

POLICY SPHERES AND ELDERLY TRANSPORTATION NEEDS: A CASE STUDY OF ONTARIO, CANADA

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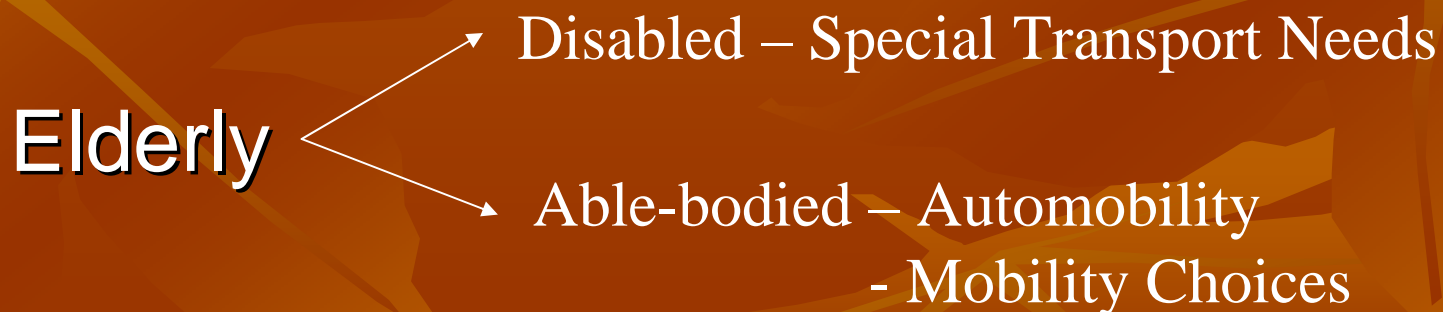
SEDAP NEW RESEARCHERS CONFERENCE, 19-20 October 2007, McMaster University

Research and Policy Discourses on Aging and Transportation

- OLD: Social Inclusion

Elderly = Mobility Disability

- NEW: Social Inclusion + Active Aging



General Aging and Transportation Policy Frameworks

UN 2002/ WHO 2002

ACTIVE AGEING

Health
Participation
Security

UN 1987/ OECD 1996

SUSTAINABLE TRANSPORTATION

Environmental Quality
Economic Welfare
Individual and Societal Quality of Life

**AGING AND TRANSPORTATION
PERSPECTIVES**

MOTIVATION

To what extent international commitments on population aging and transportation (i.e. UN / ECMT / OECD) have found translation in national and regional transport policy framework and plans of countries?

Policy Areas to Evaluate Mainstreaming of Aging and Transportation Perspectives in National/Regional Transport Policy

1. Overall Policy Framework

- explicit consideration of demographic aging as a factor or consideration in transport policy and planning

2. Mode Preference

- policy statements on alternative transport modes (i.e. bus, rail, walking, para-transit)

