



01 EXECUTIVE SUMMARY

One of the greatest challenges facing New York City will be meeting the mobility needs of the growing older adult population. Senior citizens are among the fastest growing groups, particularly in New York City. There are currently 937,857 New York City residents over age 65, and that number is projected to increase to 1.35 million by 2030.¹ With increasing life expectancies, the aging baby boomer generation poses a host of new transportation challenges. And it is the responsibility of everyone to meet this challenge with the hope of creating an age-integrated society.

1 New York City Department of City Planning, *New York City Population Projections by Age/Sex & Borough 2000-2030*.

Mobility Initiatives For An Aging Population: A Scan of Current Practices sets out to identify current mobility issues of older adults and examines innovative solutions in transportation, mobility and accessibility for an aging population that are currently in place within cities in the United States and in other world cities. A total of 17 current practices or case studies are examined, eleven of which are in the United States. The case studies are divided into the following categories: Driving, Public Transportation and Taxis, Pedestrian Improvements, Planning Tools, and Innovative Technologies and Educational Programs. They address safety, accessibility and transportation choice to enhance mobility.

Recently a number of important studies on the subject of aging have been released in response to the changing demographics of older adults. *Age-Friendly NYC* was issued by the Office of the Mayor in August of 2009 and identified 59 issues and initiatives relating to older adults. One of the initiatives in that study was this study – “Conduct a study to better address the mobility needs of older New Yorkers.” Fourteen of the 17 case studies in this document echo an issue or initiative that is included in *Age-Friendly NYC*. The synergy of both this report and the Mayor’s Office *Age-Friendly NYC* aims to make New York City a more livable city for its growing senior population by identifying practical applications to address the mobility challenges

that older New Yorkers face. Insights gleaned from the 17 case studies will open up ideas that will lead to greater safety and accessibility for the growing older population as well as all members of society.

- The Driving section of this study is comprised of three case studies:
- The Showcase Roadway Project in Detroit, Michigan, shows how improved signage can make a difference.
 - The 20 MPH Zones in the United Kingdom illustrates how lower speeds greatly reduce serious injuries and fatalities.
 - The Regulation of Elderly Licensing and the Vehicle Labeling Policy in Tokyo, Japan, are examples of setting new requirements for older drivers.

- The Public Transportation, Taxis and For-Hire Vehicles section consists of four case studies:
- Step-Free Access in London, England, focuses on making adjustments to London’s underground rail system to provide step-free access.
 - Access at the Massachusetts Bay Transportation Authority (MBTA) in Boston, Massachusetts, is an example of how a class action lawsuit had a major impact on MBTA and other transit systems across the country.

- Accessible Taxis in London, England, include three taxi programs that provide alternative modes of transportation with on-demand options.
- The Independent Transportation Network in Portland, Maine, expands transit options by providing on-demand transportation by both paid and volunteer drivers.

The Pedestrian Improvements – Signage and Crosswalk Changes section is composed of three case studies:

- LED Crosswalk Signs in Naval Station Mayport, Florida, address the challenges of sign visibility at crosswalks and intersections.
- Flashing Beacons and Ground Flashers in San Jose California, observe yielding and braking at intersections in order to provide more safety at crosswalks.
- Pedestrian Actuated Crosswalk Flashers in Kirkland, Washington, are geared towards increasing safety by highlighting crosswalks.

Planning Tools - Smart Growth and Street Design section considers four case studies:

- Smart Growth and Transit-Oriented Development (TOD) in Portland, Oregon applies smart growth that promotes TOD.
- The Russellville Park Transit-Oriented Development in Portland, Oregon, is an example of TOD specifically aimed at growth designed for seniors.
- Complete Streets Policy in Massachusetts promotes safely designed streets to benefit all users.
- Universal Design in Norway applies the principles of Universal Design to the planning design of places, transportation facilities, and information technologies so as to be usable by all people.

Innovative Technologies and Educational Programs explore three case studies:

- Active Aging programs in Portland, Oregon, provide programs for older adults that encourage cycling and walking to keep them mobile.

- The Car-Fit Program in the United States is an educational program that offers older adults the opportunity to check how well their vehicles fit them to attain maximum comfort and safety.
- Pedestrian Navigation System in Japan incorporates technology to help older adults to navigate their surroundings safely whether they are driving, utilizing public transportation, or making other drivers aware of their presence.

