increased use of Intelligent Transportation Systems. We work closely with New York State on the design, operation, and maintenance of state-owned roads and bridges, and we assist public transportation providers enhance the quality of transit service.

We are also a leader in helping communities integrate transportation planning with land use planning. GTC-funded plans are helping communities throughout the region maintain their traditional neighborhood structure, increase walkability and connectivity, encourage aging in place, and plan for mixed-use and transit-supportive development.

A forthcoming *Regional Mobility Management Business Plan*, funded by GTC, will develop a regional framework for personal mobility for seniors and others.

The Genesee Transportation Council believes that everyone has the right to mobility. GTC is committed to supporting efforts to plan and implement strategies for greater mobility for all people.

## Appendix 1 — Additional Data

County Population 65+ by Age Group and Percent of Total Population 2010 - 2035			
County	2010	2020	2035
GENESEE			
Total Population	60,079	59,129	55,746
65-74	4,782	6,107	6,215
75-84	3,121	3,434	4,960
85+	1,487	1,428	1,780
% 65-74	8.0%	10.3%	11.1%
% 75-84	5.2%	5.8%	8.9%
% 85+	2.5%	2.4%	3.2%
LIVINGSTON			
Total Population	65,393	64,580	63,084
65-74	4,729	6,326	6,354
75-84	2,968	2,845	4,089
85+	1,288	1,101	1,239
% 65-74	7.2%	9.8%	10.1%
% 75-84	4.6%	4.4%	6.5%
% 85+	2.0%	1.7%	2.0%
MONROE			
Total Population	744,344	743,684	721,848
65-74	52,071	72,865	68,639
75-84	34,079	37,197	54,317
85+	17,444	17,896	23,311
% 65-74	7.0%	9.8%	9.5%
% 75-84	4.5%	5.0%	7.5%
% 85+	2.3%	2.4%	3.2%
ONTARIO			
Total Population	107,931	111,494	115,165
65-74	8,835	12,008	12,357
75-84	5,212	5,652	8,231
85+	2,565	2,490	3,267
% 65-74	8.2%	10.8%	10.7%
% 75-84	4.8%	5.1%	7.1%
% 85+	2.4%	2.2%	2.8%

County Population 65+ by Age Group and Percent of Total Population 2010 - 2035			
County	2010	2020	2035
ORLEANS			
Total Population	42,883	41,722	37,871
65-74	3,346	4,420	4,195
75-84	1,978	2,326	3,301
85+	854	972	1,306
% 65-74	7.8%	10.6%	11.1%
% 75-84	4.6%	5.6%	8.7%
% 85+	2.0%	2.3%	3.4%
SENECA			
Total Population	35,251	34,167	31,131
65-74	2,829	4,338	4,306
75-84	1,861	1,953	3,258
85+	782	670	830
% 65-74	8.0%	12.7%	13.8%
% 75-84	5.2%	5.7%	10.5%
% 85+	2.2%	2.0%	2.7%
WAYNE			
Total Population	93,772	92,446	87,083
65-74	7,355	10,351	9,959
75-84	4,310	4,803	7,159
85+	1,698	1,685	2,225
% 65-74	7.8%	11.2%	11.4%
% 75-84	4.6%	5.2%	8.2%
% 85+	1.8%	1.8%	2.6%
WYOMING			
Total Population	42,155	40,384	36,079
65-74	3,206	4,569	4,579
75-84	1,760	1,989	2,930
85+	757	742	938
% 65-74	7.6%	11.3%	12.7%
% 75-84	4.1%	4.9%	8.1%
% 85+	1.8%	1.8%	2.6%

County Population 65+ by Age Group and Percent of Total Population 2010 - 2035			
County	2010	2020	2035
YATES			
Total Population	25,348	25,845	25,932
65-74	2,281	3,145	3,165
75-84	1,370	1,399	2,100
85+	565	645	852
% 65-74	9.0%	12.2%	12.2%
% 75-84	5.4%	5.4%	8.1%
% 85+	2.2%	2.5%	3.3%
REGION			
Total Population	1,217,156	1,213,460	1,173,939
65-74	89,434	124,129	119,769
75-84	56,659	60,199	90,345
85+	27,440	27,629	35,748
% 65-74	7.3%	10.2%	10.2%
% 75-84	4.7%	5.0%	7.7%
% 85+	2.3%	2.3%	3.0%