3. Public Investments

- financial resources poured on various transport modes

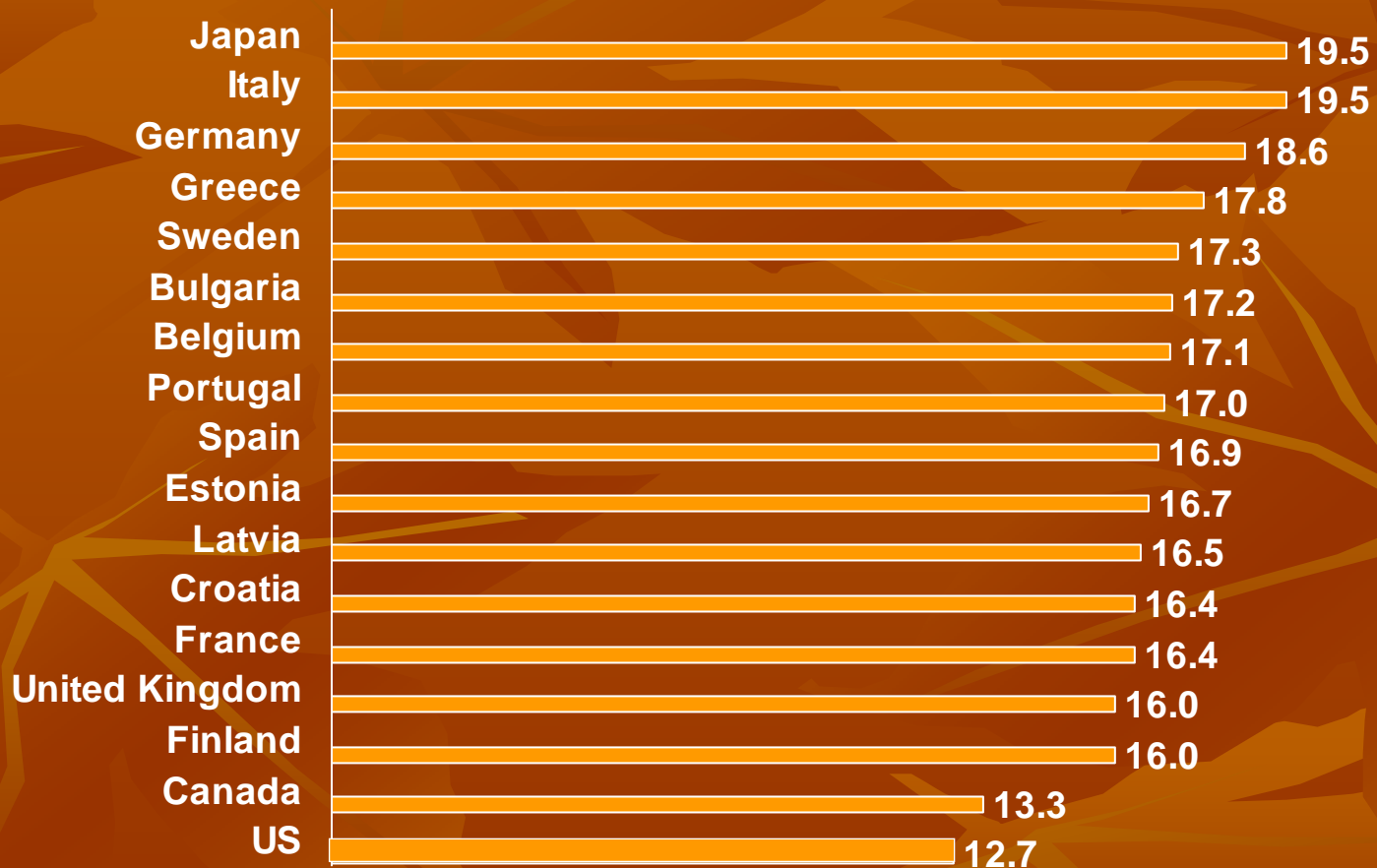
Policy Areas (cont.)

4. Transportation, Housing, Land-Use Linkage
- living environment facilitates elderly's
“everyday competence” (Schaie et al 2005)

5. Technology
- improving the driver/passenger and the transport
environment

6. Institutional and Legal Reforms
- public/ private / public-private coordination
- road safety policy (e.g. driver licensing)
- accessibility laws

World's Oldest Countries Plus Canada and US



Source: Haub, C. 2006 *World Population Data Sheet*.

