



LIVABLE COMMUNITIES FOR ALL AGES

Living Longer Living Well – Elder Awareness Day
House Human Services Committee

LIVABLE COMMUNITIES ARE GOOD FOR PEOPLE AND BUSINESS

Higher property values, increased economic activity and savings for communities are some of the benefits you'll learn about in **THE LIVABILITY ECONOMY**



A LIVABLE COMMUNITY ...

- Features housing choices that are suitable for people of all ages and life stages.
- Reduces automobile dependence and supports a socially vibrant public realm.
- Integrates land uses so people can live closer to or within walking distance of jobs, community activities and the services they need.
- Has transportation options that enable residents to get around even if they don't drive.

A photograph of an older man and woman looking at pink flowers at an outdoor market. The man is wearing a blue shirt and sunglasses, and the woman is wearing a white shirt and sunglasses. They are both smiling and looking at the flowers. The background is blurred, showing other people and market stalls.

WHAT IS A LIVABLE COMMUNITY?

“A livable community is one that is safe and secure, has affordable and appropriate housing and transportation options, and offers supportive community features and services. Once in place, those resources enhance personal independence; allow residents to age in place; and foster residents’ engagement in the community’s civic, economic, and social life.”

—AARP Public Policy Institute



Is this livable?

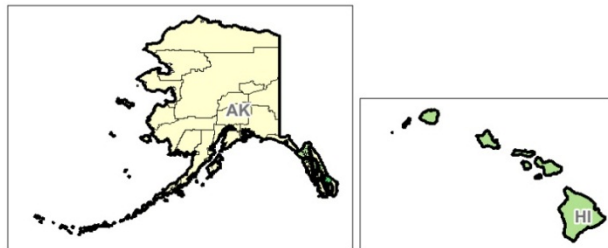
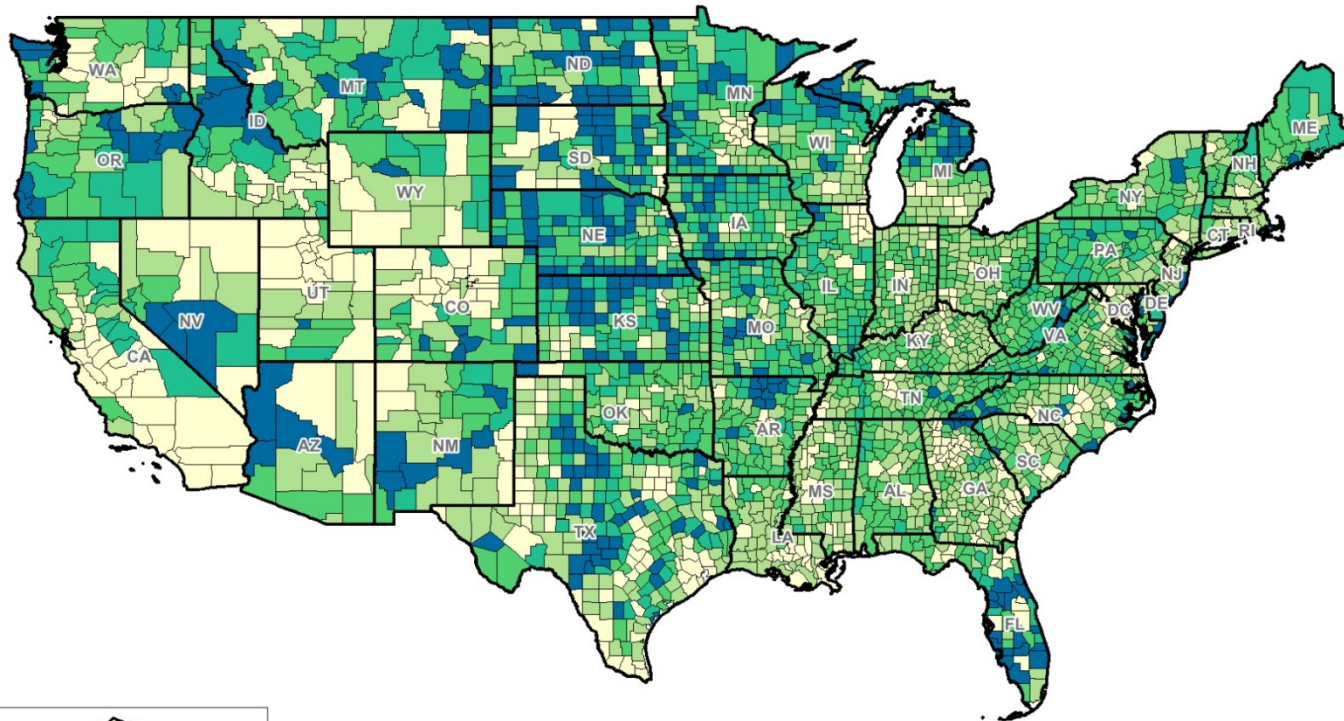


KEY TAKEAWAYS

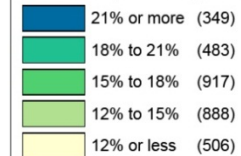
- Demographic change and national trends make it imperative that we approach community planning differently than we have in the past
- The time to act is NOW
- Benefits of Livable Communities
- Livable Communities in Vermont are For ALL ages!

