

# **‘I Get Around’ Senior Supplemental Transportation**

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[www.mvrpc.org](http://www.mvrpc.org)



## **STEP – Senior Transportation Expansion Project, Montgomery County**

- Third year of operation
- Housed at MVRPC
- Began out of the concerns of Montgomery County political and community leaders

## **Public Transit/Human Services Transportation Coordination Process**

- Federally mandated, MVRPC is lead agency
- Greene, Miami, Montgomery, Preble Counties
- Study to be completed in early 2008

# Why we're here discussing this issue

- Local car culture & **our parents....**
- National examples
- **Planners:** next time you review a plan, you will consider senior transportation!



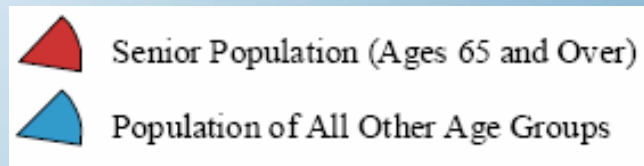
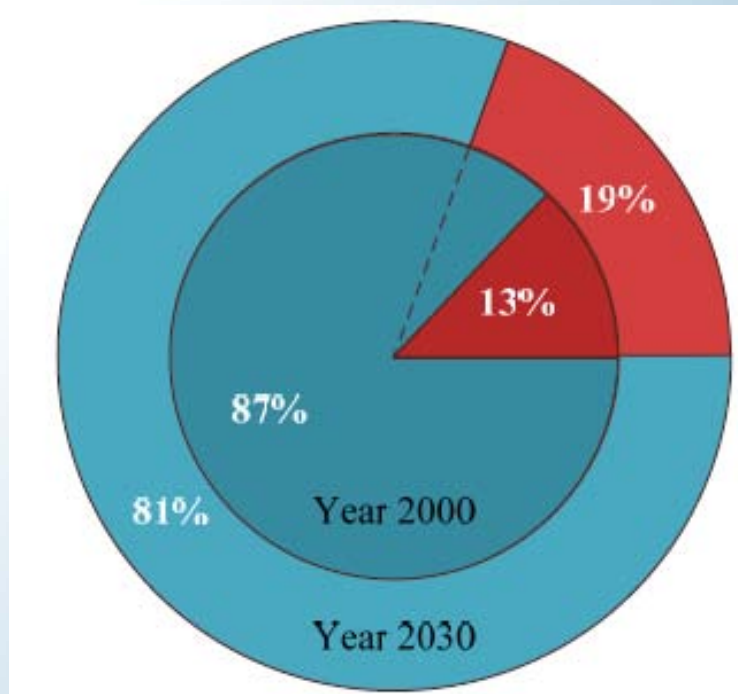
# The Baby Boomers are...



- Growing - the 65 and over population could increase by nearly 80% by 2025.
- Aging in place – 70% own their own homes
- Independent - no single “stop driving” age
- Seniors are different these days - **60 is the new 40**

**Extending safe driving is important.**

## ...the next big thing.



- The Silent Generation – born between 1931 and 1945
- The Baby Boom generation – born between 1946 and 1964
- 2000 – 1 in 8 Miami Valley residents are over 65
- 2030 – 1 in 5 residents will be over 65

# **We all want to Age Well**

- Mobile, connected seniors stay happier and healthier longer
- Maintaining health costs less than treating illness and isolation
- Savings could help expand transportation options

# Different Levels of Driving Ability

Independent, safe older drivers

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# Different Levels of Driving Ability

Independent, safe older drivers

Older drivers who need to modify driving

Older drivers who should stop driving

Accident or “give up keys”



# The Transportation Dependency Gap

The Difference Between Life Expectancy and Driving Expectancy

Men (age 74)	
Life Expectancy (74 + 18 years)	92
Driving Expectancy ( 74 + 11 years)	85
Years of Transportation Dependency ( 92 – 85 = 7)	7



Women (age 74)	
Life Expectancy (74 + 21 years)	95
Driving Expectancy ( 74 + 11 years)	85
Years of Transportation Dependency ( 95 – 85 = 10)	10

# Auto Accidents

- Between 2002 – 2004 there were about 7,000 “senior at fault” accidents in Montgomery County
- Top three causes of those accidents
  - Failure to yield
  - Following too close
  - Failure to control
- Accident rate among 85+ exceeds that of 16 year olds
- Fatality rate is higher due to frailty

## **Lack of Transportation Impacts Health & Well Being**

- May see a doctor only when absolutely necessary
- Infrequent grocery trips result in a diet low in fresh fruits and vegetables
- Limited social outlets can lead to isolation, depression and lack of exercise
- Can cause seniors to leave the community prematurely for assisted living or nursing home care

## A family scenario...

An aging uncle lives alone in a fairly isolated suburban development and can no longer drive safely. He refuses to consider moving to a “senior community,” but is willing to consider a smaller, less-isolated house or condo somewhere in the Greater Dayton Region.

