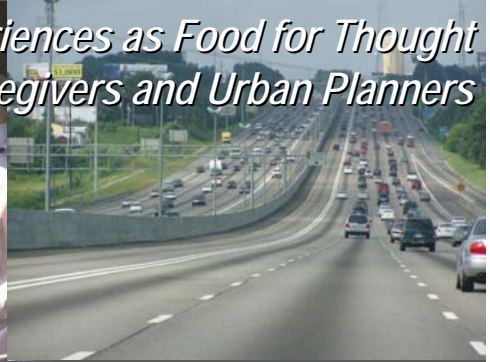


A Longitudinal Perspective of Daily Mobility Evolution in Old Age



*Residential Experiences as Food for Thought
for Caregivers and Urban Planners*

*3rd Seniors Citizen Mobility Conferenc in Thun (CH)
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Presentation Plan

1. Research Context
2. Theoretical and Methodological Frameworks
3. Results
4. Conclusions / Discussion
5. Planning Issues

1. Research Context

1. Growing Old in Post-War II Suburbs

Questioning elders' experiences in low density suburbs

1. Urban form

2. Functional zoning

3. Car dependency



1. Faced with elders' desire to age in suburbs

My research aimed at...

1. Exploring elders' daily life in relation to the transformation of their spatial uses through an aging process;
2. Investigating elderly daily mobility adaptation strategies in order to remain in place;
3. Evaluating how an eventual loss of mobility influences lifestyles and urban experiences.

2. Theoretical and Methodological Frameworks

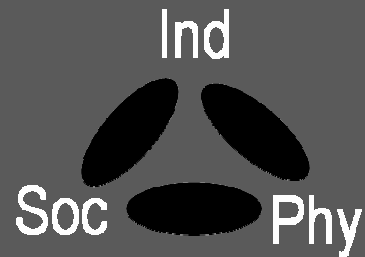
2. Complexity of Mobility

Combining environmental gerontology and urban geography

Mobility is more than a “trip”, traveling through socio-spatial space is a way of being part of the “suburban way of life”.

(Feldman, 1990, 1996; Serfaty-Garzon, 2006; Després & Lord, 2005)

Basically, mobility in old age is a valued social status, telling everyone about being independent.



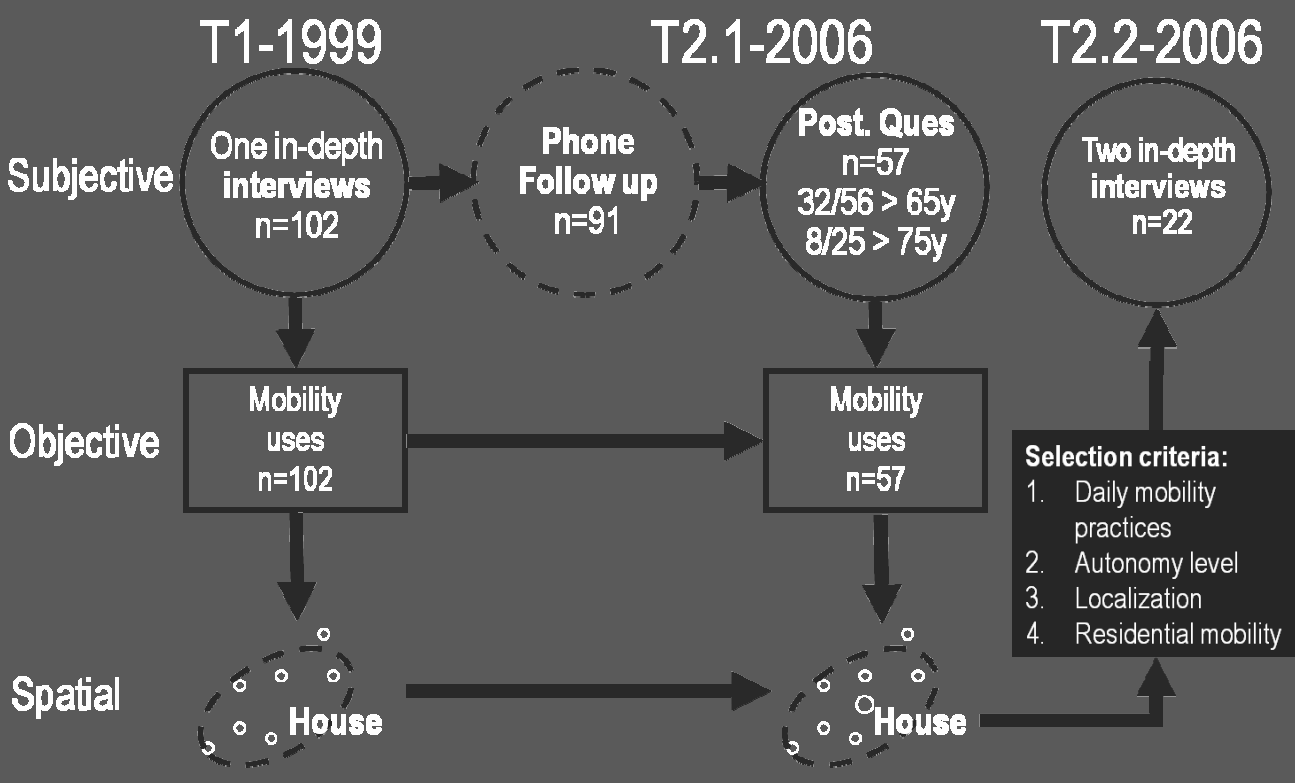
Concept of “motility” (Kaufmann, 2004, 2008)