AMERICA IS AGING

Percent of Population Age 65+ 2010



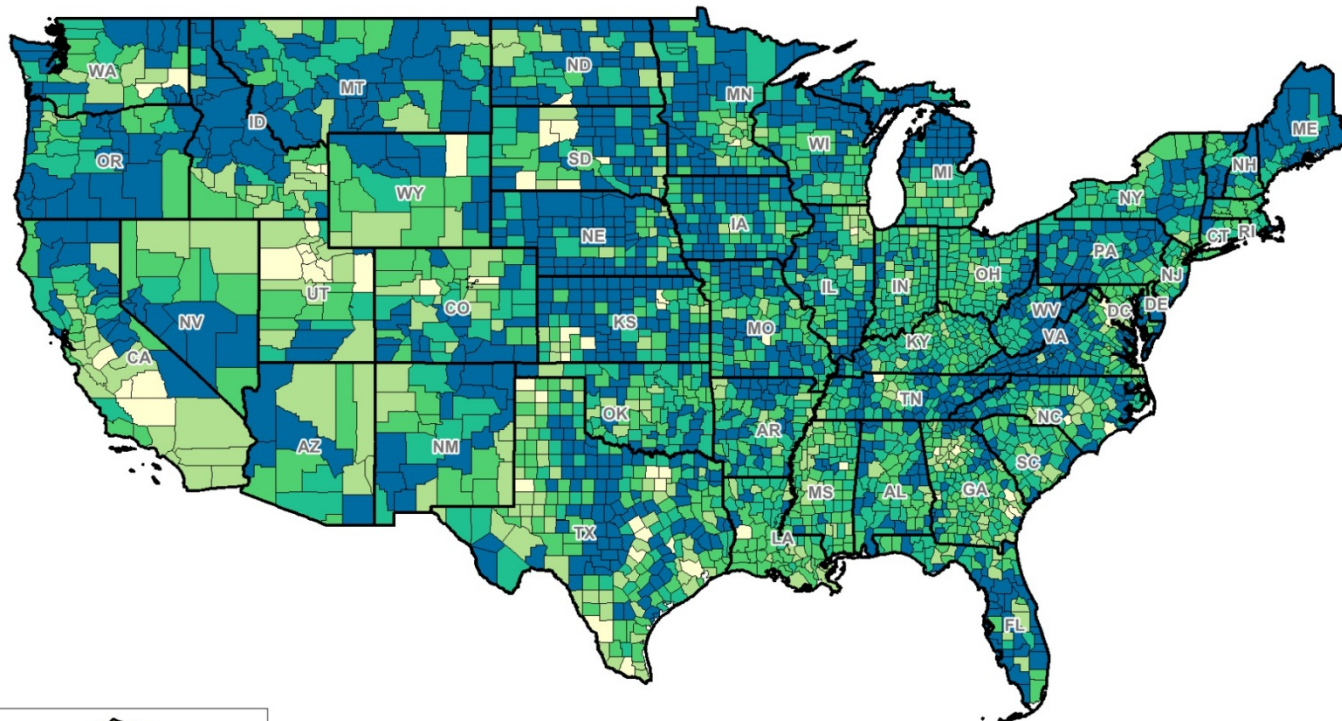
Percent Population Age 65+ 2010



Source: U.S. Bureau of the Census, 2010 Census.

AMERICA IS AGING

Percent of Population Age 65+ 2020



Percent Population Age 65+ 2020

21% or more	(1161)
18% to 21%	(920)
15% to 18%	(643)
12% to 15%	(338)
12% or less	(81)

Source: The Nielsen Company, 2015.

