Trends in Demographic Changes and Transportation Needs

Special Needs Transportation Committee
September 16, 2020
Overview

- High-Level Findings in the Literature
  - Demographic Groups
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  - Common Origins & Destinations
  - Technology-Based Solutions
  - Emergency Management Coordination
  - Strategies & Project Priorities
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Demographic Groups

• **Adults 65+**
  • By 2030, ~1 in 5 residents will be 65+ in the region
  • Nationally, older adults are more likely to live in rural areas and the suburbs
  • Regionally, seniors are becoming more diverse

• **Adults 85+**
  • Nationally, people are living outliving their ability to drive by 10 years
  • Population increasing regionally; by 300% in King County 2015-2050

• **Youth (5-17)**
  • Youth of color are growing in the region; over 50% of youth in King County
  • Car crashes are the number one cause of death in youth ages 1-24 in Washington state (2017)
Demographic Groups, cont’d

- **Individuals with disabilities:**
  - This population is growing across the region
  - Rates of Alzheimer’s and dementia are projected to increase

- **Low-income individuals:**
  - Regionally, this population is growing among adults 65+ and youth (5-17)
  - Nationally, low-income households make fewer trips per day and travel fewer passenger miles per year than high-income households
  - Locally and nationally, low-income people are moving out of cities and walkable neighborhoods to suburbs and rural areas with less public transit
Demographic Groups, cont’d

• **Limited English Proficiency (LEP):**
  • Not evenly distributed across the region

• **Veterans:**
  • Certain areas have much higher overall percentages of veterans
  • Veterans in rural areas may face difficulty traveling to appointments in Seattle and other urban areas
Emerging Needs & Gaps

- **Travel Training & Information Assistance & Referral Services:**
  - Some residents lack information on available services in the community
- **Transportation to Rural Areas/Connecting to Urban Areas:**
  - Non-vehicle travel remains difficult
- **Comprehensive Access to Non-Emergency Healthcare:**
  - General confirmation of difficulties in accessing non-emergency healthcare
- **Coordination b/t Trans. Providers & Human Service Agencies:**
  - Calls for increased coordination, also with medical providers
- **Sustainable Funding re: Growing Operating Costs:**
  - Call for less volatile funding sources, especially for public transit
Additional Transportation Needs & Gaps

• **Lack of accessibility** in the built environment (IE lack of sidewalks), especially impactful on people with disabilities and older adults

• **Difficulty accessing healthy food**, partially exacerbated by low access to public transit in some areas; especially affects low-income communities, people of color, and people in rural areas

• **Cost** is a commonly cited barrier to transportation
Common Origins & Destinations

- Lack of specific information from study areas
- Generally mentioned that common destinations are often appointments (medical and social services), food-related destinations, work, and school
Technology-Based Solutions

- **Mobility as a Service (MaaS)** is the concept that mobility should be provided as an accessible, on-demand service
  - **Universal Design**: As MaaS becomes adopted, the technological solutions created should be universally accessible to everyone regardless of age, income, ability, etc.
- One Area Agency on Aging (AAA) Plan calls for the creation of a **web- or app-based ride request feature** fully adopted by special transportation providers
Emergency Management Coordination

- All Area Agency on Aging (AAA) Plans include Emergency Response Plans
- None of the resources we reviewed included substantial guidance on transportation management in response to the COVID-19 pandemic
Common strategies/project priorities include:

- **Coordination and planning** between governments, transportation providers, human service agencies, and medical providers

- **Community participation in decision-making**, especially by the most marginalized groups (low-income individuals/households, people of color, individuals with disabilities, etc.)

- **Evidence-based initiatives** as well as continuation of research studies and data projects

- **Sustainable funding sources** & efficient service provision

- **Use of technology** to increase access to transportation

- **Health considerations** incorporated into all sectors and policies
National & State Trends

- 100+ million US residents do not have a vehicle
- Over 130 federal agencies/programs provide transportation, which some have said leads to unnecessary duplication
- Several state Departments of Transportation are developing policies/programs to help consolidate rural public transportation services
- Jurisdictions are learning from micro-mobility pilots and developing local policies and regulations to protect accessibility in the public space
Request for Additional Resources

• Please send us additional resources to include in our literature review, on all subjects presented on today, but especially:
  • Common Origins & Destinations
  • Adults 85+ & 65+
  • Youth (5-17)
  • Individuals with Disabilities
  • Limited English Proficiency (LEP) Communities
  • Veterans
  • Technology-Based Solutions
  • Emergency Management Coordination, esp. re: COVID-19
  • Strategies & Project Priorities
• Email resources to Kim Pearson (kpearson@psrc.org).
Questions?

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