A Message from the Executive Director

When sending out a company newsletter, keep in mind these three things.
First, send out your newsletter regularly. Stick to your promise if it’s going to be weekly, monthly or quarterly. The second is to have a proper layout. Make your newsletter attractive and easy to read. Lastly, ensure the quality of the content and images you will share.
EXECUTIVE SUMMARY

In 2018 and 2019, the City of Memphis and Shelby County joined the AARP Network of Age-Friendly Communities (AFCN). Our community is committed to supporting people of all ages. This document serves as an action plan outlining goals that have been put into place and work that is already underway to meet our community’s vision of livability.
COMMUNITY PROFILE

Memphis is a city along the Mississippi River in southwestern Shelby County, Tennessee. The city is the anchor of West Tennessee and the greater Mid-South region. Known for its diverse community and prominent role in the American Civil Rights Movement, Memphis has been a major cultural center throughout the 20th and 21st centuries. Because of its historical foundation of multiculturalism, Memphis represents a continued commitment to social progress.

Shelby County is Tennessee’s largest county in terms of both population and geographic area. Its county seat is the City of Memphis. Shelby County is also part of the Memphis Metropolitan Statistical Area, which comprises eight counties in three states: Tennessee, Mississippi, and Arkansas.

Located in nearby Haywood county, less than an hour from Memphis, Blue Oval City will be the site of the planned Ford Automotive Company assembly plant. This project will employ 5,800 upon completion. Memphis and Shelby County will play a fundamental role in supplying labor for the Blue Oval City industrial plant.
Memphis is focusing on four domains of a Livable Community

1. Community Health
2. Transportation
3. Housing
4. Outdoor Spaces and Buildings
Memphis and Shelby County joined the AARP Network of Age-Friendly Communities in 2018 and 2019. Upon joining, a steering committee and advisory committee were created from government, practitioners, senior organizations, and residents. The two committees planned an Age-Friendly Summit in November of 2019. There were 192 registered participants for the first AARP Memphis AFCN Conference. The conference led to the development of a subcommittee for each domain with the task of identifying what is in place, what is missing, and how to bridge the gap.

Following the conference, each subcommittee recruited members that represented their domain across the City and County. These groups met regularly to discuss their particular domain. These groups were also a part of the City of Memphis 3.0 planning process.

In 2016, the City of Memphis embarked on a two-year comprehensive planning process. The plan, known as Memphis 3.0, was the first for the city since 1981. The planning process and subsequent adoption of the Memphis 3.0 Comprehensive Plan in 2019, signaled a new era. No longer planning in an ad hoc manner, the Plan established a roadmap for future development and a new vision - Build Up, Not Out. Memphis 3.0 aims to transform Memphis into a more prosperous and inclusive city by guiding growth and policy for the next 20 years. During the Memphis 3.0 comprehensive planning process, eight goals were established for the City, with guidance from numerous organizations, working groups, and community meetings. Several of the AARP domains of livability were covered in this plan.

Following Covid, the eight domains of the plan were narrowed to four domains for a revised AFCN plan. It is possible to add to the plan from the other domains at a future date. The key managers of the implementation of the revised plan include:

- Don Gilbert, Plan Administrator, AARP Volunteer, Memphis
- Kim Daugherty, Aging Commission of the Mid-South, Shelby County Government
- Sydney Sepulveda, Memphis Medical District Collaborative, Memphis City Government
- Felicia Harris, Housing and Community Development, Memphis City Government
- Angelica Carey, Memphis 3.0 Comprehensive Plan, Memphis City Government
Memphis and Shelby County strive to develop a "Middle Level Long Term Care Plan". There is a long term care Medicaid option for persons who are economically disadvantaged and medically needy. Via the Older American's Act, the AAADs of Tennessee (of which the Aging Commission of the Mid-South is one), offer in home services for a few hours a week. Long Term Care is costly at home or in a nursing home. Many people do not want to go to a nursing home, and they want to age in place. If you don't qualify for Medicaid, what options exist? There is a great need for long-term in-home care which would provide more hours to people who would qualify economically and medically. What can be done that is preventative in nature and provides a path for in home care as people age to provide possible 10-15 hours per week? Many seniors can still provide for themselves, but they can't drive. How do we provide services for people to delay long term care as the only option? This falls under the umbrella of Home and Community Based Services.

THE ACTION PLAN
Memphis and Shelby County strive to develop a “Middle Level Long Term Care Plan”. There is a long term care Medicaid option for persons who are economically disadvantaged and medically needy. Via the Older American's Act, the AAADs of Tennessee (of which the Aging Commission of the Mid-South is one), offer in home services for a few hours a week. Long Term Care is costly at home or in a nursing home. Many people do not want to go to a nursing home, and they want to age in place.