1. Access
2. Competencies
3. Appropriation

Movement potential vs observed trip

2. Research Strategy

102 homeowners longitudinal monitoring from 1999 to 2006



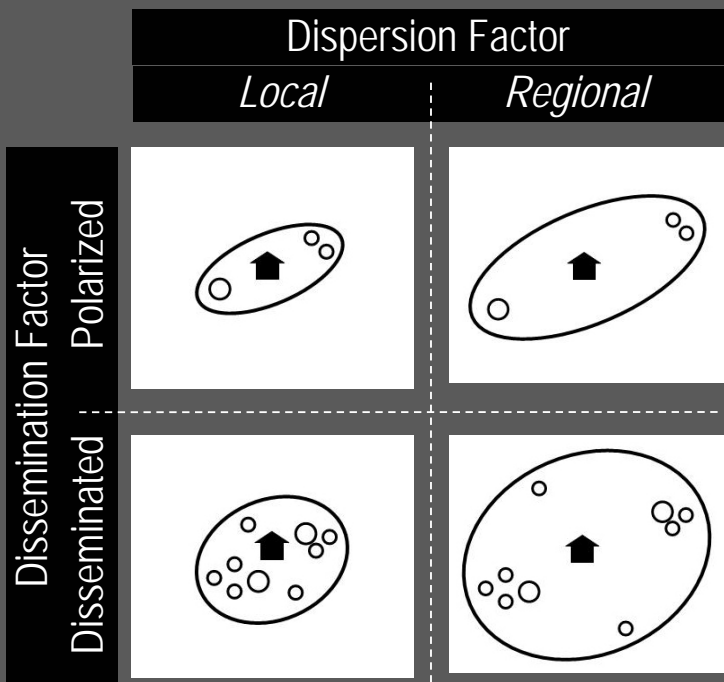
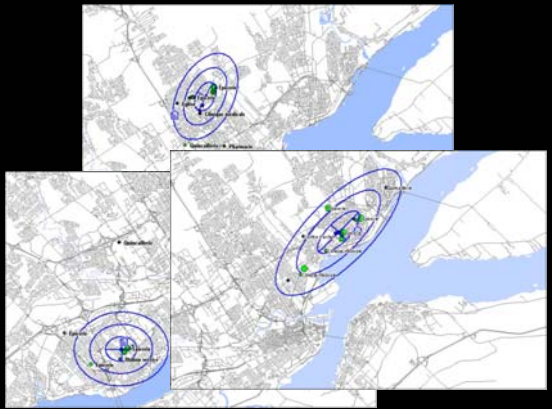
3. Results

