



Age-Friendly **CARBERRY**

This report was developed by students in the Master of City Planning program as part of the Neighbourhood / Community Planning Design Studio focused on age-friendly environments.

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TABLE OF CONTENTS

1.0 A Brief History of Carberry	3
2.0 Our Project	9
3.0 Buildings & Outdoor Space	19
4.0 Health & Housing	33
5.0 Transportation	43
6.0 Social Engagement	49
7.0 Conclusion	59
List of Figures	61
References	65

1.0 A BRIEF HISTORY OF CARBERRY

1.1 Introduction

Carberry is located in the southwestern region of Manitoba, Canada. The town has a land area of 4.8 square kilometers and a population density of 379.1 square kilometers (Focus on Geography Series, 2021 Census - Carberry (Census Subdivision), 2023). The total population of Carberry as of 2021 was 1,818 people (Profile Table, Census Profile, 2021 Census of Population - Carberry [Population Centre], Manitoba, 2023). The town is located 3 kilometers south of the Trans-Canada Highway on Highway 5 in the Municipality of North Cypress- Langford (Figure 1). The town of Carberry owes its origin primarily to the Canadian Pacific Railway (Town of Carberry and Municipality of North Cypress-Langford). In 1882, the railway constructed a station at De Winton, a small-town site located approximately 2.4 kilometers east of Carberry's current location (Town of Carberry and Municipality of North Cypress-Langford). Railway officials secretly bought large sections of De Winton's land with the expectation of making a lot of money as the town grew around the new station (Town of Carberry and Municipality of North Cypress-Langford). This kind of speculation was against the rules of the Canadian Pacific Railway and when discovered, the Railway Company acted by employing 100 individuals who in one night physically relocated the new station to its



Figure: 1. An aerial view of Carberry (Royal Lepage)

Figure: 2. An archival view showing the historical condition of main street Carberry (Canada's Historic Places)



Figure: 3. Current view of main street Carberry



current location which is now known as the town of Carberry (Town of Carberry & Municipality of North Cypress-Langford) (Figure 2-3).

Carberry was established in 1879 (Town of Carberry & Municipal of North Cypress-Langford) (Figure 4-5). The initial settlement of the area was predominantly carried out by settlers from Eastern Canada who named it after the Carberry Tower located near Musselburgh, Scotland. Carberry achieved municipal incorporation as a town in 1905 (Wikipedia - Carberry, Manitoba, n.d.; Goldsborough, n.d.). (Figure 6).

Figure: 4. Historical buildings in Carberry (100 Towns of Canada)



Figure: 5. Postcard of Carberry School (1929) (Manitoba Historical Society)



Figure: 6. Carberry Plains Museum
(Manitoba Historical Society)



1.2 Geography Of Carberry

46 kilometers north of Carberry is the town of Neepawa. Glenboro is located 40 kilometers south of the town of Carberry. Carberry is located 20 kilometers north of Spruce Woods Provincial Park and 3 kilometers south of the Trans-Canada Highway on Highway 5. The town is 50 kilometers east of Brandon and 150 kilometers west of the provincial capital, Winnipeg (Wikipedia: Carberry, Manitoba, n.d).

1.3 Demographics

The population of Carberry has steadily been increasing by an average of 4.15% between 2011 and 2021. Census data by Statistics Canada 2021 shows a population increase of 4.1% from 2011 to 2016 (Focus on Geography Series, 2016 Census - Census Subdivision of Carberry, T (Manitoba), 2017) and 4.6% from 2016 to 2021 which compares to the provincial average of 5.0% and national average of 5.2% (Focus on Geography Series, 2021 Census - Carberry (Census Subdivision), 2023).

1.4 Age Distribution

As illustrated in the population pyramids in Chart 1-3, the number of older adults ranging from 65 and above accounts for a significant portion of the population of Carberry, increasing the median age. The percentage of older adults (65+) in Carberry for both 2016 and 2021 was higher than that of the Province as indicated by Chart 4 (24.1% and 22.7% for Carberry for the years 2016 and 2021 respectively and 15.6% and 17.1% for the Province for the years 2016 and 2021 respectively) (Profile Table, Census Profile, 2021 Census of Population - Carberry [Population Centre], Manitoba, 2023).

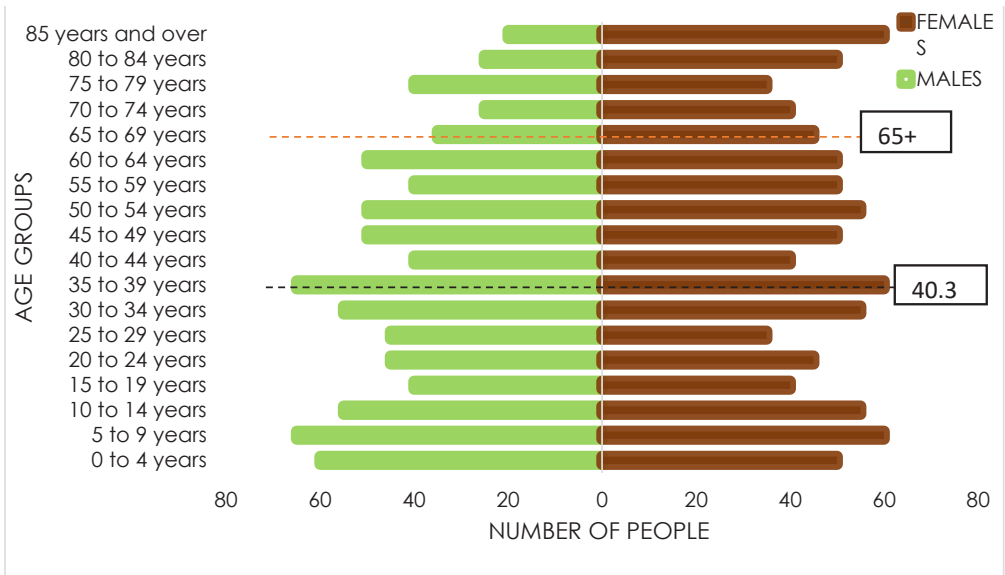


Chart 1: 2011 Age Distribution Chart of Carberry.

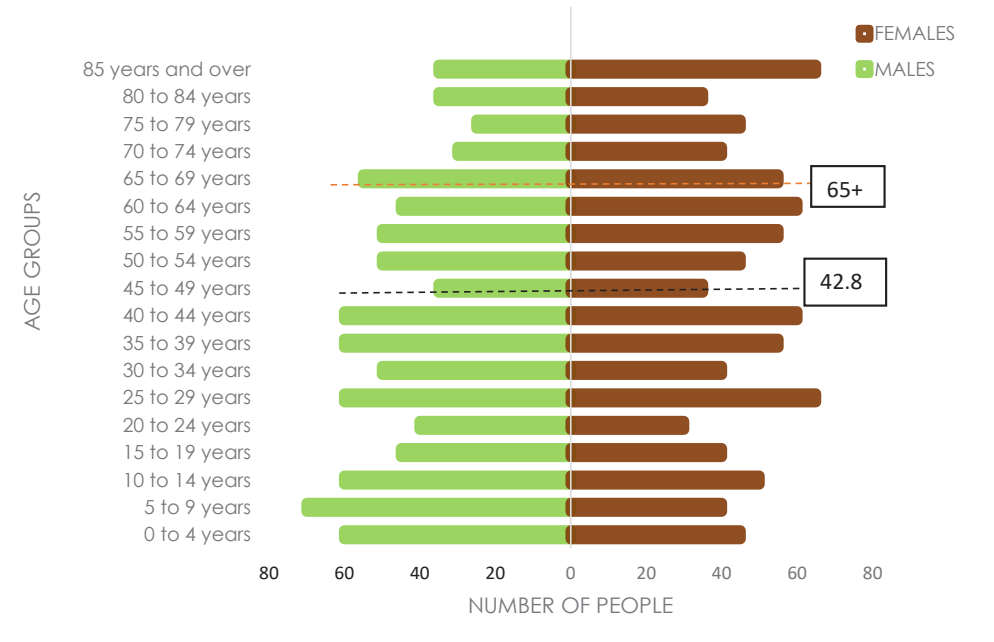
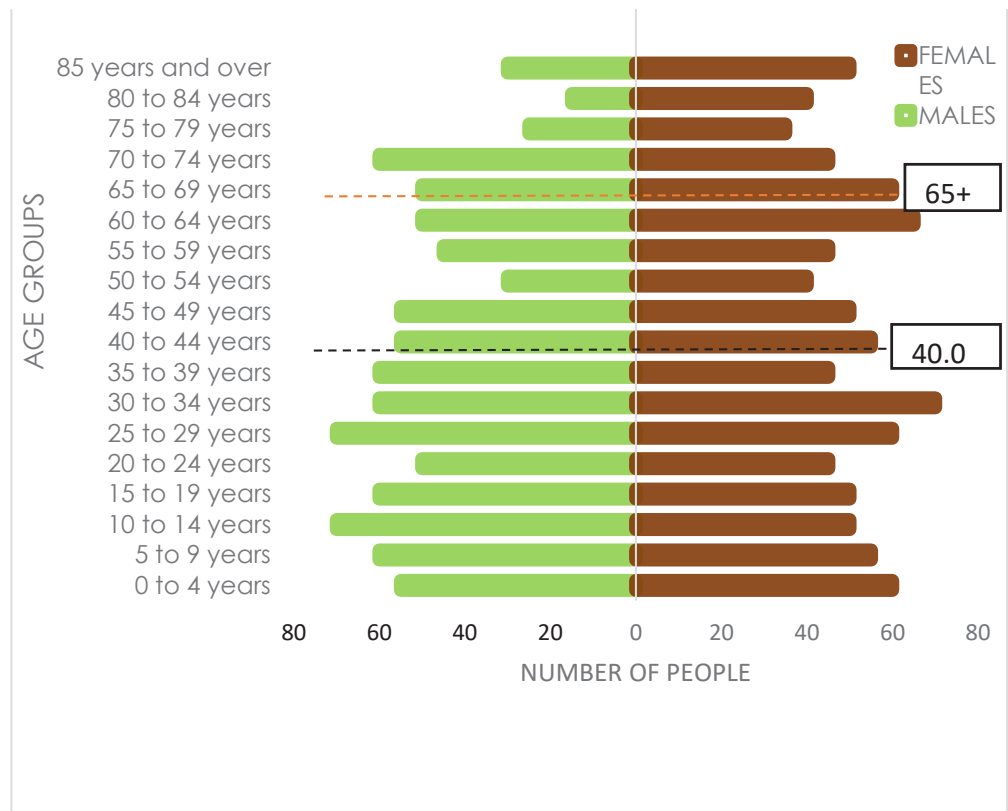


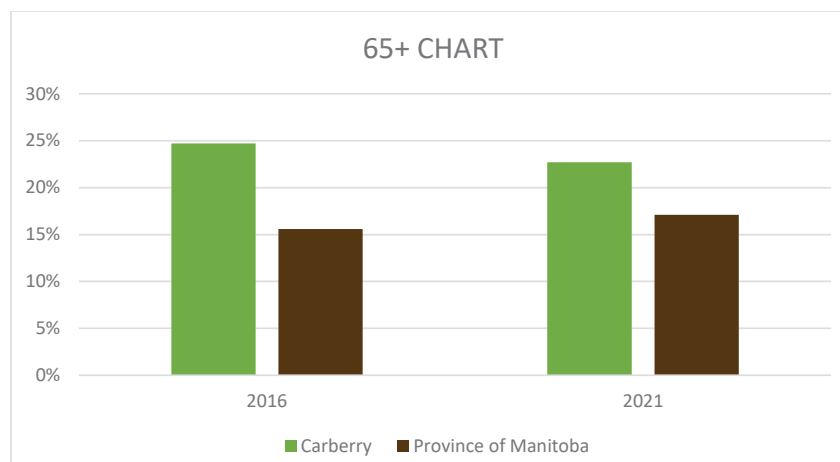
Chart 2: 2016 Age Distribution Chart of Carberry

Chart 3: 2021 Age Distribution Chart of Carberry



However, data also shows a decline in the population of older adults in Carberry from 24.1% in 2016 to 22.7% in 2021 (Profile Table, Census Profile, 2021 Census of Population - Carberry [Population Centre], Manitoba, 2023; Census Profile, 2016 Census - Carberry [Population Centre], Manitoba 2017). Comparing this data with that of the Province of Manitoba shows a different scenario because, unlike Carberry, there was an increase from 15.6% in 2016 to 17.1% in 2021 for the Province (Census Profile, 2021 Census - Canada [Country], Manitoba, 2017). This decline shows the population dynamics of Carberry which could infer that the number of younger individuals in the town is growing.

