

MOBILITY IN AGING: TIME GEOGRAPHY PERSPECTIVES

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Mobility and society

- Transport: necessity or luxury?
 - Spatial dispersion of activities
- Current configuration of activities
 - Facilitated by a long period of relatively cheap transport (by historical standards)

Trends

- Licensing and Car ownership

Age Cohort	Licensing rates			Car ownership (%)		
	All	Male	Female	All	Male	Female
> 20	8.8%	9.4%	8.2%	94.2%	94.9%	93.4%
20 - 35	89.8%	93.4%	86.5%	92.3%	93.9%	90.8%
36 - 50	92.3%	96.9%	88.0%	95.5%	96.3%	94.7%
51 - 64	85.5%	94.8%	76.8%	93.9%	95.3%	92.6%
65+	65.0%	83.7%	50.3%	78.1%	87.3%	70.9%

- More people will enter retirement holding a license and having access to a vehicle

Trends

- Low density - Sprawling development
- Aging in place
- Increasing cost of transportation
 - End of cheap oil
 - End of oil

Mobility in aging

- What can we expect??

Mobility in aging

- Theoretical perspective: time geography [Hägerstrand, 1970]
 - Conceptual framework to understand spatial behavior

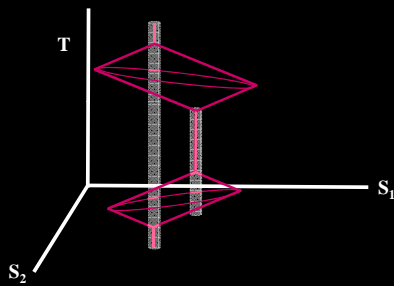
Time geography

- Spatially disperse activities
- Personal indivisibility
- Time budget
 - Constraints
 - Authority (restrictions/obligations to enter/exit locations, use mobility tools, etc.)
 - Capability (inherent ability to act and move about space)
 - Coupling (coordination of activities)

Time geography

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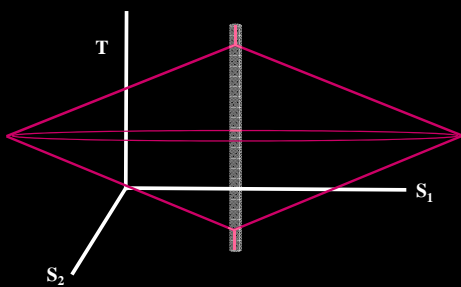
Time geography



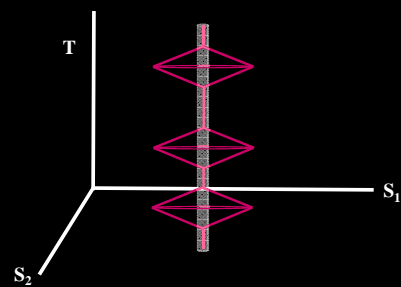
Mobility in aging

- Seniors
 - Fewer spatially fixed commitments → more relaxed time budget

Time geography



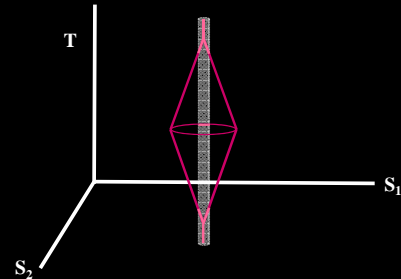
Time geography



Mobility in aging

- Seniors
 - More strict capability constraints, including DRIVING CESSATION

Time geography



Implications

- Net effect unclear
- Implications for system "efficiency"?
 - Environmental sustainability
- Implications for quality of life?
 - Shorter distance traveled good thing?
 - Car drivers
 - Importance of walking
 - Importance of local environments

References

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