Source: 2010 U.S. Census; Cornell University Program on Applied Demographics

All population projections are extrapolations of historical data into the future. The farther one goes into the future, the more uncertain the projections become. The Cornell Applied Demographic Program population projections used in this report are based on a different methodology than those used by the Genesee Transportation Council in its Long Range Transportation Plan. Alternatives to the Cornell projections are not available at the county-level. However, both methodologies project that the number of seniors will increase both absolutely and as a percentage of the population in each of the nine counties over the next 20+ years.

Households 65+ by Income 2010				
	Median Income	% HH earning < \$25,000	% HH earning \$25-60,000	% HH earning \$60,000+
Genesee	\$30,018	41.9	42.1	16.0
Livingston	\$33,971	33.0	49.2	17.8
Monroe	\$34,710	34.9	40.0	25.1
Ontario	\$34,129	35.1	41.5	23.4
Orleans	\$29,092	45.5	34.7	19.8
Seneca	\$32,962	39.1	41.5	19.4
Wayne	\$31,435	38.1	41.8	20.1
Wyoming	\$32,487	40.5	37.4	22.1
Yates	\$37,151	36.4	37.0	26.6
USA	\$33,906	37.3	36.6	26.1

Source: American Community Survey 2006-2010



## Appendix 2



### Creating Age Friendly Environments

A resource for developers, designers, engineers, project managers, planners and architects.

#### Background

There is growing recognition across all spheres of government that the ageing of Australia's population will necessitate many policy and planning shifts. Creating age friendly environments is about future proofing our infrastructure and it has to be done now to support the anticipated demographic changes as we approach 2030 when twenty-five percent of the population will be aged 65 and over.

Age friendly design supports active living, good health and social connectedness for all ages. For example, well lit and maintained public spaces are welcoming, promote safety and encourage more active lifestyles; transport that is accessible allows all people, young and old, to remain linked to social networks, services and employment; and something as basic as a well maintained footpath can promote prolonged mobility for older people (*Checklist of Essential Features of Age-friendly Cities*: World Health Organisation).

*"One of the determinants of active ageing is the physical environment."*

World Health Organisation

A holistic approach to planning for an ageing population through good urban planning and design, housing design and transport will contribute to the mobility, participation, social inclusion and well being of people of all ages and abilities.

When buying or building a new home consumers are starting to think about age friendly design- Will my parents be able to visit and stay? Will I be able to stay here as I age? According to the ABS 41% of 65-69 year olds and 92% of those aged 90 years and over reported some kind of disability<sup>1</sup>. That is why it is becoming increasingly important to design homes and public spaces that are accessible or can easily be adapted if and when the need arises.

Three key areas that need to be addressed in bringing about Age Friendly Environments are **Transport, Urban Planning and Design** and **Housing**. COTA NSW and our partners<sup>2</sup> have assembled this fact sheet to pull together the available resources in these three key areas to bring this scenario into sharper focus.

Please contact us if you need help in accessing age friendly resources or to share your insights on creating age friendly environments.

A Call to Action for developers, designers, engineers, project managers, planners and architects to utilise existing resources and consider the merits of creating age friendly environments now.

