

# H-GAC Fall Planning Workshop

## **Transportation and an Aging Population**



# The Goodman Corporation

- Since 1980 TGC has specialized in:
  - Funding & Implementation
  - Urban Planning
  - Transportation and Transit Planning
  - Project Management
  - Intergovernmental Support



# Aging Population

- **39.6 million American's 65 years or older**  
(APTA, 2010)
- **That's 1 out of 8 Americans**
- **79% increase in the number of people over age 65 in the next 20 years (APTA, 2010)**

# Need for Transit

- **More than 20% of Americans age 65 and older don't drive (AARP, 2013)**
- **80% of seniors live in car-dependent suburban and rural communities (Brookings Institute, 2003)**
- **50% stay home on any given day because of a lack of public transit options (Natural Resources Defense Council, 2012)**

# Need for Transit (cont'd)

- **Men outlive driving age by 7 years – women by 10 years (AARP, 2013)**
- **17% of all traffic deaths in the US involved people 65 and older (National Highway Traffic Safety Administration)**

# Senior Attitudes Towards Transit

- **Innate relationship between mobility & independence – 98% agree (Harris, 2005)**
- **62% believe it leads to a more active and mobile lifestyle (Harris, 2005)**
- **83% believe public transportation provides essential mobility options (Harris, 2005)**

# Senior Attitudes (cont'd)

- **4/5 seniors believe that public transit is a better alternative to driving alone...particularly at night (Harris Poll, 2005)**

# Paradox

- **74%** of senior citizens have never used public transportation (Harris Poll, 2005)
- **63%** aware of it within their region (Harris Poll, 2005)



# The Crux of the Issue?

- Majority agree that if more **available**, more would use (Harris Poll, 2005)

# Incentives for Use

- **Convenience and accessibility (80%)**
- **Comfort and destinations (75%)**
- **Senior discounts (68%)**
- **Free companion (60%)**

# Incentives for Use

- **50% of non-drivers report they can not walk to a bus stop**
- **32% say that a resting place along the way would make it possible to do so**
- **27% report that having a bus stop within 5 blocks of home would make it possible**

# Accessibility/Livability Helps!

- **61% of older drivers stay home on a given day in spread-out areas, compared to 43% in dense areas (APTA, 2010)**
- **50% of senior non-drivers use public transit in dense areas, 1 in 20 in spread-out areas (APTA, 2010)**
- **1 in 3 will walk to a destination in dense areas, 1 in 14 in a spread-out area. (APTA, 2010)**

# Easy Fix

- **Make it convenient, accessible, and easy to use!**
  - Door to door demand response service for everyone!