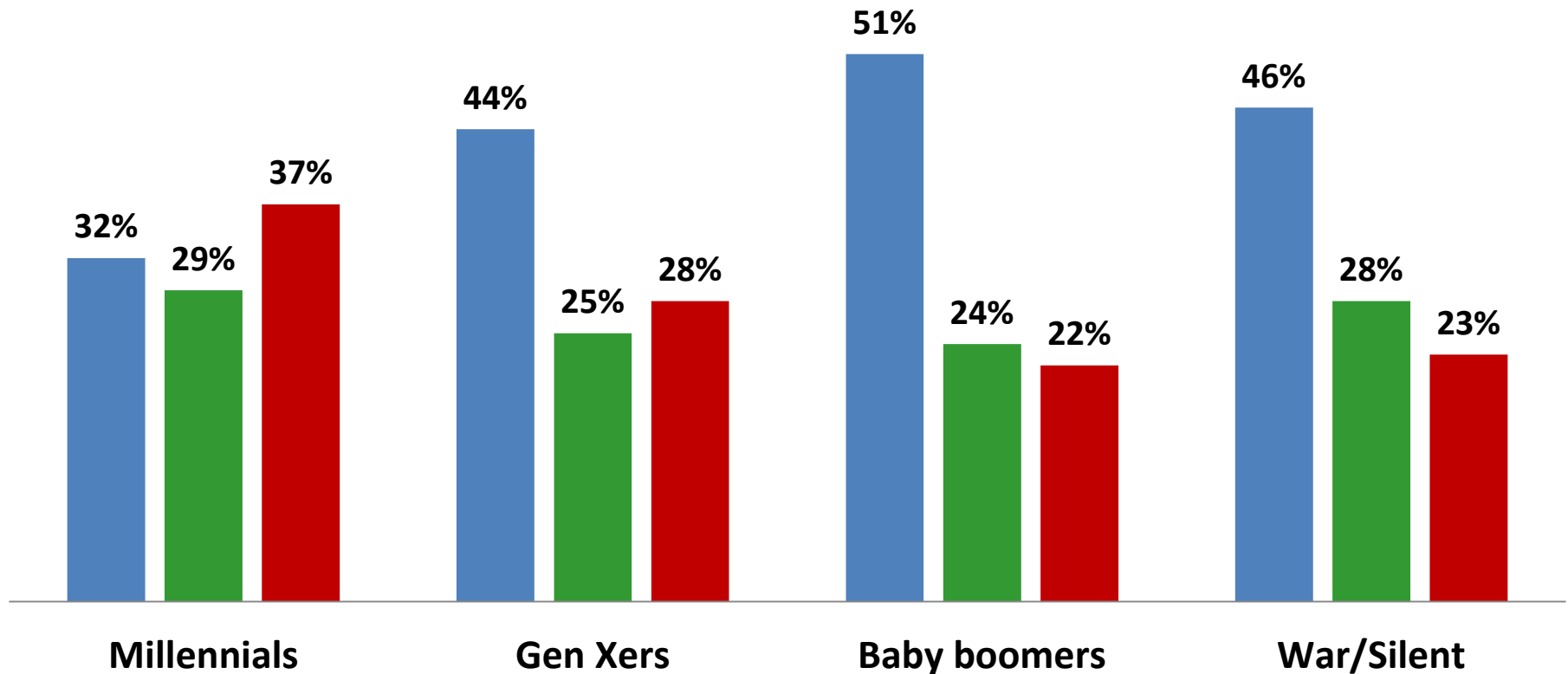
BOOMERS AND MILLENNIALS: CHANGING PREFERENCES



Source: National Association of Realtors Community
Preference Survey, 2011

WHERE DO WE WANT TO LIVE?

