



Pedestrians crossing 63rd Street at Lexington Avenue

07

PLANNING TOOLS - Smart Growth and Street Design



Zoning is an important planning tool which can be used to plan for the needs of older adults. In addition to zoning and legislation as planning tools, there are planning strategies such as smart growth, transit-oriented developments (TOD), complete streets, and universal design. Aging in place is a concept that gives older adults the ability to live in one's own home for as long as comfortably possible. It is connected to universal design principles, accommodating the needs of adults as well as any user. There is a growing desire among baby boomers and seniors to age successfully in their homes, where they are familiar with their surroundings and community. Aging in place, along with the incorporation of universal design and assistive technologies can lead to the elderly living a better life in their own environment.

Smart growth is a general term used to describe developments that conform to the surrounding land uses and neighborhood character, as well as minimize sprawl and rely on existing transportation infrastructure. Portland has designated a particular area in the city as an Urban Growth Boundary (UGB). This designation is a planning tool that originated in the 1970s in Oregon as a way to manage development. UGBs have helped to limit sprawl in the region.

The following case studies are examples of some localities that have gone beyond national guidelines and created policies in order to benefit the growing older adult population.

PORTLAND, OREGON

Smart Growth and Transit-Oriented Development (TOD)



IMAGE 21. Above garage Accessory Dwelling Unit (ADU). Image used with permission from the City of Portland, Bureau of Sustainability.

Smart Growth and Transit-Oriented Development in Portland Oregon focus on the use of smart growth which encourages the development of transit-oriented developments as a means to provide housing for older adults in areas that are closer in proximity to services and accessible transportation.

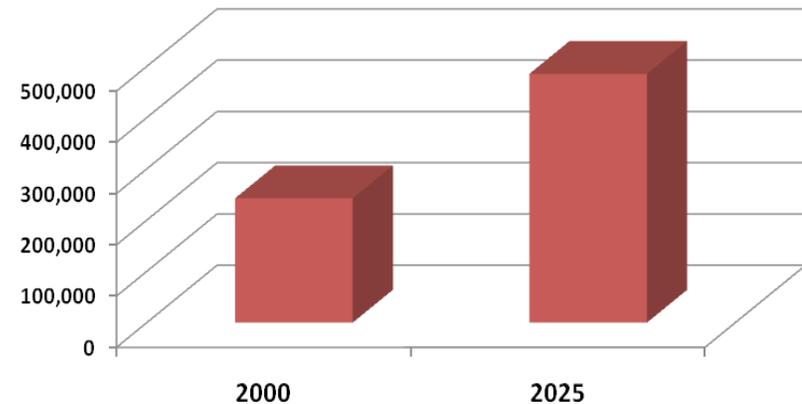
This case study relates to the *Age-Friendly NYC Issue 34* which states that the needs of older people should be incorporated into transportation and related planning efforts and *Age-Friendly NYC Initiative 22* that promotes development of and access to new models of housing that support aging in place.

BACKGROUND

The City of Portland, Oregon is shaped by the Willamette and

Columbia Rivers. The population of Portland is significantly smaller than New York City, totaling 529,121 per the 2000 Census. When the entire Portland Metropolitan Statistical Area (MSA) is taken into account, the population is close to 2,300,000.¹ According to the 2000 U.S. Census, the Portland MSA has 242,683 people over age 65. It is estimated that the senior population will more than double, and its share of the population will rise from approximately ten percent today to over 16 percent in 2025 (FIGURE 20).²

FIGURE 20: Elderly Population (65+) in Portland MSA



Source: Based on data released by Oregon Office of Economic Analysis/Washington State Office of Financial Analysis

The decision to adopt an Urban Growth Boundary or UGB (a regional boundary that manages development) in 1973 has shaped the city that Portland has become. Other policies have evolved from that decision, including transit-oriented developments, accessory dwelling units, active aging programs, as well as active senior not-for-profit organizations. Although Portland's policies, do not explicitly state the benefits for the elderly, the older population does inherently benefit from a compact, well-planned multi-modal city.

Portland, like many other cities, is planning for future growth. *Portland 2030: A Vision for the Future* was released in February 2008. It is the end product of a two-year long, city-supported, community led initiative to create a plan for Portland for the next 20

¹ United States Census Bureau, *Census 2000*.

