Re-Imagining Aging in Community

2018 APA Planning Webcast Series

May 4, 2018

Ramona Mullahey
Private Practice Division
The Nation's Median Age Continues to Rise

2000
Median age in years by county
- 50.0 or greater
- 45.0 to 49.9
- 40.0 to 44.9
- 35.0 to 39.9
- Less than 35.0
U.S. median age 35.3

2016
Median age in years by county
- 50.0 or greater
- 45.0 to 49.9
- 40.0 to 44.9
- 35.0 to 39.9
- Less than 35.0
U.S. median age 37.9

Sources: Census 2000 Summary File 1 and Vintage 2016 Population Estimates
www.census.gov/census2000/sumfile1.html
www.census.gov/programs-surveys/popest.html
City Fiscal Conditions 2017
Figure 1: Percent of Cities “Better Able/Less Able” to Meet Financial Needs

- Better Able (%): 33, 21, 22, 34, 54, 58, 65, 68, 69, 75, 73, 56, 45, 37, 19, 36, 43, 57, 72, 80, 82, 81, 69
- Less Able (%): 67, 79, 78, 66, 46, 42, 35, 32, 31, 25, 27, 44, 55, 81, 63, 64, 57, 43, 28, 20, 18, 19, 31
Local governments will make the hard choices needed to serve their communities.
Using smart growth and universal design to link the needs of children and the aging population – https://www.planning.org/research/

APA Division initiatives bring focus to planning challenges in local communities and neighborhoods throughout the nation: https://www.planning.org/ontheradar/

Aging and Livable Communities

APA Policy Guides

https://www.planning.org/policy/guides/

Community Engagement
Housing
Transportation
Land Use
Economic Well-being
Community Assets and Supports

Emerging Issues

APA Resources

Applied Research

APA Policy Guides

PAS Report 579

Planning Aging-Supportive Communities
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Re-Imagining Aging: Conceptual Challenges, Planning Responses

Mildred E. Warner
Department of City and Regional Planning
Cornell University

Re-Imagining Aging in Community
April 2018
American Planning Association National Conference
New Orleans, LA

Contact: www.mildredwarner.org | mew15@cornell.edu
Funding provided by Engaged Cornell
Conceptual Challenges

• All Ages Approach
  o Children, families, singles, older adults
• Harness Disruptive Technologies and Innovative Financing
• Build New Institutional Partnerships
• Link Design, Services and Participation
Empirical Evidence on Current Practice

- 2013 Planning Across Generations Survey (ICMA)
  - 1478 city managers responded
- 2014 Planning for Women and Aging Survey (APA)
  - 624 planners responded
- 2017 Livable Communities for All Ages (AARP, APA)
  - 559 planners responded
- 2017 Rome Case Studies
- Common themes –
  - Physical Design and Social Norms Matter
  - Participation is key
Core Principles – Physical Design + Participation

Child-Friendly Cities
- Basic Services
- Safe Water
- Safe Streets
- Opportunity to Play
- Civic Participation
- Family Support
- Protection from Exploitation

Many Common Elements

Age-Friendly Cities
- Housing
- Transportation
- Services (Health)
- Outdoor Spaces
- Communication
- Civic and Social Participation
- Respect
Need a Multi-generational Planning Approach
Design + Services

Multigenerational Approaches May Address High Costs of Serving Children and Seniors

May promote fiscal efficiency (41%, 2013 Survey)

Government Spending by Age (2004)

- Federal expenditures
- State and local expenditures

New Social Compact – Serving Children and Elders

Easier to raise funds if facilities are for all ages (51%, 2013 Survey)

Harness Disruptive Technologies and Innovative Finance

- **Social Impact Financing**
  - Will it bring new investments?
  - What are the risks of turning vulnerable residents into investment targets?

- **Disruptive Technology**
  - Expand opportunity and access? or
  - Create new barriers to access?
Evidence to date shows:

- Limited private investment
- Public overpayment for risk
- Reduced voice for vulnerable clients
- Complex, difficult transactions

Exercise Caution

Disruptive Technology

• Data Platforms are Not Neutral
  o Privilege those with access to technology
  o Most profitable markets are the best served
  o Government regulation lags behind market development

• Creates opportunity to bring informal sharing to scale
Must Build New Institutional Partnerships

Physical environment

Top-down governance

Bottom-up governance

Social environment

Traditional Planning
Comp Plans, Building & Zoning Codes, Design

Multi-generational Planning
Participation, Services Institutions
Cross Agency Partnerships in the US

Are any of the following engaged in cross-agency partnerships to serve children or seniors?