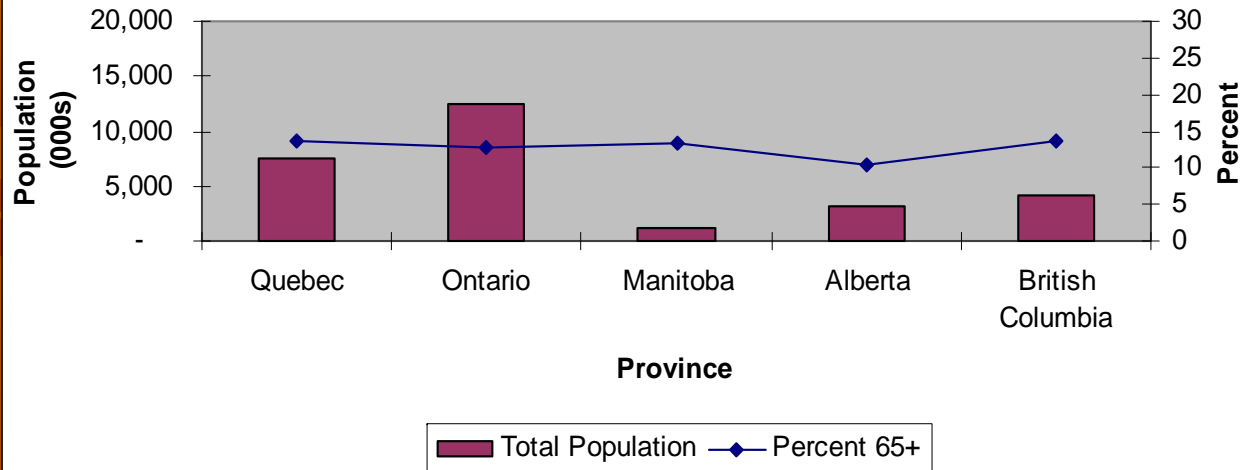
The Province of Ontario, Canada



- Biggest population (39% of total pop.)
- Largest land size second to Quebec (415,000 sq. miles)
- Economic giant (40% of Canada's GDP)

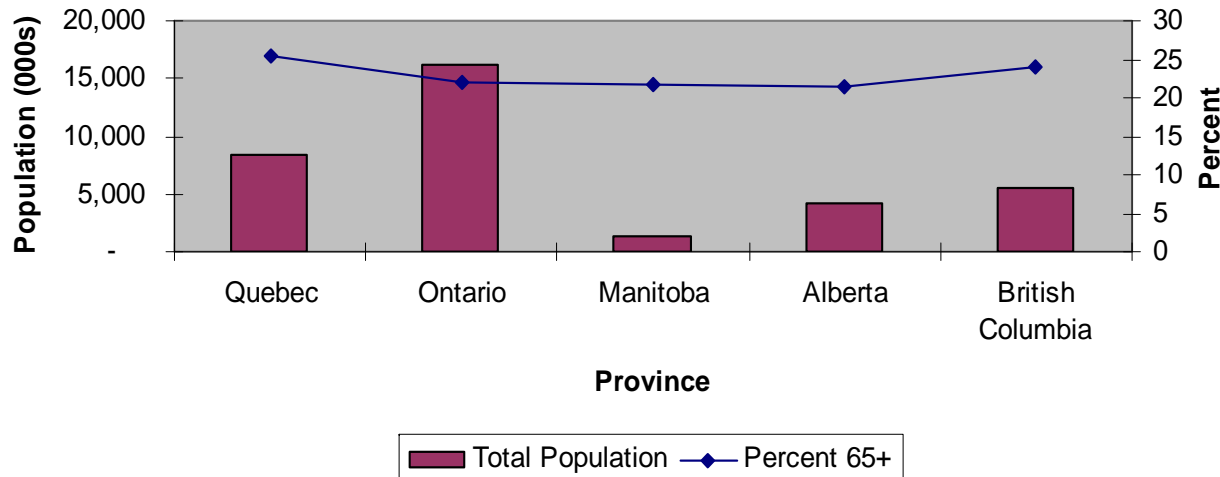
Ontario: Provincial Comparisons

Population and Percent 65+, Top 5 Provinces, 2005



2005

Population and Percent 65+, Top 5 Provinces, 2031



2031

Elderly Travel

Characteristics in Ontario

- Newbold et al (2005)
 - Cohort analysis (1986-1998) showed
 - increasing reliance on the private automobile as transport mode
 - Increasing number of trips
- Paez et al (2007)
 - Elderly make fewer trips but not homogeneous across different places
 - License ownership and transit pass positively affect trip-making
- Mercado and Paez (2007)
 - Elderly travel shorter distances
 - Gender divide – Men travel farther than women but this gap is minimized as one ages
 - License ownership and vehicle ownership increase distance traveled
 - High degree of commercial and residential density negatively affect distance traveled by car (driving)