3. Individual Action Spaces

Mobility typology in 1999 and in 2006 for 57 elderly suburbanites

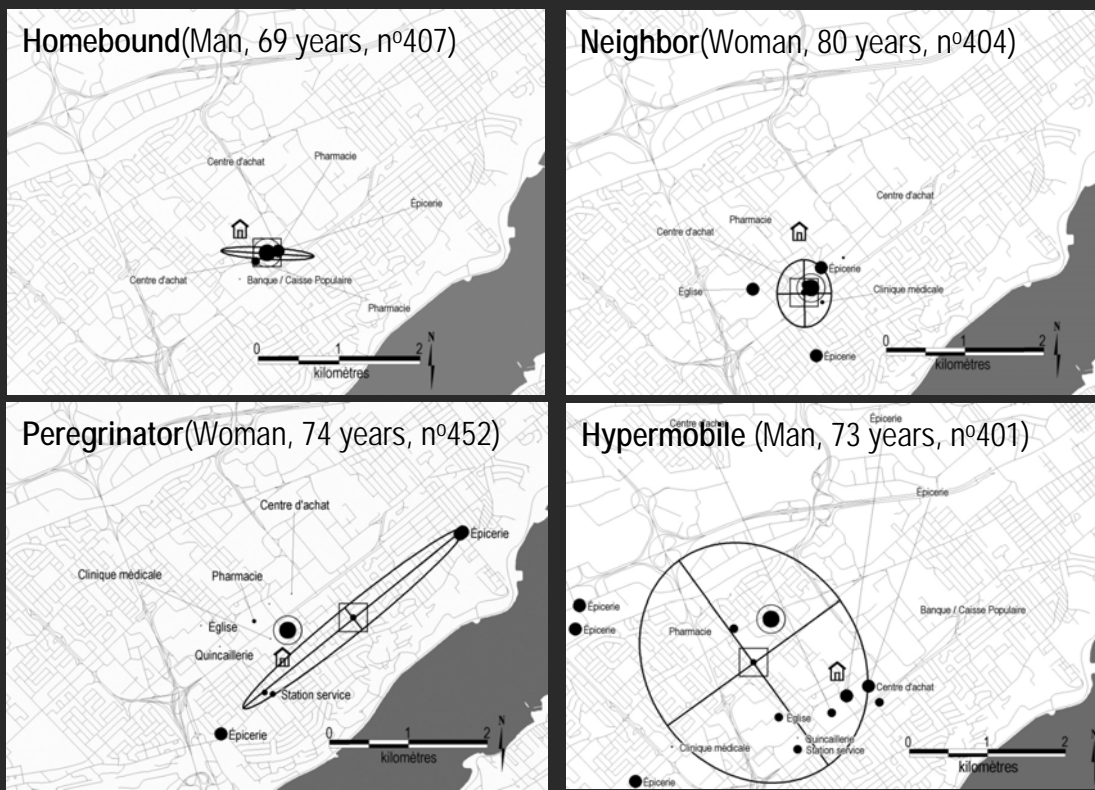
>1400 typical visited places

Centrographic / PCA analysis



3. Typical Respondents' Action Spaces

Mobility Typology in 1999



3. Daily Life and Displacements in 1999

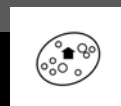
Different daily mobility patterns, different automobile lifestyles

Homebounds



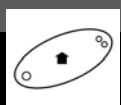
- ✓ House as a center of activities
- ✓ Lifestyle centered on dwelling
- ✓ Planned daily life
- ✓ No outings can be a positive experience
- ✓ Car: bad need, renunciation and unconscious disengagement

Neighbors



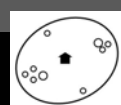
- ✓ House as a center of activities
- ✓ Lifestyle centered on outings
- ✓ Routine and unplanned activities
- ✓ Few outings are important
- ✓ Car: proximity more appreciated

Peregrinators



- ✓ House as a spatial anchor
- ✓ Lifestyle centered on outings
- ✓ Planned activities
- ✓ Activities needing infrastructures and social contacts.
- ✓ Car: indispensable