² Vision PDX. *Portland 2030: A Vision for the Future*.

years.³ The plan covers issues such as sustainability, diversity, growth management, and aging.

This designation is a planning tool that originated in the 1970s in Oregon as a way to manage development. UGBs have helped to limit sprawl in the region.

FINDINGS

The UGB has moved many times since it was originally designated, as was the original intent. Although the UGB has been moved approximately 36 times since it was adopted in 1973, most of the moves were small, with the exception of a few large moves in 1998, 1999, 2002, and 2004. Every five years, Metro, the elected regional government responsible for managing the metropolitan Portland region's urban growth boundary, is required to conduct a review of the land supply and, if necessary, expand the boundary to meet the requirement.

Portland's UGB has worked by limiting sprawl and reducing the cost of urban services, and the UGB also assures agricultural uses outside the boundary, which enables farmers to make long term investments.⁴ The UGB also encourages the development of transit-oriented developments, which is discussed in the next case study.

PORTLAND, OREGON Russellville Park Transit-Oriented Development



IMAGE 22. Russell Park TOD and the MAX train that serves it. Image used with permission from the Metro Development Center, Portland, Oregon.

Russellville Park Transit-Oriented Development (TOD) in Portland Oregon focuses on TOD with a senior component that is deemed a success and benefits the elderly and the entire community.

This case study relates to the *Age-Friendly NYC Issue 34* which states that the needs of older people, such as accessible and affordable housing units for the elderly should be recognized and included into transportation and related planning efforts.

BACKGROUND

According to the 2000 Census, 529,121 people live in Portland, Oregon. Of that population, 11.6 percent (61,378) are 65 and over. The Portland metropolitan area has transportation services common to larger U.S. and European cities, with light rail, streetcars, buses, and walkable neighborhoods. Oregon was able to achieve its

³ PDX. *Portland 2030: A Vision for the Future*

⁴ Trimet. *Community Building Sourcebook, Land Use and Transportation Initiatives in Portland, Oregon.*

transportation network by emphasizing proactive land-use planning, establishing legislation, such as the urban growth boundary, and by establishing a Transit-Oriented Development program.⁵

The TOD program was codified in 1997 under Section 49 USC. The Federal Transit Administration Joint Development Policy and Threshold Criteria were published on March 14, 1997.⁶ Metro is the elected regional government for Portland's metropolitan area. It works with communities, businesses and residents to create a vibrant and sustainable region for all. According to Metro's TOD guidelines, a development project is considered a transit-oriented development if it is physically or functionally connected to transit and enhances the use of the public transportation system. It also should promote a walkable environment.⁷ There have been a number of sites developed as TODs. One of the developments, Russellville Park, was developed to include both market-rate rental housing, as well as senior independent living units and elderly assisted-living units.⁸

IMPLEMENTATION

Metro, Portland's regional government issued a Request for Proposal (RFP) in the late 1990s for the site near East Burnside Street and East 102nd Avenue. Russellville Park, which is located in the City of Portland's Gateway Plan District, is a TOD which was completed in three phases. The first phase produced market rate apartments, and the second and third phases produced both independent senior housing and assisted senior housing. The entire project took roughly ten years to complete.

The Gateway Plan District has been designated by Metro regional government as a regional center.⁹ The first vision for this district was adopted by an ordinance in January 1996 as part of the Outer Southeast Community Plan. In February 2000, a resolution was adopted as part of the Opportunity Gateway Concept Plan and Redevelopment Strategy.¹⁰ The vision, according to the plan, is that this district becomes the city center for East Portland. The zoning for

⁵ Metro, *Urban Growth Boundary*.

⁶ Metro, *Transit-Oriented Development Program Process and examples presentation*.

⁷ Ibid.

⁸ Marcello, *Case File Number LU 09-137349 DZM Two New Signs on Russellville Park West Building*.

⁹ Ibid.

¹⁰ Portland Bureau of Planning, *Gateway Regional Center: Report to Metro*.

the area promotes high density residential and mixed-uses.