Chart 4: Population chart of older Adults aged 65+ for Carberry and the Province of Manitoba.



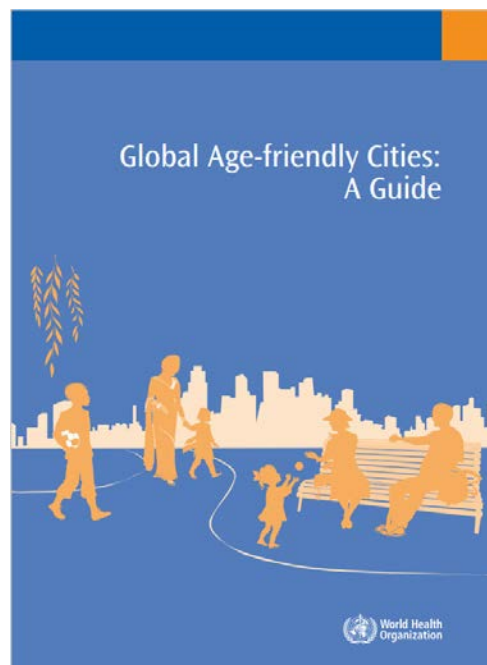
2.0 OUR PROJECT

We are three students from the University of Manitoba in our first year of our Master of City Planning degree. This project was done as part of our Age Friendly Studio directed by Dr. Richard Milgrom. We began this project in September 2023 and completed it at the end of December 2023. Throughout this project we were able to meet several times with various stakeholders in the town of Carberry including

Figure 7. Working with our focus group in Carberry to come up with suggestions for the town.



Figure: 8. *The World Health Organization document on Global Age Friendly Cities: A Guide.*



a group of seniors, a few members of council as well as the director of Service for Seniors to better understand how to make Carberry age-friendly for its residents. Combining what we heard with our own observations as well as research conducted about what other rural towns are doing, we were able to create suggestions to make Carberry more age friendly. Carberry has many strengths and so much potential, we believe these suggestions would create a more vibrant and connected community for residents and visitors alike.

2.1 Guiding Documents

The following two documents allowed us to learn what age-friendly cities mean and helped to guide our suggestions throughout this report.

2.1.1 World Health Organization: Global Age-friendly cities: A Guide

The World Health Organization developed this document to guide cities in promoting and supporting active ageing. The guide provides information on checklists needed to create an age-friendly city. These checklists include outdoor spaces and buildings, transportation, social participation, housing, respect and social inclusion, civic participation and employment, communication and information, community support and health services.

2.1.2 Age-Friendly Rural and Remote Communities: A Guide

This document specifically focuses on rural Canadian communities, providing a framework for the support of age-friendly planning for seniors. It builds off the WHO's "Global Age-friendly Cities: A Guide" by emphasizing the specific needs of Canadian seniors.

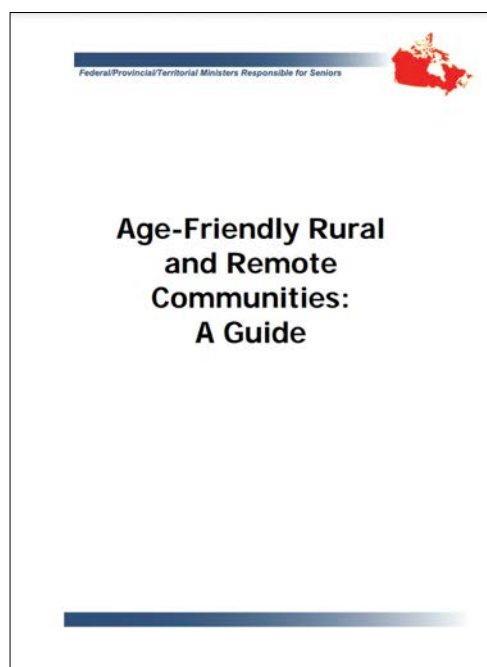


Figure: 9. *Age-Friendly Rural and Remote Communities: A Guide*

The checklists provided in this document are divided into sections similar to the WHO's guide, however the contents are more specific to maintaining independence in a rural Canadian setting.



2.2 Phases

Our project was split into three different phases listed below. Throughout each phase we were able to gather more information to create ten suggestions.

2.2.1 Phase 1

Our research team first came to Carberry and met with a group of eight older adults in September 2023. This meeting allowed us to gather preliminary information about what seniors liked and disliked about the town's services and built form. At this meeting, we got to know Deb Steen, the director of Service for Seniors in Carberry. Deb has a great relationship with the older adults in town and goes above and beyond with the services she provides to the seniors of Carberry.

2.2.2 Phase 2

This next phase allowed us to create our suggestions for what we wanted to see for the town of Carberry. We combined the information we gathered at this first meeting, our own observations and did some research about what other small

Figure: 10. Jaclyn, Jennifer and Max working with out focus group during the meeting that took place in November 2023.

towns are doing to provide important services and amenities to seniors. After compiling all this information, we had two subsequent meetings with our focus group. The first was in October, and the last meeting was at the end of November 2023, pictured in Figure 10. Together, we brainstormed ideas and were able to create options and suggestions for how to make Carberry age friendly.

2.2.3 Phase 3

Our final suggestions for the town are presented here. This document is a combination of research, observations, and great ideas from the group of seniors and councilors who worked with us during our meetings. We believe the suggestions provided could help make Carberry a better place for seniors to age in place and maintain independence while also ensuring that the town is a vibrant hub for the municipality.

2.3 Focus Areas

After our initial meeting and reviewing the guiding documents, our group decided to focus our suggestions on the following four areas:

2.3.1 Buildings and outdoor spaces

Access to quality indoor and outdoor areas can enhance physical well-being and foster social connections. Spaces should be built to be inclusive for all ages, abilities, and be safe for all people. Supports and universal design can help achieve this. Carberry has many buildings that are built with no step entries and ramps to facilitate movement for people with scooters or wheelchairs, but this should be consistent throughout the whole town. Sidewalk connectivity is important for maintaining physical health and independence and should be accessible for everyone.

2.3.2 Health & Housing

Housing is essential for the safety and well-being of older adults. To encourage active ageing, there must be a variety of housing options, including assisted living, that are accessible and affordable. Access to health care is important for everyone but is of particular concern to seniors who may be visiting the doctor more frequently and at times need urgent care. Many rural towns do not have a resident doctor, but there are other medical facilities and systems that can help maintain access to doctors for residents.

2.3.3 Transportation

Good transportation and infrastructure allows seniors to continue to participate in social and recreational activities as well as complete daily tasks. Transportation options can vary from driving a personal vehicle, walking, cycling, or taking transit. Good public transportation not only helps residents get around, but also helps to bring people to Carberry to access services, see family and friends, and visit businesses and parks around the town.

2.3.4 Social Engagement

Feelings of belonging and social inclusion are important factors for living healthy lives. Social participation fosters connectedness which prevents isolation and builds stronger communities. Carberry has many active participants within the Seniors group and there are a multitude of activities and trips planned weekly by the volunteers at Services for Seniors. To ensure the continued success of these programs, there are additional ways to make sure that those who are more isolated feel connected to the town and the community.

2.4 What We Heard

Our research team met with our Carberry focus group three times over the span of three months. The first meeting allowed us to gather preliminary information from a group of eight seniors. During this meeting, the questions we asked

our group were adapted from the checklists presented in our guiding documents. From the information gathered in this first meeting, we were able to begin to outline areas of importance for the individuals living in Carberry. In our second meeting, we met with our group of older adults as well as the Mayor of Carberry, Ray Muirhead, Deputy Mayor, Bill Kalinowich, and other town staff. This meeting helped us understand the complexities of implementing some of our ideas, and we also learned about many of the proposed ideas that council had planned to implement very soon. Having both the perspectives of the seniors as well as council and staff members helped to round out our ideas to better serve the needs of the residents of Carberry.

During our first meeting, we talked at length with our focus group about the lack of medical services in Carberry. This is deeply interconnected to other issues like transportation, which is also lacking in options for this community. Our focus group told us about the closure of the assisted living centre in Carberry, meaning people with more advanced needs are required to leave their home and move to Brandon, Neepawa, or Winnipeg to get the services they require. We heard about the loss of the local newspaper and that some older adults may feel isolated if they do not have family living nearby. We also heard the many strengths that Carberry has to offer. A few individuals in our focus group told us how they moved back here for their retirement, and they love how safe and connected they feel living here.

During our subsequent visits, we were able to workshop our ideas with our focus group as well as members of council. During these meetings we were able to map out where older adults travel to access services and which services they wanted to see in town. With each meeting, our ideas became more refined as we incorporated the feedback we had received into our reports. The town of Carberry has many strengths and amenities located in town (Figure 10-11), and our goal of this project was to build off these and enhance the vibrancy and connectivity of the town.



Figure: 11. Carberry has many strengths, one of them being the many community events that are hosted here.

INVENTORY OF AMENITIES



Figure: 12. This map represents the existing amenities within the town of Carberry.

2.5 Survey

In October 2009, researchers from the Centre on Aging and Community-University Research Alliance interviewed 15 people from Carberry to talk about age-friendly issues and priorities in their community. Priorities such as improved building accessibility, sidewalk safety, improved public transportation and increasing accessible parking spaces were a few of the areas discussed within the findings. The research team conducted a 54-question survey with their focus group to ask them about housing affordability, safety, health

Figure: 13. Age Friendly Carberry Community Consultation Summary (2009).



