

[TOD DESIGNING S FOR IVERSITY]



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[Designing TODs for Diversity]

You know that old trees just grow stronger, and
old rivers grow wilder every day,
but old people just grow lonesome, waiting for
someone to say hello in there . . . hello.”

“Hello in there” John Prine

Designing TODs for Diversity



- AARP and Livable Communities
- Aging Demographics
- Mobility and Community Engagement
- TOD Design
- The Prospects for Inclusive Design

[AARP and Livable Communities]

- AARP is a nonprofit, nonpartisan membership organization that helps people 50+ have independence, choice, and control in ways that are beneficial and affordable to them and society as a whole.
- AARP—rebranding a notable brand

[AARP and Livable Communities]

- Social Impact Agenda
 - Ten-year strategic plan
 - I. Economic Security (e.g., Social Security Reform)
 - II. Health and Supportive Services (e.g., Medicare, part D)
 - III. Livable Communities (e.g., housing and transportation)

Moving Beyond “Living Behind the Geraniums”

- *Livable Community*-a place that has affordable and appropriate housing, supportive community services, and adequate mobility options, which together facilitate personal independence and engagement of residents in civic and social life.

[Aging Demographics]

- 65+ population
 - 35 million in 2000 (actual)
 - 71 million in 2030 (projected)

- 50+ population
 - 87 million in 2005 (estimated)
 - 155 million in 2050 (projected)

[Aging Demographics]

- Baby Boomers (1946-64)
 - @ 78 million
 - Leading Edge (1946-1955 [june 30])
 - Following Edge (1955-1964 [july 1])

Important Regional Variations-

In 1990s, all but 11 of 318 metropolitan areas saw increase in 65+ population

[Aging Demographics]

- Challenges to Successful Aging
 - Individual
 - Declining health, eyesight, physical and mental abilities
 - Concern over driving safety—27.3 million 65+ in 2000
65.4 million 65+ in 2030
 - Ceasing driving (more than 1 in 5 Americans over 65 do not drive)
 - Built Environment
 - Auto-centered landscape
 - Geographically expansive
 - Lack of alternate modes-facilities and services
 - Segregated Land Uses-Regulation that encourages separation

Mobility & Community Engagement

Most Persons 50+ Are Drivers, but Driving Decreases After 75

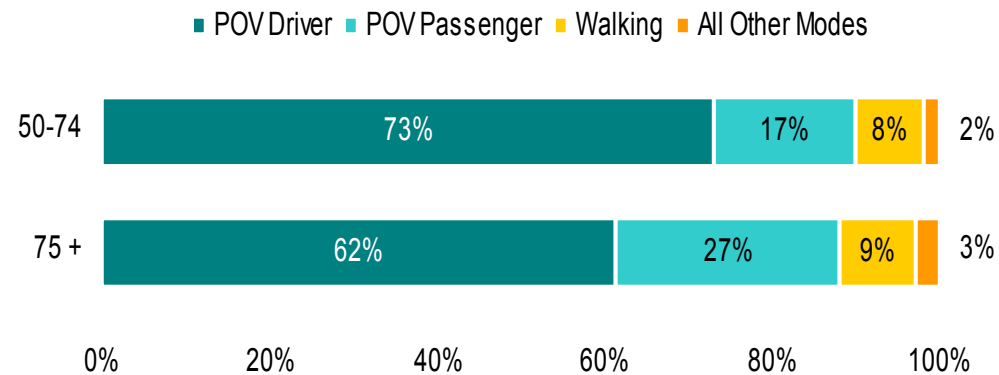
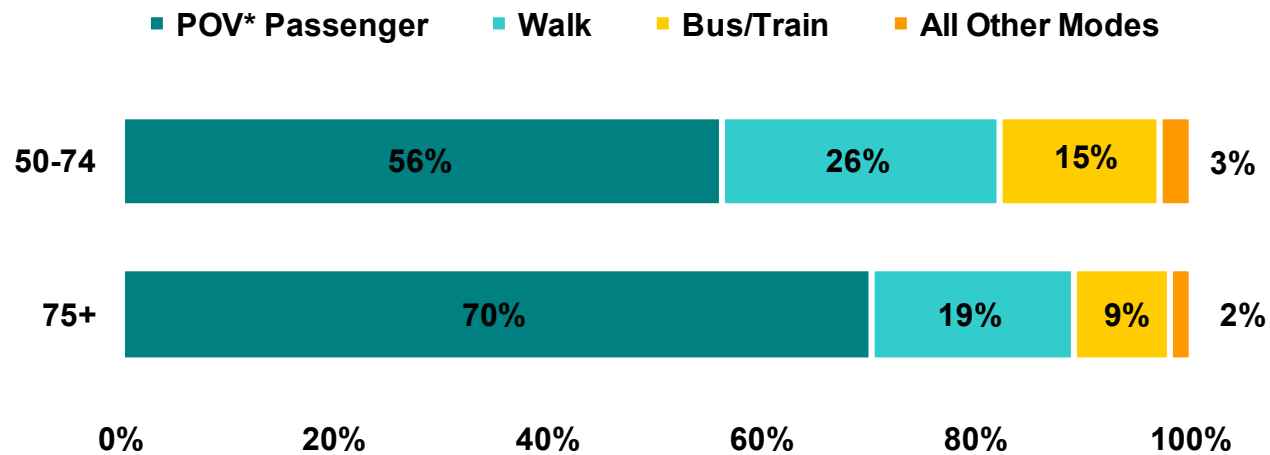