The Eastside MAX Blue Line light rail train which runs along Burnside Avenue, was opened to the public in September 1986.¹¹ The East 102nd Avenue station is located steps from the Russellville Park development. According to the 2040 Metro plan, there is a plan in place encouraging certain types of development at different nodes along the MAX route (IMAGE 22).

FUNDING

The primary source of funding for Portland's TOD program is from the federal government distributed every two years via the Metropolitan Transportation Improvement Program (MTIP). The funds fall under the Regional Flexible Funds category along with bike trails, transit, and other projects. MTIP funding is exchanged with TriMet local funds in order to facilitate timely expenditure in a manner conducive to public/private partnership projects. Other funding sources to date have included CMAQ funds, direct FTA funds and earmarks, local government funds and interest earned. These local funds have included Metro general funds, local general funds, urban renewal funds, system development charge revenues, land sale proceeds, and business energy tax credits.¹²

FINDINGS

Russellville Park is located east of downtown Portland. The complex is located within steps of the Eastside MAX Blue Line at the East 102nd Avenue train station. If a person uses an assistive device, such as a walker or wheelchair, they are able to negotiate the trip from the housing complex to the MAX station because of the design of the complex and the train station. The station was constructed at grade, and sidewalks are provided for the entire stretch with the curb cuts aligned, making the station accessible.

Although Russellville Park was constructed as a TOD and is within one-quarter of a mile from the East 102nd Avenue station, many elderly tenants use public transportation infrequently. Based on results from a 2007 survey which were mailed to residents that lived within one-quarter of a mile from a MAX Line station, it was discovered that residents of Russellville Park had very different travel patterns

¹¹ TriMet, *East Side MAX Blue Line: the Banfield Light Rail Project*.

¹² Meganne Steele, Metro, Email Correspondance, 29 September 2009.

from the rest of the TOD residents.¹³ Despite the fact that the transit system is completely accessible, elderly residents made fewer trips than expected. According to the survey's results, Russellville Park residents made 2.9 total trips per household every two days. The mean number of total trips for all Eastside TODs, excluding Russellville Park was 5.3 trips.¹⁴ The residents are taken on MAX outings occasionally with a staff member from the housing complex. Some typical excursions include shopping, attending an event or simply traveling to another part of the city. Yet, for most appointments and shopping trips, if a resident of Russellville Park needs transportation, the complex can provide it. The complex owns two Lincoln Town Cars and two minibuses.¹⁵

Russellville Park is a TOD that provides residential living near accessible transportation. Although the mode share for the Russellville Park TOD is less than others along the MAX Blue Line, it is important to note that all the stations were built to be accessible to those that may need to use mobility devices. Seniors 65 and over, people on Medicare, or those with disabilities, pay the honored citizen fare, which costs less than half of a regular adult all-zone fare.¹⁶

The TOD review process involves comparing different types of developments that could be constructed at a particular site, which is known as the base case. The TOD case is determining how the site could be developed when considering public transportation. The next steps are to determine what the transit ridership will be, and how much revenue those riders will produce.¹⁷ Although the current inhabitants of Russellville Park do not use the MAX Blue Line to the same degree as residents of other TODs, the development has been deemed a success.¹⁸

NEW YORK CITY APPLICATIONS AND OPPORTUNITIES

New HUD and USDOT Sustainable Communities Regional Planning Grant

This unprecedented joint grant's purpose is to create a more holistic and integrated approach to housing, jobs and transportation. The total amount of the grant is approximately \$68 million and will support 62 local and regional partnerships across the United States. New York City will receive approximately \$1.5 million.¹⁹ Scoring well, which means meeting the goals of the program, would qualify the region for additional federal funding in the future.