# Demand Response v. Fixed Route

**Also called “Paratransit”**

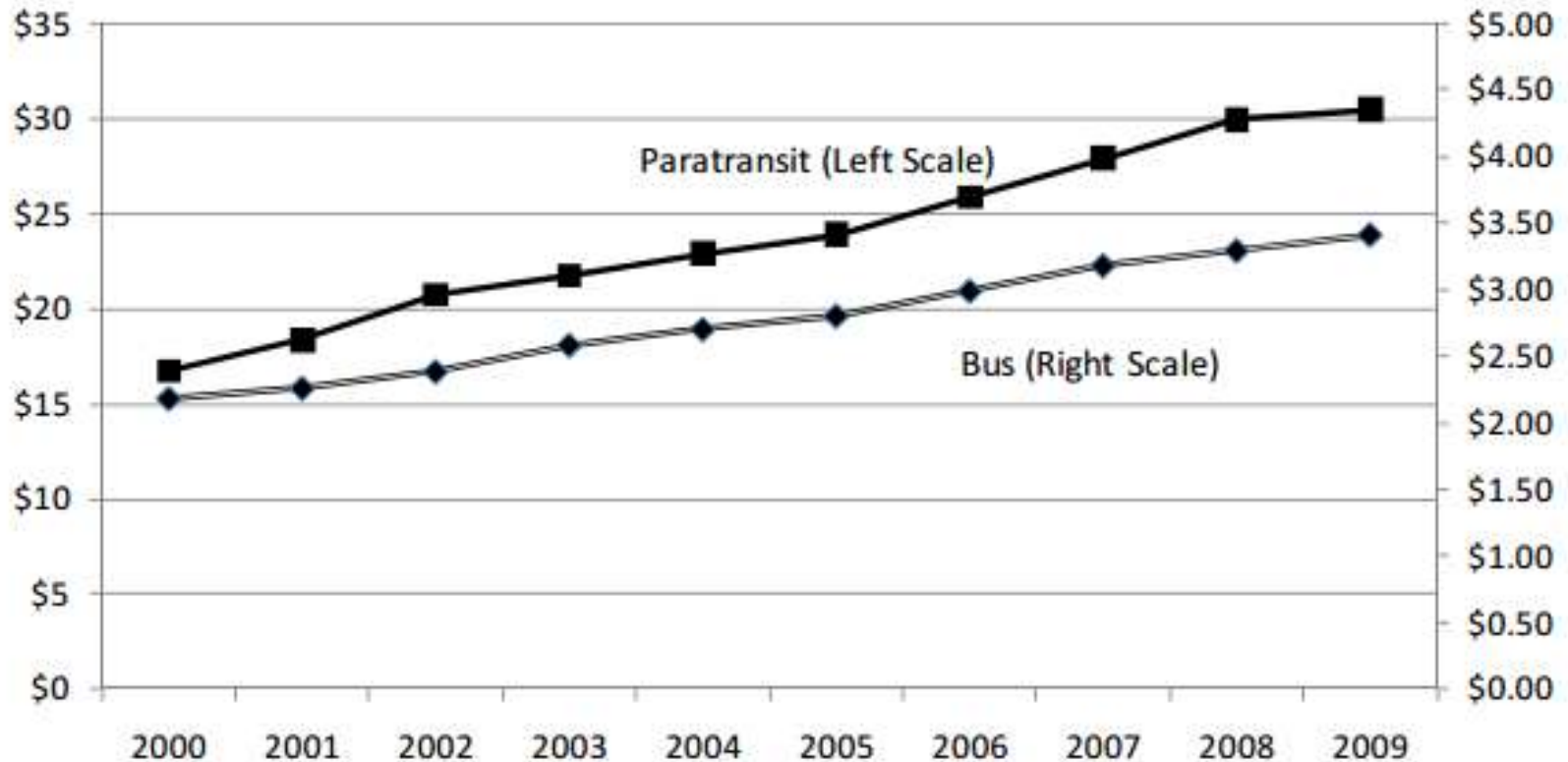


# Not So Easy...

- It's expensive!!!

<i>Table 5.7 – Cost Effectiveness</i>			
<i>Service</i>	<i>Year</i>	<i><u>“LOCAL” Expense Per Trip</u></i>	<i><u>Peer Average Expense Per Trip</u></i>
FR (Urban)	2009	\$5.16	\$5.88
FR (Urban)	2010	\$4.91	\$6.07
FR (Urban)	2011	\$4.32	\$5.85
DR (Urban)	2009	<b>\$36.05</b>	<b>\$25.54</b>
DR (Urban)	2010	<b>\$33.68</b>	<b>\$28.38</b>
DR (Urban)	2011	<b>\$25.83</b>	<b>\$29.05</b>

# National Problem



Source: National Transit Database (all Demand Response trips)

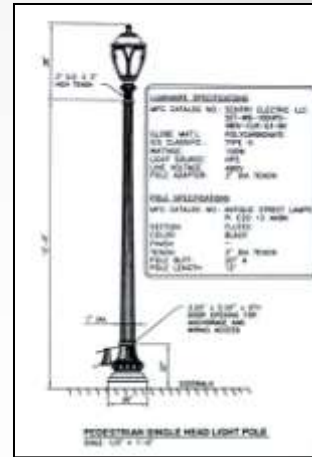


# Approaches

- **Shift as many trips to fixed route as possible**
  - **Make fixed route as accessible and usable as possible**
  - **Design the built environment to accommodate transit users**
- **Identify cost effective implementation strategies for providing demand response service**

# Pedestrian/Transit Improvements

- **ADA compliant sidewalks (5' wide)**
  - Replace broken/unusable, install new where needed
- **ADA compliant ramps/crosswalks**
  - Replace broken/unusable, install new
- **Pedestrian lighting**
  - Install new along commercial corridors
- **Upgraded bus shelters and benches**
  - Where needed
- **Planting strip upgrades**
  - Where needed



# Existing Conditions (Houston)



# Before: Goforth & Griggs





# After: Goforth & Griggs



# McGowen & Austin Before





# McGowen & Austin After





# Planning + Transit

- Multifamily senior living
- Transportation to H.E.B, Library, Community Center, Mall
- 95,616 riders in FY12
  - \$4.27 per trip



- Trolley Route
- Active Trolley Stop
- ⊗ Inactive during Holidays

Trolley rides are **FREE!**

Hours of Operation: Mon - Sun  
10 a.m. - 10 p.m.

The last round trip starts at the mall at 9:30 p.m.

The Trolleys also make stops for pedestrians along the route.

*Please be patient, the trolleys can only go as fast as the pedestrians and the traffic allow.*



★ Cruiser Stops

\$5 per adult

\$2.50 per youth (ages 4-12)

\$2.50 per senior (ages 60 and up or person with a disability)

*Children ages three and under are free!*

Hours of Operation:

Friday: 11 a.m. - 9 p.m.