**Action:**

- Promote the OPTIONS program and advocate for additional funding for senior community centers in Memphis and Shelby County
Improved transit can help address the financial burden on residents by better supporting Memphians who have no vehicle available and reducing their need for automobile ownership. The Memphis Area Transit Authority (MATA) has faced declining ridership, service cuts, and maintenance issues in recent years while still trying to provide reliable transit service. The City’s land use and growth patterns have hindered the ability of MATA to operate frequent service and the agency has prioritized providing coverage to all areas of the City. A network of low-frequency routes limits people's ability to quickly travel from their homes to their jobs. As a part of the plan, a short and long-range Transit Vision was developed, which increases frequency and provides more access to jobs within an hour, and increases weekend and evening service.

“The Livability 2050 Regional Transportation Plan is an update of the Livability 2040 Regional Transportation Plan."

Implementation of the plan identifies long-range transportation goals and specific long- and short-range investment strategies across all modes of transportation.

Public Involvement in the planning process includes a Livability Campaign Kickoff, Stakeholder Identification and Meetings and Public Outreach and Input Meetings.
Action: Increase Emphasis on Active Transportation

- Improved pedestrian facilities can enhance the mobility for the aging population by promoting walking as a mode and improving access to public transportation.

- Pedestrian facilities enhance mobility and reduce traffic congestion in urban areas significantly. Enhancing pedestrian facilities will become increasingly important as the U.S. continues to become more urban.

- If the millennial generation’s travel choices and patterns persist as the generation grows older, pedestrian infrastructure will become an increasingly important asset.

TRANSPORTATION MODE TO WORK FOR ELDERLY AND NONELDERLY POPULATION

<table>
<thead>
<tr>
<th>Travel Mode to Work</th>
<th>Elderly</th>
<th>Nonelderly</th>
<th>General Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove Alone</td>
<td>15,402</td>
<td>408,025</td>
<td>423,427</td>
</tr>
<tr>
<td>Carpool</td>
<td>1,492</td>
<td>53,835</td>
<td>55,327</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>224</td>
<td>7,208</td>
<td>7,432</td>
</tr>
<tr>
<td>Walked</td>
<td>245</td>
<td>7,662</td>
<td>7,907</td>
</tr>
<tr>
<td>Other</td>
<td>182</td>
<td>5,661</td>
<td>5,843</td>
</tr>
<tr>
<td>Worked at Home</td>
<td>921</td>
<td>12,291</td>
<td>13,212</td>
</tr>
</tbody>
</table>
MyRide TN is an expanding, sustainable, senior-friendly volunteer transportation service that has taken root in Tennessee. Volunteer drivers use their personal vehicles to carry older Tennesseans to a variety of destinations, including medical appointments and grocery stores. Rides are provided Monday–Friday and priority is given to doctor appointments.

Participants are 60 years of age and older, live independently and walk independently (or with assistance from walkers or canes), but do not drive. *To date, Knox County is the only area to provide transportation to those in wheelchairs. Volunteers are screened, trained, coordinated and monitored to ensure safe and secure door-through door service.

Senior Volunteer Transportation
Current Programs Map

The funding for this project was provided through a grant awarded by the Davidson County Chancery Court, Part III from the SeniorTrust/ElderTrust settlement (Case No. 11-1545-III) and through a contract administered by the Tennessee Commission on Aging and Disability.
In certain circumstances, public transit will not be an option for older people.

**Action:** Promote and expand MyRide services for seniors in Memphis and consider expanding eligibility for these services.
Improving Roadway Design

- A significant portion of people aged 65 and older live in rural or suburban areas, which are typically the most difficult areas to provide satisfactory public transit and demand responsive services. Improving roadway design and signage could enhance the elderly population’s ability to navigate roadways safely and efficiently.

- **Action:** Advocate for the implementation of “complete streets” which will be critical to the future of the transportation network. Exclusively implementing traditional projects that add road capacity will not adequately address the traffic congestion and demand issues caused by rapid population growth in metropolitan areas. Although additional capacity projects will be necessary in the future, transportation agencies will need to continue to implement strategies that enhance and maximize the existing capacity of the transportation system.
The population of Memphis is aging. Nearly 23% of Memphians are 55 or older. As the 2040 plan horizon approaches, individuals 35 years and older today will begin to shift toward retirement age. Research shows, on average, men and women in the U.S. live five years longer than in 1980. There is demand today for different housing options to address accessibility needs of older adults. As preference grows for people to live in smaller units, redevelopment of existing housing stock and new development should include more townhomes, condominiums, or apartments. Zoning changes that encourage accessory dwelling units (ADUs), multi-family housing, and mixed use are critical in supporting older adults to remain in existing communities or live near family. Development should be encouraged in areas with greater walkability and access to transit to accommodate a range of population groups, including an aging population.

ADUs: Accessory Dwelling Units are important to Aging in Place for many residents. The plan would be to examine current policies and seek to expand ADUs as an alternative for seniors.