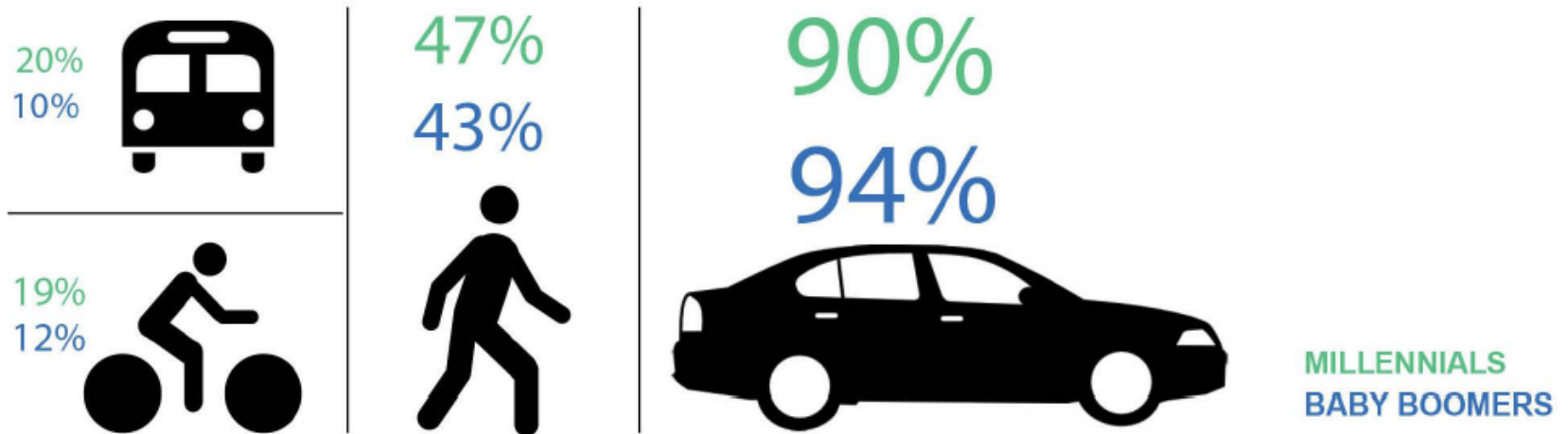
■ Rural/Small Town ■ Suburbs ■ Cities



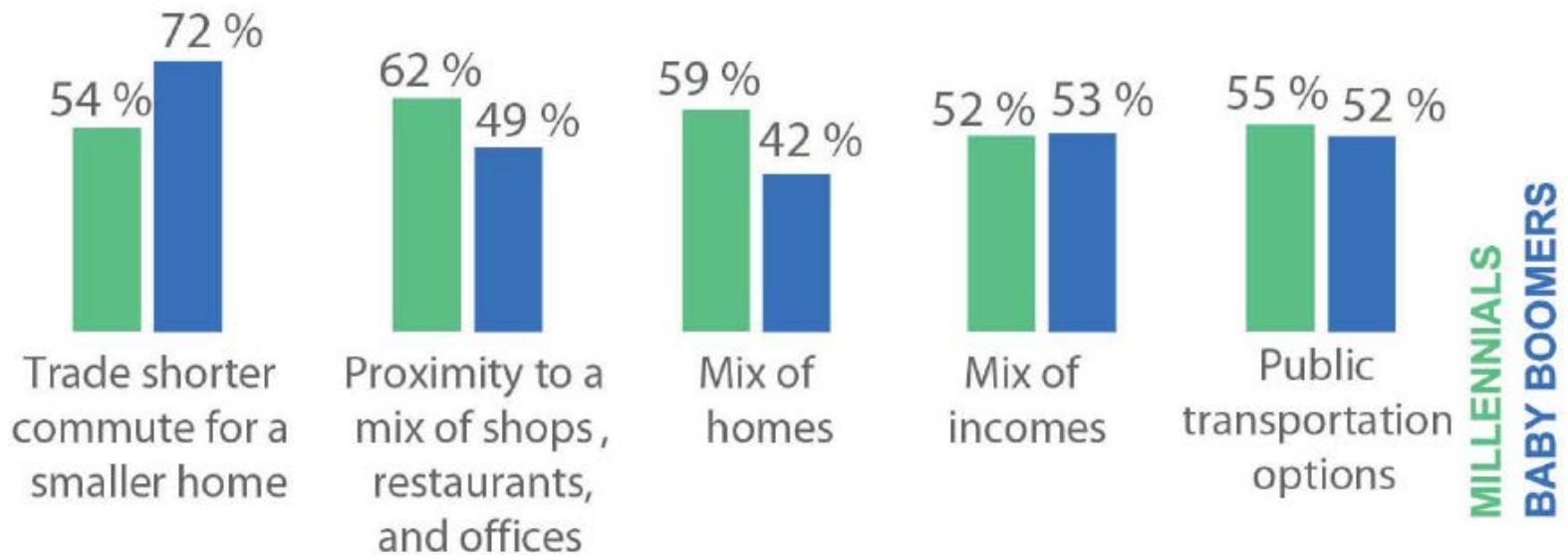
Source: ULI, America in 2015



HOW PEOPLE GET AROUND?



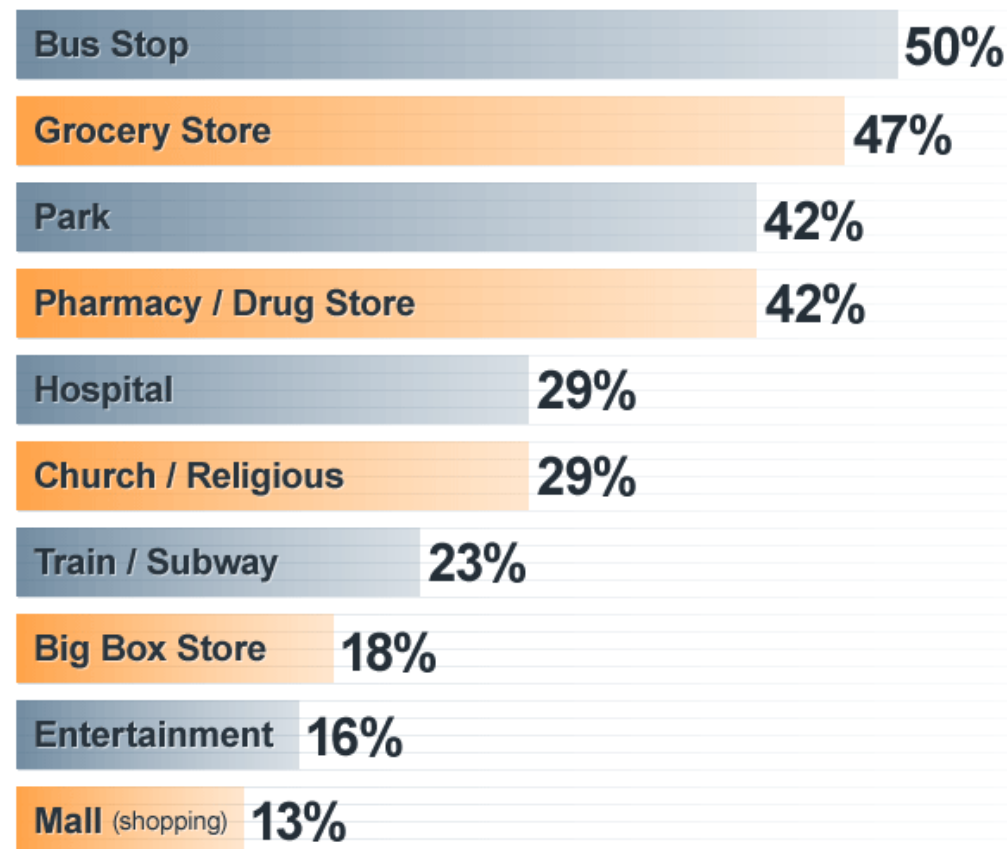
WHAT DO WE WANT IN OUR NEIGHBORHOODS?



What Community Amenities Do Older Adults Want Close to Home?