Community Age-Friendly Priorities

Carberry, Manitoba

Age-Friendly Carberry Community Consultation Summary

October 19, 2009

Community consultations are being held with seniors and community members in a number of communities in Manitoba as part of a larger Age-Friendly Initiative. The goal of these community consultations is to assist communities to prioritize issues that will help them form action plans to make their community as age-friendly as possible. On October 19, 2009, 15 individuals from the Town of Carberry, Manitoba came together to talk about age-friendly priorities and issues within their community. Participants also had the opportunity to complete a survey of the age-friendliness of their community. The following is a summary of the age-friendly priorities identified at the meeting and survey results.



AGE FRIENDLY
Manitoba

services, transportation, outdoor spaces, social participation, respect and social inclusion and information dissemination. During our second engagement meeting that took place in October, we adapted a few of the questions from the survey that took place in 2009 and created an 11-question survey. We were able to gather responses from six members of our focus group and four members of council.

As seen in Chart 5 and Chart 6, when asked if sidewalks were connected and well-maintained, 1 out of 6 seniors responded yes, while 2 out of 4 members of council responded yes. When asked if clear information about community events was readily available to seniors, 3 out of 6 older adults responded no, whereas 3 out of 4 members of council responded yes. Both council and older adults agreed that medical services did not meet the needs of seniors in the community. 3 out of 4 members of council responded yes to town planning processes specifically address the needs of seniors, whereas all 6 older adults responded unsure to this question.

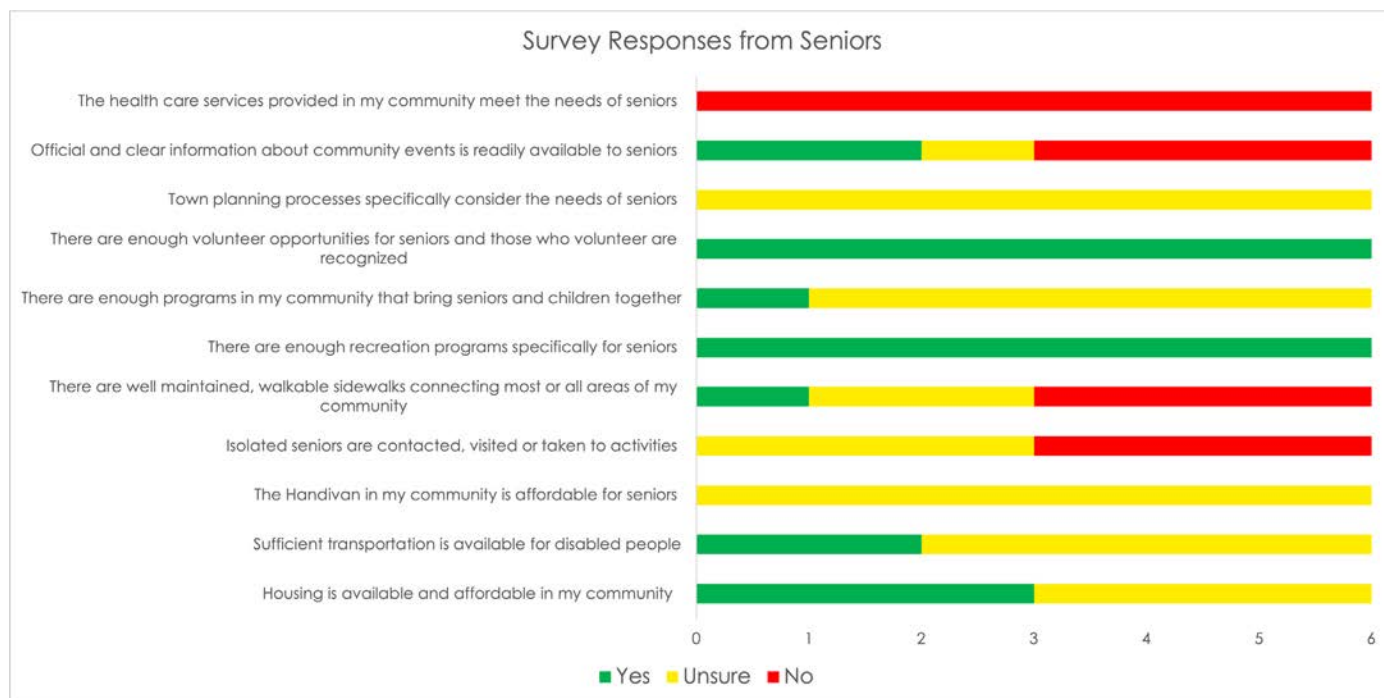


Chart 5. Top: Survey results showing the responses from seniors to the questions provided in a focus group survey.

Chart 6. Bottom: Survey results showing the responses from members of council to the questions provided in a focus group survey.

3.0 BUILDINGS & OUTDOOR SPACE

In any town, it is important that there are adequate spaces that accommodate the needs of the people who live there. Our assessment considered how the buildings and outdoor spaces are able to be used by Carberry residents, and assessed ways that there are inefficiencies. Our suggestions are supported by the need for these spaces to be inclusive for all ages and abilities, promoting universal design and moveability.

3.1 Observations: Buildings & Outdoor Space

Our focus group talked about how they like to stay active and walk to stores and activities throughout town. Snow is cleared promptly off sidewalks and roads and many of the sidewalks are well maintained and free of cracks. There are a few areas of town that do not have sidewalks, such as along Wellwood Road, which would eventually lead to the new recreation centre. Seniors also identified the sidewalks along 4th avenue as having no separation between the road and the pedestrian. The sidewalk along 2nd Avenue between Main Street and Ottawa Street is in need of repair. This is a popular route for seniors, traveling from the Drop-In Centre to the Community Memorial Hall, and was identified as an area that was difficult to walk along. Along Main Street, there



Figure: 14. Current Main Street in Carberry.

are only a few crosswalks, however they are not well marked and do not have any sort of pedestrian-controlled light (Figure 14).

There is a lack of hotels or other accommodation for family and friends to stay in when visiting Carberry. Many seniors who live in the 55+ housing do not have enough room in their apartments to accommodate guests, meaning at times visitors are required to stay in Brandon or other nearby towns.

There are a few gaps along Main Street where buildings have either closed or been torn down, and there are only a few small parks downtown. There is ample parking, as well as accessible stalls, along the street, and many of the buildings throughout town either have no-step entryways or have ramps for those with scooters or walkers (Figure 15). The Drop-In-Centre has a bathroom on the main floor, which is accessible to the public. Right beside the Drop-In-Centre is a small park with benches and a pergola which seniors told us is used often (Figure 16).

Figure: 15. Accessible ramps can be found on many buildings through town, including the library.





Figure: 16. Carberry has a few green spaces and parks dispersed through town. This one is located along 4th Avenue.

Carberry's downtown core is located at the southernmost end of Main Street and is intersected by Third Avenue. These two blocks of Main Street are home to the Drop-In-Centre, the Carberry/North Cypress Library, the Royal Canadian Legion, numerous restaurants including Callaghan's and CVM Cafe, and both of the town's grocery stores. There are also other services such as banks, boutiques, and offices.

3.1.1 Notable Strengths

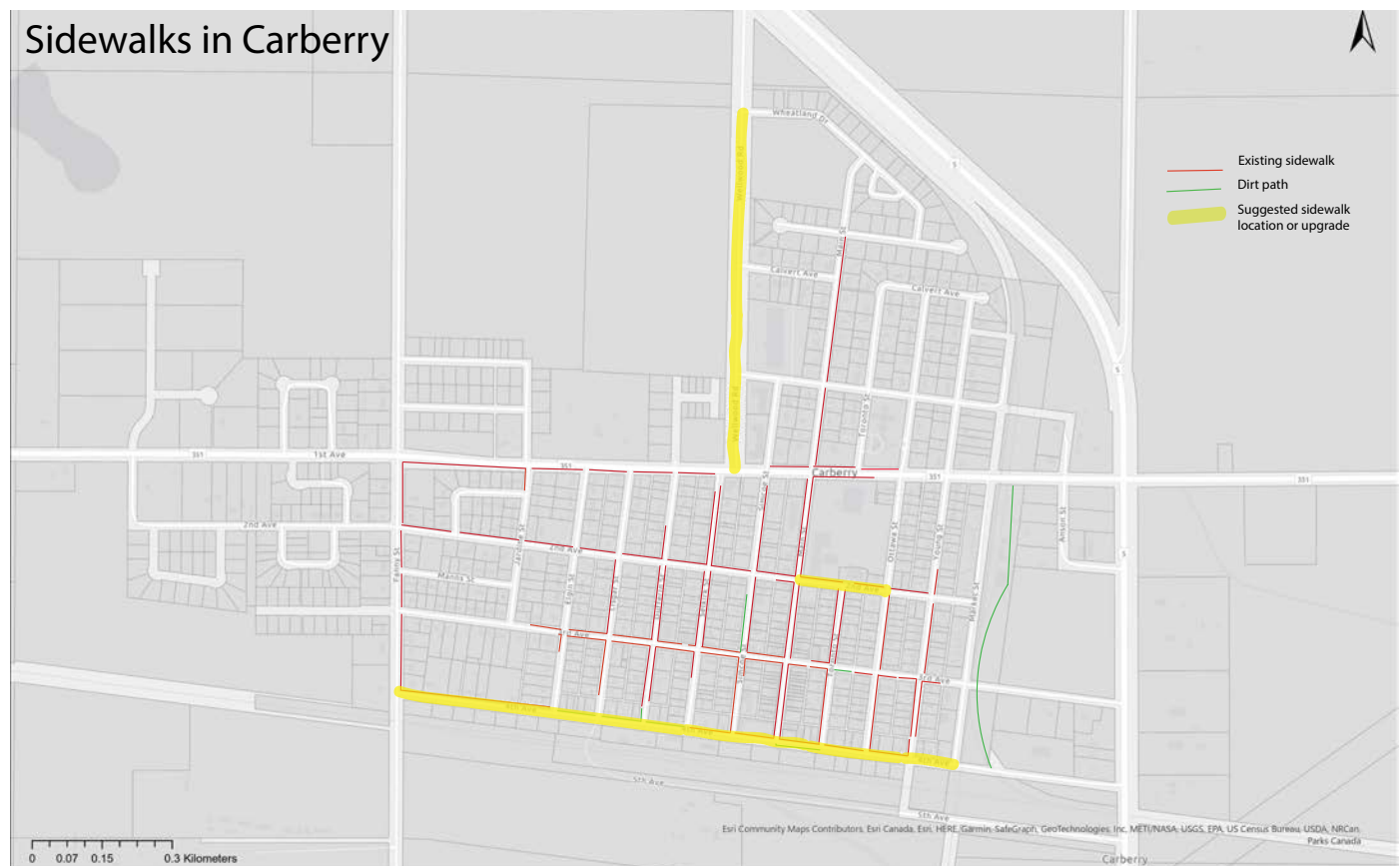
It is evident that the town of Carberry has done a lot to make the built environment age-friendly for its residents. Many of the buildings feature no step entryways or have accessible ramps added. The Drop-In-Centre is a great place for older adults as it features an accessible main floor bathroom with a wide entrance to accommodate those using scooters or wheelchairs. Walking through town, there are many small parks and greenspaces and there are numerous benches and informal seating areas throughout the town. Members of our focus group told us that snow is cleared promptly from the sidewalks, and we were able to observe this as well at our last meeting in December. The grocery store and pharmacy are in close proximity to a few of the 55+ apartments and provide delivery service. Our focus group told us they feel safe walking through town.

