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Human Services Committee Minutes from Monday June 8th, 2009

In Attendance:

Members:

Phil Smith DuPage County Community Services

Janelle Brown RTA

Laurie Dittman MOPD, City of Chicago

Sheri Cohen Chicago Department of Public Health

Lorrie Lynn United Way of Metro Chicago
Jim Lewis Chicago Community Trust
Walt Meyers Northeast Illinois Area on Aging

Janna Stansell Health and Medicine Policy Research Group

Mike Sullivan Kane/Kendall Council of Mayors

Tammy Wierciak Metropolitan Mayors Caucus/Council of Mayors

Lynn O'Shea Association for Individual Development

Guest:

CMAP Staff:

Russell Pietrowiak CMAP Staff
Shana Alford CMAP Staff
Erin Aleman CMAP Staff
Bob Dean CMAP Staff

1.0 Introductions

Those in attendance introduced themselves.

2.0 Approval of May meeting minutes.

Approval of the May meeting was postponed until the July meeting.

3.0 Comments from the Chair or Vice Chair

Phil Smith, the chair of the Human Services committee stated that this would be his last meeting and thanked everyone for their participation on this committee. He told the committee that planning for Human Services is complex and that the committee needs to constantly reexamine its role.

Tammy Wierciak, the vice chair stated that the programming committee has finished its work on the DRI process and should not have to take up the issue again unless there is an actual DRI.

A motion was made to honor Phil Smith for his service to CMAP as chair of the Human Services Committee. That motion passed unanimously.

4.0 Electing a new Committee chairperson.

The committee discussed choosing a new chairperson. Sheri Cohen from the Chicago Department Public of Health was then selected by the other members of the Human Services Committee to be the Chairperson of the Human Services committee. Her term is to start in July.

5.0 Go To 2040 Plan Development

5.1 Scenario Development (Russell Pietrowiak, CMAP)

The committee began the process of looking at how the each of the different scenarios in the CMAP Go To 2040 process would affect seniors and people with disabilities. Each group would be examined looking at the various scenarios as they relate to Landuse, Transportation, and Housing. Seniors were the first group that the committee examined. Looking at housing and seniors that committee felt that the most important aspects were to have policies that supported aging in place. That older communities (preserve scenario) tended to offer this opportunity more than other areas. Concerns were expressed that in addition to more housing for seniors that there needed to be more consideration given to the housing needs of those that provide supportive services for seniors. If workers can't live near the communities that they serve than that will become an ever increasing problem and potentially contribute to the predicted worker shortage. It was also felt that seniors should be able to live in age integrated communities and in communities that enabled services to be clustered near seniors.

Low density housing offered the opportunity to live in ranch style, carefree homes but at a cost. The cost being that services were often not located nearby and seniors were sometimes not integrated into the larger community. The committee also suggested that zoning regulations be changed to support more multi story buildings. It was also mentioned that social isolation can occur in any type of community including high-rise living. The community suggested that higher densities would make it easier to deliver services.

With regard to transportation it was stated that point to point service becomes more important to seniors. Seniors can be enticed to use public transit if it is affordable and convenient to use. With the creation of free senior rides on public transit the issue is educating seniors on how to use the system and having a convenient system. Senior travel patterns differ from the general population and off-peak mid day travel is the most frequent time that seniors travel. Transportation that is offered during this time of the day is a key ingredient for meeting the transportation needs of seniors. In addition intercity rail is often preferred over air travel. Enhanced rail, both local and intercity would enhance senior mobility and quality of life. Intelligent Transportation Systems (ITS) may provide the ability to make the transportation system more efficient and more

responsive to the demands of seniors. In addition demand responsive or paratransit services for seniors while popular are very expensive. Examples such as the Ride DuPage model might be a template for other areas of the region.

Regarding housing, affordability is a large concern. While there is a market for people that want to live in older communities there will also be a need to build more housing for seniors as the number of seniors steadily increases. Programs that help to offset the cost of housing are encouraged, particularly those that enable seniors to age in place. However, there also needs to be a mechanism by which people are encouraged to move out of their home once they can no longer maintain it at even a basic level without assistance. In addition the current trend of replacing smaller houses with larger housing may prove problematic as more people age and they find maintaining a house to be too much of a burden.

Disabled Population:

Issues for seniors and individuals with disabilities have a great deal of overlap. In part this is because many seniors are disabled. In general the trends are that there will be a need for more group homes and assisted living centers. A large percentage of disabled individuals can function in their own residence given the proper support system. Typically this support is provided by families and friends with some assistance from the government. However, currently state support is more heavily geared toward going to institutions than individuals. There is a shift in public policy that is occurring though in which families would receive subsidies to provide care in their home as opposed to an intuitional setting. This is seen as much better delivery model for disabled individuals and is much less costly compared to institutionalized care. A variety of zoning issues were mentioned. In particular, the location of group homes, local support for this type of zoning, and other subsidized housing issues were mentioned. It was also mentioned that there will be a need for more multistory mixed income and use buildings in the future and for communities to examine their zoning regulations to encourage these types of buildings. Regarding transportation and individuals with disabilities the committee commented on the importance of paratransit and demand responsive services. The consensus is that service improvements and operational improvements are much more important looking out to 2040 than major capital investments or major transit expansion would be. It was also felt that removing physical barriers would increase access to fixed route transportation. In a landuse context this would also increase access to variety of things, such as shopping, government services, medical appointments, recreation, etc. It was also mentioned that physical disabilities and development disabilities have different challenges associated with them. People with cognitive disabilities will likely be more dependent on paratransit services. People with physical disabilities, can often go anywhere as long as the physical environment is not a barrier. Regarding housing the consensus is that more housing needs to be built using universal design principles because as people age they are more likely to, at some point become either temporarily or permanently disabled. There is also a significant lack of housing options, particularly for those who want to live in group homes. Waiting lists are years long to get into a group home. Preserving existing housing who not do nearly as much as addressing the need for new housing would for individuals with disabilities. Also, there is a need to provide subsidizes for individuals with disabilities so that they can own or live in a house. Home ownerships rates for people with disabilities are significantly lower than the population at large and poverty and unemployment rates are significantly higher. Finally, it was mentioned that aging services have regional planning bodies (Area agencies on Aging) but that there is no equivalent structure for disabilities, thus long term planning is not done in a coordinated fashion.

5.2 Human Services Mapping (Shana Alford, CMAP)

The committee was given a brief update on CMAP's healthcare providers mapping project.

6.0 Human Services Issues

6.1 2-1-1 Update

A brief update on 2-1-1 planning and legislative activates was presented.

6.2 ACHIEVE Program (Russell Pietrowiak, CMAP)

The committee was provided with an overview of this program. This program is being lead locally by the Cook County Health Department and Age Options. The Achieve initiative is lead by the Centers for Disease Control (CDC) at the federal level. The goal of the local Achieve initiative is to reduce chronic disease in suburban Cook County. The Achieve process is to examine a number of specific areas to see if there are well developed policies on health prevention and promotion and if they are being implemented. There will be a large scale training effort in July for all of the Achieve grant recipients "Chart Team" members to further their understanding of the process. The chart teams are responsible for evaluating and making policy recommendations.

7.0 Other

Erin Aleman discussed the Invent 2040 workshops that CMAP will be conducting throughout the region over the summer.

8.0 Next Meeting (July 13th at 10:00am)

9.0 Adjournment:

The meeting adjourned at 11:53a.m.