New York City is part of the New York-Connecticut Sustainable Communities Consortium which includes the nine largest cities within its planning area. The Consortium will work together to develop livable communities and growth centers around existing and planned transit to enhance affordable housing efforts, reduce congestion, improve the environment and continue to expand economic opportunities. One of the goals of the Consortium is to link strategies, on a metropolitan scale, to develop mixed-income housing, employment and infrastructure in locations connected by the region's two commuter rail networks - the MTA Metro-North Railroad and the MTA Long Island Rail Road.²⁰ There are two projects that relate specifically to New York City. One involves developing a network of transit-oriented development projects along the Metro-North system and I-287 corridor, including projects at key nodes in New Haven, Bridgeport, Norwalk, Stamford, New Rochelle and the Bronx. The other project helps integrate housing, transportation and environmental policies along the Long Island Rail Road network which includes an interdisciplinary neighborhood planning initiative for East New York, Brooklyn.²¹

13 Dill. *Travel Choices at TODs: Survey Results from Portland's Eastside*.

14 Ibid.

15 Metro, *Transit-Oriented Development Program Process and examples presentation*.

16 TriMet, *Honored Citizen Fare*.

17 Metro, *Transit-Oriented Development Program Process and examples presentation*.

18 Meganne Steele, Metro, Telephone Interview, 29 September 2009.

19 U.S. Department of Housing and Urban Development (HUD). *HUDNo.10-242/HUD and DOT Award \$68 Million to Create Sustainable Livable Communities*, October 2010.

20 Regional Plan Association (RPA). *Building Sustainable Communities in the NY-CT Metropolitan Region*, 2010.

21 Ibid.

MASSACHUSETTS Complete Streets Policy



IMAGE 23. Example of a complete street, Beacon Street in Brookline, MA. Image used with permission from Bill Smith.

Complete Streets Policy in Massachusetts focuses on designing streets in a safe sustainable manner to provide for all roadway users, including bicyclists, pedestrians, transit riders and motorists.

The Complete Streets Policy addresses the challenge of street design in relation to safety, accessibility, and the creation of sustainable neighborhoods and is in alignment with *Initiative 31 of AgeFriendly NYC*.

BACKGROUND

The State of Massachusetts and the State of New York share many similar characteristics. Similar to New York City, the City of Boston has multi-modal public transportation options as well as connections to commuter rail lines which extend into the surrounding greater

metropolitan area (IMAGE 23). Additionally, both states have a growing aging population. According to the 2000 Census the City of Boston's total population is 589,141 people. The City of Boston's 65 and older segment totals 61,336, or approximately ten percent.²²

Massachusetts is one of four states (Oregon, Rhode Island, and New York are the others) that have laws requiring the State Department of Transportation to accommodate bicycles and pedestrians into the design and construction of every project. In New York State the Complete Streets bill was signed into law in August 2011. In Massachusetts, the bill was enacted as Massachusetts General Law Chapter 90E of the Acts of 1996.²³ The bill mostly addresses bicycle and pedestrian issues. Although specific concerns about the elderly are not mentioned, they would benefit. In subsequent years, there has been a greater emphasis on alternative modes of transportation and to create environments suited for safe bicycling and walking regardless of age and ability.

The National Complete Streets program has been attempting to change planning policy at all levels of government for a number of years.²⁴ Since its inception, municipalities have recognized the Complete Streets policy recommendations and have since adopted a new protocol for examining new developments which are inclusive to cyclists and pedestrians.

The Complete Streets policy has been gaining national attention, which increased when the House and Senate co-sponsored The Complete Streets Act of 2009. Both S.584 and H.R.1443 have been introduced in their respective chambers and both bills have been referred to subcommittees for further examination. The Senate Environment and Public Works Committee, and the House Transportation and Infrastructure Subcommittee on Highways and Transit are responsible for the bills moving forward at this point.²⁵ Despite the uncertainty of a federal policy, Massachusetts adopted a new procedure for evaluating plans in 2006; only a short time after the National Complete Streets Coalition was established.²⁶

²² United States Census Bureau, *Census 2000*.

²³ Mass Bike, *Bike Law Update*.

²⁴ Laplante et al., *Complete Streets: We Can Get There from Here*.

²⁵ Gov Track.

²⁶ Lynott, *Planning Complete Streets for an Aging America*.