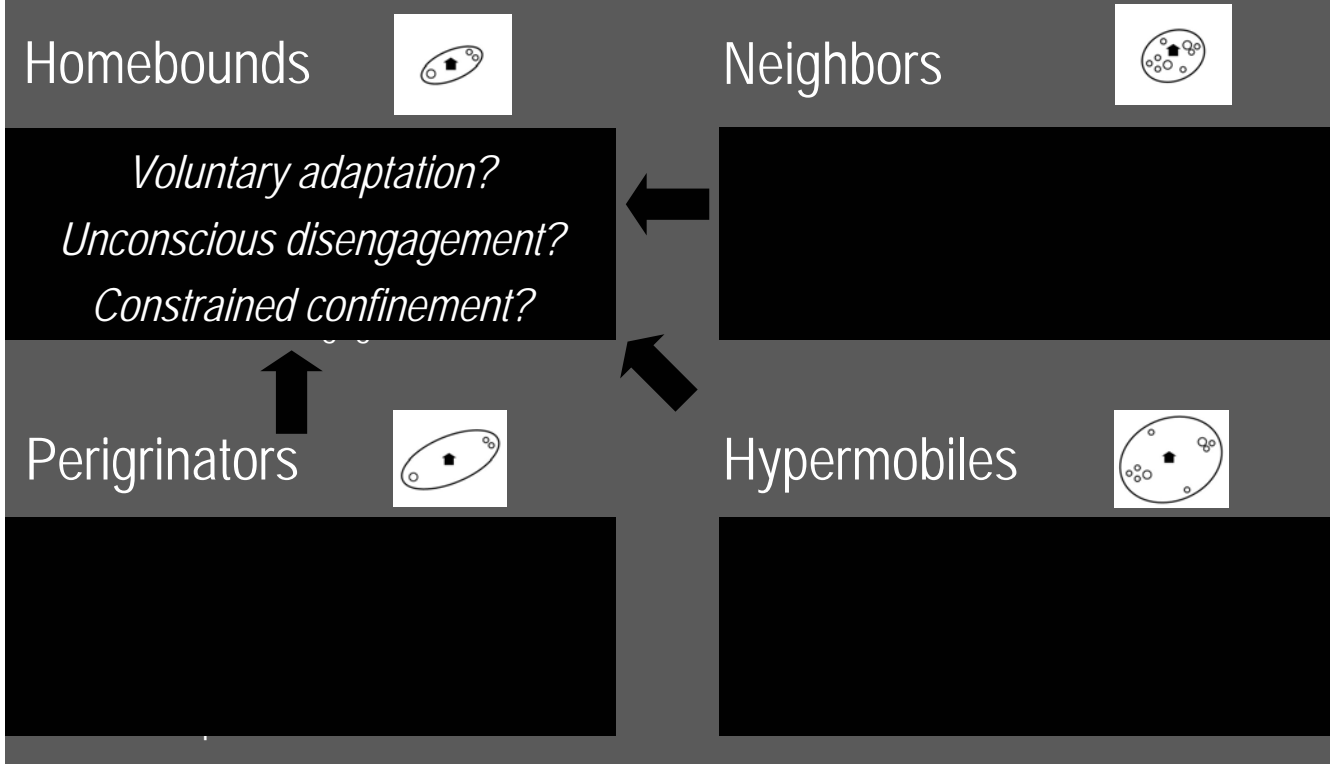
Hypermobiles



- ✓ House as a spatial anchor
- ✓ Lifestyle centered on outings
- ✓ Routine and unplanned activities
- ✓ Involved in many networks
- ✓ Car: social participation tool

3. Daily Life and Displacements in 2006?

Different hypothesis have been considered



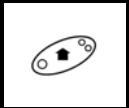
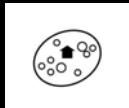
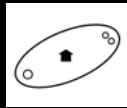
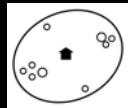
3. Daily Mobility Uses in 2006

Reinforcement of tendencies observed in 1999

1. Automobile omnipresence and transit transportation marginality (<1/10).
2. More than 2 elders out of 3 walk in summer, mainly for leisure or relaxation.
3. Activity spaces evolution, observed decreasing tendencies for :
 - ✓ Old-old respondents
 - ✓ Women
 - ✓ Individuals with health-limitations

3. Evolution of Individual Action Spaces

Stability, decreasing... but also, increasing mobility

		1999				
		Domocentrés	Voisineurs	Pérégrinateurs	Hypermobiles	Total
						
2006	Domocentrés	2	7	5	1	15
	Voisineurs	7	6	6	2	21
	Pérégrinateurs	1	3	3	1	8
	Hypermobiles	1	5	1	6	13
	Total	11	21	15	10	57

