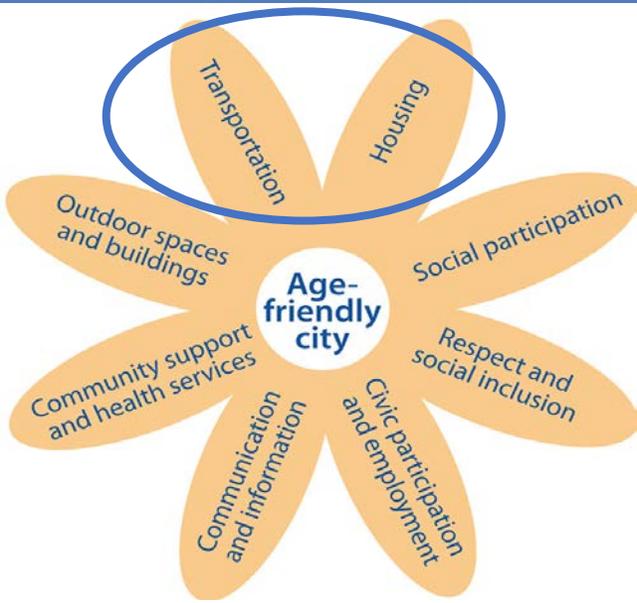


Global Age-friendly Cities:  
A Guide



# A Tale of Eight Cities: Housing and Transportation

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**A Tale of Eight Cities and the CLSA Research Symposium**

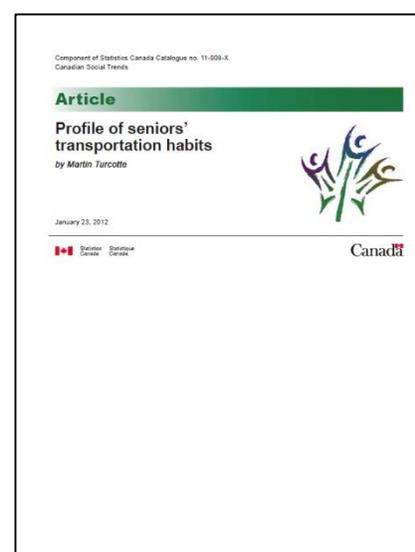
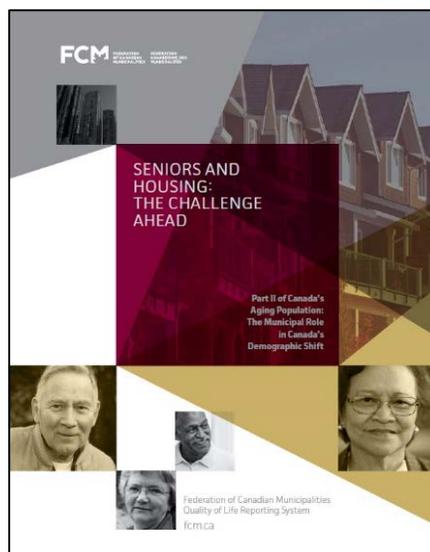
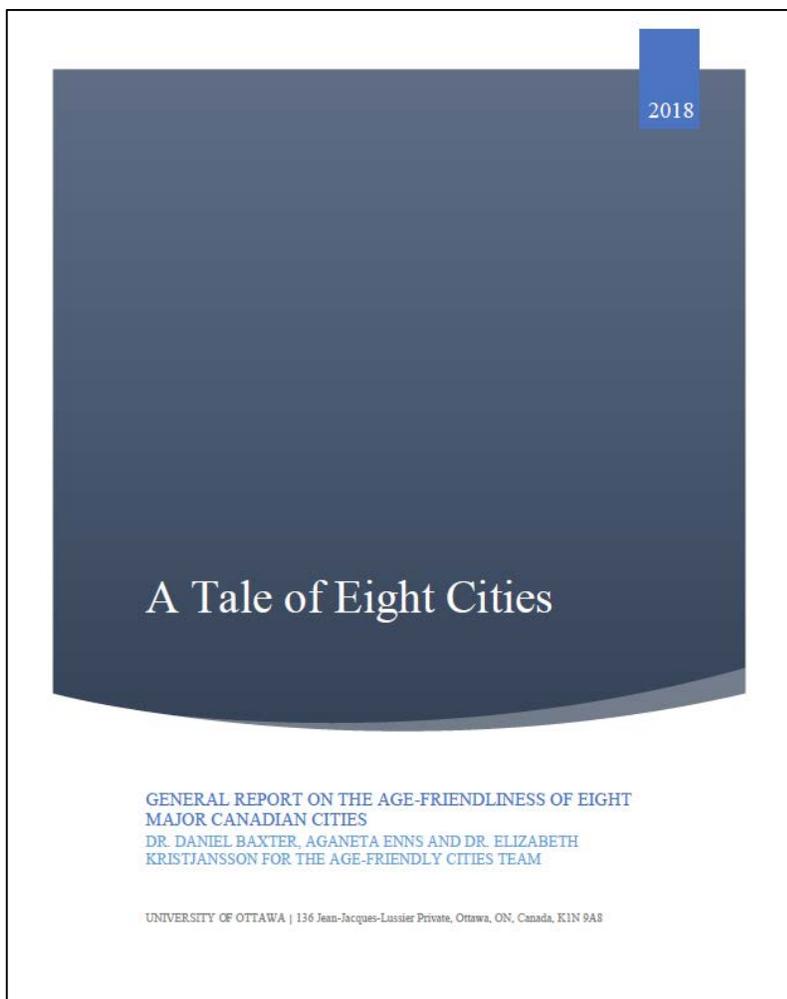
**2018 Canadian Association on Gerontology Conference**