*The last round trip starts at the mall turn at 8 p.m.*

Saturday: 11 a.m. - 10 p.m.

*The last round trip starts at the mall turn at 9 p.m.*

Sunday: 11 a.m. - 8 p.m.

*The last round trip starts at the mall turn at 7 p.m.*

*Weekday rides may be available on specified holidays and events throughout the year.*

[www.visitthewoodlands.com](http://www.visitthewoodlands.com)





## Taxi Voucher Program



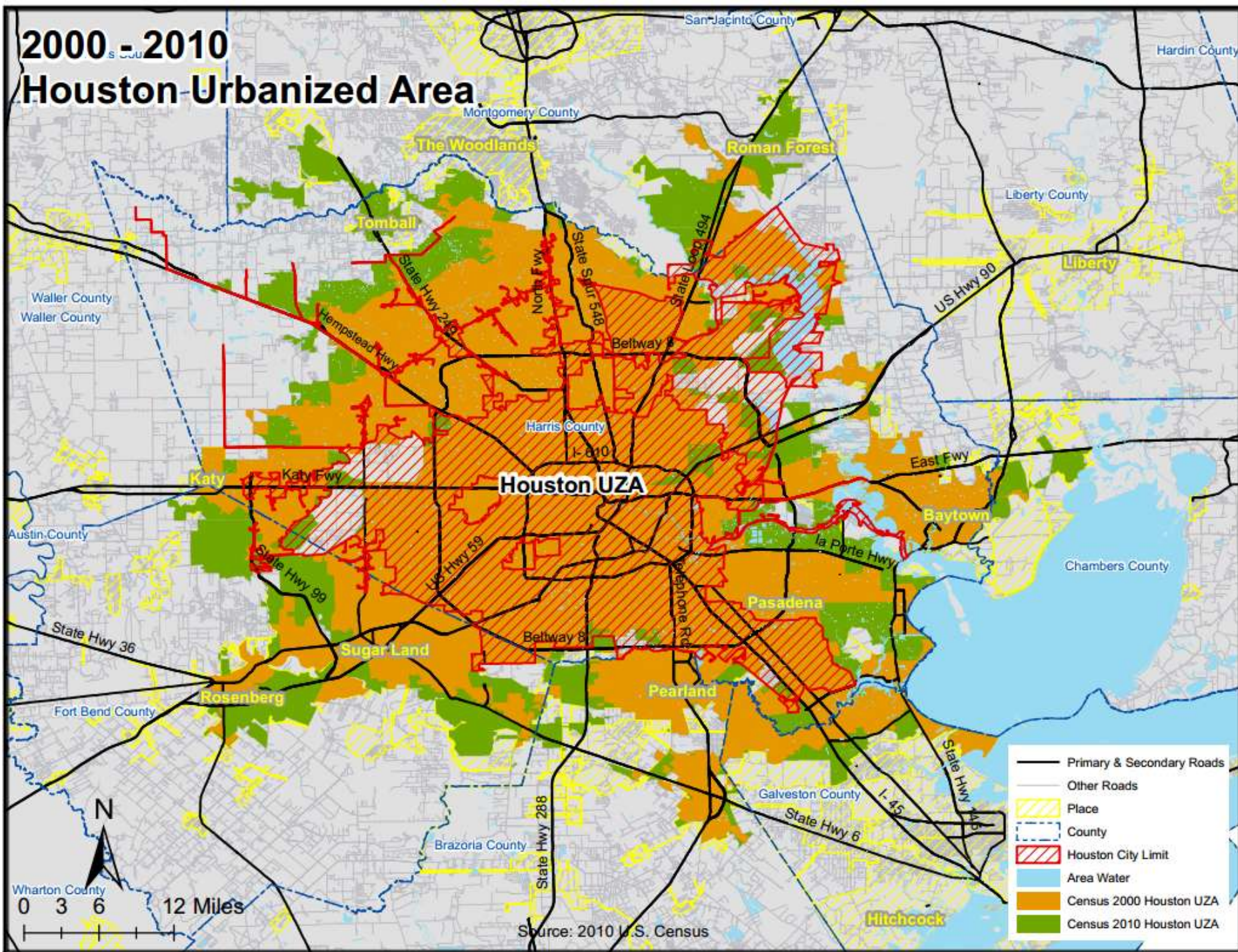
# History

- Friendswood, Pearland, and League City within the Houston UZA but outside METRO service area
- Connect Transit historically provided DR service
  - Houston Area UZA expansion
- No more rural funding = no more demand response
- 200 unmet trips a month in the service area



