



Senior Transportation Needs

The need...

- ▶ Currently, there are about 8.4 million senior citizens who depend on others for their transportation.
- ▶ Shortly, the number of older drivers will more than double, making the issue of senior transportation even more critical.
- ▶ In fact, according to the Administration on Aging, by the year 2030 the number of drivers over age 85 will be 4-5 times what it is today.

The need...

- ▶ Because America's roads and automobiles are not designed for the existing elderly population—and because the skills and abilities associated with driving tend to diminish with age—viable alternate forms of transportation for the elderly will continue to be an important issue for years to come.
- ▶ The age-related changes associated with driving often occur in a predictable sequence over a number of years and cause a gradual narrowing of the senior's social world.
- ▶ These changes include:

The need...

- ▶ Physical and mental changes
- ▶ Age-related functional declines or skill loss lead to less driving
- ▶ Less driving leads to less overall mobility
- ▶ Less overall mobility leads to increased isolation and other quality of life changes

AARP *More than 20 percent of Americans age 65 and older don't drive, according to an analysis of the federal government's National Household Travel Survey by AARP's Public Policy Institute.*

- ▶ Soon, even more people will be clamoring for rides as the country's 78 million [boomers, now ages 49 to 67, shed their car keys](#). (And men typically outlive their driving days by seven years; women outlive theirs by 10.)
- ▶ According to Transportation for America, an advocacy coalition, by 2015 more than 15.5 million Americans 65-plus will live in areas where [public transportation](#) service is poor or nonexistent.
- ▶ Getting older non-drivers where they need to go could become a national conundrum.
- ▶ Some communities and organizations are pursuing local solutions. Other nonprofits, for-profit companies and municipal and county agencies – often working together – are scrambling to fill the [transportation demand](#).

How easy is it for seniors to find rides to the places that they need to go in the community?

	Easy	Pretty Easy	Can be challenging	Very Difficult
MD appointment	10.1%	36.8%	48.8%	4.4%
Grocery Store	7.4%	29.2%	53.6%	9.8%
Places of Worship	1.6%	10.4%	53.7%	34.2%
Visit family and friends	2.5%	13.7%	55.5%	28.3%
Social Services	1.1%	11.8%	54.5%	32.5%

Alternate Transportation

- ▶ The types of alternate transportation available for seniors will depend on the location and structure of the community.
- ▶ There are three general types of transportation for the elderly, including door-to-door, fixed route, and ridesharing.

DoEA weighs in..

- ▶ Mobility and accessibility are essential for independent living, and transportation is the link that allows access to needed services and activities.
- ▶ Transportation plays a vital role in the lives of elder Floridians, and no single solution can meet all the mobility needs of Florida's senior population - rather, a variety of services and systems are necessary to do so effectively.
- ▶ Community design profoundly influences consumer mobility decisions. Participating [Communities for a Lifetime](#) are realizing through their visioning efforts that other mobility options such as sidewalks, bike lanes, and safe crosswalks are not just “extras,” but essential investments in the health and safety of their residents of all ages.

DoEA weighs in..

- ▶ These communities are providing an opportunity for residents to be active and safe, which not only enriches their quality of life, but also improves health and increases longevity. In addition, steps to improve the environment for older adults are beneficial to others as well. For example, making sidewalks and crosswalks safe and accessible helps not only older residents, but also people using wheelchairs, parents pushing strollers and young children walking to school.
- ▶ The Florida Department of Elder Affairs' multi-solution transportation policy recommends that local communities consider the development of Independent Transportation Networks (ITNs).
 - ▶ ITNs work with local transportation providers to develop and expand elder friendly transportation, and encourage the development of alternative providers. The policy also supports the recommendations of the Alzheimer's Disease Advisory Committee's recommendations on dementia and driving.

Communities for a Lifetime

- ▶ City of Gainesville and Alachua County are all designated
- ▶ Much progress has been made including:
 - ▶ Increased funding
 - ▶ City of Gainesville/Alachua County Senior Recreation Center
- ▶ More work needs to be done
 - ▶ Transportation
 - ▶ Senior Housing

Senior Transportation Funding

Type of funding	Do we receive
Older Americans Act	Yes- it is federal funding and is very limited to mostly medical appointments
State funds-Medicaid non-emergency funds	Available for those that have a medical necessity and/or Medicaid
Local funds	Non available

PSA 3 responses- this includes Gainesville and Alachua County

What is your current living situation	28% live alone
What is the main thing that limits your availability to get where you want to go?	50% stated no transportation available for seniors
If you are limited in how often you drive, what limits you?	35% stated that they can drive- they just do not
What makes your city/town not seem senior friendly to you?	10% stated that senior transportation is not available

We are proposing a fixed route transportation program

- ▶ Public transit agencies typically provides bus services along established routes for many of our seniors RTS is not senior friendly given the many disabilities and the complicated transfers required
- ▶ Some service organizations provide limited fixed route service following a regular schedule, such as daily trips to and from the senior center- or weekly trips to the grocery store

We are proposing a fixed route transportation program

- ▶ We are requesting funding from the transportation surtax if this initiative passes in the Fall of 2014
- ▶ We would request capital and operating costs for start up and then annually as long as the tax were in place-
 - ▶ We estimate each route to cost roughly \$200,000 a year including the cost of the vehicle
 - ▶ Around \$150,000 a year without the cost of the vehicle
 - ▶ We would be requesting \$1M for year one and \$750K for each year after that
 - ▶ We estimate that we could do 4-5 vans with many routes offered M-F, picking up and dropping off from locations around Gainesville as well as many other stops around Alachua County!

We are proposing a fixed route transportation program

- ▶ We would continue to look for alternative funding to keep this program going beyond the requested amount as well as for matching funds
- ▶ We are requesting money from both the City of Gainesville and Alachua County- much like the model we used when requesting funding for the City of Gainesville/Alachua County Senior Recreation Center