

Seniors and Housing

Title	Additional Information
Trend Today	<p>Canada: CMHC 5 volume series on Housing for Older Canadians published in 2012. Covers following areas: Understanding the Market, Responding to the Market, Planning the Project, Designing the Project & finally Services & Amenities.</p> <p>USA: US growing older and more diverse. Diverse Elders Coalition formed in 2010 in effort to improve quality of life for country's racially & ethnically diverse older adults and represent LGBT seniors. Significantly growing but ignored population. African Americans, Asian Americans & Pacific Islanders, American Indians, Alaska Natives, Southeast Asians, Hispanic & LGBT organizations represented.</p> <p>Reference: CMHC</p>
Signs of Decline	<p>Pattern of close calls, traffic violations or collisions, increasing difficulty noticing signs, objects, pedestrians or other vehicles, observable decline in physical abilities (severe arthritis), or rapid onset of fatigue.</p>
Three Behavioural Factors	<p>Poor judgement in making left hand turns, drifting within the traffic lanes and slowing of reaction time.</p> <p>Reference: SmartMotorist.com and AgeQuest</p>

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Trends Today	<p>More and more "Non traditional families". International: So far attempts to form LGBT friendly housing and communities have run in to problems in Canada and in the US. Plum Living, a company started in Vancouver to solicit interest and funds to develop an LGTB focused community and to provide home care services to the community has gone out of business. It was modelled on Rainbow Vision from the US which had developed an exclusive community in Sante Fe that opened in 2006 as one of the first retirement communities for LGBT adults. It has since entered into chapter 11 bankruptcy. Communities planned for Palm Springs, Austin, Phoenix and Boston never got off the ground (largely impacted by the 2008 economic and real estate melt down). Development near Portland Oregon is struggling at 25% capacity and another in Sarasota, Florida has filed for bankruptcy. Victims of a weakened housing market, deflated economy, and in some cases, poor business decisions. The increased acceptance of gays in society and legalization of gay marriage may also be impacting need to segregate.</p> <p>USA: By 2030, one in three older adults in US projected to be Latino or non-white. LGBT boomers now reaching retirement age as first out LGBT generation. Estimated to be more than 4 million LGBT identified seniors by 2030. Diverse Elders Coalition states: The more the talents of all communities are cultivated regardless of age, gender, ethnicity, sexual orientation or gender identity the stronger we are as a nation.</p> <p>Reference: www.sageusa.org</p>
Services Available to Senior's Living Independently	<p>CMHC program to help adapt current home. Launched in January 2012, BC Home Adaptations for Independence provides financial assistance to eligible low income seniors to adapt their home to meet changing physical needs. Covers things like walk in tubs,, handrails in halls or stairs, ramps for easier access, easy to reach work and storage areas in the kitchen, lever handles on doors or faucets.</p>
Planning For Retirement from Driving	<p>Discussion must be dealt with in diplomatic and understanding manner. Need to relinquish driving privileges can happen suddenly or gradually.</p>

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<p>Physical & Mental Changes can Diminish Abilities of Elderly Drivers</p>	<p><i>USA:</i> Age related declines in vision & cognitive functioning as well as physical changes may affect some older adults driving ability .As age increases 70+ older drivers tend to become more conservative and may modify habits (avoid busy highways, avoid driving at night or drive to match decline in ability. However, stats show that older drivers are more likely to be involved in multi-vehicle accidents, particularly at intersections.</p> <p><i>Reference:</i> SmartMotorist.com and AgeQuest</p>
<p>Physical & Mental Changes can Diminish Abilities of Elderly Drivers</p>	<p>Physical disabilities, mental illness, medications, loss of vision or frailty can end anyone's driving career prematurely. Can occur gradually or suddenly. Eyes change with age with an decrease in the ability to focus, ,peripheral vision narrows and the retina becomes less sensitive to light. Persons chronological age not absolute predictor of driving ability but cannot deny the impact.</p>
<p>Supporting the Older Driver</p>	<p>Older drivers equate driving with independence. Giving up driving means a loss of control and choice. Any discussion related to giving up a drivers licence requires great sensitivity and diplomacy. Check medical issues first to ensure problems are not temporary. Doctors and pharmacists should know all medications person is taking and advise if any may lead to drowsiness and affect driving. When medications are changed or new medications are introduced don't drive for a few days until the effects of the medication are known.</p>

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Should Seniors Drive?	<p>In 2010 there were 23,541,015 licensed drivers in Canada. Of these, 3,410,830 were 65+ - 14% of all licensed drivers. 1,841,901 were women & 1,568,929 were men. There were 2,227 motor vehicle fatalities in Canada. Of those fatalities, 406 or 18% were 65 or older, representing a disproportionate share of fatalities. However, number of accidents and fatalities across all age groups has actually decreased significantly since 1991, likely due to seat belt laws, reduction in drunk drivers, and advances in car safety.</p> <p>USA: In 2009, 33 million licensed drivers in the US 65+. up 33% from 1999. Average of 500 older adults are injured every day in crashed and 15 are killed. Risk of injury or being killed increases with age. A 2011 report noted that 13% of the US population (approximately 41.4 million people) are 65+.. However, 17% of all traffic fatalities were people 65+ and 8% of all those injured. The per mile travelled fatal crash rate increases starting at age 75 and increases notably after age 80. This is attributed more to increased susceptibility to injury & medical complications rather than a tendency to get in to crashes. Across all age groups males had substantially higher death rates from motor vehicle accidents than women.</p> <p>Reference: Transport Canada - Canadian Motor Vehicle Traffic Collision Statistics - 2010. in US - National Safety Council, 2009. www.nsc.org</p>