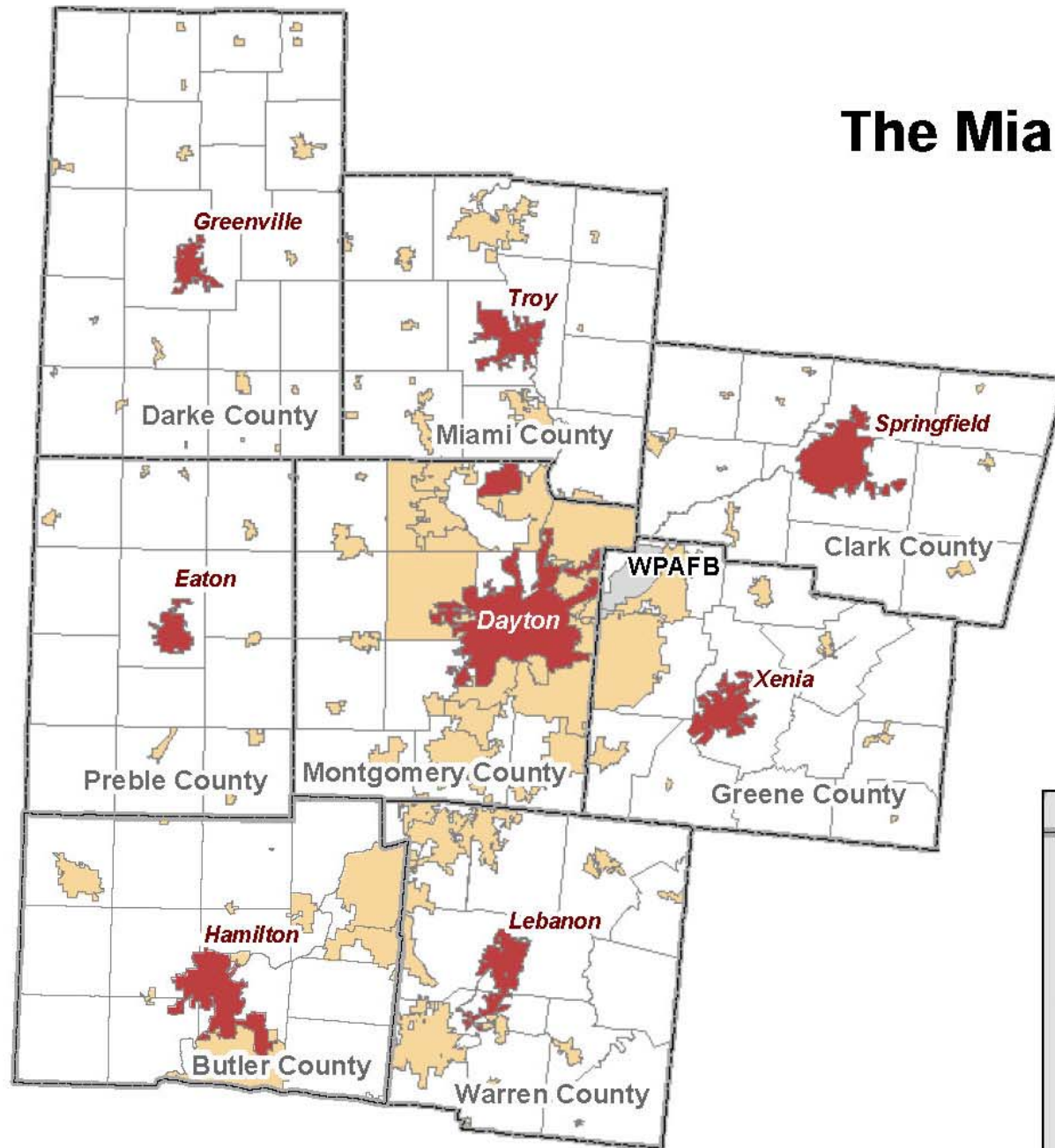
You are his only relative in the region. Knowing that you are a planner, he asks your advice about communities to consider. What options would you recommend and why?

# Planning and Land Use

...are directly and intimately connected  
to Transportation.