- Libraries
- Parks and recreation department
- School district
- Police department
- Area agency on aging
- Public health department
- Hospital or health care providers
- Fire department
- Housing agency
- Economic development agency
- Planning department
- Community colleges
- Child care resource and referral agency
- Transportation or highway department

Planning Across Generations Survey, 2013, 1478 city managers responding
Libraries and Schools Support Inter-Generational Planning

Tufello, Rome, Italy
Schools, Youth and Senior Centers, Libraries

- Promote participation
- Platform for encouraging norms of reciprocity
- New residents/next generation integration

Pineta Sacchetti, Rome, Italy
Most US Communities Lack Good Design

Planning Across Generations Survey, 2013, 1478 city managers responding

- Neighborhood Schools
- Sidewalk system connecting
- Park/play ground within 1/2-mile...
- Access to fresh food markets
- Public gathering spaces
- Retail, services, and housing mix
- Complete Streets
- Bikelane

Percent of community with more than a half of community covered

Metro Core (N=209)
Suburban (N=720)
Rural (N=466)
Poor design can ameliorated by good norms of use

Pineta Sacchetti, Rome, Italy
Good design can be obliterated by poor maintenance and inappropriate uses.
TOD can negatively impact children and elders

- San Giovanni

- Congestion and Pollution
- Shift in Service Mix
- Loss of Public Space

San Giovanni, Rome Italy
Informal Institutions and Norms Matter

“We feel unsafe in this neighborhood because there is too much drug dealing happening. We only go out in the morning for this reason.”

Tufello, Rome, Italy
Informal Institutions and Norms Matter

• “Mothers feel safe leaving their children in the playground where they can watch them from the windows.”

Tufello, Rome, Italy
Planning Can Support Invisible Assets

- **Slow Flow creates complete streets**
  - Reduces conflict between users
  - Despite poor design
- **Deeply Rooted Institutions**
  - Reinforce neighborhood norms
  - Encourage intergenerational respect
- **Strong Local Control**
  - Creates a robust sense of place

Pineta Sacchetti, Rome, Italy
A Livable Communities for All Ages Approach

International Survey Fall 2017 AARP & Int’l Div of APA – 599 Planners Responded

“Livable Communities for All ages (LCA) are communities that ensure appropriate **physical infrastructures** (i.e. housing, transportation, built environment, access to healthy foods) and **social infrastructures** (i.e. health care, support services, engagement opportunities) for residents throughout an expanding life course.” (Firestone, Keyes, and Greenhouse, 2017)
To what extent is an all ages lens incorporated into your planning practice in each of these areas?

<table>
<thead>
<tr>
<th>Area</th>
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<th>20%</th>
<th>40%</th>
<th>60%</th>
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<tbody>
<tr>
<td>Parks &amp; Public spaces</td>
<td>25%</td>
<td>27%</td>
<td>34%</td>
<td>38%</td>
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<tr>
<td>Community Planning</td>
<td>51%</td>
<td>50%</td>
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<tr>
<td>Community &amp; health services</td>
<td>50%</td>
<td>50%</td>
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<tr>
<td>Transportation</td>
<td></td>
<td>46%</td>
<td></td>
<td></td>
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<tr>
<td>Civic engagement/participation</td>
<td></td>
<td>46%</td>
<td></td>
<td></td>
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<tr>
<td>Housing</td>
<td></td>
<td>43%</td>
<td></td>
<td></td>
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<tr>
<td>Buildings &amp; Public Facilities</td>
<td></td>
<td>43%</td>
<td></td>
<td></td>
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<tr>
<td>Land-use planning/zoning</td>
<td></td>
<td>38%</td>
<td></td>
<td></td>
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<tr>
<td>Access to healthy food and...</td>
<td></td>
<td>34%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Resilience</td>
<td></td>
<td>27%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Economic development</td>
<td></td>
<td>25%</td>
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</tbody>
</table>