We asked older adults what amenities they want close to home. Access to transportation, food, and green space top the list. These are among the many community indicators that we are measuring as part of the Livability Index project. Find out more about our livability research and the development of our index here: www.aarp.org/ppi/liv-com/

% endorsed within 1 mile or less



Source: AARP Public Policy Institute

GRAPHIC: AARP Digital Design

CONCEPTS OF LIVABLE COMMUNITIES

- Create walkable and healthy communities
- Invest in public transportation
- Pull it together through coordinated land use planning
- Design for accessibility
- Protect housing affordability





Livable Community Outcomes

Multiple Benefits

- Public Health
- Economic Development
- Environmental
- Social Equity

Multiple Beneficiaries

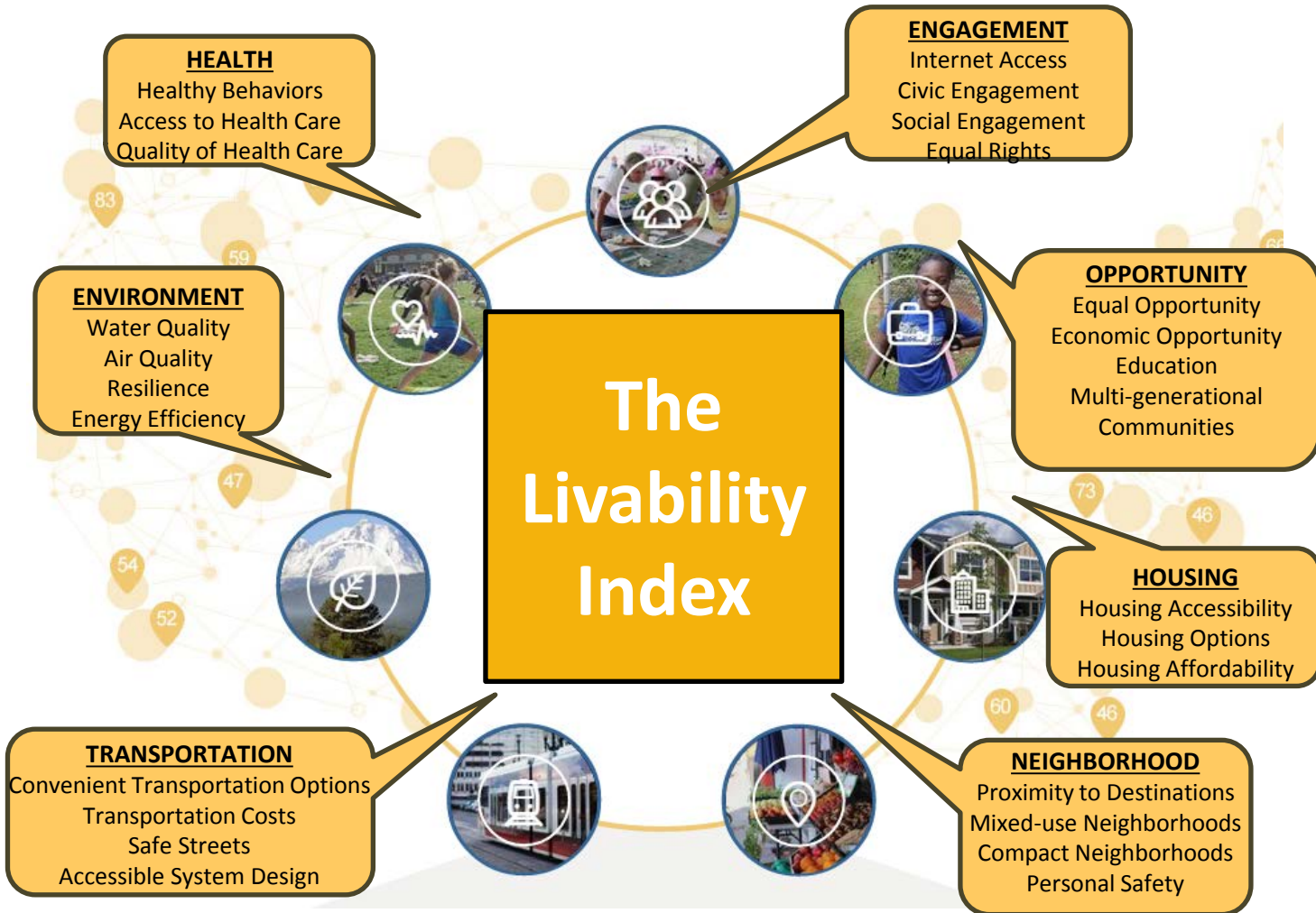
- People
- Business
- Community

AARP Livable Community Programs



AARP Livability Index

Domains of Livability



AARP Livability Index

How Livable Is Your Community?