3.1.2 Areas That Could Benefit from Improvement

There are lots of opportunities to increase the safety and vibrancy of Main Street. Additional crosswalks and pedestrian controlled lights would enhance safety and create a more pedestrian focused street. Main Street lacks aspects of placemaking, such as benches, greenery and its design lacks focus on the pedestrian. There are many gaps along Main Street where buildings have been closed or are being torn down. These spaces provide opportunities for additional green spaces, murals, or other projects that could enhance the built environment and increase vibrancy.

The lack of accommodation in town means that friends and family coming to visit must stay elsewhere when visiting. Short-term accommodation would help solve this problem as well as increasing tourism for the town. There are many gaps in the sidewalk connectivity making it particularly difficult for individuals using walkers or scooters to get around. Figure 17 identifies where existing sidewalks are located and suggestions of where sidewalks could be created or improved.

Figure: 17. Map of Carberry sidewalks. (ESRI Canada)



3.2 Suggestions: Buildings & Outdoor Spaces

3.2.1 Suggestion 1: Main Street Core (Short To Long Term)

Because of the proximity that the Main Street services have to one another, it means that Carberry's downtown is compact. There is great potential to make this area of town pedestrian focused and user friendly. This can be accompanied by promoting Carberry's fascinating history through design interventions that are both modern and quaint.

3.2.1.1 Placemaking Pilot Project (Short Term)

We suggest that the Town of Carberry installs four temporary sitting areas on Main Street in order to promote comfort and enhance the pedestrian environment of the downtown. Currently there are limited spaces to sit on Main Street, and benches are primarily only located in the two pocket parks (Figure 18). By putting two temporary sitting areas on each side of the downtown core, places to sit can be spread out across Main Street.

There are numerous ways that these sitting areas could be designed, taking in a handful of considerations that make them age-friendly and accessible. For example, wooden platforms should raise the ground level of the road to curb

Figure: 18. Carberry Main Street (Google)





Figure: 19. Example of temporary bench (BIV))



Figure: 20. Example of temporary bench (Boredart)

height and should be enclosed by a railing or other barrier (Figure 19). This allows for easy access from the sidewalk and protects people from traffic. Ensuring that there are numerous places to sit that are at various heights and feature arms, helps those with movement disabilities feel comfortable to use the space. Other features that should be included are planting boxes for flowers or small trees, and signage that promotes these sitting areas as an age-friendly pilot project (Figure 20). Additionally, advertising can be incorporated to support local businesses, and could be used as a means to provide a portion of the funds for the project.

Doing a pilot project like this helps to promote the idea of age-friendly design and can help Main Street ease into a new focus – a focus that prioritizes people, both residents and tourists.

3.2.1.2 Pedestrian Focused Redevelopment (Medium – Long Term)

We suggest that the Town of Carberry installs two mid-block crossings on Main Street, one located on the block between Second Avenue and Third Avenue, and one located between Third Avenue and Fourth Avenue. These crosswalks should include pedestrian controlled lights. Mid-block crossings promote easier access for people with movement disabilities as they reduce the need to get to the end of a block to cross (Figure 21). Additionally, mid-block cross walks that are designed with curb bump outs reduce the walking distance and time that people are on the street, making it safer and easier for people who may be more cautious to cross.

Curb bump outs are sections of the sidewalk that “bump-out” into the street, which makes the sidewalk bigger, and the road smaller in width (Figure 22). Having more space on the sidewalks of Main Street makes them more comfortable to walk on. Bump outs are also great locations to install benches, which allow for people to take a rest, or have a place to sit and chat (Struthers, 2019).



Figure: 21. Mid-block crosswalk (Flickr)



Figure: 23. *An example of a Main Street with bump-outs and greenery (True Light Photography)*

If bump outs were to be added, we would suggest considering designs that can support greenery, such as trees and grasses (Figure 23). By including vegetation, bump outs have the potential to reduce stormwater, by soaking up excess run off from the road, and storing it within the “cell” in order to provide for the tree (NACTO, n.d.). Currently, there are very few trees located near the sidewalk on the west side of Main Street. Adding trees to Main Street will also provide more shaded areas for pedestrians.

Figure: 24. *Left: Stormwater curb bump-out (Hoboken)*



Figure: 25. *Right: Character bench for Main Street (Kay Park Recreation)*





Figure: 26. Historic lamppost and signage enhance tourism (Ontario Away)

Additionally, we suggest that future street furniture such as benches, signs, garbage cans, and lamp posts, would be chosen with Carberry's historic appearance in mind (Figure 24-25). Choosing street furniture that blends in with Carberry's aesthetic can promote the history of the town and provide a cohesive and pleasant space for pedestrians.

3.2.1.3 Visual Tourism and Placemaking (Short – Long Term)

We suggest that the Town of Carberry would encourage local businesses and locals to paint murals on walls of commercial buildings that can be viewed from Main Street to enhance the pedestrian's experience. There are numerous potential sites for murals that we have identified, as denoted by the yellow dotted lines (Figure 26). Murals create a sense of place and can be a draw for tourism. They also provide a great opportunity to display Carberry's history in a visual manner, weaving the narrative of the town into the pedestrian's experience. Some ideas we would suggest would be to feature buildings that no longer exist, depict agriculture operations, and community events like the fair (Figure 27).

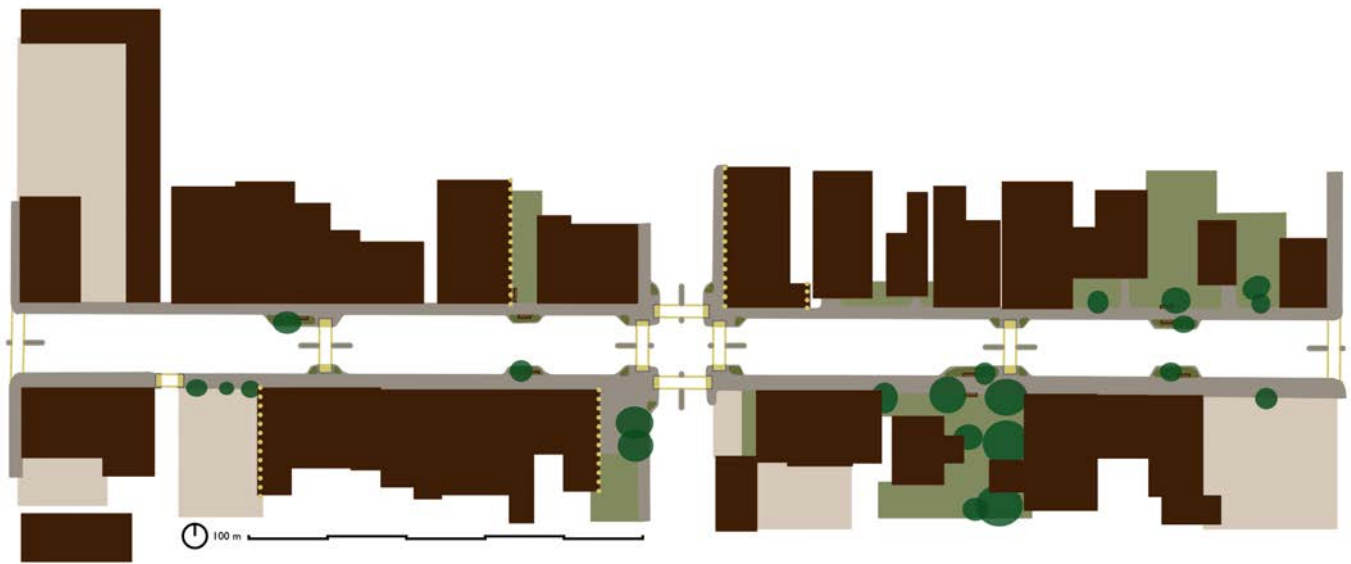


Figure: 27. *Potential mural sites in Carberry (Google)*

Over a longer timeframe, we suggest that the Town of Carberry install wayfinding and interpretive signage to promote tourism and support local businesses and services (Figure 28). By providing clear wayfinding signage with large font sizes and images, tourists can be directed to historic sites and to suggested walking loops (Figure 29). Businesses can also be included on signs to promote the local economy.

Figure: 28. Left:
Example of historic mural from Steinbach, MB (D.J.Z.)

Figure: 29. Right:
Interpretive signage example (Interpret Design)



Interpretive signage can be used to tell those passing by about the history of the town. We suggest that signage design would also be considered to reflect the quaint character of the town.



Figure: 30. Walking loop trail signage example (Hi Signs)

3.2.2 Suggestion 2: Age-Friendly Four-Season Cabins (Medium Term)

As we heard that the Town of Carberry is planning to develop a campsite within the town's boundaries, we suggest that the plan would include the building of a handful of small four-season cabins, which we believe would provide numerous benefits for the town.

The inclusion of four-season cabins would meet the need for space to accommodate tourists, specifically VFR tourism (visiting friends and relatives). As the Trans Canada Trail runs right through Carberry, there is an opportunity to promote the use of the cabins to hikers and to others who may wish to visit Spruce Woods Provincial Park (see Section 6 of this report for more information on the Trans Canada Trail and tourism). The cabins would support VFR tourism as many individuals do not have adequate space to accommodate hosting, especially those who live in 55+ Housing.

The cabins should be built for all four seasons in order to be used year-round (Figure 30). For the design of the cabins, we suggest that they would be barrier free, with no-step entries and with handicap push buttons for the main entrance (Figure 31). Additionally, the inclusion of counters that are

Figure: 31. Left:
Example of small cabin exterior (Bryce Canyon)



Figure: 32. Right:
Wheelchair accessibility ramp (Silver Spring)



designed to accommodate for the movement of wheelchairs under them promote the use to all adults (Figure 32). An exterior feature that could be considered is heated sidewalks (Figure 33). If a portion of the entrance to the cabins is heated, this would increase safety for people with movement disabilities during the winter.