**Vancouver, BC | 20 October 2019**

# Conflicts of Interest

- None to declare

# Data sources

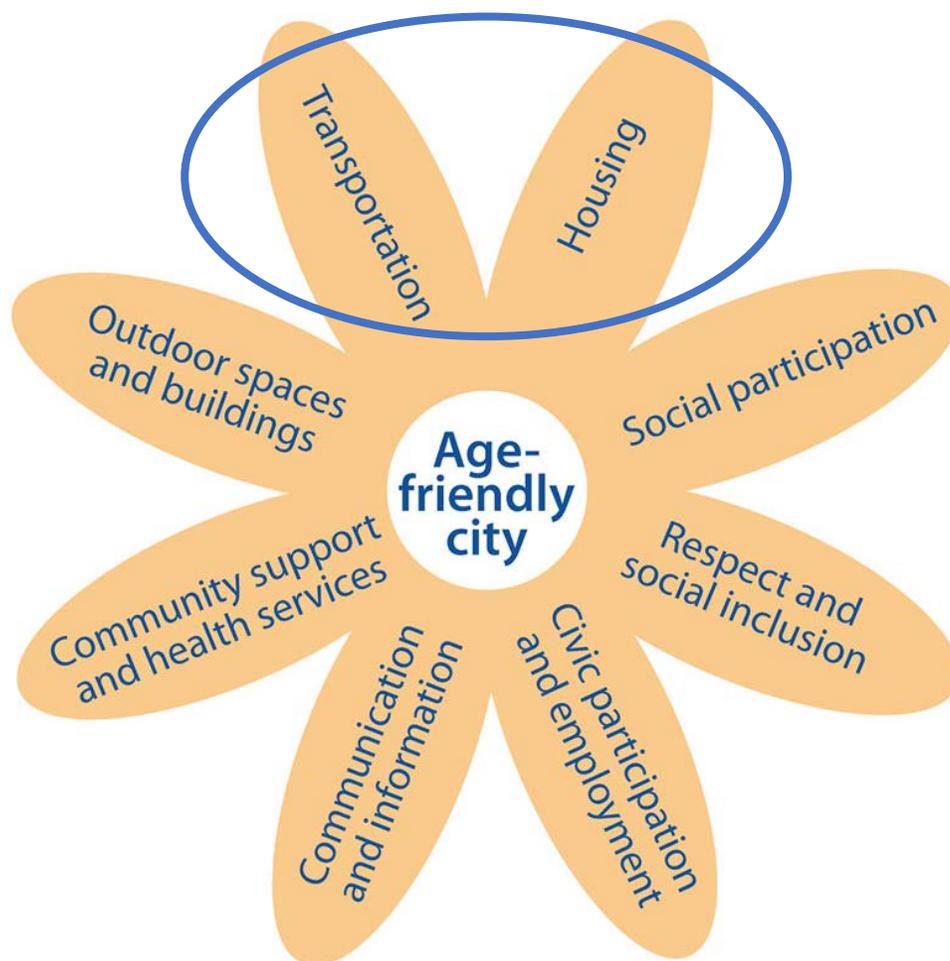




# Checklist of Essential Features of Age-friendly Cities

## Housing

- Sufficient, affordable housing is available in areas that are safe and close to services and the rest of the community.
- Sufficient and affordable home maintenance and support services are available.
- Housing is well-constructed and provides safe and comfortable shelter from the weather.
- Interior spaces and level surfaces allow freedom of movement in all rooms and passageways.
- Home modification options and supplies are available and affordable, and providers understand the needs of older people.
- Public and commercial rental housing is clean, well-maintained and safe.
- Sufficient and affordable housing for frail and disabled older people, with appropriate services, is provided locally.

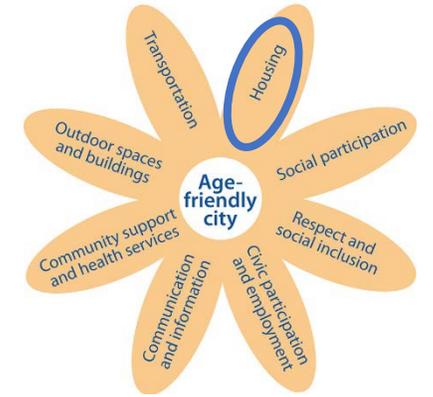


## Transportation

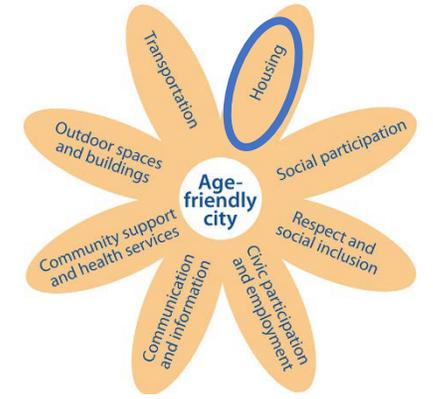
- Public transportation costs are consistent, clearly displayed and affordable.
- Public transportation is reliable and frequent, including at night and on weekends and holidays.
- All city areas and services are accessible by public transport, with good connections and well-marked routes and vehicles.
- Vehicles are clean, well-maintained, accessible, not overcrowded and have priority seating that is respected.
- Specialized transportation is available for disabled people.