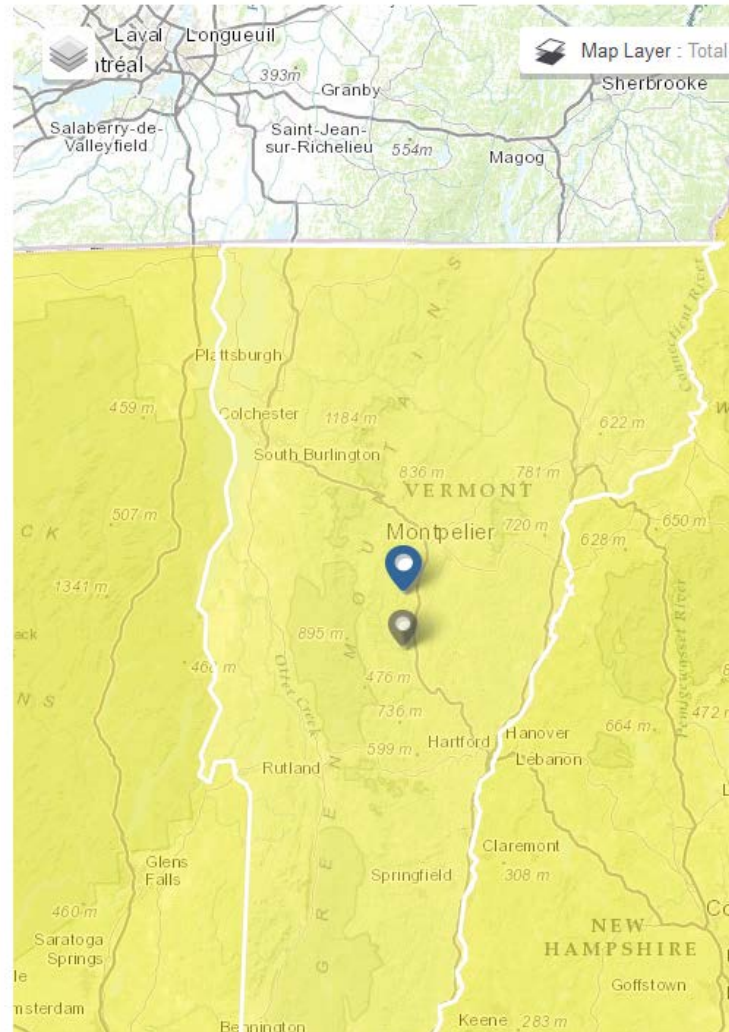
Livability Score ?



CUSTOMIZE THIS SCORE

CATEGORY SCORE

- 55 HOUSING** >
Affordability and access
- 39 NEIGHBORHOOD** >
Access to life, work, and play
- 46 TRANSPORTATION** >
Safe and convenient options
- 55 ENVIRONMENT** >
Clean air and water
- 61 HEALTH** >
Prevention, access, and quality
- 70 ENGAGEMENT** >
Civic and social involvement
- 62 OPPORTUNITY** >
Inclusion and possibilities



AARP's Community Walk Audits

Too many communities are designed for automobile travel, and *only* automobile travel. In many areas there's little to no consideration given to the needs of pedestrians.



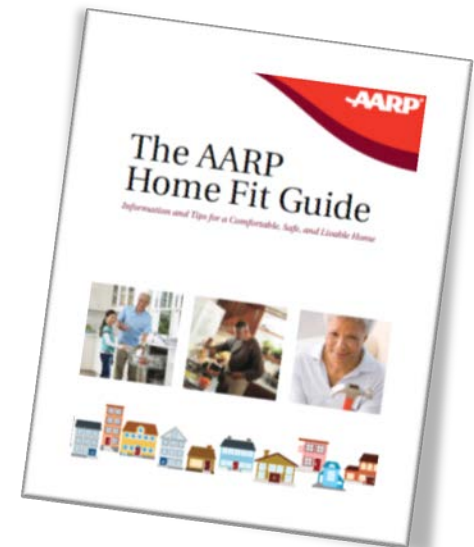
Active Living Workshops



Workshops have been held in
Burlington, Jericho and Brattleboro



Home Fit Workshops



Community Action Sponsorship Program Burlington & Newport



Intended to inspire and support grassroots groups that have a vision for their neighborhood or downtown to be more livable.

- Affordable housing options for older residents
- Delivery of services to help older adults age in place
- Public transit
- Fostering intergenerational and multi-cultural connection
- Socialization and fostering community connection for older residents
- Education and awareness about LGBTQ elders
- Community accessibility for disabled residents
- Pedestrian infrastructure: sidewalks, amenities, public art, safe street crossings, navigation, etc.

