Putting Communities in Motion into Action

February 24, 2007

The Changing Face of the Treasure Valley Panel Presentation
3:00 - 4:00
Our Challenge

Ensure livable and desirable communities while facing changing demographics
Some Concerns

- Population Growth
- Changing Economics
- Age
Growth Challenges and Changing Economics

- Return to the City—Singles
- Uneven—faster in the suburbs
- Elderly more likely to be suburbs
- Increasing percent of minorities in suburbs
- Job sprawl – geographical mismatch between workers and employment
- Poverty in city decreasing while poverty in suburbs is increasing

Source: Puentes 2006
Some Challenges an Aging Population Faces

- Decreasing ability to Drive safely
- Loss of Independence
- Social Isolation
Drivers and Age

Fatality rate per 1,000 licensed drivers

Age Group

16  17  18  19  20-24  25-29  30-34  35-39  40-44  45-49  50-54  55-59  60-64  65-69  70-74  75-79  80-84  85+

Source: National Highway Traffic Safety Administration
Some Challenges an Aging Population Faces (continued)

- Fixed Incomes
- Need for Disabled access
- Need for Specialized care
Housing

- Modify Existing Home
- Move Elsewhere
- Influence the way the community develops around us
Move Elsewhere

Examples...
- Home that meet our needs
- Assisted Living
- Continued Care Retirement Communities
- Skilled Nursing Facilities
- Alzheimer’s Facilities
Influence the way the community develops around us

- "Age in Place"

- Accessory Units or Granny Flats
- Shared Housing
- Senior’s only complexes
Sisters Villa
Transportation

- Address Issues of Growth
- Preserve/Improve Quality of Life
- Fosters independence and connectivity
Diverse Transportation Options

• Walking and Bicycles
• Taxis and Shuttles
• Public Transit

Courtesy CTAA

Courtesy CNU
Taxis and Shuttles

City of Boston
- Senior Shuttle
- Taxi Discount Coupons

Pennsylvania
- Shared Ride Program
  - for Older Persons in rural counties
- Expanded for Persons with Disabilities
  - General Revenue Funds
  - estimate 49% of rides were work-related.
## Transit and TODs - Bus, Street Car, Light Rail

### Growth
- Location efficiency
- Zoning
  - Walkable streets
  - Rich mix

### Economics
- Higher tax revenues
- Lower individual transit cost
- Potential for less mismatch

### Age
- Independence and connectivity
  - Housing
  - Shopping
  - Dr. office
  - Recreation
  - Volunteering

What Planning in Housing and Transportation Design can do is...
Reduce Congestion, Fuel Consumptions, and Vehicle Miles Traveled

Courtesy U.S. Department of Transportation, Federal Highway Administration
Preserve and Improve our Quality of Life
Address the Sprawl and the Spatial Mismatch and Provide Diverse Housing Opportunities

Courtesy U.S. Department of Transportation, Federal Highway Administration

Courtesy CNU
Provide Access to Recreation/Cultural Opportunities and Community Involvement

Courtesy of CTA

Courtesy Jordana Masiel, IDEA Center
Prevent Social Isolation

Courtesy Jordana Masiel, IDEA Center

Courtesy of CTA
In short, it’s about building livable communities that can meet the challenges of changing demographics!
This Panel Presentation is available at Boise State University’s Public Policy Center, Institute for Urban and Regional Planning Webpage:

http://ppa.boisestate.edu/centerppa/planning-institute.shtml
Bibliography

- http://www.co.ho.md.us/DPZ/Community/seniorhousing.htm
- reports/NORCssp.htm#findings
Photos Courtesy of:

- City of Boise, Planning and Development Services, Historic Preservation.
- COMPASS - Community Planning Association of Southwest
- And me!

Thanks also to our local U.S. Department of Housing and Urban Development office which provided information and locations of local housing developments.
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