The Demographic Information and Trends section provides data to support the trends and travel patterns of the fast growing older adult cohort. It relies on the 2000 Census data, information from the Department of Motor Vehicles, MetroCard data and the more recent 2006-2008 American Community Service (ACS) data to identify neighborhoods with the greatest concentrations of older adults, auto ownership, subway ridership, and the various transportation modes used for work trips.

The Mobility Resources for Older Adults in New York City section identifies agencies and departments that address transportation issues and needs of older New Yorkers. These entities play a key role in the development and implementation of mobility initiatives for the aging population. The agencies discussed in the report are New York State Office for Aging, New York City Department for the Aging, New York City Department of Transportation, New York City Department of Planning, Metropolitan Transportation Authority, New York City Transit, and Permanent Citizens Advisory Committee to the MTA, New York City Office of the Mayor, United Hospital Fund and New York Metropolitan Transportation Council.

Thanks to the many new studies on aging that address mobility issues, initiatives and ideas, there are changes currently underway and with more to follow. These changes make getting around in a dignified manner safer and easier for older adults. The resulting heightened awareness and understanding has fueled a momentum that is creating a better landscape for all.

The following table, Summary of Case Studies, introduces the 17 case studies reviewed in this report, the challenges to senior mobility that these practices address, and their alignment with current practices in

New York City. The table also identifies the government agencies that would be involved with handling these challenges and applying these practices.

SUMMARY OF CASE STUDIES

DRIVING - ROADWAY IMPROVEMENTS AND LICENSING POLICY CHANGES			
Practice:	Location studied:	Challenge(s) addressed:	NYC Application:
<ul style="list-style-type: none"> - Senior Friendly Street/Roadway Signage - Countdown Signals - "Clearview Font" - Retroreflectivity, brighter sheeting on warning signs - Increased font size - LED lenses - Painted Curbs 	Showcase Roadway Project, Detroit, MI	Visibility impairments	Current application is in progress. Countdown signals are being installed at select locations. City DOT has started using Clearview font on street signs. NYC roads are regulated by City DOT, State DOT, Federal Highway Administration.
<ul style="list-style-type: none"> - Reduction of road speeds 	20 MPH Zones, London, England	Speed	Current application is in progress, such as: Safe Street for Seniors. NYC roads are regulated by City DOT.
<ul style="list-style-type: none"> - Voluntary driver's license forfeiture program - Provide incentives for forfeiture 	Elderly Licensing and Labeling Safety Policies, Tokyo, Japan	Increased numbers of older adults driving	Although there are driver's tests, application of a forfeiture program has very limited potential in NYC. Regulated by DMV, NYPD, City DOT.
PUBLIC TRANSPORTATION, TAXIS AND FOR-HIRE VEHICLES			
Practice:	Location studied:	Challenge(s) addressed:	NYC Application:
<ul style="list-style-type: none"> - Removal of all steps or barriers at sites of public transportation - Provide alternative access at train stations - Newly constructed train stations must be fully accessible 	Step-Free Access, London, England	Accessibility to public transportation	Current application is in progress. Feasibility study for Streetcars in Brooklyn announced by CDOT. Public transportation is regulated by City DOT, MTA.
<ul style="list-style-type: none"> - Provide subway platform ramps - Proper training of employees to assist the disabled - Maintenance of elevators and escalators - Ensure ADA compliance - Develop service monitoring with improved communication with riders 	Access at the MBTA, Boston, MA	Rider subscription and satisfaction, trip efficiency, accessibility	Current application is in progress. MTA updates advisories on their website. In accordance with 2030 PlaNYC, there will be alternative transit options to improve existing transit. Regulated by the MTA.
<ul style="list-style-type: none"> - Provide a program that is eligible for elderly or disabled to take a taxi at a subsidized rate - Provide on-demand, door-to-door transportation service 	Accessible Taxis, London, England	Affordability and accessibility to alternative forms to public transportation	Current application is in progress. Goal of Age-Friendly NYC is to create a taxi voucher program to supply on-demand and accessible transportation. Accessible Dispatch Demonstration pilot was restricted to wheelchair users. Regulated by NYC Taxi & Limousine Commission; Access-A-Ride; DOT, MTA.
<ul style="list-style-type: none"> - Use of a private, non-profit organization that provides seniors with door-to-door transportation 	ITN Portland-Dignified Transportation Services, Portland, ME	Providing mobility in the form of safe transportation	There is an existing system, Access-A-Ride, that is improving. Regulated by Access-A-Ride, MTA.