IMPLEMENTATION

With the recent release of the Massachusetts Highway Department (MHD) Project Development and Design Guidebook and a new approach to examining projects, the needs of bicyclists and pedestrians have been better incorporated into new plans for development. The MHD Project Development and Design Guidebook, which was adopted in January 2006, established an eight-step decision-making procedure that sets multi-modal accommodation as a guiding principle.²⁷ The main difference between this guide and the previous planning methodology is that chapters are not separated by mode. Each design guideline incorporates all modes together; planners have a reference for balancing the needs of each street-user based on the type of development and design.²⁸

FINDINGS

The MHD Design Guidebook is not a state law, but it is applied to all projects conducted or funded by MassHighway.²⁹ Although there is not a mandate requiring the use of the guidebook, MassHighway recommends that all municipalities and private entities apply its criteria on road and bridge projects. In light of the MHD Design Guidebook, planners are expected to have a greater role during the project development process and a conscious effort has been made to include them at the early stages of each project. The role of the planner is essential to the design process and for the advancement of projects that address the needs of all users. The new approach has been used on over 200 projects since its inception.

In the case of MassHighway, an evaluation form is used to score projects based on a number of criteria. A project is scored on a number of different factors. The categories that have the most impact on those with limited mobility include: mobility, safety and security, and community effects and environmental justice.³⁰ Complete Streets aims to create livable streets that provide all people, especially the most vulnerable, with safe mobility options. The Complete Streets policy is not intended to only benefit the elderly, but all users. Those with limited mobility, such as the elderly, children, and the disabled may be safer if streets are engineered in a way that encourages lower

27 Ibid.

28 Ibid.

29 Thomas DiPaolo, Mass Highway, Email Correspondence, 23 September 2009.

30 Ibid.

vehicular speeds. Many of the same organizations that support elderly causes, such as AARP, also support the Complete Streets initiative. The policy also promotes healthy lifestyles, connects transportation networks, and creates sustainable neighborhoods. According to the American Planning Association, Complete Streets represents a paradigm shift in traditional roadway construction philosophy.³¹

NEW YORK CITY APPLICATIONS AND OPPORTUNITIES

NYCDOT released a document that supports the Complete Streets initiative, *Sustainable Streets 2008 and Beyond*. There are a number of key visions addressed. One of these visions is to adopt Complete Streets designs that will accommodate all street users. Below each vision statement there are actions, NYCDOT progress, and a timeline. Some actions related to the Complete Streets vision include developing a Main Street public life program as well as improving pedestrian ramps so that the curb cuts are 100 percent ADA compliant with street corners.³² Some safety actions include launching Safe Streets for Seniors in various neighborhoods. This program intends to make crossing at intersections safer. Pilot locations have been chosen and treatments have been installed, but a thorough analysis of the engineering changes has not been conducted yet.

In May 2009 NYCDOT released another document entitled *Street Design Manual* which is intended to supplement the *Manual on Uniform Traffic Control Devices (MUTCD)* and *AASHTO Policy on Geometric Design of Highways and Streets*.³³ Similar to MassHighway's Design Guidebook, the New York City Street Design Manual is intended to serve as an all inclusive resource for advancing better street designs as well as streamlining the design and review processes.³⁴ Both design books are recommended, not mandated.³⁵ Additionally, until the national Complete Streets' House and Senate bills are enacted, the notion of considering all modes equally can simply be a recommendation.

In New York City there are a number of relatively recent initiatives

31 American Planning Association, *Complete Streets*.

32 New York City Department of Transportation, *Sustainable Streets: Strategic Plan for the New York City Department of Transportation 2008 and Beyond*.

33 New York City Department of Transportation, *Street Design Manual*.

34 Ibid.

35 Thomas DiPaolo, Mass Highway, Email Correspondence, 23 September 2009.

aimed at creating Complete Streets. In February 2009 a pilot program began in Manhattan along the Broadway corridor between Times and Herald Squares. The goal of this project is to reduce congestion in an area that has both high volumes of vehicle and pedestrian traffic. Another example of a Complete Street project in Manhattan is the Ninth Avenue fully-protected on-street bike lane. One benefit of this project resulted in reduced left-turn vehicle conflicts with bicyclists and pedestrians.³⁶ These projects began prior to the release of the Street Design Manual. New York City's Street Design Manual, like MHD Design Guidebook, has proposed more coordination through NYCDOT in order to expedite the review process. In order for the new Street Design Manual to be effective, there needs to be coordination between agencies so that future developments and plans are designed with all users in mind, including the elderly and those with limited mobility.