2017 Livable Communities Survey, 599 International Respondents
More progress on Transportation than Housing in US

ICMA Planning Across Generation Survey, 2013 (1,478 city managers responding)

- Mandate sidewalk system
- Promote parks or recreation facilities in all neighborhoods
- Street connections between adjacent developments
- Pedestrian-friendly design guidelines
- Allow child care centers
- Require complete streets
- Allow child care business in residential units by right
- Allow mixed-use
- Allow accessory dwelling units

- Metropolitan (n=194)
- Suburban (n=675)
- Rural (n=360)
What Leads to Change?

- **Participation** of elders and families with children
- **Community Leadership** – elected officials, developers, planning and zoning board
- **Planning** – comprehensive planning and zoning and building codes

Leadership

Engagement

Elders

Children

Comp Plan

Aging, Children

Zoning

Better Built Environment

Broader Housing Choices

Services for Children and Elders

Planning Across Generation Survey, 2013 (1,478 city managers)
Are we including the needs of children and seniors in our plans?

<table>
<thead>
<tr>
<th></th>
<th>Emergency Plan</th>
<th>Comprehensive Plan</th>
<th>Economic Development Plan</th>
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<tbody>
<tr>
<td>Do You Have?</td>
<td>91%</td>
<td>77%</td>
<td>57%</td>
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<tr>
<td>Does Your Plan Specifically Address?</td>
<td></td>
<td></td>
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<tr>
<td>Seniors</td>
<td>66%</td>
<td>53%</td>
<td>31%</td>
</tr>
<tr>
<td>Children/Youth</td>
<td>60%</td>
<td>53%</td>
<td>31%</td>
</tr>
</tbody>
</table>

Planning Across Generation Survey, 2013 (1,478 city managers)
Need an All-Inclusive Planning Approach
Special Issue of Italian Planning Journal on Planning for all Generations

http://www.urbanisticatre.uniroma3.it

M.E. Warner
Multigenerational Planning: Theory and Practice

G. Smith
The pedagogy of an urban studies workshop focused on age-friendliness in selected Rome neighborhoods

A. Bronfin, R. Liu & K. Walcott
Can Regeneration be Multigenerational? A case study of Piazza Alessandria

G. Brakke, A. Visnauskas, E.C. Dañobetyia, R. Blandon & J. Glasser
Path Dependence and Social Reciprocity in an Unplanned Neighborhood

C. Cellamare
“Epiphanic” peripheries, re-appropriation of the city and dwelling quality

N. Vazzoler
TOD: un racconto fra sostenibilità e accessibilità

M. Galvin
Living Next to a Transit Node: A Livability Audit of Age-Friendliness

T. Rao, E. Ebeid, G. Murphy & E. Samron
Exercising the ‘Right to Tufello’ by Local Institutional Actors
Walkability — It’s Not All About Design
Building Complete Streets with Good Maintenance and Norms of Use

Adam Bronfin, Rachel Liu, Steven Switzer & Kai Walcott

Slow the flow to reduce conflict and promote “complete streets”
Some separation of land uses can enhance walkability

Living Next to a Transit Corridor
A Livability Audit for Children and Elders

Brooke Shin, Madeleine Galvin, Raphael Laude, & Shareef Hussam

- Traffic and construction can lead to the deterioration of public and green spaces
- Transient users in a well-connected neighborhood can push out local services

Hearing the Voices of Children and Elders

Raquel Blandon, Gray Brakke, Eduardo Carmelo Danobeytia, Joshua Glasse, Amelia Visnauskas

- Collaborate with local institutions—schools, libraries, and senior centers
- Use interactive activities—interviews, photovoice, workshops
- Be open to alternative visions—elders and children may see assets invisible to planners

Local Institutions Matter
Building a neighborhood for all generations

Ehab Ebeid, Lan Luo, Graham Murphy, Tishya Rao & Edna Samron

Available at www.mildredwarner.org/planning/generations
RESOURCES
Available at
www.mildredwarner.org/planning/generations

US Articles

• Planning for Family Friendly Communities, PAS Memo, 2008
• Planners’ Role in Creating Family Friendly Communities, Journal of Urban Affairs. 2013
• Not Your Mother’s Suburb, Urban Lawyer, 2014
• Planning for Aging: Stimulating a Market and Government Response in Place, Journal of Planning, Education and Research, 2017
• Differences in Availability of Community Health-Related Service Provision for Seniors, Journal of Aging and Health, 2017

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Funding provided by the USDA National Institute for Food and Agriculture, APA Divisions Council, Engaged Cornell
Building Livable Communities in Partnership with Impact Investing

American Planning Association

May 4, 2018
What is needed for healthy aging?