- Drivers stop at designated stops and beside the curb to facilitate boarding and wait for passengers to be seated before driving off.
- Transport stops and stations are conveniently located, accessible, safe, clean, well-lit and well-marked, with adequate seating and shelter.
- Complete and accessible information is provided to users about routes, schedules and special needs facilities.
- A voluntary transport service is available where public transportation is too limited.



# CLSA and Age-Friendly Housing



- In our sample, over **97% of owners** (65-85 yrs) and over **95% of renters** (65-85 yrs) are satisfied with their current housing.
- For home-owners, **maintenance and repairs** tend to be the most oft-cited problem, while for renters, it's **noise**.



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Nearly **25%** of Canadian senior-led households spend **more than 30%** of their income on shelter; almost **50%** of senior-led households that **rent** find affordability to be a challenge.<sup>1</sup>

Canada's home ownership rates are comparable with US rates of ~70%, but these vary worldwide, e.g., <50% in some European countries.  
Homeownership consistently **declines with increasing age**.<sup>2</sup>

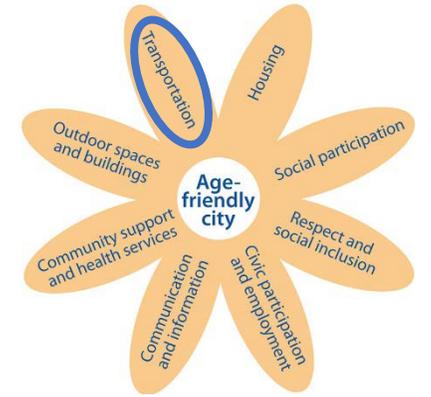
<sup>1</sup>Federation of Canadian Municipalities. 2015. Seniors and Housing: The Challenge Ahead. Prepared for the FCM by the Canadian Council on Social Development (CCSD).