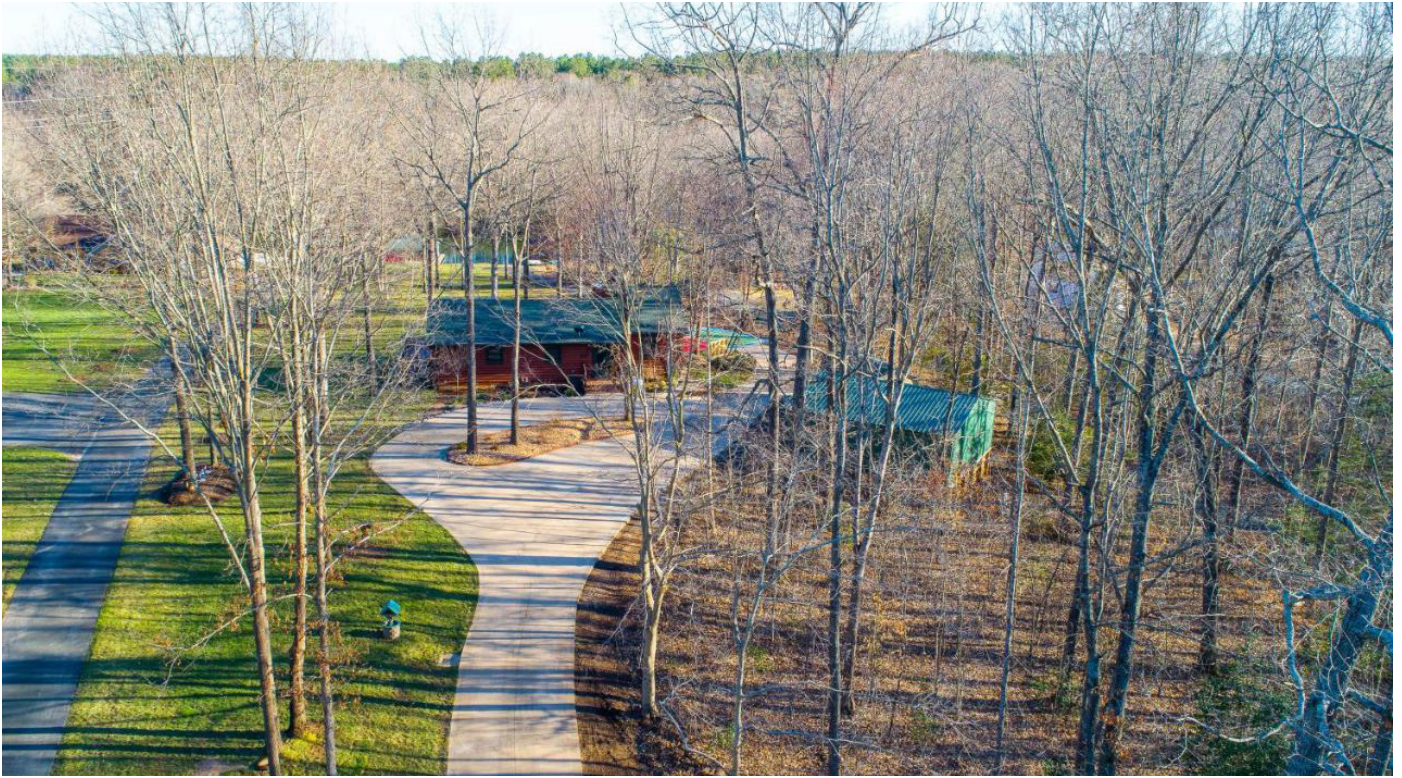
We suggest that the cabins would also be connected by a paved path to the proposed walking loop (see Section 4 of this report) that runs along Wellwood Road. This would allow all campers to have easy access to, and be directed to, different sites in Carberry, such as Main Street and Carberry's parks (Figure 34).

Figure: 33. Left:
Accessible cabin interior (Tiny Home Builders)



Figure: 34. Right:
heated walkway that melts snow (Proline Editor)





3.2.3 Suggestion 3: Home And Building Visitability (Short Term)

Figure: 35. Cabin connected to walkway (Booking.com)

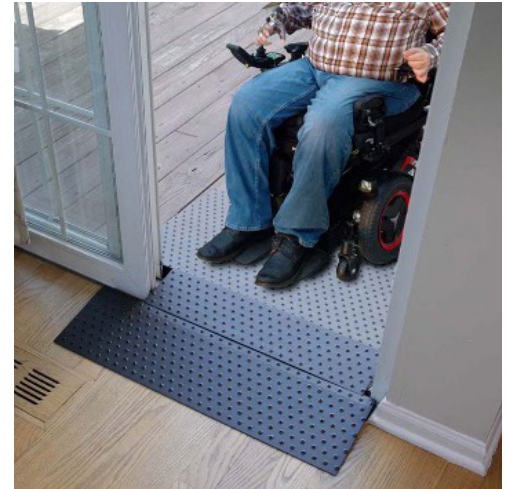
Buildings and houses should meet the accessibility needs of seniors to ease the process of ageing in place. Home modifications should be affordable and easily accessible for individuals who require additional support.

Many of the buildings throughout town already feature visitable features, but this should be continuous throughout town. Individuals wanting to remain independent in their own homes should also be able to access financial support to ensure that their homes are also visitable. Supports to making housing visitable include ramps that can be existing or added on later and entrances that are wide and step free to accommodate those using walkers, wheelchairs, and scooters. Examples of these features can be seen in Figure 35 and Figure 36. Door handles should be levers rather than doorknobs to be easier to operate for those with grip strength impairments. Grab bars and non-slip flooring in bathrooms ensure these spaces are accessible and safe for all individuals.

Figure: 36. Left: Homes that feature no-step entries are great for anyone experiencing mobility impairments (SPH Associates)



Figure: 37. Right: Ramps can be added in later on to assist those using a scooter or wheelchair (Handiramp)



3.2.4 Suggestion 4: Improving Sidewalk Connectivity (Short To Medium Term)

While there are many great sidewalks and paths in Carberry, there are a few main areas that could use some improvements. Residents enjoy walking along Wellwood Road, and this route will only become more popular with the development of the new Recreation Centre and campground. Currently, Wellwood Road does not have any sidewalks or separation between the road and the pedestrian. Second Avenue, between Ottawa Street and Main Street is in need of repair as well. This route connects the Drop-In Centre to the Carberry Community Hall.

Our focus group identified 4th Avenue as being a sidewalk that could use modification. Currently there is no separation between the sidewalk and the road, and one older adult commented that at times cars will be parked along here, blocking the sidewalk. Adding a boulevard beside this sidewalk would add more greenery and increase safety along this route. Additional outdoor seating and shelters should also be provided in other areas throughout town. The shelters currently in place are used often for gatherings and additional shelters would create more informal spaces for friends and family to hang out.

4.0 HEALTH & HOUSING

Health according to the World Health Organization is not simply the absence of disease or infirmity but rather a state of optimal physical, mental, and social wellbeing. Therefore, to say a person is healthy, there must be a balance of physical, emotional, social, spiritual, and intellectual health.

Older adults who are at significant risk of developing chronic health conditions such as heart disease, hypertension, stroke, and other health-related issues, must have access to healthcare services and resources for them to maintain and improve their health. The availability of reliable and adequate healthcare services plays a critical role in treating and preventing illnesses, managing chronic conditions, and

Figure: 38. A map showing the location of 55+ Housing in Carberry. (Google)





Figure: 39. Carberry's Health Centre

promoting the overall health and well-being of older adults (Figure 38).

Just like health, housing plays a vital role in ensuring the overall well-being and quality of life of older adults. As individuals age, their housing needs tend to change and the type of housing they reside in can have a substantial influence on their physical, mental and social well-being. For older adults, suitable housing can provide a safe and supportive environment that may enable them to preserve their independence, participate in meaningful activities, improve their social connections, and access essential amenities. The availability of affordable and adequate housing choices for older adults provides a sense of security and stability.

4.1 Observations

From our engagements with older adults in the town of Carberry, one of the notable conversations that came up was the lack of doctors and the fact that the emergency room is currently not operational. Thus, in case of a medical emergency and other specialized medical needs, older adults must travel to either Brandon, Neepawa, or Winnipeg.

However, available in the town of Carberry are two nurse practitioners and a tele-health system through which residents seek primary care.

Major observations concerning housing in Carberry are the diverse housing options to suit the needs of all residents in the town. With regards to housing for older adults, there are a variety of 55+ housing options available in the town that are also close to essential services such as their Drop-In-Centre, groceries, and social services. The Carberry Plains Lodge serves as an affordable housing choice for older adults, with 30 units; Journey Villa, with 16 rooms; Lyons Estates with 17 suites; Marshall Place with 6 suites, Marshall Memorial Manor, with 24 suites; S.M.I.T.H. Ventures, with 12 suites; and Spruce Woods Manor, with 8 suites for older adults. In all, there are a total of 113 55+ suites for 415 older adults aged 65 and above, indicating that approximately 302 seniors are still living in other residencies in Carberry [Fig4-6], [Fi4-4]

Another major observation was the non-functioning state of their current assisted living center. Through personal communication with our focus group, it was revealed that the assisted living center was too expensive and had some deficiencies in its design (rooms being too small and only communal bathrooms).

An illustration of housing affordability in Chart 7 shows that 74% of households in Carberry spend less than 30% of their

Figure: 40. 55+ Housing





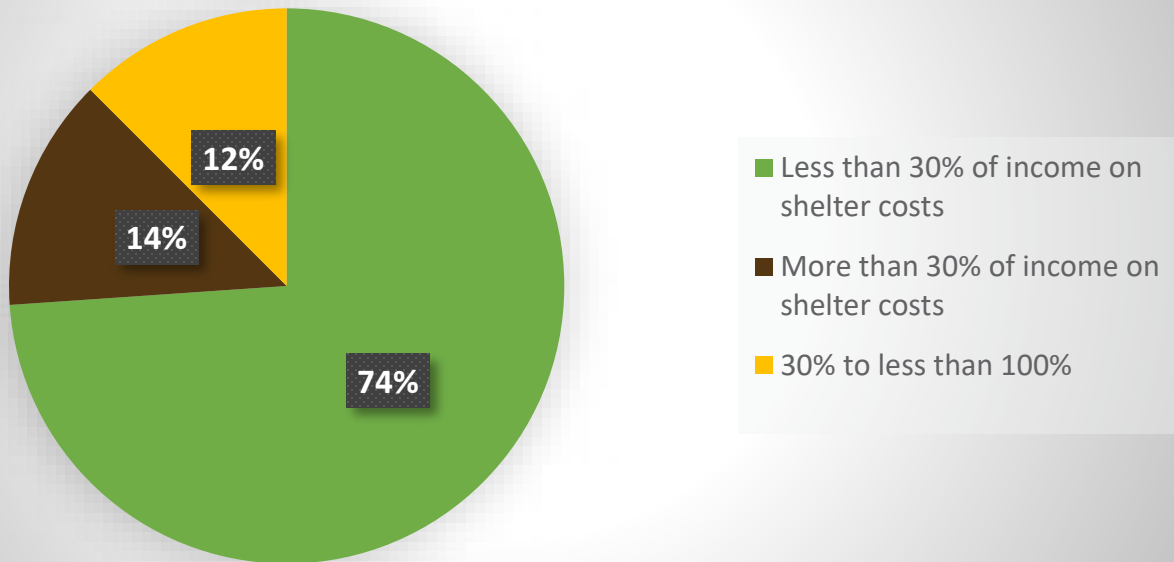
Figure: 41. 55+
Housing

income on shelter costs (Profile Table, Census Profile, 2021 Census of Population - Carberry [Population Centre]). This is therefore an indication that housing is relatively affordable in the town. Illustrated in Chart 8 is the distribution of dwelling types in Carberry. Carberry, just like most other places in Manitoba, has a greater size of its dwelling units being single detached houses Figure 41-43.

4.1.1 Notable Strengths

One notable strength in the area of health services we identified in Carberry is the use of telehealth services to facilitate remote consultations for older adults and residents. For housing, one strength we observed was that there are diverse housing options to cater to the needs of all residents in the town. Also, we noticed that housing for older adults is closer to essential amenities and service. Additionally most houses available in the town are also quite accessible (designed with ramps and sloping walkways). We also identified as a strength that housing in the town is relatively affordable compared to other communities.