#### TRANSPORT

Transport that is accessible allows all people to remain linked in with social networks, services and employment. Transport is the linchpin of holistic planning, an essential ingredient of social inclusion and an enabler connecting communities to housing, health, social activities and employment. This is

<sup>1</sup> 4430.0 - Disability, Ageing and Carers, Australia: Summary of Findings, 2003

<sup>2</sup> COTA NSW's Age Friendly Environments Working Group has representatives from Faculty of the Built Environment, UNSW, NRMA, Local Government and Shires Associations, Alzheimer's Australia NSW, Benevolent Society Apartments for Life, Independent Living Centre NSW, Housing NSW, Waverly Council, Marrickville Council, Sydney City Council, Wyong Shire Council, People with Disabilities, the Australian Domestic and Family Violence Clearinghouse and consumers.

acknowledged in the inclusion of Disability Standards for Access to Public Transport in the Australian Government's Disability Discrimination Act, which provides time frames for progressive improvement in accessibility of public transport conveyances, infrastructure and premises. These are currently under review.

Integrating reliable, safe and accessible public, private and community transport is essential to developing liveable and sustainable communities.

The challenges in transport planning in metropolitan, regional, rural and remote areas including considering space for mobility scooters, accessible transport and safety standards, and the integration of public, community and private transport.

#### Links

Western Sydney Community Forum Transport Development Project

[www.wscf.org.au/index.php/home/western\\_sydney\\_regional\\_transport\\_development\\_project](http://www.wscf.org.au/index.php/home/western_sydney_regional_transport_development_project)

Community Transport Organisation [www.cto.org.au/](http://www.cto.org.au/)

Planning Institute of Australia Transport Planning Chapter

[www.planning.org.au/index.php?option=com\\_content&task=view&id=218&Itemid=209](http://www.planning.org.au/index.php?option=com_content&task=view&id=218&Itemid=209)

Transport planning in NSW [www.transport.nsw.gov.au/abouttrans/planners.html](http://www.transport.nsw.gov.au/abouttrans/planners.html)

Active Transport Planners Toolkit [www.transport.nsw.gov.au/abouttrans/planners-toolkit.html](http://www.transport.nsw.gov.au/abouttrans/planners-toolkit.html)

Planning guidelines for walking and cycling

[www.planning.nsw.gov.au/plansforaction/pdf/guide\\_pages.pdf](http://www.planning.nsw.gov.au/plansforaction/pdf/guide_pages.pdf)

How to prepare a pedestrian access and mobility plan

[www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/mobility-plan\\_how-to.pdf](http://www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/mobility-plan_how-to.pdf)

Promoting Active Transport [www.nphp.gov.au/publications/sigpah/active.pdf](http://www.nphp.gov.au/publications/sigpah/active.pdf)

Transport Data Centre [www.transport.nsw.gov.au/tdc/](http://www.transport.nsw.gov.au/tdc/)

Austroads [www.austroads.com.au/](http://www.austroads.com.au/)

Country Transport Resources Link [www.transport.nsw.gov.au/countryresource/](http://www.transport.nsw.gov.au/countryresource/)

Local and Community Transport [www.transport.nsw.gov.au/lact/](http://www.transport.nsw.gov.au/lact/)

#### URBAN PLANNING & DESIGN

The World Health Organisation has developed excellent resources; they include the Global Age Friendly Cities Guide and the Checklist of Essential Features of Age-friendly Cities.

The World Health Organisation's *Checklist of Essential Features of Age-friendly Cities* states that footpaths should be 'well maintained, free of obstructions and reserved for pedestrians' as well as 'non-slip and wide enough for wheel chairs'<sup>3</sup>. Whether in a large city or a small country town these standards promote prolonged mobility for older people. Well lit and maintained public spaces are welcoming and promote safety and opportunities for active lifestyles

*Missed Business* is a guide developed by the Australian Human Rights Commission and Marrickville Council. It aims to provide small businesses with information on how they can make their businesses more accessible to all their customers, particularly people with disabilities.

<sup>3</sup> World Health Organisation, 2007, *Checklist of Essential Features of Age-friendly Cities*.

The Draft Access to Premises Standard has elevated the bar around accessible buildings as a result of the recent *Access all Areas* report.

The Premier's Council for Active Living (PCAL) aims to build and strengthen the physical and social environments in which communities engage in active living. The PCAL website offers a range of useful resources including evidence papers, planning and design guidelines.