<sup>2</sup>Andrews, Dan and Aida Caldera Sánchez (2011), "The Evolution of Homeownership Rates in Selected OECD Countries: Demographic and Public Policy Influences", OECD Journal: Economic Studies, Vol.2011/1.

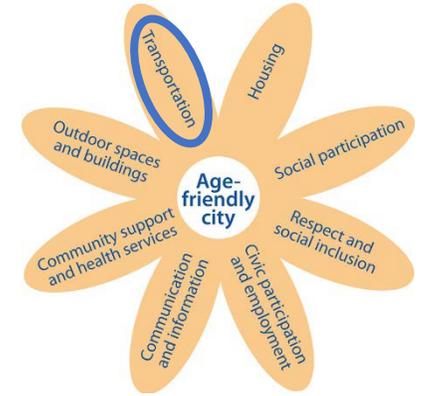


# CLSA and Age-Friendly Transportation

1. Driving status
2. Mode of transportation (drivers vs. non-drivers)
3. Factors preventing use of public transportation
4. Transportation as a barrier to social participation



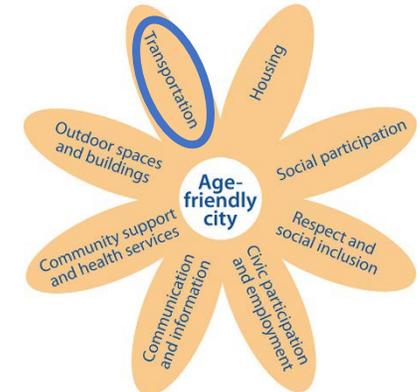
# CLSA and Age-Friendly Transportation



## 1. Driving status:

**91.2%** of CLSA participants ( $\geq 65$  yrs.) in our sample have a current driver's license

- 94.6% aged 65-74 yrs.
- 86.5% aged 75-85 yrs.



# CLSA and Age-Friendly Transportation

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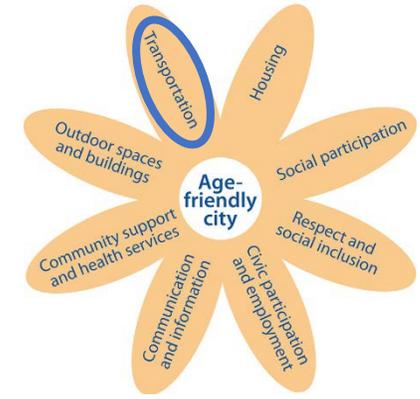
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Compare this to **~75%** of Canadians  $\geq 65$  yrs. in 2009:

- **84.8%** aged 65-74 yrs
- **70.1%** aged 75-84 yrs<sup>1</sup>

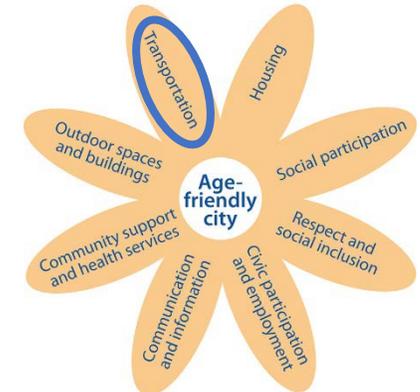
<sup>1</sup>Turcotte, M. 2012. Profile of seniors' transportation habits. Component of Statistics Canada Catalogue n. 11-008-X, Canada Social Trends.