3. Objective Mobility Transformation

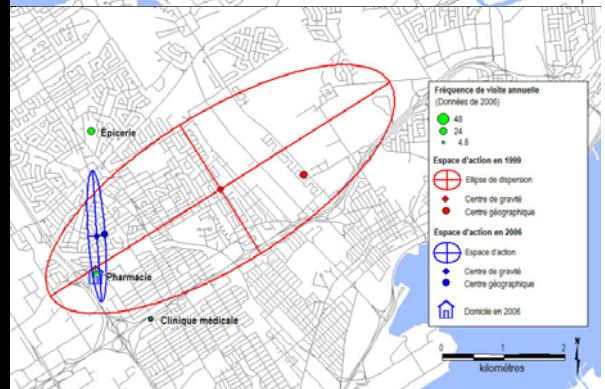
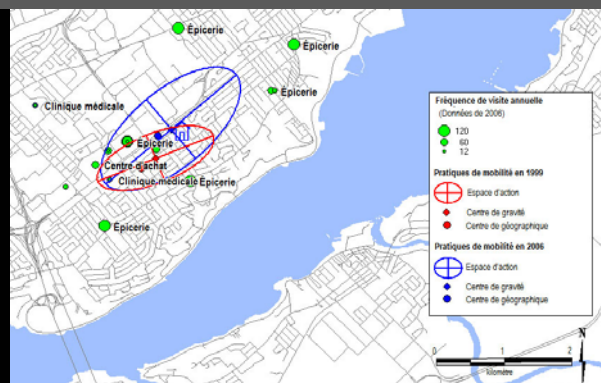
Different impacts of individual and socio-spatial factors

Increased (socio & spatial factors)

- ▶ Commercial places relocation
- ▶ Big boxes
- ▶ Localization of health infrastructures

Decreased (personal factors)

- ▶ Lifestyle modification:
 - *Decreasing of outings*
 - *Modification of visited places*
 - *Polarization of outings*
- ▶ Health and autonomy limitations
 - *Relocation in assisted-housing*



3. Quid of the Subjective Mobility Transformation?

Experiences and meanings of being (im)mobile

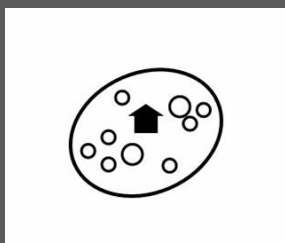
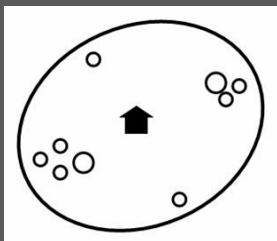
If transformations of mobility uses are observed...

1. Why action spaces have been modified?
2. How adaptation is conducted, especially in terms of difficulties?
3. What are the experiences and meanings of these transformations?

3. Proactive Daily Mobility Adaptation

Experience of a shrinking city

Less mobile types see their representations of aging gradually change, as both their spatial and social uses are decreasing.

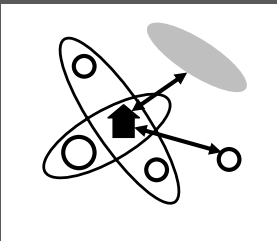
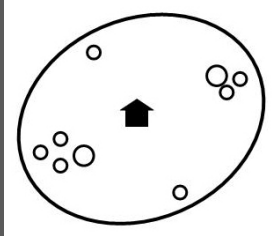


- ▶ Adaptation is not a problem, daily routines did not include many outings in 1999;
- ▶ Self-representations as an "aged person" is an accepted fact that imposes immobility;
- ▶ *Disengagement* of social life, as well as territory uses, induce sadness as grows nostalgia of being mobile;
- ▶ Urban experiences are shifting from a global territory to a home-centered space .

3. Taking Forward Adaptation of Daily Mobility

Experiences of the accessible city

Remaining in house for as long as possible forces to change almost all of the habits... as well as relations to otherness.