% of Income on Housing



DWELLING TYPES.

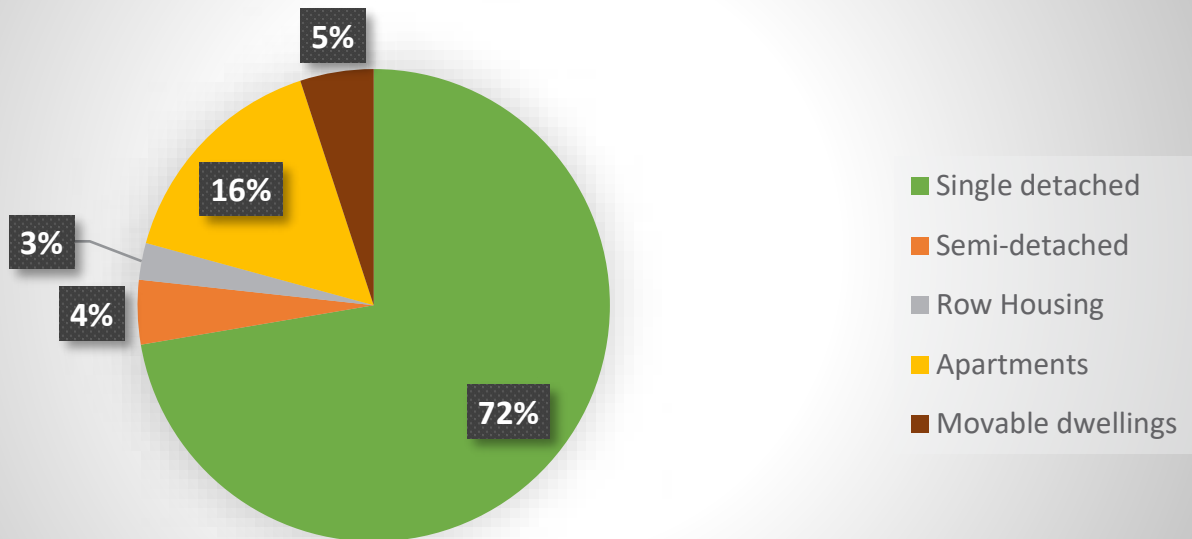


Chart 7: Top: A graphic representation of dwelling types in Carberry.

Chart 8: Bottom: A graphic representation of % of income spent on shelter cost in Carberry.

Figure: 42. Left:
Movable dwellings unit.

Figure: 43. Right:
Semi-detached dwelling

Figure: 44. Bottom:
Single family unit.



4.1.2 Areas That Could Benefit from Improvement

One area that needs improvement when it comes to health in the town is the issue of the lack of doctors and the non-running Emergency Department. For Housing, one major improvement needed concerns their Assisted Living Centre, which is currently not in operation due to high rental charges and inadequacy in the design of the structure.

4.2 Suggestions: Health And Housing

4.2.1 Suggestion 5: Assisted Living (Short To Long Term)

Housing diversity is very important in addressing the unique needs and preferences of older adults. It gives older adults the option to choose living arrangements that align with their level of independence and needs. Assisted living

centers provide personal and medical support to older adults while also maintaining their independence (Staff, 2019). It also promotes social participation amongst older adults and provides safety and security for residents. Therefore, as a short- to long-term strategy for promoting housing diversity for older adults in Carberry, we suggest the development of an assisted living center or the remodification and subsidization of the already existing one.

One significant constraint in achieving the suggested strategy above will be access to funding. Limited access to funding, subsidies and grants for the assisted living facility may pose challenges in offering affordable housing and support services to older adults in Carberry. However, this constraint can be addressed by a collaboration between policymakers, private developers, and other identifiable stakeholders to explore and develop a sustainable and affordable model for assisted living that prioritizes the well-being of older adults while managing the costs effectively.

4.2.2 Suggestion 6: Mobile Clinic (Medium-Term)

Mobile clinics are buses that have been designed specifically to serve as fully operational primary care clinics (Prairie Mountain Health, 2023). These buses or trailers are usually equipped with medical equipment and technology that are standard in any other clinic. They may provide primary care services, which include regular checkups, lab services, immunizations, and the treatment of minor diseases. Mobile clinics are cost-effective alternatives for enhancing and meeting the health needs of older adults and residents in Carberry. Such an initiative will also help eliminate transport barriers faced by older adults in accessing health services (Figure 44-45).

Figure: 45. Top: A mobile Clinic (Gwo798)

Figure: 46. Bottom: A mobile clinic (2023 Blue Cross and Blue Shield of Minnesota)



In achieving this suggested initiative, some identified limitations will be the issue of resource constraints and getting provincial support for these mobile clinics. To address this, the town of Carberry can collaborate with other neighbouring towns and engage with the Province of Manitoba, clearly articulating the importance of this initiative and how it addresses the town's healthcare needs and contributes to public health enhancement. Also, they can explore funding options that may be available to them and secure the necessary funding to implement this initiative.

4.2.3 Suggestion 7: Wellness And Walking Loops. (Short To Medium Term)

Wellness entails taking good care of one's body, mind and spirit as a whole and also involves fueling one's body, stimulating the mind and nurturing the soul (Stoewn, 2017). Wellness initiatives can be short-term strategies for promoting the physical, emotional and social well-being of older adults and residents in Carberry. Programs such as "Healthy, Safe and Strong"(Niagara Region, n.d) which encompasses various flexible activities that can help improve the balance and maintain strength of older adults can be adopted.

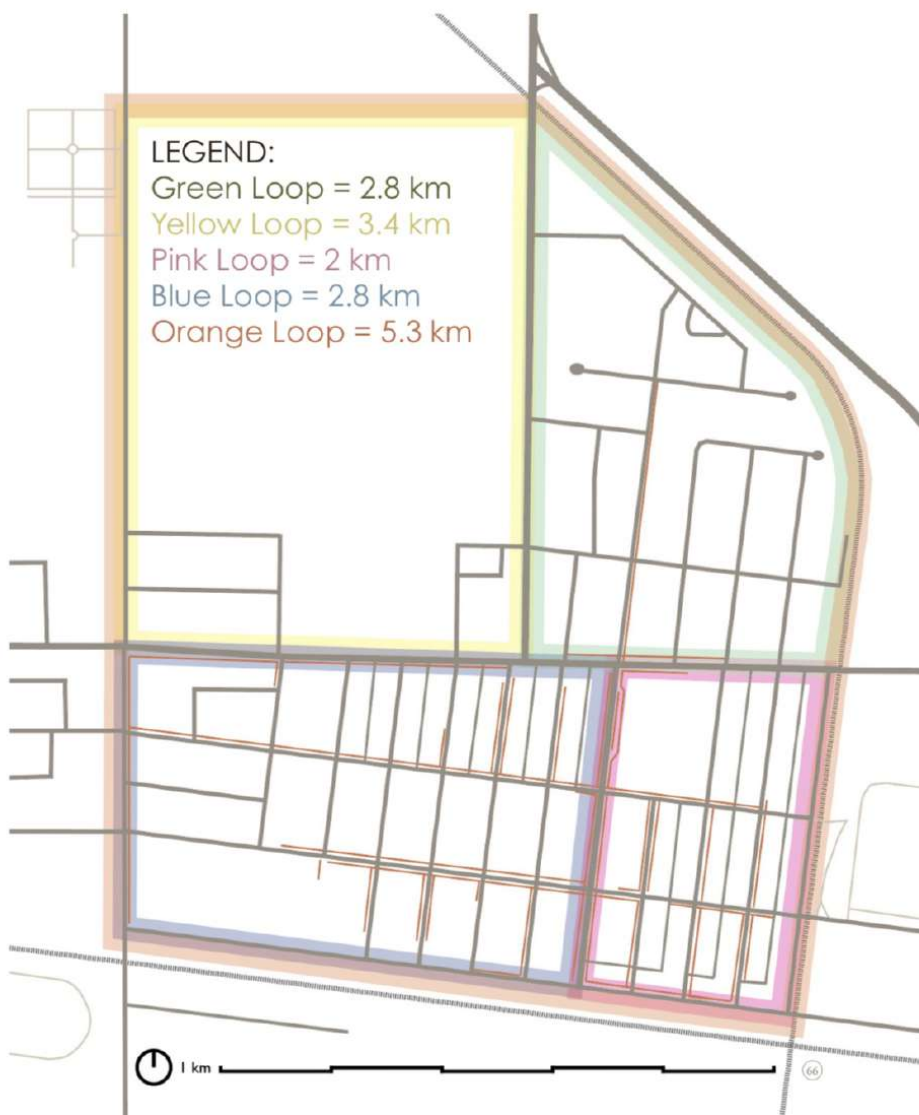


Figure: 47. A walking loop map (Google)

Apart from this, another way of promoting wellness is through the creation of walking loops. These designated pathways serve as an opportunity for older adults and other residents to engage in physical activities which have tremendous effects on the health of older adults. Walking loops promote consistency and can serve as a routine exercise for individuals. As they are designed with specific distances, people can track distances covered with each walk and also meet their walking targets. Additionally, walking loops also enhance social interactions as individuals often converge on these paths with the uniform aim of pursuing health and happiness.

5.0 TRANSPORTATION

Transportation infrastructure allows older adults to maintain independence, continue to participate in social and recreational activities as well as complete daily tasks. Public transportation not only helps residents get around, but also helps to connect Carberry to other nearby towns. Transportation needs are intertwined with health and social participation and is an important factor in making Carberry age friendly.

5.1 Observations

Many seniors drive their personal vehicles around town and out of town for appointments, shopping, and other amenities. There are many designated parking spaces in Carberry outside of the grocery store, pharmacy, in front of the Drop-In-Centre and the bank (Figure 47). Snow is cleared promptly within town to make driving safer for residents.

The municipality of North Cypress-Langford has two handivans, a larger one for in-town trips and a smaller one for out-of-town trips. The handivans are usually booked each day either with service for the residents of Carberry, or other surrounding areas (Figure 48). Trips within town cost

Figure: 48. Accessible parking spaces are provided in front of many important amenities throughout town including in front of the pharmacy, the bank, grocery stores and the Drop-In-Centre.





Figure: 49. One of the handivans providing service to the municipality of North Cypress-Langford. (Carberry North Cypress-Langford)

\$8/person while trips out of town cost \$5/person plus \$0.70/km. Carberry also has a volunteer driver program where individuals will drive their own personal vehicles for out-of-town trips for a fee. The suggested fees for the volunteer driver program are \$50 round trip to either Brandon or Neepawa and \$200 round trip to Winnipeg. This may seem costly, however taking the handivan to Brandon would cost an individual at least \$70 and to Winnipeg would cost over \$240. Debra Steen, director of Service for Seniors, helps older adults get rides to where they need to travel, either with the handivan or the volunteer driver program, with a sign-up sheet at the Drop-In-Centre.

There are many basic amenities and services that are not available in Carberry, such as medical services, big box stores, and clothing stores. Therefore, these trips to Brandon and Neepawa fill up quickly. Older adults that cannot pay for the handivan or a volunteer driver rely on family members living nearby to drive them to appointments, or friends who still drive their personal vehicles. The number of volunteer drivers has been decreasing recently, meaning that service may not be able to be as frequent and consistent as it has been in the past.