FIGURE 19 Most Age 50+ Drive, Decrease Post-75

Source: *Livable Communities*, AARP

Mobility & Community Engagement

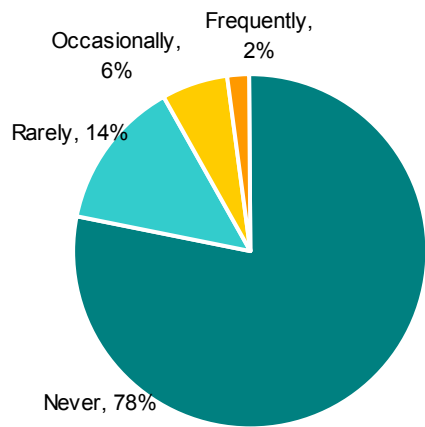
FIGURE 21 ; Nondrivers, Especially those 75 and Older, Make Most of Their Trips as Passengers in Automobiles



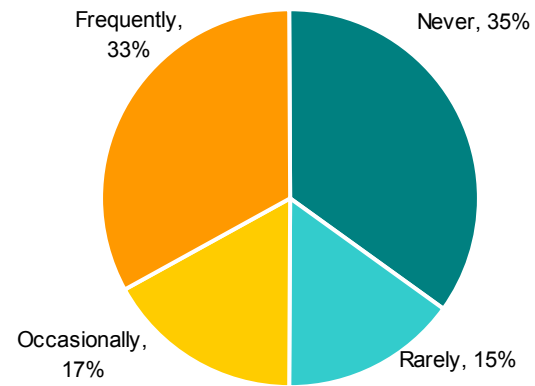
Source: *Livable Communities*, AARP

Mobility & Community Engagement

Nondrivers Miss Doing Something They Wanted to Do Much More Often Than Drivers



Drivers missing something due to lack of transportation

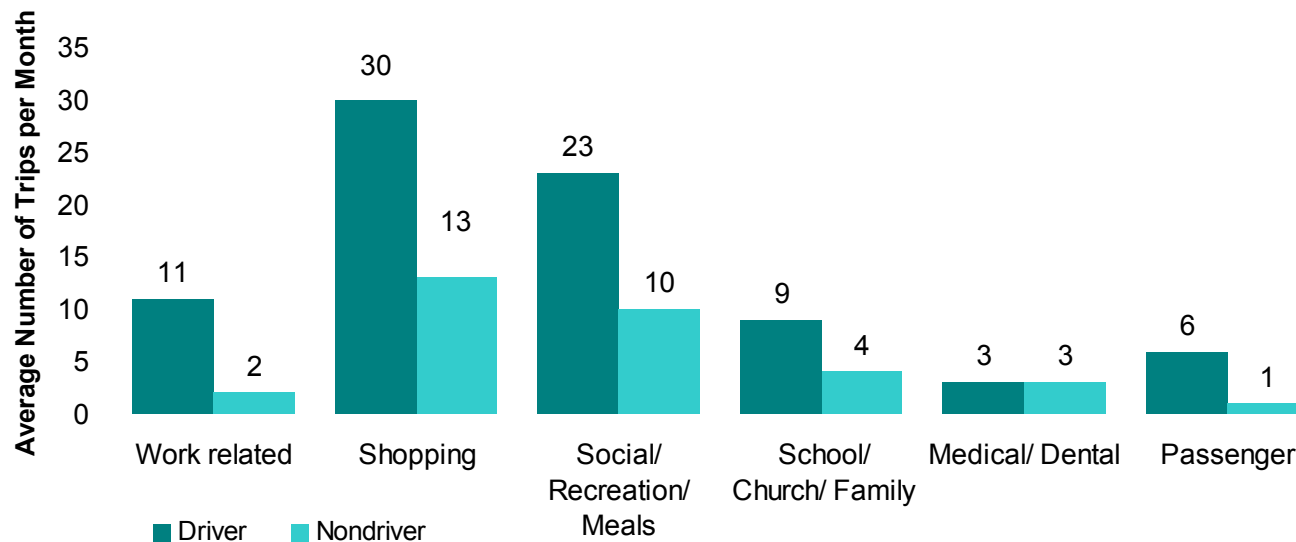


Nondrivers missing something due to lack of transportation

Source: *Livable Communities, AARP*

Mobility & Community Engagement

FIGURE 23: Only for Medical and Dental Visits Do Nondrivers Age 50 and Older Make as Many Trips as Drivers



Source: *Livable Communities*, AARP

Mobility & Community Engagement

- *Livable Communities: Creating Environments for Successful Aging Recommendations*
 - Expand housing affordability, types, and designs
 - Strengthen safety and security
 - Improve Travel Environment
 - Enhance Mobility Options

[TOD Design]