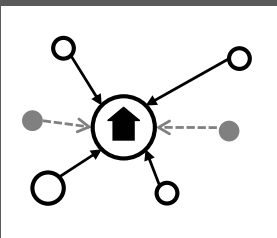
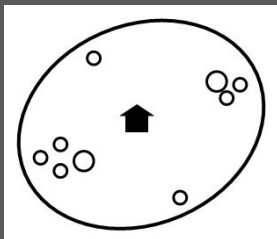


- ▶ Mobility becomes gradually more difficult, outings are then stopped or become dependant to family support;
- ▶ Outings keep functional utility, but driving has ambivalent meanings;
- ▶ Global city is no longer accessible, parking for disabled, shopping malls, and well-known routes lead mobility uses;
- ▶ Parts of action space become unknown, and urban experiences shift to
 - a) Corridors toward accessible places;
 - b) Imposed / selected "disconnected" places

3. Refusal to adapt daily mobility or relocate

Experience of the city by proxy

Maintaining lifestyle conducts to turning points where "home" experience is alienated and/or adaptation is no more possible.



- ▶ Acceptance of a confinement is inevitable and conducts to a pernicious urban experience;
- ▶ Territory is then used by others, them telling about urban movements / changes;
- ▶ Space becomes experienced through others: mobility in media, narrated mobility, mobility in souvenirs;
- ▶ Daily mobility is ultimately experienced "at home" for those relocated in serviced housing.
 - a) Space is virtually experienced
 - b) Home with urban amenities (relocation)

4. Discussion / Conclusion

4. Aging in Suburb...

For a better, or a worse residential experience?

1. Aging in place allows the conservation of a mobility territory with multiple meanings, even if this space is more or less used.
2. Mobility adaptation is "easier" than a relocation, in addition this also allows individual to retain its territorial-identity. (Feldman, 1996)
3. Pushing forward auto-mobility abandonment postpone one's entry into (what socially means) the real "old age".
4. Adapting one's mobility means, however, the risk of alienating relationships to space and otherness.

4. Discussion / Conclusion

Needs for supports to varied lifestyles

1. Improving mobility access conditions will not make change elderly auto-mobility practices (ex. public buses, adapted transp., etc).
2. Representations of suburban lifestyle are stable, even if adaptation is observed, years of auto-mobility create inertia.
3. Shrink action spaces highlight both social and physical spaces which must inspire retrofitting of such suburbs.
4. Action spaces experienced by proxy show the failure of suburbanite models to meet the needs of its aging population.

5. Planning Issues

5. What Propose These Suburbanites Experiences?

The Need for Solutions Beyond "Urban" Ones...

1. Housing options related to elders' preferences to age in suburbs:

- ✓ Assisted-housing in suburban neighborhoods
- ✓ Retrofitting walk-up buildings already located in suburbs

2. Adapted services to elders' daily needs and interests:

- ✓ Small shopping malls
- ✓ Site design that facilitates accessibility

3. Services supporting the mobility

- ✓ Personalized transportation services solutions beyond "buses"
- ✓ Adaptation (vehicules, routes, schedule) and information

5. Adapting transit systems

A Proposed Checklist...

1. Adapted lines and schedules
2. Protection from the weather
3. Places to wait
4. Easy to understand fare options
5. Places to put canes, walkers, etc.
6. Key-destination readily visible
7. Audible announcements
8. Easy transfers
9. Operator training
10. Marketing support

5. Retrofitting communities

A Proposed Checklist...

1. Safe surfaces and spaces
2. Reduced gradients
3. Adequate lighting
4. Easily accessible pedestrian activated signals
5. Removal of barriers and obstacles
6. Time to cross the streets
7. Proper orientation and wayfinding
8. Snow / ice removal
9. Curb cuts, tactile strips, auditory
10. Signals

(Bentley et al., 1985; Lord, 2009; Miller et al., 2006)

5. To an Interdisciplinary Planning Agendas

Who needs to be involved?

1. All orders of government
2. Planners, architects, engineers, etc.
3. Senior advocacy groups, public, private sector, etc.
4. Health professionals
5. Transportation professionals
6. Industrial design professionals
7. Marketing/communications specialists
8. Information Technologists

(Bentley et al., 1985; Lord, 2009; Miller et al., 2006)