What Goes Into Your Health?

- **Community Development Investments**
  - Housing
  - Healthy Food
  - Healthcare & Community Facilities
  - Transportation

- **Creation of age-friendly environments**

- **Re-framing aging experience as positive**

- **Health systems for older persons**

- **Sustained systems for long term care**

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What Goes Into Your Health?

- **Socioeconomic Factors**
  - Education
  - Job Status
  - Family/Social Support
  - Income
  - Community Safety

- **Physical Environment**

- **Health Behaviors**
  - Tobacco Use
  - Diet & Exercise
  - Alcohol Use
  - Sexual Activity

- **Health Care**
  - Access to Care
  - Quality of Care
Zip code vs Genetic Code

Focus on Areas of Greatest Need

Your zip code can be more important than your genetic code. Profound health disparities exist depending on where you live.
Key Drivers to Advance Cross Sector Coordination

• Accountable care community focus
  – Aging services providers are positioning to contract with primary health
  – New business model – increase business acumen for social enterprise
  – Eligible reimbursements from Medicare may expand role community based providers

• Increased focus on integrating services and programs that address social determinants of health
  – Food access
  – Supportive housing
  – Transportation
  – Community facilities

• Elevate local evidence based interventions for replication/scale
What are CDFIs?

• Community Development Financial Institution (CDFI)

• Common goal: Expanding economic opportunity in low-income communities by providing access to financial products and services

• CDFIs can be banks, credit unions, loan funds, microloan funds, or venture capital providers
What do CDFIs look like today?

• From grassroots beginnings, CDFIs now form a robust sector within the larger financial services industry

• There are 1,000 CDFIs operating nationwide.

• They are a collaborative force that brings together diverse private and public sector investors to create economic opportunity in low-income communities.

• CDFIs continue to grow in size and impact, and to support community transformation.
Strategic Pillars

ADDRESS SYSTEMIC POVERTY
Effect systemic change at scale—from social systems to government programs—so that all people have paths out of poverty.

CREATE EQUITY
Support equitable access to quality services and economic opportunity regardless of race, ethnicity, gender, or income.

BUILD HEALTHY COMMUNITIES
Foster connections and social supports that strengthen the links between health, education, housing and opportunity that help people and communities thrive together.

PROMOTE INCLUSIVE GROWTH
Build diverse, mixed-income communities that promote economic mobility and empower individuals to break the barriers to success.
How We Create Social Impact

What We Do

Mission Driven Lending
- Aggregate & Direct Capital

Policy to Practice
- Fund & Program Incubation
- Partnerships & Convenings
- Cutting Edge Research

Impact Investing
- Investment Notes
- Innovative Investment Portfolio

Public Policy
- Advocate for Federal, State, & Local Programs

Where We Focus

Health Care
Education
Aging in Community
Fresh and Healthy Foods
Affordable Housing
Place-Based Revitalization
Cooperative Development

How Communities Benefit

Address Systemic Poverty
Effect systemic change at scale—from social systems to government programs—so that all people have paths out of poverty

Create Equity
Support equitable access to quality services and economic opportunity regardless of race, ethnicity, gender, income or geography

Build Healthy Communities
Foster connections and social supports that strengthen the links between health, education, housing and opportunity that help people and communities thrive together

Promote Inclusive Growth
Build diverse, mixed-income communities that promote economic mobility and empower individuals to break the barriers to success
Impact Investing
Social Impact Investing

- Balanced approach to leveraging financial capacity for social outcomes and economic return

- Variety of forms:
  - Fixed income investments – e.g. debt in non profit loan funds
  - Cash investments – deposits in CDFI and credit unions
  - Equity investment often accompanied by tax credits – real estate, pay for success, private equity funds