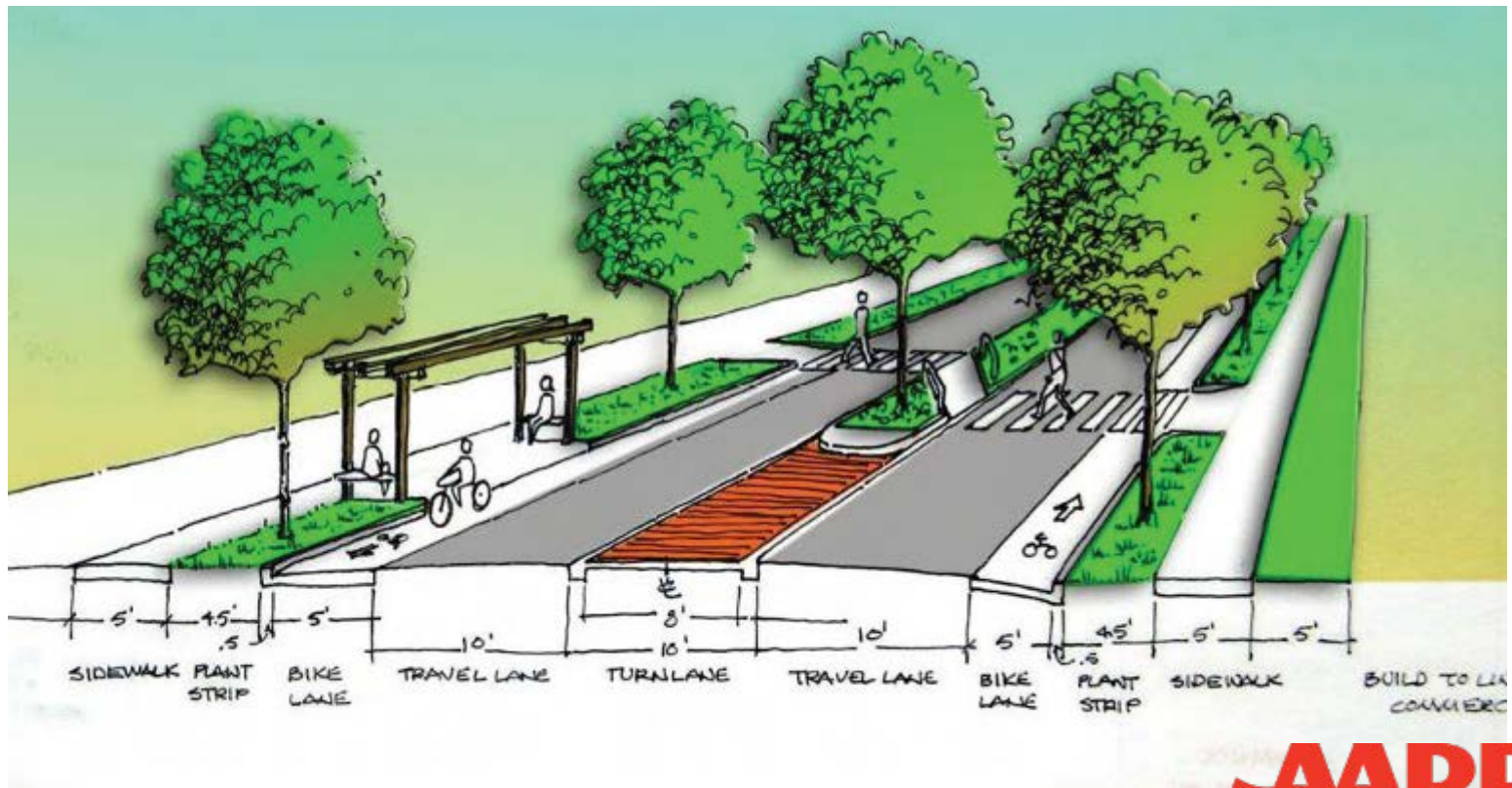
Advocacy and Policy

Taming our Roads – Implementing Complete Streets Law



Creating Walkable Healthy Communities

Complete Streets: Roadways designed to safely accommodate all users of all ages: pedestrians, bicyclists, motorists, and bus riders



Creating Walkable Healthy Communities Through Complete Streets

Streets that accommodate all users are safer for everyone, including automobile drivers.

- Non-drivers need ways to safely get around
- Climate change
 - Transportation accounts for 57% of CO2 emissions in VT – higher than US
- Land Use
 - Complete streets promote more compact development
- Public Health – Healthy Active Living
- Economic vitality



Creating Walkable Healthy Communities Through Complete Streets

Reducing Speed

- Towns can choose to take over maintenance responsibility of State highways in village centers and take additional traffic calming measures
- On-street parking



Vergennes, VT

Creating Walkable Healthy Communities Through Complete Streets

Reducing Speed

- Narrow travel lanes with fog lines
- Hinesburg has now painted three town roads with 9' travel lanes
- VT Roadway Design Manual guides width of lanes and shoulders on state roads



Creating Walkable Healthy Communities Through Complete Streets

Reducing Speed

- Village or City-wide speed limits
- Winooski has long had a 25mph city-wide speed limit
- Burlington approved a 25mph city-wide speed limit in 2011



Photo: Burlington Free Press

Creating Walkable Healthy Communities Through Complete Streets

Bike Strategies

Cycle Tracks – time to try them in our region?

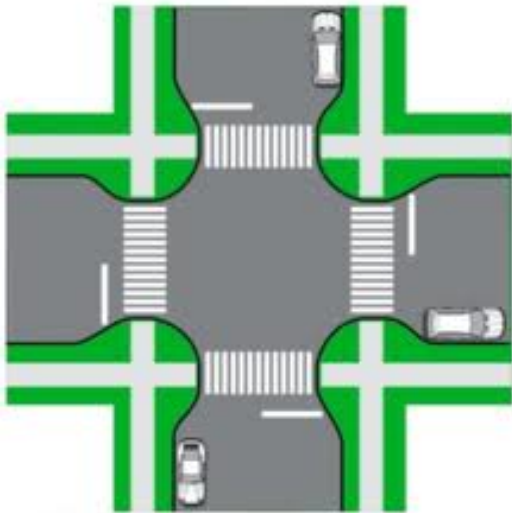
- Separated from traffic
- Can be one-way or two-way
- Gives additional comfort to less advanced cyclists
- Intersections must be well designed