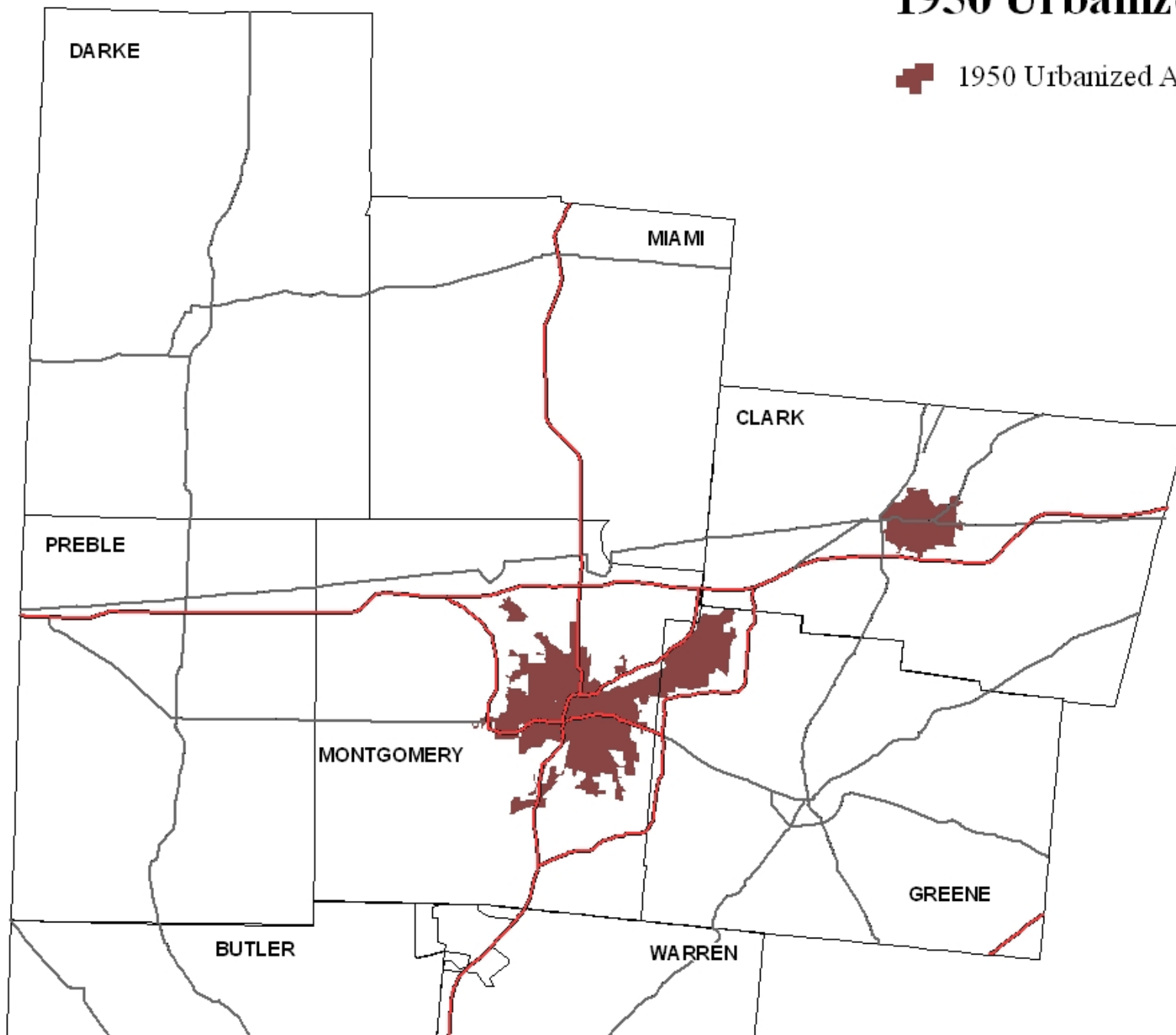


# The Miami Valley Region

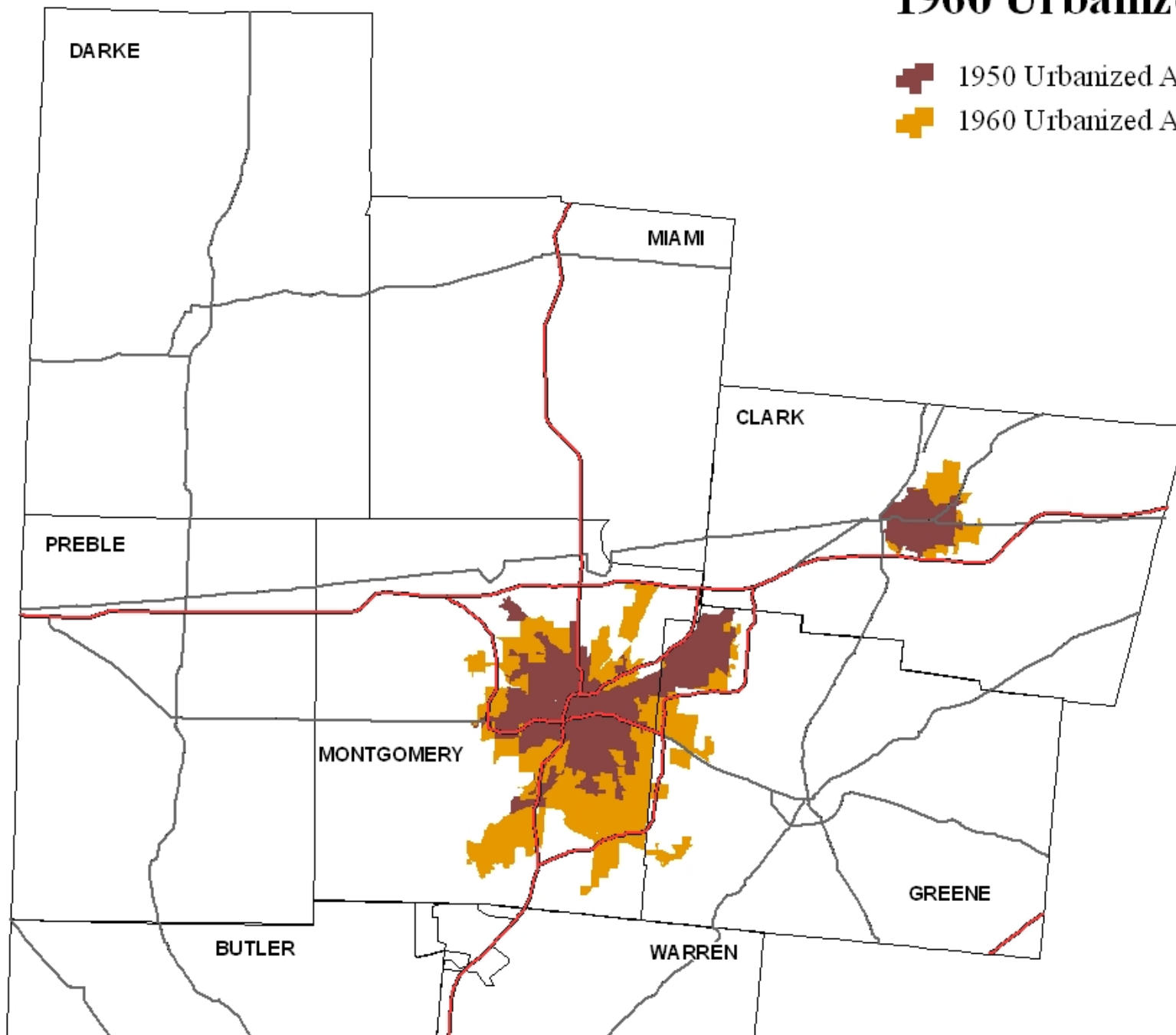


## 1950 Urbanized Area

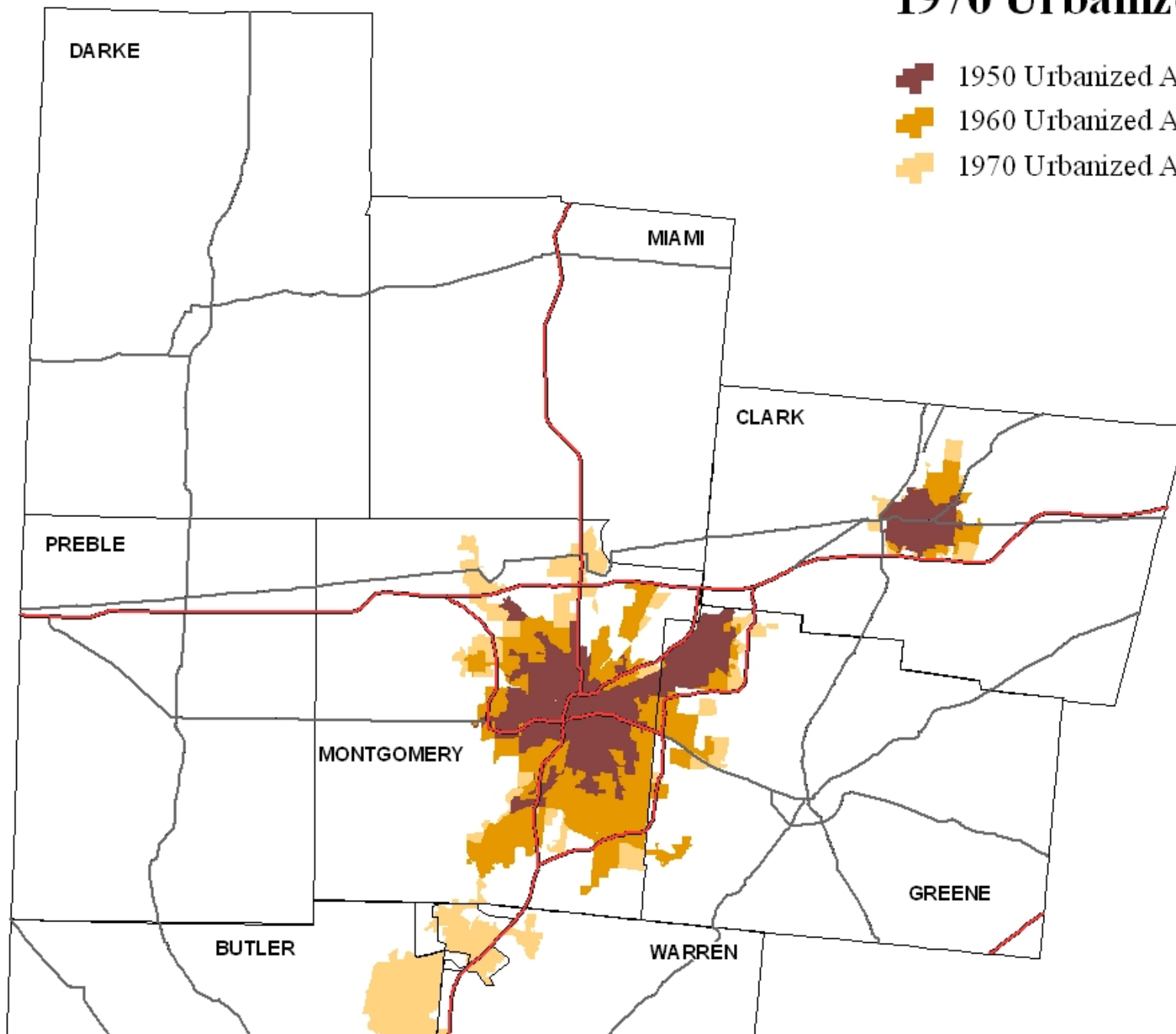