5.1.1 Notable Strengths

The municipality's two handivans make trips both within Carberry and out of town as well as provide service to other towns within the municipality. In addition to this, the town has a volunteer driver service that brings seniors out of town to appointments or for other services. Within town, individuals who drive their own personal vehicles have many accessible parking spaces throughout town and feel safe with slow speed limits throughout the town's core. Snow is cleared promptly during the winter to avoid any winter related accidents.

5.1.2 Areas That Could Benefit from Improvement

Both the handivan and volunteer driver program are unaffordable for older adults. Grants exist for those who earn under a certain amount, however this is an additional step for individuals who may not know where to obtain this information. Without affordable public transportation, older adults are reliant on friends or family to travel outside of town if they no longer drive their own vehicles. This is an issue especially for older adults who may be visiting the doctor more frequently, and with limited medical services available in Carberry, are required to make more consistent trips to Brandon or Neepawa.

In addition to being unaffordable, the handivan does not run on a consistent schedule and the number of individuals willing to take on the role of driving the handivan has been declining. With fewer individuals driving the handivan or taking on the role as volunteer drivers, the number of trips outside of Carberry will also decline. There is no other form of public transportation available to residents of Carberry, and the handivan is only available to seniors.

5.2 Suggestions: Transportation

5.2.1 Suggestion 8: Bus Network (Short To Long Term)

Providing good and reliable rural transportation is an issue that many other provinces have also struggled with, but with that there are many options and precedents to learn from. Many other rural towns struggle with providing transportation service while only having access to one or two handivans, but there are a variety of ways that public transportation can be funded to be sustainable and affordable for residents. Colchester Transportation Cooperative Ltd is an example from Atlantic Canada of a co-op model of funding (Levesque, 2022). While some funds still come from donations and government grants, other revenue comes from member fees. Co-operatives are community run, with their board of directors being

comprised of residents of the municipality. This allows the revenue and the decision-making power to stay within the community.

The following suggested bus routes are based on the areas and towns most frequently traveled to by members of our focus group.

5.2.1.1 Carberry to Brandon Shuttle (Short-term)

Older adults living in Carberry must travel to Brandon frequently for medical appointments, to shop at big box stores and for entertainment. Our focus group identified this route as the most frequent one driven by the handivan and volunteer drivers. A shuttle running once a week would be able to take residents out to Brandon on a more consistent basis. The shuttle would be open to all residents in Carberry, not just seniors. When not completing this route, this shuttle would be able to provide service to other areas within the municipality. Eventually, this shuttle could be expanded to provide public transportation from Brandon to Winnipeg, with stops at multiple towns along Highway #1.

5.2.1.2 Summer Bus: Neepawa to Glenboro (Medium-term)

During the summer months, many residents travel just south of Carberry for recreational activities such as visiting the Carberry Golf Course, Sand Hills Casino, and Spruce Woods Provincial Park. An additional bus traveling from Neepawa down to Glenboro would have multiple stops along the way, including in Carberry, to take other residents of the municipality to these entertainment spots. This could also attract tourists to these recreation spots and to Carberry as well. Figure 49 shows both the suggested routes.

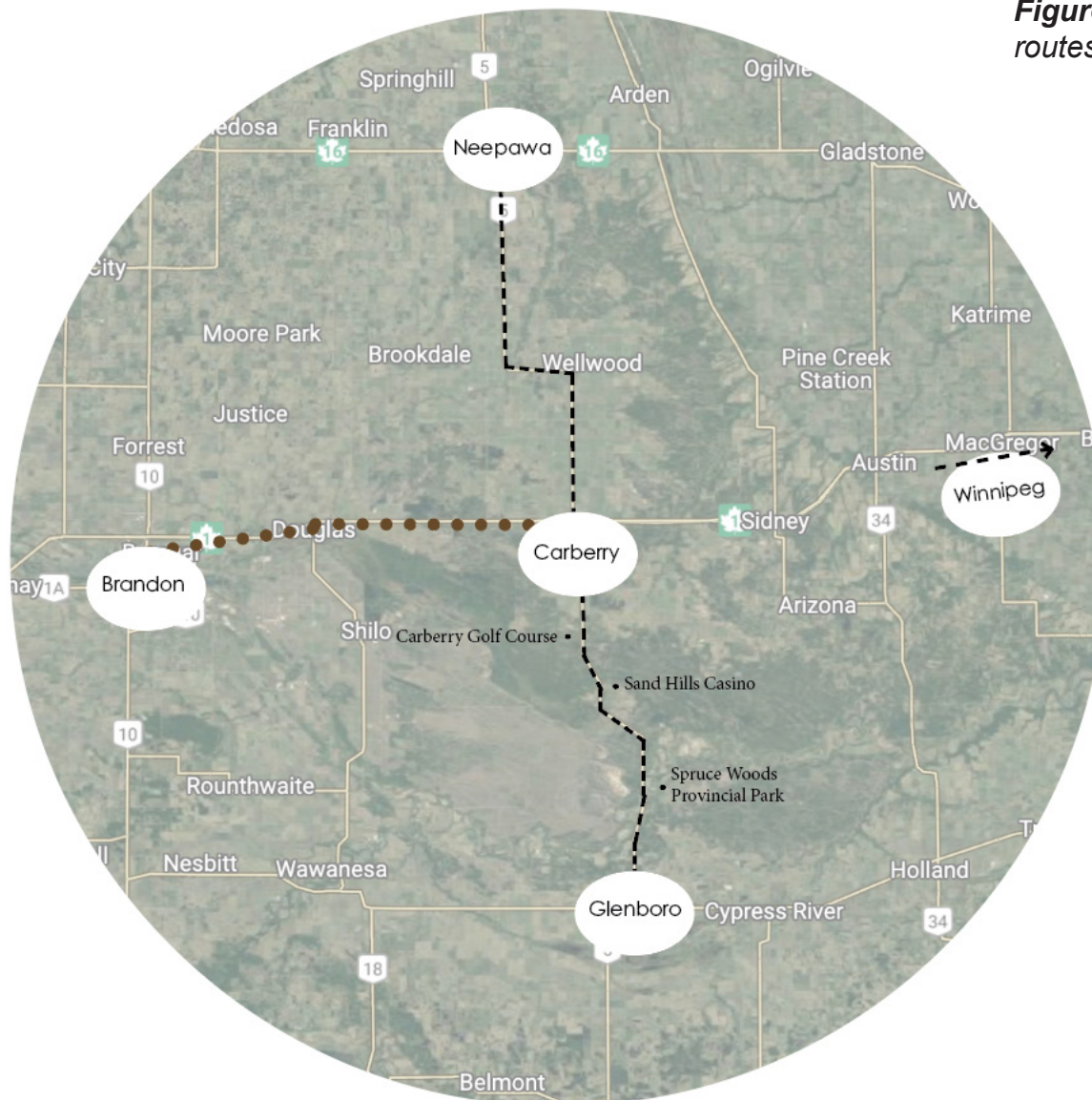


Figure: 50. Suggested routes (Google)

5.2.1.3 Inter-Municipal Bus Network (Long-term)

A longer-term solution for the region is a comprehensive bus network serving multiple rural municipalities around Carberry. The town of Bancroft, Ontario, has a bus service called the TROUT which operates with both fixed routes as well as door-to-door and individualized service for residents (Keith & MacDonald, 2014). Bancroft also used to only provide transportation service to seniors via a dial-in handibus but expanded service, to provide public transportation to all residents throughout the region.

In North-Cypress Langford, a hub and spoke model could be implemented, with Brandon as the hub and multiple routes extended out. Fixed routes between towns could be offered once per week, and other more popular routes being offered more frequently. Stops can be located in various smaller towns along these routes to bring people into town in the morning, and back home in the afternoon. Additional part-time drivers could be hired to ensure the reliability of routes for residents.

6.0 SOCIAL ENGAGEMENT

Through our community assessment, it was important to consider the social aspects of the Town of Carberry. This is because social connection and engagement is connected to health, transportation, and is quite dependent on spaces for people to connect, both indoor and outdoor. By promoting social engagement, people in Carberry are likely to experience a stronger sense of connection within their community, and hopefully minimize the social barriers that exist.

6.1 Observations: Social Engagement

Our focus group meetings during the first two phases of our project provided us with information on the current social events and services that are available for older adults in Carberry. Service for Seniors is run by the Town of Carberry and led by Debra Steen. The program operates out of the Drop-In-Centre, which is located on Main Street in the

Figure: 51. Drop-In-Centre in Carberry
(Manitoba Historical Society)



downtown core. This service is a great opportunity for older adults to connect with their community through group meals, programs, and games like cards and shuffleboard. Steen is well loved by the community and also takes the lead in organizing the handivan service (as discussed in Section 5 of this report). This means that there is a strong connection between Service for Seniors and the municipal handivan's operations.

The Drop-In-Centre is a welcoming space for visitors to engage in community activities (Figure 50). It is near the Carberry/North Cypress Library, the local Royal Canadian Legion, and near both the elementary school and the high school. Through our discussion, we noted that volunteer opportunities were certainly available for people in Carberry. This includes getting connected with the Drop-In-Centre, local churches, and even a pen-pal program with the town's elementary school. There are a handful of churches in Carberry, which have opportunities for volunteering and connecting.

The Drop-In-Center is not the only recreational building in town. There is also the Carberry Plains Community Centre, with an ice rink and outdoor pool, as well as the Carberry Community Memorial Hall. In addition to buildings, there are numerous outdoor spaces for connecting, such as the fairgrounds and Art Sear Park (Figure 51). However, there are only a few places right on Main Street that provide seating. The ones that do exist are tucked beside buildings. As discussed in Section 3, there is a great opportunity on Main Street to promote social spaces for people to linger downtown, increasing social vibrancy. We heard about many events, most of which happen in summer. These include town barbeques, the annual fair, and special events for seniors. Those that we chatted with spoke quite highly of these events, and we sensed a strong welcoming presence of community.

SOCIAL AMENITIES & VISION



6.1.1 Notable Strengths

We found that there is a strong and lively community of older adults present in Carberry. Our focus group expressed their joy in participating in Service for Seniors. Service for Seniors has proven successful in leading community events and improving the physical environment through government grants. Debra Steen is greatly appreciated by the Drop-In-Centre's attendees.

From our assessment, we can see that there are adequate spaces for social events, such as the Drop-In-Centre and the Community Hall. Most indoor spaces are located near 55+ housing and Main Street. There are also numerous outdoor spaces for social gatherings spread throughout town. We also know that the Town of Carberry currently operates their Connect Communication System where people can opt in for email/text/phone updates on local news, weather, emergencies, and events (Town of Carberry, 2023).

Figure: 52. Map of social amenities.

6.1.2 Areas That Could Benefit from Improvement

In our research and discussions, it was hard to identify how many older adults live in Carberry and the municipality who are not connected to the social network. It is challenging because people who live in rural areas are at greater risk of isolation. Additionally, people may be unaware of events due to lack of information made available, people may want to attend but perhaps face transportation barriers, and still others may be informed and choose not to attend for various reasons.