- TODs are a strategy for achieving these Livable Community goals

TOD Variables

Distance

Density

Diversity

Design

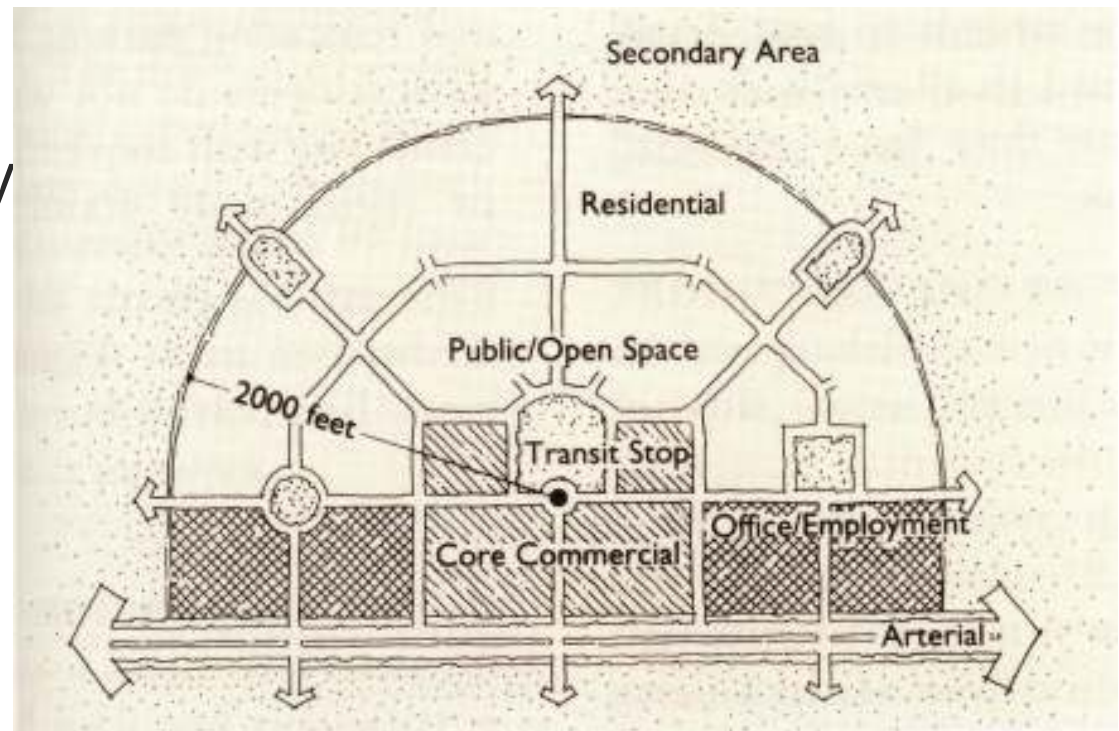


Diagram by Calthrope Associates
Source: *Developing Around Transit*, ULI

[TOD Design]

- TODs represent a significant alternative to the land use patterns recommended by many planners for much of the 20th century
- Focus on mixed uses and density provides “eyes on the streets” and reduces need for auto-travel in an era of increasing congestion

[TOD Design]

- Build Around Transit



[TOD Design]

- Mix Uses



[TOD Design]

- Create Place Identity



[TOD Design

- Accommodate Pedestrians and Bicycles



[TOD Design]

- Build Pedestrian Facilities



[TOD Design]

- Make Transit Attractive



[TOD Design]

- Respond to Market Opportunities



[TOD Design]

- Blend Parking Facilities



[TOD Design]

- Design for Pedestrian Scale and Construct Soft Spaces



[TOD Design]

- Provide family of transportation services



[TOD Design]

- Employ *Universal Design* principles
 - Equitable Use
 - Flexibility in Use
 - Simple and Intuitive
 - Perceptible
 - Tolerance for error
 - Low Physical Effort
 - Size and Space for Approach and Use

[TOD Design]

- Enhance Way-finding



[TOD Design]

- Accommodate Wide Range of Abilities and Preferences



[TOD Design]

- Construct No-step entrances



[TOD Design]

- Manage Elevations



[TOD Design]

- Develop Context-Sensitive Solutions



[TOD Design]

- Make people comfortable



[TOD Design]

- Provide opportunities for recreation



The Prospects for Inclusive Design

- Key fact-Land uses generate trips!
- Key Community Design Principles
 - Mix Land uses
 - Mix Housing types
 - Provide a family of transportation services and appropriate facilities
 - Consider all consumer segments/market niches
 - Employ Universal Design principles
 - Create Places-Architectural Scale and Design
 - Provide public uses and services

[The Prospects for Inclusive Design]