General Aging and Transport Challenges

- Growing elderly segment of the population mostly living in urban and suburban areas; Aging in place
- Car dependent (65% of elderly are car drivers and growing)
 - implications on road safety, congestion, emissions
- Alternative modes of transport needs improvement
 - Public transit (rail and bus) – frequency/efficiency
 - Walking is not a popular mode
 - Specialized transport services very limited and fraught with problems of meeting demand and operational costs

Major Transport Policy Framework Documents

- Transport Canada (2003) Straight Ahead: A Vision for Transportation in Canada
- Ministry of Transportation Ontario (2006) Results-based Plan Briefing Book
- Ministry of Public Infrastructure Renewal Ontario (2006) Places to Grow: Better Choices, Brighter Future

1. General Transport Policy Framework

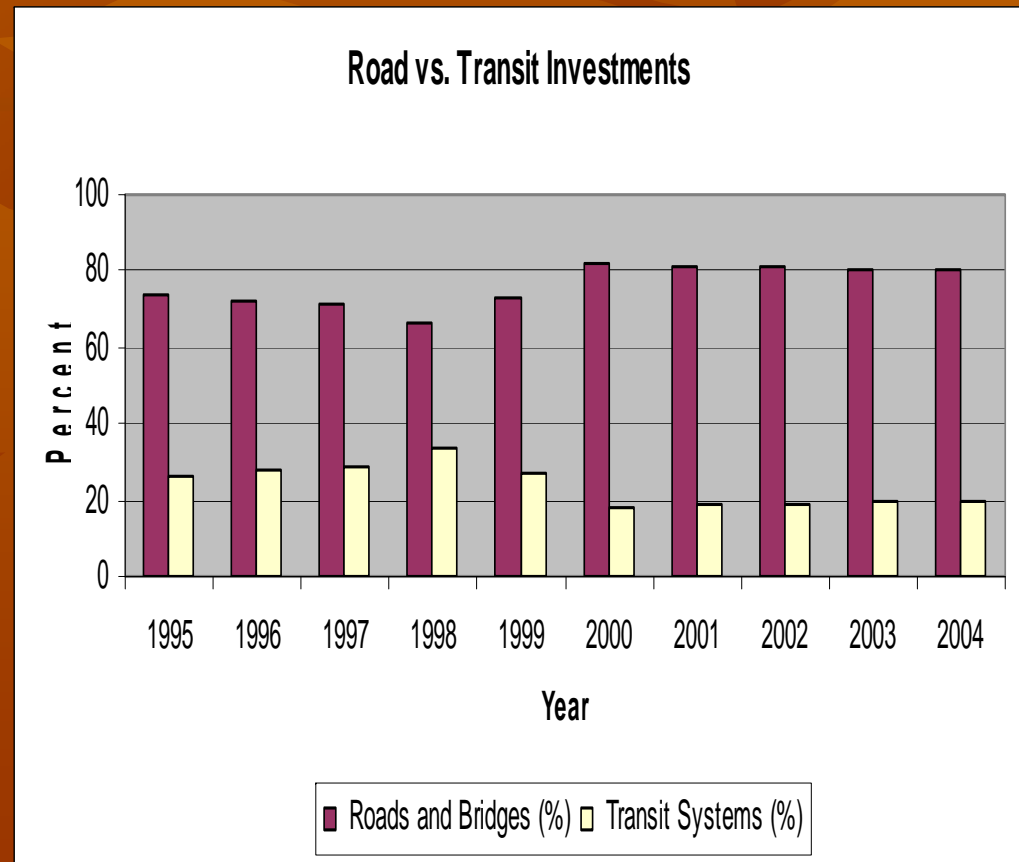
- Disconnect between federal and provincial transport frameworks
- Federal transport plan consider population aging “as one of the forces that will shape economy and society influencing transportation needs and requirements”
- Demographic shifts in population, not identified in the Province’s Transport Plan and the Regional Growth and Development Plan (“Places to Grow”), that will guide decisions in transportation, infrastructure planning, land-use planning, urban form and housing, among others.