1950 Urbanized Area



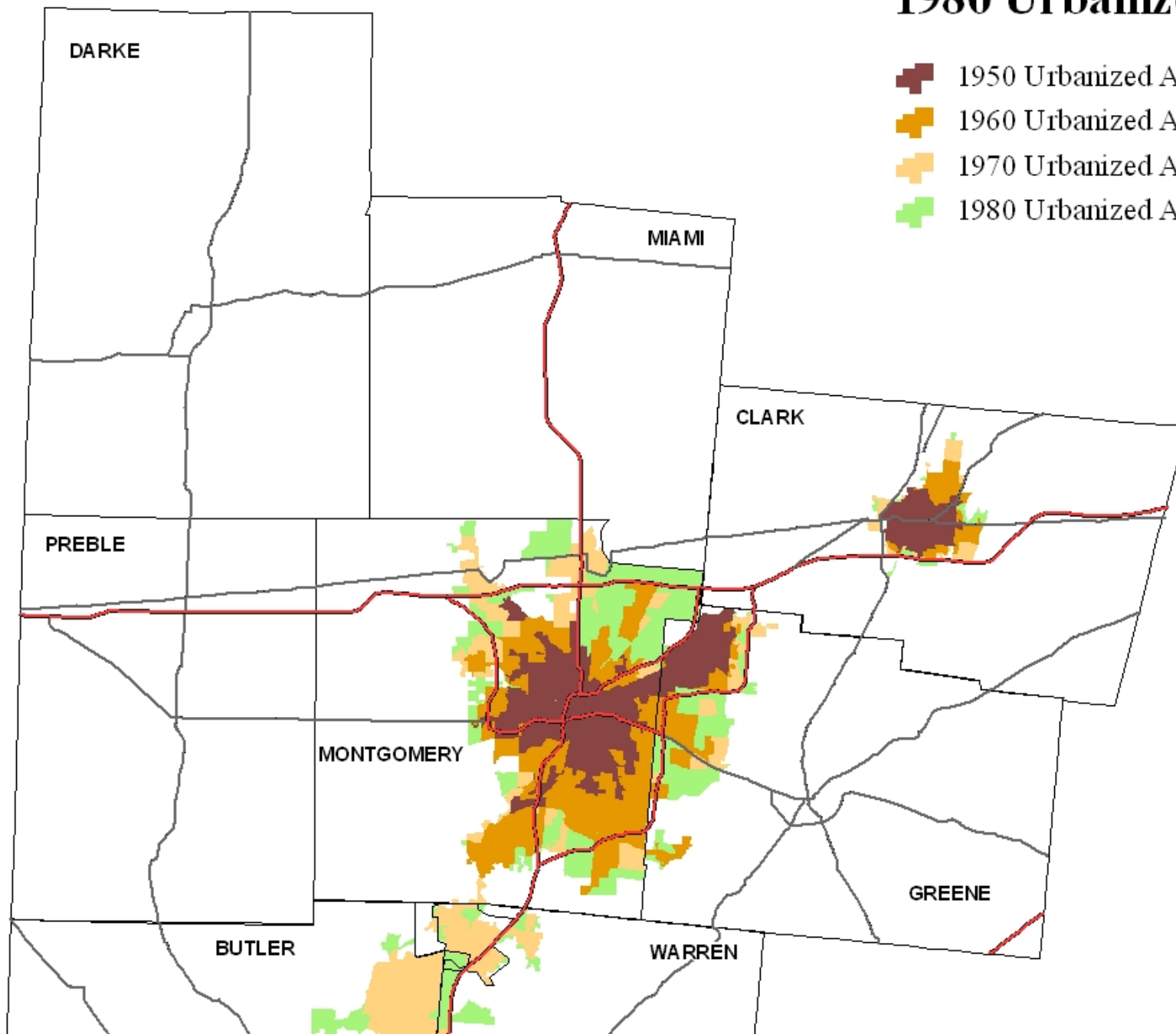
## 1960 Urbanized Area



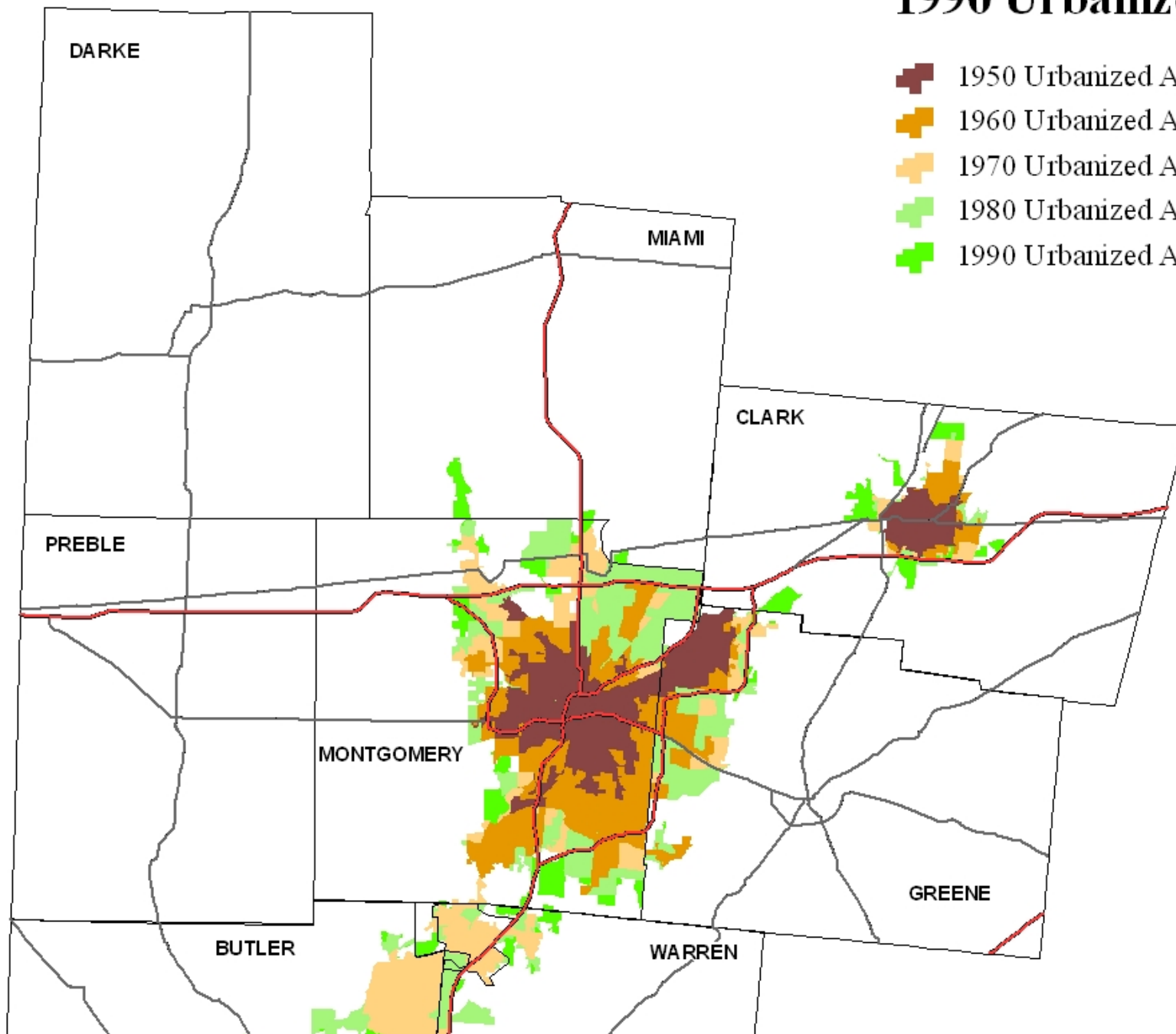
## 1970 Urbanized Area