Affordability - With more than half of Memphians being renters, it is pertinent that renters and their needs are included within the market approach. According to a 2016 Report by the Memphis Division of Housing and Community Development, there are 4,200 rental units in the City that are considered substandard housing. Memphis has an affordable housing shortage of 30,000 units.

Home Repair - For Seniors who own their own home, their desire is to age in place and pass on their property and house to the next generation. The number one factor of generational wealth is land and housing. However, lower income Seniors are not able to budget home repairs. Thus, their children may inherit a home that requires repairs they cannot afford, and the homes become a burden or blight in the community. The Memphis Affordable Housing Trust Fund is not adequately financed to address this need. Thus, alternative solutions are needed, as well as advocacy to increase the fund.

Participating organizations: Habitat, JHID, AARP of Cordova, Aging Commission, United Way, HCD, Best Times, TAHC, USI, Family Safety Center, USI, Great Southern Senior Living, Brighter Day Senior Living, Retired Realtor, Retired Financial Planner, Retired Social Worker, Co-Med Health Care, Legacy, Shelby County Govt. Housing, Next Day Access, Trezevant, Building Memphis, University of Memphis ADA
Nearly half of households spends more than 30% of their incomes on housing (the standard measure for housing affordability), indicating a need for not only more affordable housing, but a balanced market approach with a focus on housing affordability, type, and quality.

Often, people with disabilities will require affordable housing options with universal design to meet their needs.

Housing value is the ACS respondent's estimate of how much the owner-occupied property (house and lot, mobile home and lot, or condominium unit) would sell for if it were for sale or the "price asked" if it is on sale. Source: ESRI; ACS, 2015)
HOUSING ACTIONS

- Establish an affordable housing trust fund for the City that is supported by dedicated public funding sources.
- Create incentives and financial assistance for new, quality rental homes that preserves neighborhood character and supports the City land use plan.
- Integrate or expand affordability goals and periods applicable to City-assisted housing developments through mechanisms such as federal HOME funds and low-income housing tax credits.
- Expand access to housing resources through a variety of media, including printed materials, virtual methods, and in-person information sharing session.
- Relax regulations on accessory dwelling units to allow smaller lots to add units by right in order to promote infill, income generation, and family support.
Support the development of accessible housing for people with disabilities within anchors and along frequent transit routes.

Create a variety of housing choices in anchor neighborhoods areas that can meet a variety of incomes, abilities, and aging needs.

Initiate a food accessibility study to assess food access need when neighborhood-serving grocery stores close.

Promote universal design to accommodate persons with disabilities and to facilitate the ability of residents to age in place in their homes and neighborhoods.

Increase the number of housing units that are accessible using appropriate design standards and codes.
Outdoor spaces and social participation are necessary priorities for Memphis and Shelby County's Age-Friendly Network. There is existing momentum of prior work including the Memphis 3.0 plan and Parks Master Plan initiatives. A network of identified stakeholders from the AARP Advisory Council has been established. These stakeholders work in careers or are interested in making more outdoor spaces accessible for the aging population. While there are visions, goals and actions that have been written, the community is in a transition period of needing investment through project implementation. Spaces need to be ADA-compliant and allow for all ages to participate and flourish in City spaces, whether they are indoor or outdoor. Memphis is behind on making its public and outdoor spaces suitable for use to all abilities, ages, and interests.

A significant finding through online and in-person engagement found that community members voted Senior Centers as one of the top priorities of ranked importance along with senior facility investment. Senior programs were ranked second place amongst programs most important to households along with needing prioritization for programming investments.
Outdoor Spaces Actions

- Initiate the process of creating a new parks master plan for the City of Memphis that addresses park, recreation, athletics, and open space priorities.
- Conduct a Citywide assessment of existing parks, community centers, golf courses, and athletic fields and sports facilities.
- Conduct a comprehensive gap analysis of parks and civic spaces to identify new opportunities to create park, recreation, athletic, and open space amenities throughout communities.
- Ensure robust community engagement to identify needs and preferences of residents and neighborhoods.
- Review park features and amenities to ensure assets are high quality and appropriate for surrounding communities.
- Continue activities and expand to new sites by securing necessary commitments, resources, and organizational capacity.
- Prepare, update, and share plans for park improvements, maintenance, safety, and facility asset management.
- Incorporate standards compliant with the Americans with Disabilities Act (ADA) into planning for parks, greenways, and other public open spaces.

Participating organizations: University of Memphis, Parks and Recreation, Out Memphis, AARP Cordova Chapter, Memphis/Shelby County OPD-LUC, JCP, APA west TN Section.
Outdoor Spaces Actions

- Partner with healthcare organizations to promote, support, and expand the availability of public health services and programs.

- Prioritize the rehabilitation and supply of parks, greenways, and recreation amenities, especially in underserved areas of Memphis, to encourage physical activity.

- Implement streetscape enhancements such as shade trees, awnings, public art, and pedestrian amenities to encourage people to be physically active.