The Australian Government's *Healthy Spaces and Places* planning principles, in partnership with Australian Local Government Association (ALGA) has great potential to deliver social, economic and health returns through better planning of our built environments

#### Links

Age Friendly Cities Guide

[www.who.int/ageing/publications/Global\\_age\\_friendly\\_cities\\_Guide\\_English.pdf](http://www.who.int/ageing/publications/Global_age_friendly_cities_Guide_English.pdf)

Age Friendly Cities Checklist [www.who.int/ageing/publications/Age\\_friendly\\_cities\\_checklist.pdf](http://www.who.int/ageing/publications/Age_friendly_cities_checklist.pdf)

Designing an Age Friendly Public Domain [www.ifa-fiv.org/attachments/192\\_John%20Evernden%20-%20Age%20Friendly%20Domain.pdf](http://www.ifa-fiv.org/attachments/192_John%20Evernden%20-%20Age%20Friendly%20Domain.pdf)

Missed Business

[www.humanrights.gov.au/disability\\_rights/buildings/missed\\_business/downloads/missedbusiness\\_generic.pdf](http://www.humanrights.gov.au/disability_rights/buildings/missed_business/downloads/missedbusiness_generic.pdf)

Draft Access to premises Standard [www.ag.gov.au/premisesstandards](http://www.ag.gov.au/premisesstandards)

Access All Areas Report

[www.aph.gov.au/House/committee/laca/disabilitystandards/report/Full\\_Report.pdf](http://www.aph.gov.au/House/committee/laca/disabilitystandards/report/Full_Report.pdf)

PCAL resources [www.pcal.nsw.gov.au/resources](http://www.pcal.nsw.gov.au/resources)

PCAL Evidence papers [www.pcal.nsw.gov.au/resources/evidence\\_papers](http://www.pcal.nsw.gov.au/resources/evidence_papers)

Planning and design guidelines [www.pcal.nsw.gov.au/planning\\_and\\_design\\_guidelines](http://www.pcal.nsw.gov.au/planning_and_design_guidelines)

Healthy Spaces [www.healthypaces.org.au/site/index.php](http://www.healthypaces.org.au/site/index.php)

Age Friendly Built Environments

[www.alga.asn.au/policy/healthAgeing/ageing/resources/publications/Agfriendly\\_built\\_environment\\_paper.pdf](http://www.alga.asn.au/policy/healthAgeing/ageing/resources/publications/Agfriendly_built_environment_paper.pdf)

Street Design Guidelines [www.landcom.com/downloads/file/forpartners/StreetDesignGuidelines.pdf](http://www.landcom.com/downloads/file/forpartners/StreetDesignGuidelines.pdf)

Built Form Design Guidelines

[www.landcom.com.au/downloads/uploaded/FINAL\\_Built\\_Form\\_Design\\_Guidelines\\_Fact\\_Sheet\(2\)\\_1342\\_796c.pdf](http://www.landcom.com.au/downloads/uploaded/FINAL_Built_Form_Design_Guidelines_Fact_Sheet(2)_1342_796c.pdf)

Open Space Design Guidelines

[www.landcom.com.au/downloads/uploaded/FINAL\\_Open%20Space%20Design%20Guidelines%20Fact%20Sheet\\_c5db\\_267d.pdf](http://www.landcom.com.au/downloads/uploaded/FINAL_Open%20Space%20Design%20Guidelines%20Fact%20Sheet_c5db_267d.pdf)

#### HOUSING

Older people value housing that allows them to age in place and remain in familiar environments. Applying accessible design principles to the design of buildings and public spaces at the start will be far more cost effective than retrofitting.

Cambridge University (UK) Engineering Design Centre has developed the 'Inclusive Design Toolkit'. The web version includes a section on user capabilities which shows how the population data and design guidance for each capability should be interpreted. The Australian Local Government

Association (ALGA) has also produced a suite of resources for local councils in age friendly planning and design.