PEDESTRIAN IMPROVEMENTS - SIGNAGE AND CROSSWALK CHANGES			
Practice:	Location studied:	Challenge(s) addressed:	NYC Application:
- Incorporate the use of flashing LED pedestrian signs - Increase sign visibility with LED lights	LED Crosswalk Signs, Naval Station Mayport, FL	Sign visibility at crosswalks and intersections	Application has potential. No current application. NYC roads are regulated by City DOT, State DOT, DDC.
- Install flashing warning LED lights - Flashing Beacons - Ground Flashers	Flashing Beacon and Ground Flashers, San Jose, CA	Yielding and braking at intersections	Current application includes a pilot program that is underway. NYC roads are regulated by City DOT, State DOT, DDC.
- Installation of pedestrian actuated crosswalk flashers	Pedestrian Actuated Crosswalk Flashers, Kirkland, WA	Time to cross an intersection	City DOT applied a pilot with 5 pedestrian countdown signals that will be expanded to 1500 locations. The pilot is still underway. NYC Roads are regulated by the DDC, City DOT, State DOT.
PLANNING TOOLS - SMART GROWTH AND STREET DESIGN			
Practice:	Location studied:	Challenge(s) addressed:	NYC Application:
- Encourage the development of Transit-Oriented Development	Smart Growth and Transit-Oriented Development (TOD), Portland, OR	Accessible and affordable housing units for the elderly	Current application is in progress. NYC zoning encourages higher density near transit. Regulated by Planning and Transit Agencies.
- Include market-rate rental housing and senior independent living units and elderly assisted-living units near sites of public transportation	Russellville Park Transit-Oriented Development, Portland, OR	Accessible and affordable housing units for the elderly	Current application is in progress. NYC zoning encourages higher density near transit. Regulated by Planning and Transit Agencies.
- Utilize Design Guidebook in order to adopt a protocol to address the needs of the elderly, pedestrians, and bicyclists in the design process	Complete Streets Policy, Massachusetts	Design in relation to safety, accessibility, and creation of sustainable neighborhoods	Current application has been implemented. Sustainable Streets 2008 and Beyond supports the Complete Streets initiative. Complete Street Projects in Manhattan. Regulated by City and State DOTs, National Complete Streets Program, NY Highway Department.
- Incorporate principles of universal design into policy so that they may be usable by all people, to the greatest extent possible, without the need for adaption or specialized design	Universal Design, Norway	Incorporation of design into policy	Current application is in progress. Current law requires that new buildings be accessible. Regulated by the Mayor's Office for People with Disabilities; City DDC.
INNOVATIVE TECHNOLOGIES AND EDUCATIONAL PROGRAMS			
Practice:	Location studied:	Addresses the challenge(s) of:	NYC Application:
- Incorporate strategies to integrate planning concepts in order to benefit the city's residents and provide programs to keep seniors active	Active Aging Programs, Portland, OR	Senior participation, engaging them in healthy lifestyles, keeping seniors active and mobile	Only one program available in NYC that offers free recreation classes. DFTA provides health and wellness literature and a directory of citywide registered walking clubs on their website to keep seniors active. Programs are regulated by NYCDOT, DPR, DFTA.
- Use of CarFit to increase a driver's knowledge of his or her vehicle	CarFit Program, United States	The lack of knowledge to better improve a vehicle for an individual	Current application has been implemented. NYCDOT provides training through their Safety City program. Regulated by DFTA.
- Improve traffic safety	Pedestrian Navigation System, Japan	Incorporating technology to help elderly, disabled, and tourists to navigate their surroundings	New safety features are available on certain vehicles (i.e. warning systems to alert drivers of the presence of a pedestrian, another vehicle, blind-spots, rear-and side-view cameras. By improving driver awareness of their surroundings - the safety features provide preventative safety to pedestrians. Regulated by NYC Department of City Planning, City DOT, DFTA.