- Directed philanthropic resources and other funding mechanisms to sectors of society that are most in need
Types of Social Impact Tools

- **Equity**
  - Grants
  - PRI
  - MRI

- **Below Market**
  - Flex terms
  - Mission focused

- **Loan Funds/Pools**
  - Leverage multiple investors
  - Singular purpose/Mission

- **Innovation Funds**
  - Capture and Reinvest
  - Pay for Success
  - Government + Private + Philanthropy
Social Impact Investing and Age Friendly

- **Affordable Housing**
  - Investors in Low income Housing Tax Credits
  - Grants for program capacity and risk mitigation

- **Health Care**
  - Below market financing and terms
  - Invest into loan fund for capital development
  - Grants for program capacity and risk mitigation

- **Food Access**
  - Government grant to set up loan fund
  - Grants for local capacity building
  - Invest in social enterprises and food hubs

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**AGE FRIENDLY CITY**
Ensuring cities are built for everyone
• Launched in 2015 to increase access to quality services for low-income individuals aged 50+

• Partnership with AARP Foundation, AARP, Calvert Foundation

• $10 Million PRI to leverage up to $70 million with note program

• Individuals can invest in the Calvert Foundation Community Investment Note

• Loans up to $5 Million

• Below market interest rate
Age Strong™ Investment Components

- $1M AARP Foundation grant
- $4M AARP Foundation PRI
- $6M Limited Partner commitment 10:1 match
Integrated, continuing care at Thome Rivertown Neighborhood

- 21 Green House assisted living residents, all of whom will be enrolled in PACE Southeast Michigan
- Part of a larger development in Detroit that includes 50 HUD 202 senior apartments with supportive services, over 100 affordable assisted living units, and a PACE day center.
- Completed in phases using HUD, Age Strong, and philanthropic financing
Co-locating health and housing at New Courtland LIFE Center

- 57,332 sq ft building in low income area in northeast Philadelphia
- Ground floor Living Independently for Elders (LIFE) Center
- 42 units of senior affordable housing on site. More than 100 additional units planned
- Total $26 Million project financed by both New Markets Tax Credits and Low Income Housing Tax Credits
Increasing access to healthy foods in West Philly

- $3.6 million loan to Brown’s Parkside, an operator of grocery stores in Philadelphia.
- Supports the operation and development of ShopRite grocery stores in the Parkside and Haverford neighborhoods in West Philadelphia.
- Provides healthy foods and services for an older, high-need population in an otherwise underserved area.
- Incorporates banking services, primary care (onsite clinic) pharmacy and nutrition services.
- Expanded access to nutrition, health and food.
Thank you

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Universal Mobility as a Service

Expanding Mobility Options

Jana Lynott, AICP
Senior Policy Advisor
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Twitter: @ JanaLynott
The Last Major Technological Revolution in Transportation
Why This Increasing Emphasis on Rationality in the 1950s?

- Optimism in the power of science to resolve social problems
- Depression and WWII experience with planning
- Increasing emphasis on social and economic as well as physical aspects of urban problems
Potential BENEFITS of Driverless Cars

Safety
- +40,000 people killed in US traffic crashes last year
- Driver error contributed to 94% of these fatal crashes

Access
- 1/3 of Americans do not drive, including 1 in 5 age 65+
- Social isolation among older adults cost Medicare $6.7 billion/year
Potential PITFALLS of Driverless Cars

**Congestion**
- +75% increase in VMT
- Circulation on Roadways rather than storage in parking lots

**Sprawl**
- Reduced opportunity cost of commuting
- Associated open space and environmental impacts

**Access**
- Creation of a dual class transportation system
- Inattentiveness to design
Guiding Principles

1. Affordable
2. Livable
3. Accessible
Source: Google Images
Whim covers all your journeys

How it works

1. Choose how you want to travel
2. Grab a ticket
3. You're ready to go!
Promised Time

- PICK ME UP
- DROP ME OFF

PICK UP DATE
06 Feb 2018

PICK UP TIME
3:18 PM

The earliest time you can book a trip from right now is 06 February 01:25 PM

Passengers

1

Special Instructions

Need more time to board

REQUEST TRIP

Book Your Trip

Sorry, there is no availability for your chosen pickup time.
Choose the next available slot.