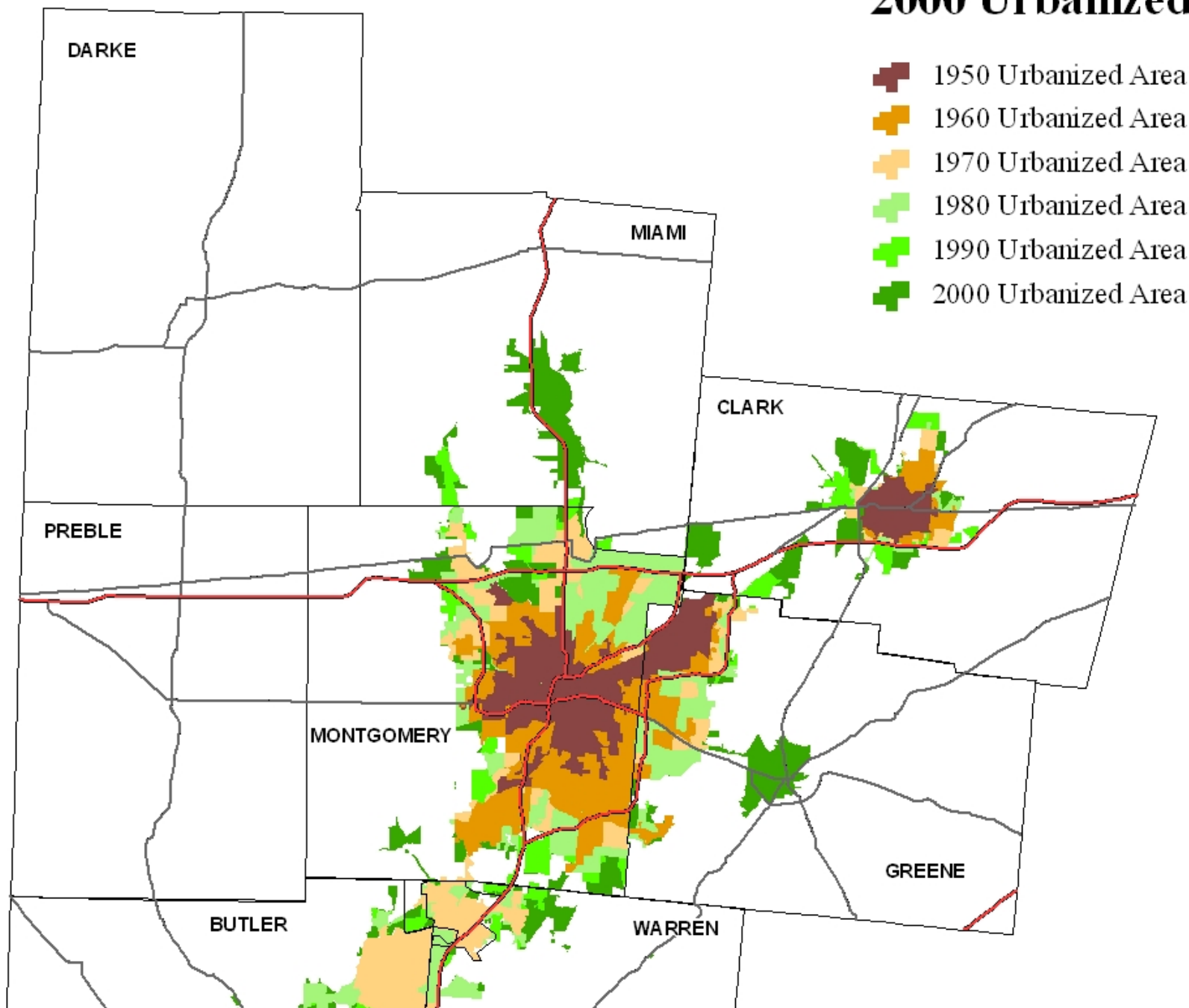
## 1980 Urbanized Area



## 1990 Urbanized Area

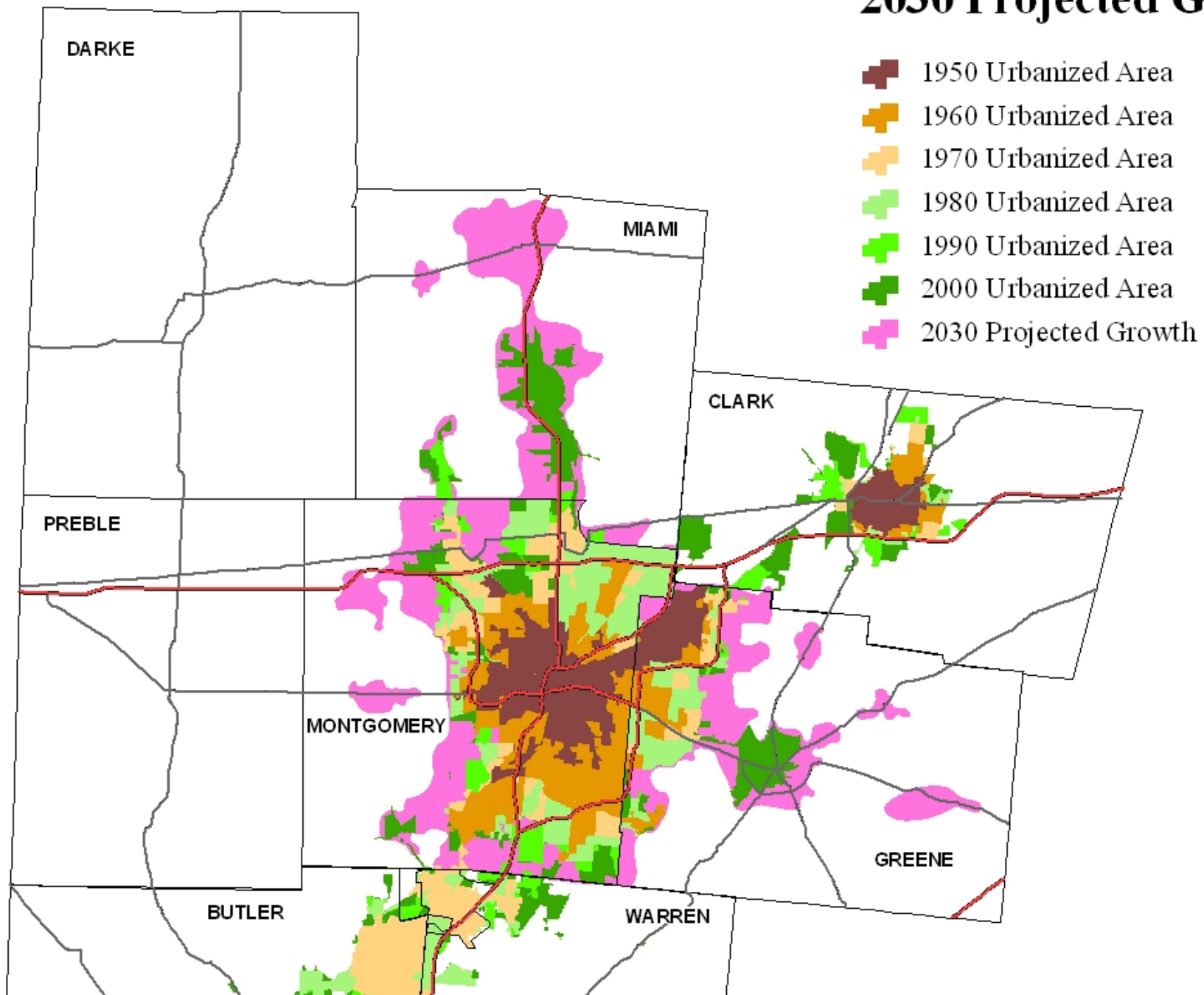


## 2000 Urbanized Area





## 2030 Projected Growth



## Greater Dayton Urbanized Area

- 1950 5300 per square mile
- 1970 3100 per square mile
- 2000 2200 per square mile
- 2030 1500 per square mile  
(projected)