# CLSA and Age-Friendly Transportation

## 2. Mode of transportation (drivers vs. non-drivers):

Transportation Use	65-74 yrs (%)		75-85 yrs (%)	
	Drivers	Non-drivers	Drivers	Non-drivers
Drive a motor vehicle	87.9	-	89.5	-
Passenger in motor vehicle	5.5	32.2	5.5	48.2
Walking	3.3	13.9	2.8	8.1
Public Transit	2.1	41.9	1.7	29.8
Cycling	0.9	1.4	0.2	0.3
Accessible Transit	< 0.1	6.7	< 0.1	7.7
Taxi	< 0.1	2.1	< 0.1	4.1

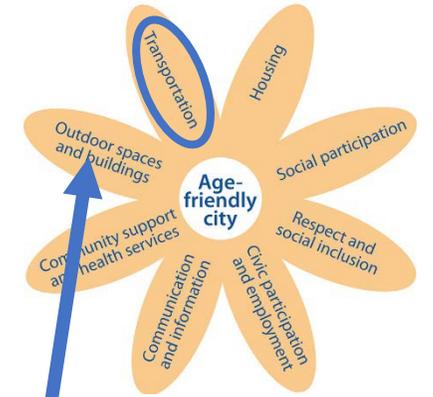


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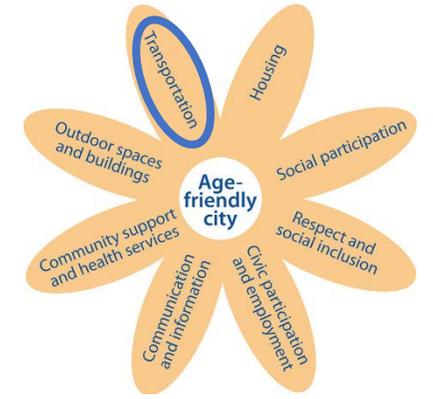
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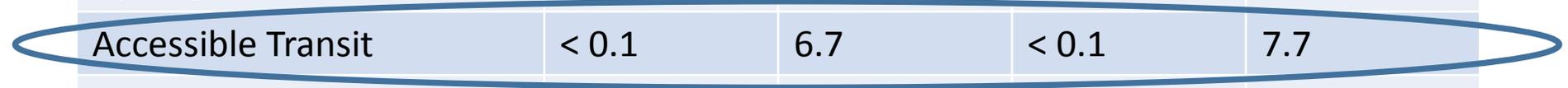
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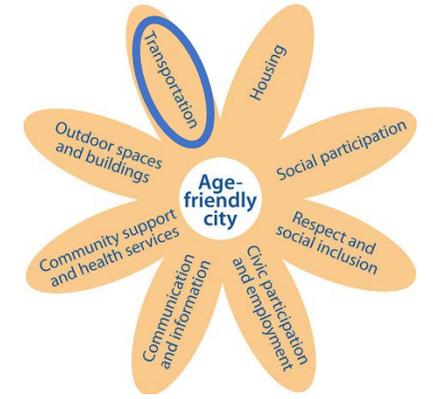


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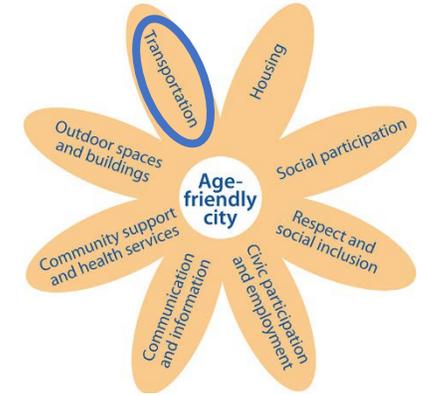


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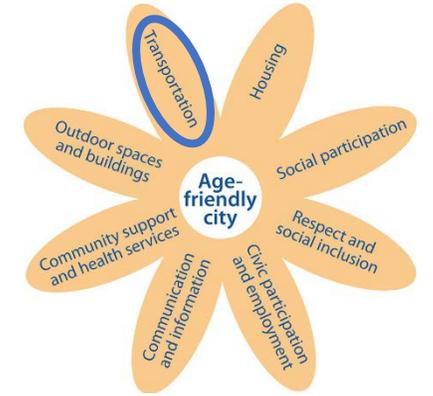
# CLSA and Age-Friendly Transportation