Creating Walkable Healthy Communities Through Complete Streets

Intersections and Street Crossings

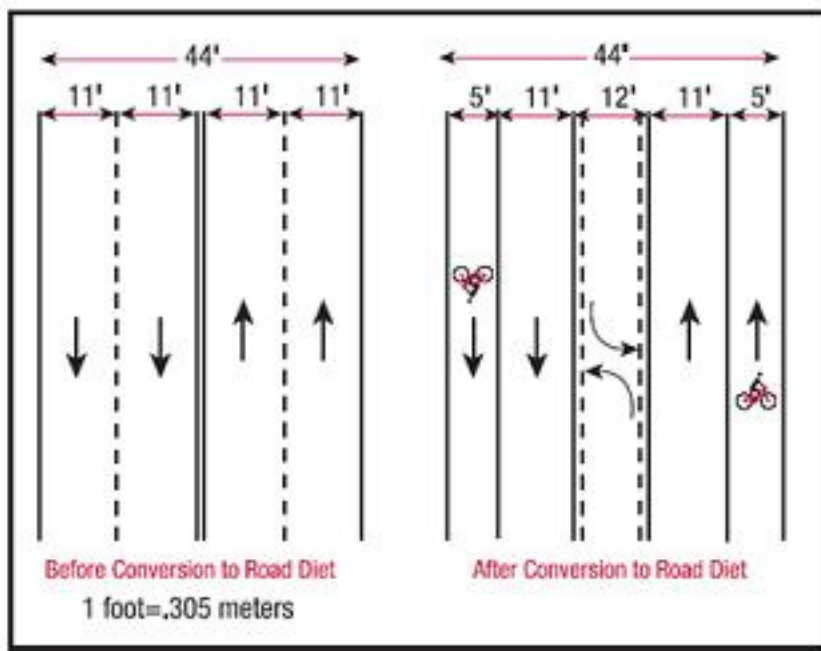
- Bulb Outs / Curb Extensions
- Pedestrian islands
- Count down signals
- Raised mid-block crosswalks



Creating Walkable Healthy Communities Through Complete Streets

Right-sizing the road / Road diets / 4-to-3 lane conversions

- Delivers benefits for drivers, cyclists and pedestrians
- Relatively low-cost
- Can be done on some roads with up to 20,000 vehicles / day



Creating Walkable Healthy Communities Through Complete Streets

Public Transit

- Shelters, benches
- Shade trees
- Solar lighting
- Crosswalk placement
- Pull offs / combined with bike lanes
- Bike parking



Creating Walkable Healthy Communities Through Complete Streets

Living Streets



Complete Streets in Action



An aerial photograph of Newport, Vermont, taken during the golden hour of sunset. The image shows a large body of water, Lake Umbagog, with a small peninsula in the center. The town of Newport is visible on the right side, with numerous houses and buildings. In the foreground, the two prominent stone towers with copper domes of the Newport Church are visible. The background features rolling hills and mountains under a warm, orange sky.

Newport, Vermont An Age Friendly Community Program

Age Friendly Survey Highlights

Newport residents age 45+ say to make their towns a place where people can successfully age improvements are needed in:

- ✓ **Job opportunities**: flexible job opportunities, job training, jobs to suit people with disabilities.
- ✓ **Town information**: community information that is delivered in-person, clearly displayed printed information, access to information in a single source, and an automated information source.
- ✓ **Transportation**: ability to easily connect with public transportation outside of Orleans County
- ✓ **Outdoor spaces and public buildings**: neighborhood watch programs and well-maintained public restrooms that are accessible to all residents.



Job Opportunities Recommendations



Goal 1: Assess the needs, beliefs and practices of Orleans County employers toward older workers and those with disabilities or special needs/considerations.

Action Step 1: Create work group for outreach to top 50 employers in Orleans County.

Action Step 2: Through business outreach, the work group will document and evaluate the needs, beliefs and practices of employers.

Action Step 3: Identify champions and success stories.

Action Step 4: Create a report highlighting success stories and current practices, as well as documenting gaps and needs, illustrating how Orleans County employers recruit and retain older workers as well as people with a range of disabilities, special needs or considerations.

Goal 2: Consider strategy for effective ways to share this information to employers (e.g., breakfast/lunch panel, public forum).

Action Step 1: Using results from report in Goal 1, plan at least one event for employers to share success stories with other businesses.

Community Matters

Nourishing Relationships into Partnerships

- Advisory Council – Volunteer Led and Stakeholder Driven
- Community and Business Leaders
- Elected Officials
- Media and the Public



The Advisory Council's efforts are focused on *addressing isolation and emphasizing the importance of aging-in-place in a manner that is consistent with the region's vision of its future.*

A bright, sunny day in a suburban neighborhood. A paved sidewalk runs through the center of the frame. On the left, a young child in a blue shirt and red helmet rides a small yellow bicycle. On the right, an adult wearing a black tank top, blue jeans, and a black helmet rides a silver mountain bike. The background features several houses with gabled roofs, surrounded by tall evergreen trees and flowering plants. A large white text overlay is centered over the middle of the image.

Thank you!

Kelly Stoddard Poor, Associate State Director, AARP Vermont
802.951.1313; kstoddardpoor@aarp.org