2. Preference for Transport Modes

- Neutral stance: “multi-modalism”
- But with strong emphasis on public transit investment and accessibility

3. Transport Infrastructure Stock and Investments

- In Ontario, historical spending for roads and bridges far exceeds that for transit system
- Shows rebound in recent years with heightened focus on public transit but not even reach pre-devolution levels



3. Transport Stock and Investments...

- Urban Transit System
 - 53 out of 55 systems analyzed
 - Service Coverage: 50% have full coverage
4 systems below 50% coverage
 - Accessibility: Of the 6,311 transit vehicles
 - < 50% accessible
 - 9 transit systems have zero accessibility
 - Transit systems in big urban areas have low accessibility scores (Toronto-39%; Mississauga-45.5%; Ottawa-50.3%; Hamilton-59.7%; York-61.3; Waterloo-69.6)
 - AODA 2005 – goal is to be fully accessible by 2025

3. Transport Stock and Investments...

- Specialized Transport System
 - 80 paratransit services analyzed
 - Registrants
 - Average: 2% of service population
 - Minimum = 0.16%
 - Maximum = 21%
 - Registrants – Vehicle Ratio
 - Average = 188
 - Minimum = 19
 - Maximum = 813
 - Need to look into service insufficiency

3. Transport Stock and Investments...

- Provincial Allocation

- Transit

- Provincial assistance wavered starting in 1992 and cut off in 1998
 - 2002 showed resurgence but 75-80% funds went to GO Transit (inter-city/municipality transit) and TTC (subway system)
 - A great deal of catching up is needed

3. Transport Stock and Investments...

- Provincial Allocation...
 - Specialized Transport Allocation
 - Meager funding support (0.2% of total transit investment) which were only provided to 8-12 specialized transit system
?? Criteria?
 - Need to study the demand for services and financing demand
?? Subsidy? Full pricing for users?

4. Research and Technology Applications

- Canada – transport as knowledge-based sector
- Provincial funding for multi-modal/public transit centred improvements
- \$930,000 R&D on ITS to be completed in 2008 – partly for public transit improvement
- Unclear how technology research will cater to older people's needs and adaptation

5. Transport, Housing and Land-Use Linkages

- Places to Grow Act 2005 – curb sprawl, strengthen communities and protect the natural environment
- GRIDS (Growth Related Integrated Development Strategy 2006) Hamilton, ON
 - Encourage modal shift to more sustainable form of transport (walking, cycling and transit) through land use strategies

6. Institutional and Legal Reforms

- Gas tax allocation by Govt. of Ontario to municipalities for public transit improvement; review underway regarding fiscal-delivery mismatch
- Driver licensing and renewal – stricter licensing at age 80+. ?? Issues on age as marker for licensing renewal
- AODA – targets for accessibility of transport infrastructures and facilities; inclusion of private sector in preparing accessibility plans and standards

Concluding Remarks

- Role of State in transport policy is becoming more crucial in view of environmental and social concerns
- New Concerns of Population Aging: Active Aging and Sustainable Transportation
- Need for regional governments to recognize population aging as an immediate and long-term issue in evaluating readiness of transport systems to address its significant implications and challenges.

The background of the slide is a solid dark brown color with a pattern of lighter brown, stylized autumn leaves scattered across it. The leaves have prominent veins and are oriented in various directions, creating a textured, seasonal feel.

Thank You.

Questions....