## 3. Factors preventing use of public transportation:

Factor	Public Transit Use		Accessible Transit Use	
	65-74 yrs (%)	75-85 yrs (%)	65-74 yrs (%)	75-85 yrs (%)
Not needed	58.8	59.4	90.8	89.4
Inconvenient schedule/route	21.0	17.8	0.8	1.4
Prefer not to use	18.5	19.5	1.3	1.9
Service unavailable	15.5	11.9	2.0	2.0
Health/mobility limitation	2.3	5.5	0.1	0.3
Too costly	0.6	0.6	0.1	<0.1

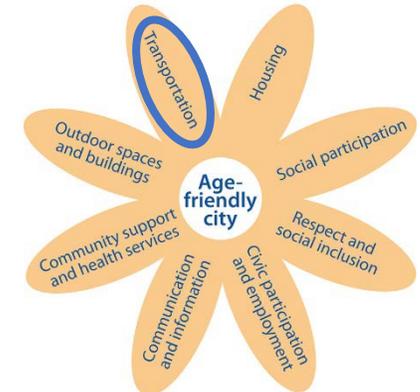
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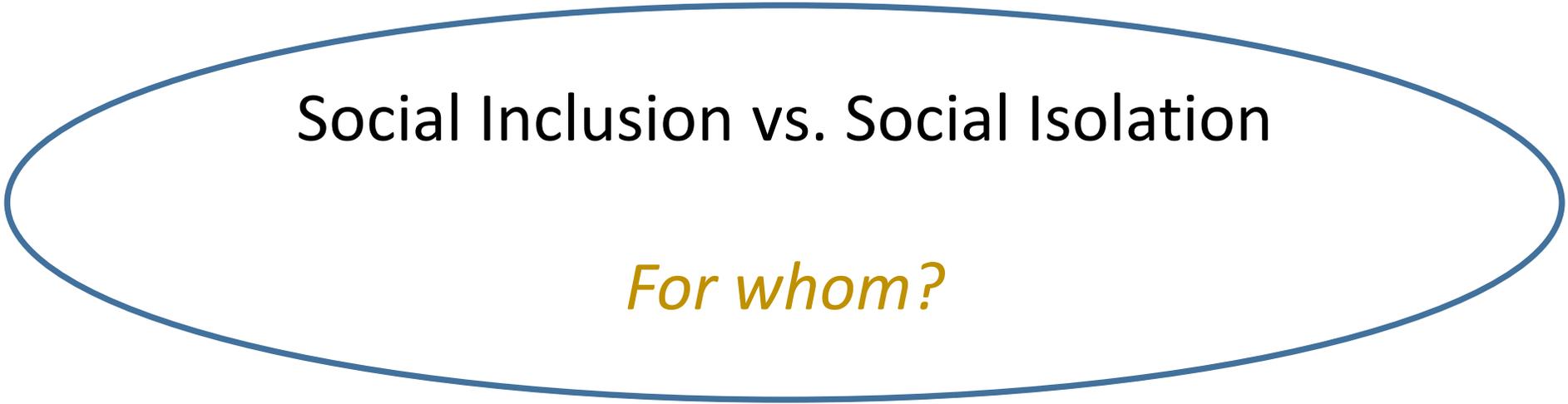
Structural Factors/Age-Friendly Policies



# CLSA and Age-Friendly Transportation

4. Transportation was a **barrier to social participation:**

*For over 20% of non-drivers, but for less than 5% of drivers ages 65-85 yrs.*





# Discussion

- Relative satisfaction with current housing and relatively few problems
- Renters tend to experience more problems, and with noise rather than upkeep
- Independent drivers are overrepresented; non-drivers more likely to experience transportation as a barrier to social participation
- To relate findings to age-friendly policy initiatives, stratified analyses focusing on disadvantaged or underserved populations are also needed



# Next steps

- Comparisons among cities
- Stratified analyses for sub-populations of interest
- Detailed and comparative policy analyses for different settings



# Acknowledgements

Daniel Baxter, Aganeta Enns, and Elizabeth Kristjansson (UOttawa)



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