- Managing the TOD impulse
 - Urban Core (e.g., downtown, urban county)
 - Urban Fringe (e.g., edge city)
 - Suburban Realm (e.g., edgeless city)
 - Rural (e.g., town, rural)

The approach/plan/investment decision is based on local/regional decision-making

[The Prospects for Inclusive Design]

- Challenges
 - Market management
 - Open spaces
 - Mixing Creative Class and Older Americans
 - Teaching Drivers to Use Transit
 - Automobile means Independence?
 - Modifying the regulatory environment
 - How much density is too much?

The Prospects for Inclusive Design

- At the appropriate scale, TODs concentrate community assets
 - Retail goods and services
 - Housing
 - Civic, religious institutions
 - Knit together with physical infrastructure to accommodate all persons
 - Transportation services connect to other places (local and regional)

The Prospects for Inclusive Design

- Aging is a global phenomenon
 - In U.S., there is a growing recognition of problems in American metropolitan form
 - Boomers confronting isolation of their parents-How to age in place?
 - Boomers confronting their own aging-Are there places to age in?
 - Do boomers want to confront the same isolation that their parents confront?

The Prospects for Inclusive Design

- Enhancing mobility for **all Americans**, particularly as we cease driving (a natural stage in our life cycle)
- Coordinating and concentrating public/private resources
- Alleviating pressures on current transportation facilities
- Allowing housing options to “age in place”
- Strengthening social capital development
- Providing opportunities for increased engagement in civic life--in both the TOD and the broader community, linked through a family of transportation facilities and services

The Prospects for Inclusive Design



- Longevity Paradox
“Having invested so much to get people to live *longer*, we’ve barely given any thought to how we can help them to live *better*.”

- Joe Coughlin,
MIT AgeLab