#### Links

Inclusive Design Toolkit [www.inclusivedesigntoolkit.com/betterdesign/usercap/](http://www.inclusivedesigntoolkit.com/betterdesign/usercap/)

Inclusive Design [www-edc.eng.cam.ac.uk/research/inclusivedesign/](http://www-edc.eng.cam.ac.uk/research/inclusivedesign/)

Ageing in Place – Implications for Local Government

[www.alga.asn.au/policy/healthAgeing/ageing/resources/publications/AgeingInPlace.pdf](http://www.alga.asn.au/policy/healthAgeing/ageing/resources/publications/AgeingInPlace.pdf)

NSW Housing Code

[www.planning.nsw.gov.au/PlanningSystem/ImprovingthePlanningSystem/NSWHousingCode/tabid/102/Default.aspx](http://www.planning.nsw.gov.au/PlanningSystem/ImprovingthePlanningSystem/NSWHousingCode/tabid/102/Default.aspx)

#### Home Modifications

Ageing in place has implications for accessibility in the home, at some point people need to consider whether modifying their home is better than moving to a more accessible space. A good starting point for home modification and downsizing is the Home Modifications Clearinghouse with a central repository and range of resources and publications.

#### Links

Modify or Move [www.homemods.info/files/2008\\_Modify%20or%20Move\\_Final.pdf](http://www.homemods.info/files/2008_Modify%20or%20Move_Final.pdf)

Home Modifications Fact Sheet [www.homemods.info/files/HACChomemodsfactsheet.pdf](http://www.homemods.info/files/HACChomemodsfactsheet.pdf)

Home Modifications Library Resource [www.homemods.info/resource/bibliography](http://www.homemods.info/resource/bibliography)

Home Modifications and Maintenance

[www.agedcareaustralia.gov.au/internet/agedcare/Publishing.nsf/Content/Home%20modifications%20and%20maintenance-1](http://www.agedcareaustralia.gov.au/internet/agedcare/Publishing.nsf/Content/Home%20modifications%20and%20maintenance-1)

#### Universal Design

The principles embodied in the Landcom Universal Design Guidelines for new land release packages are paramount. They include 12 Design Guidelines (spatial and structural) that should be utilised.

The Housing NSW **Design Requirements** ensure the integration of universal design aspects to meet the needs of older people.

The NSW State Environmental Planning Policy (SEPP) for housing for seniors or people with a disability has been enhanced with SEPP 65 aiming to improve the design quality of residential flat development.

#### Links

Landcom Universal Design Guidelines

[www.landcom.com.au/downloads/uploaded/FINAL\\_Universal%20Housing%20Design%20Guidelines%20Fact%20Sheet\\_6507\\_740d.pdf](http://www.landcom.com.au/downloads/uploaded/FINAL_Universal%20Housing%20Design%20Guidelines%20Fact%20Sheet_6507_740d.pdf)

Housing NSW Design Requirements [www.housing.nsw.gov.au/NR/rdonlyres/8F0943B7-7DE4-4518-BE40-972CB8C2924C/0/DesignRequirementsV6x2x5ipJul09.pdf](http://www.housing.nsw.gov.au/NR/rdonlyres/8F0943B7-7DE4-4518-BE40-972CB8C2924C/0/DesignRequirementsV6x2x5ipJul09.pdf)

SEPP 65 [www.planning.nsw.gov.au/Programsservices/DesignQualityProgram/tabid/123/Default.aspx](http://www.planning.nsw.gov.au/Programsservices/DesignQualityProgram/tabid/123/Default.aspx)

Case studies in residential flat buildings [www.patternbook.nsw.gov.au/](http://www.patternbook.nsw.gov.au/)

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## **About GTC**

The Genesee Transportation Council (GTC) guides transportation planning in the Genesee-Finger Lakes Region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties.

By federal law, every urbanized area of the country with over 50,000 people must have a formal planning organization for transportation. The Genesee Transportation Council fills that role in our region. GTC is authorized to conduct transportation planning and oversee transportation investment.

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs activities, whether those programs and activities are federally funded or not.

## **Contact GTC**

If you have any questions or comments regarding this document, please contact the Genesee Transportation Council:

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