FILTER AVAILABLE TIMES

- 04 OCT 2017 17:15
- 04 OCT 2017 17:25
- 04 OCT 2017 17:35
- 04 OCT 2017 17:45
- 04 OCT 2017 18:05
- 04 OCT 2017 18:15
- 04 OCT 2017 18:25
- 04 OCT 2017 18:35
Welcome to the CS product portfolio

**1-Click**
Open-source mobility management and cross-modal trip planning software

**RidePilot**
Open source transportation scheduling and reporting software designed to meet the needs of small agencies

**TransAM**
The industry’s first open-source platform for managing transportation assets
Introducing Uber Health, Removing Transportation as a Barrier to Care

Written by Chris Weber, General Manager, Uber Health
Guiding Principles

1. Affordable
2. Livable
3. Accessible
PRIVATE MOTOR VEHICLES
600–1,600/HR

MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR

TWO-WAY PROTECTED BIKEWAY
7,500/HR

DEDICATED TRANSIT LANES
4,000–8,000/HR

SIDEWALK
9,000/HR

ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR

Source: National Association of City Transportation Officials
Guiding Principles

1. Affordable
2. Livable
3. Accessible
TOW AWAY

NO PARKING
7AM – 9:30AM
4PM – 6:30PM
Monday – Friday

Night Restriction
10PM – 7AM
Thursday – Sunday

IF TOWED CALL 311
Guiding Principles

1. Affordable
2. Livable
3. Accessible
Jana Lynott @JanaLynott · 24 Aug 2016

@MercedesBenz Cool bus but I bet those seats are pretty hard for your older riders to get out of @businessinsider
Dockless Bikeshare

Service Enhancement
or
Sidewalk Nightmare?

Station-less Parking

Mobike does not require you to park at fixed stations. Please park your bike at any suitable curb, so that others can easily find it.
Lessons from the Previous Era of Disruption

- Federal policy needs to be bolder than aligning the cogs of government to enable AV tech to happen
- Community planning begins with real people articulating what they value for their communities. Planning cannot be relegated to technologists or bureaucrats
- Let’s not get too enamored by emerging technology’s promise of delivering on what previous technological revolutions have not
- Modal silos get us nowhere
- Commit to equity and check our biases at the door
1. Embrace *Universal Mobility as a Service (MaaS)*
2. Prioritize *shared-use mobility*
3. Adopt a strong commitment to *equity*
4. Maximize *independence*
5. Commit to *Universal Design*
6. Support *livable, sustainable communities*
7. Foster transportation *system efficiency*
8. Put in place a *transparent* system to measure *impacts*, both positive and negative
9. Prioritize *safety* for all modes of travel
10. Ensure *cybersecurity*
11. Protect individual *privacy*
12. Facilitate *career transitions*
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### SAE Automation Levels

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<th>Description</th>
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<td>No Automation</td>
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<tr>
<td>1</td>
<td>Driver Assistance</td>
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<tr>
<td>2</td>
<td>Partial Automation</td>
</tr>
<tr>
<td>3</td>
<td>Conditional Automation</td>
</tr>
<tr>
<td>4</td>
<td>High Automation</td>
</tr>
<tr>
<td>5</td>
<td>Full Automation</td>
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</tbody>
</table>

- **No Automation**: Zero autonomy; the driver performs all driving tasks.
- **Driver Assistance**: Vehicle is controlled by the driver, but some driving assist features may be included in the vehicle design.
- **Partial Automation**: Vehicle has combined automated functions, like acceleration and steering, but the driver must remain engaged with the driving task and monitor the environment at all times.
- **Conditional Automation**: Driver is a necessity, but is not required to monitor the environment. The driver must be ready to take control of the vehicle at all times with notice.
- **High Automation**: The vehicle is capable of performing all driving functions under certain conditions. The driver may have the option to control the vehicle.
- **Full Automation**: The vehicle is capable of performing all driving functions under all conditions. The driver may have the option to control the vehicle.
Examples of Ridesourcing...

NOT Ridesharing
NOT Ridehailing
NOT Mobility as a Service

Ridesourcing = Transportation Network Companies
Ridesourcing = On-demand transportation