# Facts about Growth Pattern

- Nearly all the growth has been in car-dependent areas
- High-growth areas have few/no transit options
- Lack of density often makes expanding traditional transit (big bus or light rail) impractical
- Scattered homes exist and aren't going away
- Many non-drivers in those homes are/will be isolated without new solutions
- Jobs and services have also been dispersed – many commutes are now suburb to suburb

# National Practice

AARP has defined a livable community to be “one that has affordable and appropriate housing, supportive community features and services, and adequate mobility options, which together facilitate personal independence and the engagement of residents in civic and social life.”

## Studies have shown

- AARP survey – 89% of persons age 50+ want to remain in their communities
- In the last 2 decades less than 10% of persons age 60+ changed their county of residence
- Health and Disability Status is a stronger predictor of mobility (how often a person leaves their home) than absolute age

# Transportation Options

- Driving – the usual mode for people age 50+
- The number of licensed drivers declines slowly up to age 85, there is a substantial reduction after 85
- Ride Sharing is the second most common mode of transportation – the usual mode for 20% of the population age 75+
- Walking, public transportation, taxis, and community vans are the usual mode of transportation for 5% of people age 50+

# Transportation Examples

- Independent Transportation Network (ITN), Portland Maine
- PAS Ride, Pasadena California
- Ride Connection, Oregon
- Rides & Smiles, San Diego California
- Portage County Call Center, Ohio





**Our Region is car dependent. It is spreading out. The population is aging. Resources are scarce.**

What can communities start doing now to deal with the inevitable rising tide of non-driving (or shouldn't be driving) seniors?

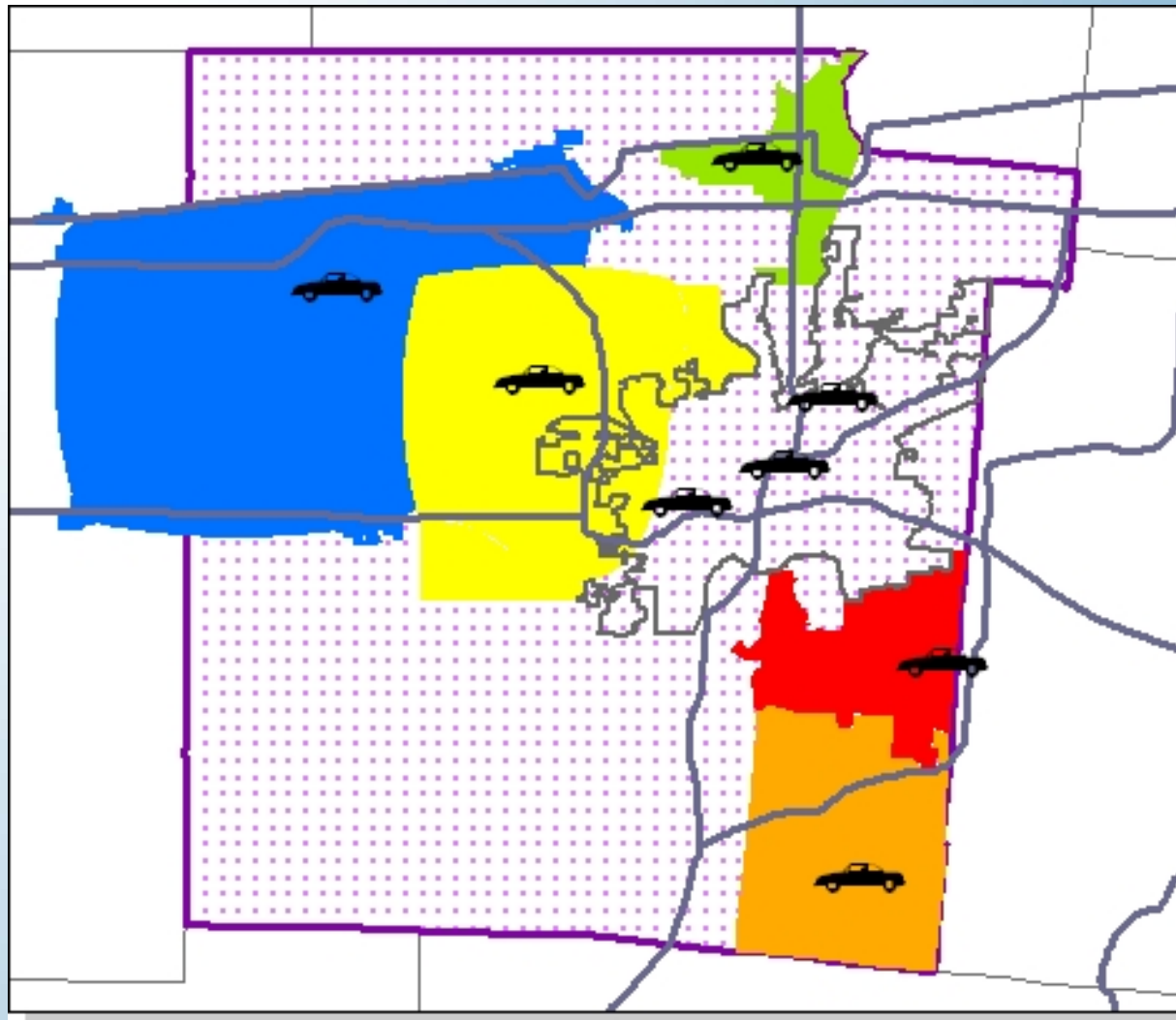
# Local Programs

- STEP – Senior Transportation Expansion Project
- GDRTA – Project Mobility, Senior EZ Ride
- Non-profit services
  - ☐ Human service agencies
  - ☐ Senior Centers
  - ☐ Faith-based programs
  - ☐ More...
- Coming soon? Web-Based ride matching for seniors – Possible Pilot