NORWAY Universal Design



IMAGE 24. Downtown Sortland, Norway. Image used with permission from Raina Kristensen/Sortland municipality.

The concept of **Universal Design in Norway** focuses on designing products and environments, including transportation facilities, so as to be usable by all people.

This case study relates to the *Age-Friendly NYC Initiative 35* which promotes the use of Universal Design Guidelines through education and awareness efforts.

BACKGROUND

Universal Design is defined as the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaption or specialized design.³⁷

³⁷ Center for Universal Design, *About Universal Design*.

³⁶ New York City Department Transportation, *Ninth Avenue Bicycle Avenue Facility and Complete Street Extension*.

The concept of universal design was created by Ron Mace, a North Carolina State University professor, in the 1970s. His work set a template for federal legislation to forbid discrimination against the disabled and contributed to both the Fair Housing Amendments Act of 1988 and the Americans with Disabilities Act of 1990.³⁸ Although the United States has historically been in the forefront in equity legislation, in recent years Norway has been leading the way in national Universal Design planning.

Norway consists of 323,000 square miles and has a population of 4.5 million people.³⁹ According to Statistics Norway, the Norwegian census agency, Oslo has a population of 1.4 million. Of the 1.4 million, 876,391 people live in the contiguous conurbation.⁴⁰ A conurbation is a predominantly urban region including adjacent towns and suburbs. Beginning in the 1990s, the Norwegian government began to recognize that accessibility should be a guiding principle in all municipal planning.⁴¹ According to the report, Introduction to Priority Area-Planning for All, nearly 20 percent of the Norwegian population is permanently disabled. According to the documents definition, disabilities can include allergies, reduced mobility, vision and hearing impairments and diminished mental capacity.⁴² The report also concluded that the elderly population, which constituted a large part of the disabled population, was expected to increase after 2000. The Programme of Action for Universal Design was implemented in 2002-2004. A pilot program was initiated subsequent to an evaluation. The government released its conclusions in a document entitled, The Government Action Plan for Increased Accessibility for Persons with Disabilities-Plan for Universal Design in Key Areas of Society. The most recent document, Universal Design as a Municipal Strategy: Experience and Results from the Pilot Municipality Project 2005-2008, was released in August 2009 by the same agency.

IMPLEMENTATION

Norway has begun applying the principles of Universal Design to the planning and design of places, transportation facilities, and information technologies.⁴³ Its comprehensive plan, called the

38 Ibid.

39 Statistics Norway, *Town and Country*.

40 Ibid.

41 Ministry of the Environment. *Introduction to the Priority Area: Planning for All*.

42 Ibid.

43 Audirac, *Accessing Transit as Universal Design*.

Planning and Building Act, contains information about zoning, accessibility for disabled persons, and development processes. Norway's *Universal Design as a Municipal Strategy Report* demonstrates the utilization of Universal Design in downtown development. For example, Norway's Sortland municipality achieved physical solutions that are satisfactorily accessible, safe, and environmentally sound and aesthetically pleasing by providing a sense of space and atmosphere (IMAGE 24).⁴⁴ According to the Ministry of the Environment, the pilot projects that were conducted following the release of the Programme of Action for Universal Design had positive results. The focus of the pilot program was to incorporate the principles of universal design into the design of physical surroundings and into policy documents, which would lead to positive and cost effective benefits.⁴⁵ Even though the plan did not require major capital investments, the program suffered from lack of funding.

In March 2005 a second pilot program related to Universal Design was planned. The Ministry of the Environment in conjunction with the Ministry of Labour and Social Affairs sent out letters inviting all interested Norwegian municipalities to apply if they wanted to participate in a pilot project. Seventeen municipalities were selected to participate in the national development project.⁴⁶ According to The Ministry of the Environment, local municipalities play an active role in determining how universal design will be developed as a national strategy. Each municipality worked to translate the principles of universal design into clearly defined actions.⁴⁷ The municipalities were very different geographically and politically, and were comprised of diverse populations with access to different resources.