One component that we see may be a reason for a lack of information available is the recent loss of the Carberry News Express. We have heard that there is a quarterly newsletter sent out by the Town of Carberry, however, not all older adults are familiar with technology, which means that some people may still face barriers to receiving information through this method.

As mentioned in Section 3 of this report, we noted that there is a lack of outdoor seating on Main Street. With few places to sit, Main Street gives an undertone of being a place for people to get their things and leave. By creating comfortable and inviting spaces, people may feel drawn to stay on Main Street. As mentioned, there is great potential in Carberry to enhance the pedestrian experience, and promoting design for tourism is a great way to also promote age-friendliness.

6.2 Suggestions: Social Engagement

6.2.1 Suggestion 9: Advancing Technology (Short – Medium)

There are numerous ways that people can use technology to connect with their community. However, many older adults do not use technology for various reasons. This suggestion is broken down into two parts, the first suggesting addressing lack of technology skills and the second to increase connection for those who do use technology.

6.2.1.1 Digital Divide Workshops (Short – Medium)

One of the ways to increase community social engagement is by helping people connect with one another through technology. Many people have not had opportunities to learn technological skills, while others in their community have. This is referred to as the digital divide, which is the gap between those who use technology and those who do not (Hodge et al., 2017).

We suggest that the Town of Carberry runs workshops for teaching basic skills to older adults who are unfamiliar with using technology (Figure 52). This could include a multitude of skills, including adjusting phone settings, reading, and responding to messages and emails, learning to use the camera and access photos, as well as teaching people how to search online (Figure 53). These skills may seem basic to some, but many people have not had opportunities to learn. Learning these skills is important because they help people feel integrated into their community (Mehra, Sikes, & Singh, 2020). People who do not have the ability to use the internet miss out on a wide variety of information (Mehra, Sikes, & Singh, 2020). This means they have limited access to health and emergency information, global and local news, community events, and online connection with friends and family (Figure 54). We suggest that the digital divide workshops could be led by members of the community, such



Figure 53. Left:
Student volunteering
at a tech workshop
(Colorado State
University)



Figure 54. Right:
Person adjusting phone
settings (CaliCase
Team)



Figure: 55. *Left: Older adult receiving medical advice online (Getty Images)*

as local teachers and high school students. This could turn the workshops into a multi-generational social event.

6.2.1.2 Text-Based Subscription (Short)

The Town of Carberry currently runs a program called Connect Communication System, which is a service that provides updates on local news, events, weather, and emergencies (Town of Carberry, 2023). We suggest that the Town also includes a feature within this system that allows people to opt for additional news and event updates for older adults in order to promote social inclusion and to optimize information sharing. This would benefit those who face barriers due to the loss of the local newspaper.

6.2.2 Suggestion 10: Enhance Tourism (Short – Long)

There are many aspects of promoting tourism that also promote age-friendly design and planning. By focusing on



Figure: 56. *Historic interpretive signage (Pannier)*

creating spaces that draw people, by designing with older adults in mind, residents and tourists of all ages can enjoy these spaces, and experience Carberry at a whole new level.

6.2.2.1 Heritage (Short – Long)

Unique and picturesque buildings are located throughout the town. These character buildings are a tourist draw and should continue to be promoted. One way that we suggest that the Town of Carberry can continue doing this is by using interpretive signage to tell the stories of the builders and the

Figure: 57. *Historic Downtown of Carberry (Canada's Historical Places)*



history of Carberry (Figure 55). By including special icons on maps that display walking loops, people can identify where these buildings are located around town with ease. This can include components such as the Carberry Plains Museum, the Gingerbread House, locations of buildings that no longer exist (Figure 56), and a timeline of events that shaped the town from the beginning as the “Big Plain” up to the modern time (Malaher, 1987).

6.2.2.2 Main Street (Short – Long)

The suggestions for Main Street in Section 3.2 of this report are not only beneficial for residents of the town, but also for tourism. With the inclusion of plenty of benches, shaded areas, and signage, the Town of Carberry can be a place that inspires people to stroll through the town, stop in at a shop or grab a bite to eat, and relax right on Main Street. Here it is not the idea of the bench that is transformative, but rather the simple act of being able to sit that turns a space into a place for the people (Struthers, 2019) (Figure 57). Comfortable areas to sit allow people to mingle and helps to create a sense of belonging (Struthers, 2019). Everyone benefits from an opportunity to sit down and take in their surroundings.



Figure: 58. Older couple sitting on bench (Flickr)

6.2.2.3 Trans Canada Trail (Short – Medium)

The Carberry North Cypress Trail, a section of the Trans Canada Trail, runs north/south through the town along Road 84 West (Esri, 2023). This section of the trail overlaps with the suggested walking loops and is adjacent to the campground area, as shown in Figure 51. Following the trail south leads to Spruce Woods Provincial Park. We suggest that the Town of Carberry promotes the walking loops as an extension of the Trans Canada Trail to attract hikers,

and to promote their campsite. Clear directional and interpretive signage should be included on this section of the walking loops to visualize the connection to Spruce Woods Provincial Park and the rest of the trail (Figure 58).

Figure: 59. *Spruce Woods Provincial Park trail (Winnipeg Free Press)*



7.0 CONCLUSION

7.1 Limitations

We want to address that the timeframe for our research was only a few months long, and that we met with a small group of individuals during our discussion times, most of which were older women, all who actively participate in events led by Service for Seniors. For future research, we suggest

Figure: 60. People discussing our project after our last meeting in Carberry.



that the time of study is both longer and encompasses more people from the community. Additionally, further research should continue to bring in age-friendly professionals and advocates to enhance the research gap and to support the research.

7.2 Draft Report Presentation

On December 12, our team presented our draft suggestions in Carberry at the Drop-In-Centre. During the question period at the end of our presentation, the group was led into an open discussion about Carberry and the need for the implementation of age-friendly planning and design. Through this process we learned that many of the aspects of the town that we noted need improvement are aligned with the Town's perspective of what they believe needs to be improved. Our presentation was received warmly, and listeners took time after the question period to look at our presentation boards (Figure 59). We were affirmed that much of what we presented is in line with the direction that the Town of Carberry wants to move in.

Areas we found stood out to people the most include the need for a better rural public transit system and the importance of addressing medical needs. These areas of health and transportation are linked quite closely as older adults often rely upon others to transport them to health-related activities outside of Carberry. The coordination of an inter-municipal bus network and the ability to bring more medical professionals to Carberry is outside of the scope of our project and our capabilities as planning students. We suggest that action be taken alongside nearby municipalities to advocate for rural public transit and better health care options.

FIGURES LIST

Figure: 1. An aerial view of Carberry (Royal Lepage)	2
Figure: 2. Top: An archival view showing the historical condition of main street Carberry (Canada's Historic Places)	3
Figure: 3. Bottom: Current view of main street Carberry	3
Figure: 4. Historical buildings in Carberry (100 Towns of Canada)	4
Figure: 5. Postcard of Carberry School (1929)(Manitoba Historical Society)	4
Figure: 6. Carberry Plains Museum (Manitoba Historical Society)	5
Figure: 7. Working with our focus group in Carberry to come up with suggestions for the town.	8
Figure: 8. The World Health Organization document on Global Age Friendly Cities: A Guide.	9
Figure: 9. Age-Friendly Rural and Remote Communities: A Guide	9
Figure: 10. Jaclyn, Jennifer and Max working with out focus group during the meeting that took place in November 2023.	10
Figure: 11. Carberry has many strengths, one of them being the many community events that are hosted here.	14
Figure: 12. This map represents the existing amenities within the town of Carberry.	14
Figure: 13. Age Friendly Carberry Community Consultation Summary (2009).	15
Figure: 14. Current Main Street in Carberry.	18
Figure: 15. Accessible ramps can be found on many buildings	

through town, including the library.	19
Figure: 16. Carberry has a few green spaces and parks dispersed through town. This one is located along 4th Avenue. .	20
Figure: 17. Map of Carberry sidewalks. (ESRI Canada)	21
Figure: 18. Carberry Main Street (Google)	22
Figure: 19. Example of temporary bench (BIV)	23
Figure: 20. Example of temporary bench (Boredart)	23
Figure: 21. Mid-block crosswalk (Flickr)	24
Figure: 22. An example of a Main Street with bump-outs and greenery (True Light Photography)	25
Figure: 23. Left: Stormwater curb bump-out (Hoboken)	25
Figure: 24. Right: Character bench for Main Street (Kay Park Recreation)	25
Figure: 25. Historic lamppost and signage enhance tourism (Ontario Away)	26
Figure: 26. Potential mural sites in Carberry (Google)	27
Figure: 27. Left: Example of historic mural from Steinbach, MB (D.J.Z.)	27
Figure: 28. Right: Interpretive signage example (Interpret Design)	27
Figure: 29. Walking loop trail signage example (Hi Signs)	28
Figure: 30. Left: Example of small cabin exterior (Bryce Canyon)	29
Figure: 31. Right: Wheelchair accessibility ramp (Silver Spring)	29
Figure: 32. Left: Accessible cabin interior (Tiny Home Builders)	29

Figure: 33. Right: heated walkway that melts snow (Proline Editor)	29
Figure: 34. Cabin connected to walkway (Booking.com)	30
Figure: 35. Left: Homes that feature no-step entries are great for anyone experiencing mobility impairments (SPH Associates)	31
Figure: 36. Right: Ramps can be added in later on to assist those using a scooter or wheelchair (Handiramp)	31
Figure: 37. A map showing the location of 55+ Housing in Carberry. (Google)	32
Figure: 38. Carberry's Health Center	33
Figure: 39. 55+ Housing	34
Figure: 40. 55+ Housing	35
Figure: 41. Left: Movable dwellings unit.	37
Figure: 42. Right: Semi-detached dwelling unit.	37
Figure: 43. Bottom: Single family unit.	37
Figure: 44. Top: A mobile Clinic (Gwo798)	39
Figure: 45. Bottom: A mobile clinic (2023 Blue Cross and Blue Shield of Minnesota)	39
Figure: 46. A walking loop map (Google)	40
Figure: 47. Accessible parking spaces are provided in front of many important amenities throughout town including in front of the pharmacy, the bank, grocery stores and the Drop-In-Centre.	42
Figure: 48. One of the handivans providing service to the municipality of North Cypress-Langford. (Carberry North Cypress-Langford Handivan Brochure)	43
Figure: 49. Suggested routes (Google)	46

Figure: 50. Drop-In-Centre in Carberry (Manitoba Historical Society)	48
Figure: 51. Map of social amenities.	50
Figure: 52. Left: Student volunteering at a tech workshop (Colorado State University)	52
Figure: 53. Right: Person adjusting phone settings (CaliCase Team)	52
Figure: 54. Left: Older adult receiving medical advice online (Getty Images)	53
Figure: 55. Historic interpretive signage (Pannier)	54
Figure: 56. Historic Downtown of Carberry (Canada's Historical Places)	55
Figure: 57. Older couple sitting on bench (Flickr)	56
Figure: 58. Spruce Woods Provincial Park trail (Winnipeg Free Press)	57
Figure: 59. People discussing our project after our last meeting in Carberry.	58

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