# **STEP – Senior Transportation Expansion Project, Montgomery County**

- Human Service Levy, GDRTA, GDAHA
- 9 partner agencies, 4 agencies reimbursed for new one-way rides in 2007
- Provides start-up funding, screening & training for volunteer drivers, information sharing, record-keeping and evaluation
- Increases transportation options for Seniors 60+

# STEP coverage



## *Transportation Providers*

Vandalia

Brookville

Trotwood

Wesley

Life Essentials

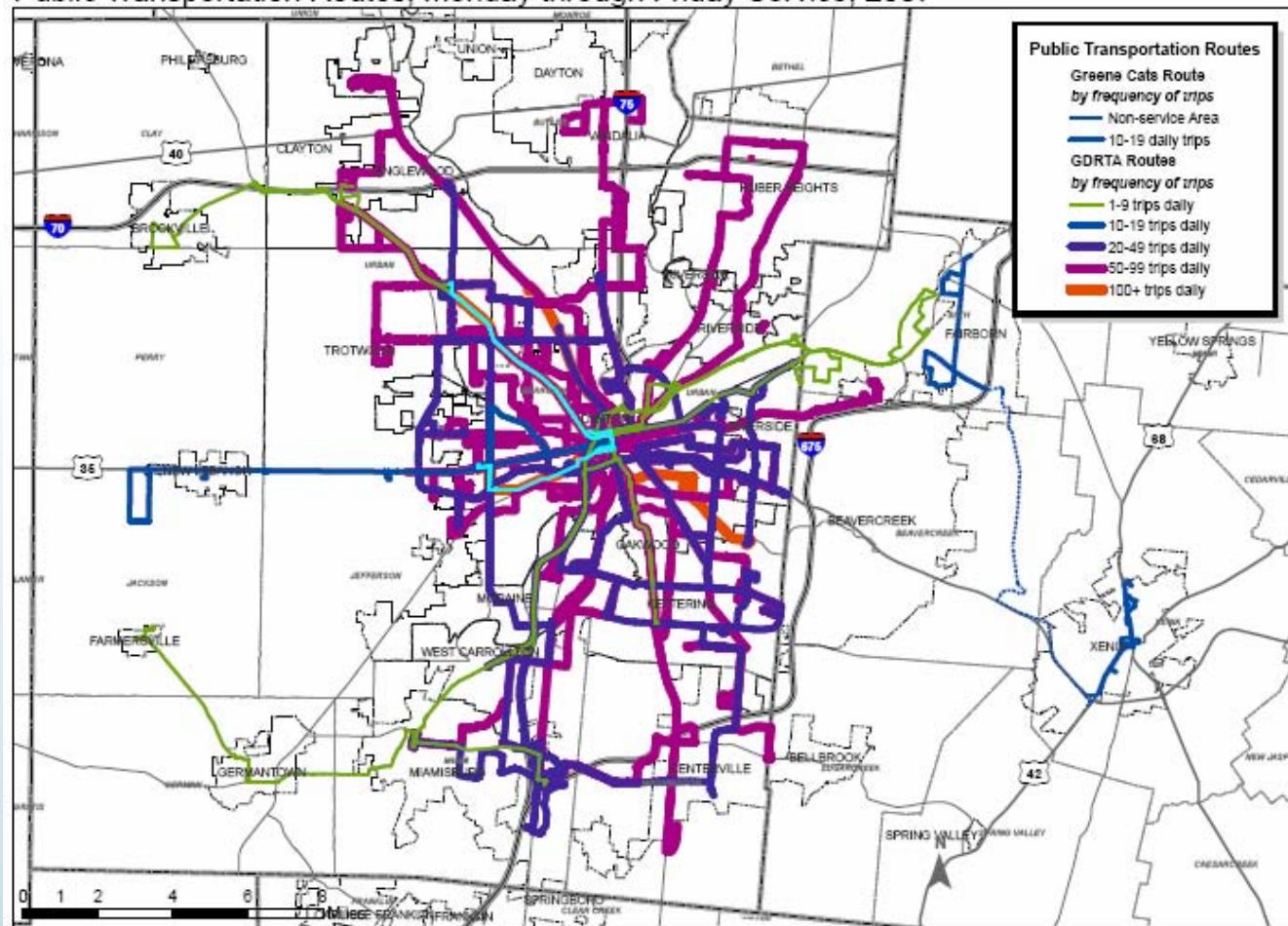
JSS

Kettering

Hithergreen

# Public Transportation

Greene, and Montgomery Counties:  
Public Transportation Routes, Monday through Friday Service, 2007



# Web-based Ride Matching Pilot

- Volunteer drivers use their own vehicles
- Partner agencies can centralize after-hours/weekend service
- Provide service in currently unserved areas
- Screened and trained volunteer drivers choose their own trips and make arrangements with seniors who need rides
- Will not replace agency transportation

# Good Ideas

- Large, easy-to-read road signage, grooved lane dividers, reflective road markings, dedicated left turn lanes
- Walking paths, comprehensive sidewalks, frequent benches or low walls for seating, connected bus stops
- Locate housing within ½ mile (walking distance) of commercial and public services, health services
- Become a volunteer driver



# **What can you do to help address the senior transportation challenge?**

as a professional?

as a family member?

as an individual?

**By building our capacity to meet the needs  
of older persons, we will be helping  
ourselves. What is good transportation for  
older Americans is good transportation for  
all Americans**