The municipality of Kristiansand (pop. 80,000) aimed to achieve physical solutions that are satisfactorily accessible, safe, environmentally sound and aesthetically appealing. A resolution was passed by the city council in 2008 to make all outdoor recreational areas and playgrounds accessible. Additionally, downtown areas are accessible in width and gradient for all users. Another main goal is to

44 Ministry of the Environment, *Universal Design as a Municipal Strategy: Experience and Results from the Pilot Municipality Project 2005-2008*, August 2009.

45 Ministry of the Environment, *The Government Action Plan for Increased Accessibility for Persons with Disabilities*.

46 Ministry of the Environment, *Universal Design as a Municipal Strategy: Experience and Results from the Pilot Municipality Project 2005-2008*.

47 Ibid.

encourage public-private partnerships to increase accessibility for the disabled. The municipalities of Batsfjord and Berlevag encouraged private local community measures through cooperation with trade and industry and other stakeholders from the private and public domain. Programs were created to offer professional and financial assistance to encourage business owners to incorporate their own universal design measures into the design of their facilities.⁴⁸ Other goals that were carried out throughout Norway included: physical solutions to make buildings safe, accessible, and environmentally sound, and aesthetically appealing and to further develop collaboration between municipal councils for the disabled and other relevant user groups.⁴⁹

FINDINGS

Universal Design is receiving a big push from the Norwegian government. The Norwegian government first recognized Universal Design's social benefit ten years ago. Since that time there have been numerous studies and pilot programs confirming and testing the theory's applications. Norway continues to strive to make universal design the standard manner of development and planning. There have been new provisions passed under the Planning and Building Act, which is Norway's comprehensive plan that guides zoning and development. Some of these new provisions include reducing the incidence of construction errors, increasing the number of environmentally friendly and energy efficient buildings, and encouraging Universal Design of buildings and outdoor areas.⁵⁰ A new law took effect on January 1, 2009 called the Anti-Discrimination and Accessibility Act.⁵¹ The law was based on the notion of equality for all as well as on the principles of universal design. According to the new law there are four priority areas of Universal Design which include the accessibility of outdoor areas, buildings, transportation facilities and information and communications technologies.⁵² The government envisions having all of Norway Universally Designed by 2025.⁵³

48 Ibid.

49 Ibid.

50 Ministry of Children, Equality, and Social Inclusion, *Persons with Disabilities*.

51 Ibid.

52 Tollefsen, *Universally Designed Norway by 2025*.

53 Ibid.

NEW YORK CITY APPLICATIONS AND OPPORTUNITIES

In 2001, *Universal Design New York* was released by the Mayor's Office for People with Disabilities, and in 2003, *Universal Design New York 2* was released by the New York City Department of Design and Construction. The first document defined the concept of Universal Design and illustrated how it could be used in a variety of indoor and outdoor environments.⁵⁴ The second document provided best practice design strategies and illustrated the differences between ADA compliant and Universal Design principles. Universal Design is not a new concept; however, in New York City these design strategies and best practices have not been mandated or incentivized.



IMAGE 25. A building that provides an entrance with a ramp and low railings. NYC DCP.

54 Mayor's Office, *Universal Design New York*.

Current law only requires that new buildings be accessible, but many buildings were constructed prior to the ADA. An increased awareness and possible incentives could encourage business owners to create accessible entrances for their shops and buildings even though it is not required. As the New York City population continues to age, the push to retrofit existing buildings, transportation facilities, and public places will grow (IMAGE 25). A recent document released by the City, *Age-Friendly NYC: Enhancing Our City's Livability for Older New Yorkers*, states that Universal Design guidelines should be promoted through education and awareness efforts.⁵⁵ There are many opportunities in New York City to implement design principles that go beyond ADA requirements.

This case study addresses the challenges of incorporating design into policy; in doing so, it supports *Age-Friendly NYC's Initiative 35* which promotes Universal Design Guidelines through education and awareness. Universal Design Guidelines address the issue of mobility barriers in order to make participation in city life easier. While there are some current practices and agencies that utilize Universal Design Guidelines in New York City, there are still many opportunities to incorporate the role of design with mobility.

⁵⁵ Mayor's Office, *Age Friendly NYC-Enhancing Our City's Livability for Older New Yorkers*.