2000 - 2010

# Houston Urbanized Area



# Taxi Voucher Solution

- **Intent to provide services to limited eligibility (disabled, elderly, low income)**
  - those who need it most
- **Connect sought New Freedom/JARC funding to defray costs**
- **Successful in obtaining \$222,900 to spend over 3 years**



# Taxi Voucher Solution

- Partnership with Harris County Rides (ILA)



- HCR administers and manages program
- Ability to use HCRs existing pool of taxi cab companies (Liberty Cab, Greater Houston Transportation)

# Taxi Voucher Solution

- **Leveraged JARC/NF funds with funds from Pearland, League City, and Friendswood (\$81,038)**
  - Amount from each based on historical/estimated usage
- **If trip goes is to/from work = coded as JARC**
- **If trip is for elderly, disabled = coded as NF**
  - Determined on through eligibility check through GCC
- **Passenger pays half fare up to \$48.00**
  - Other half picked up through JARC/NF funds

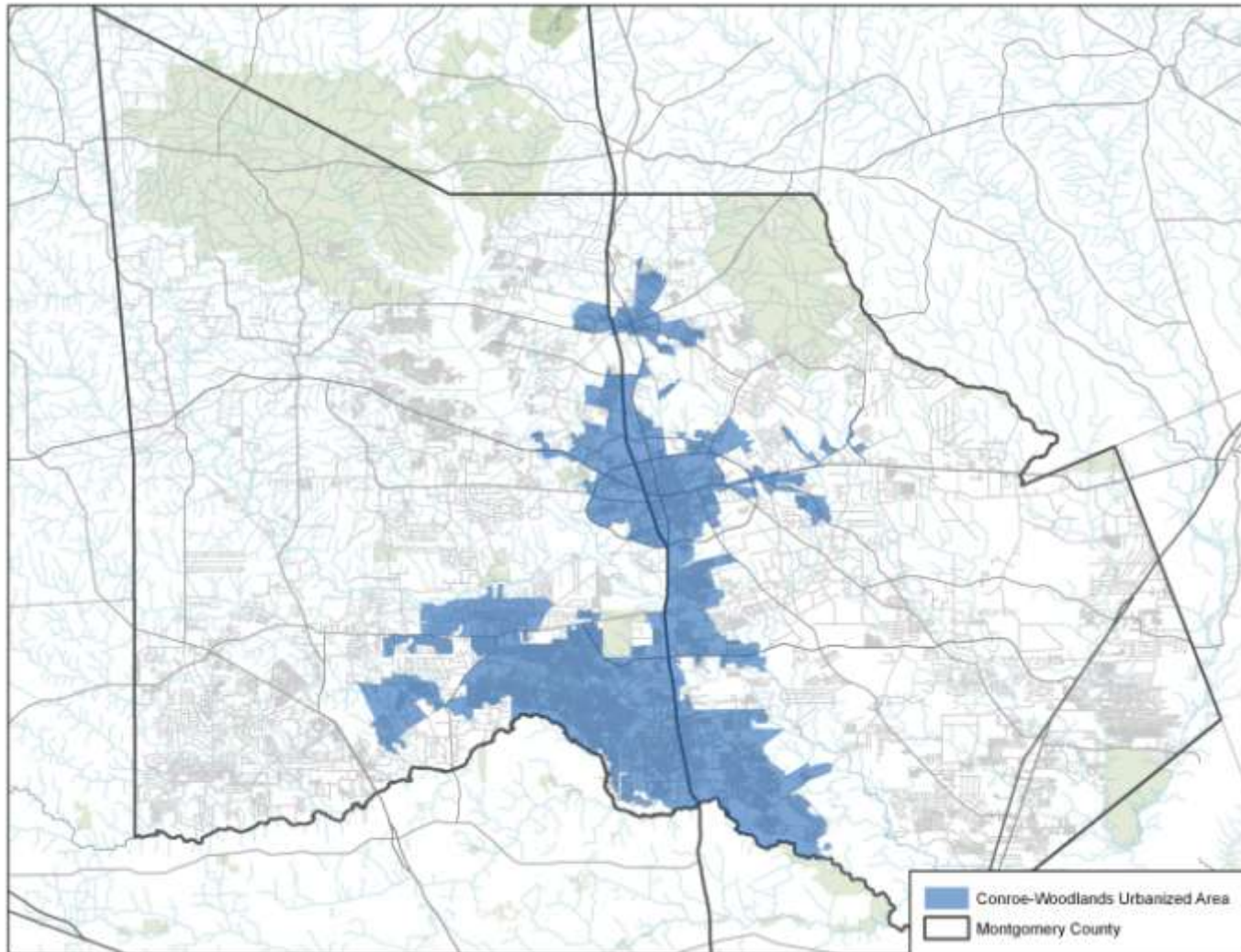
# Taxi Voucher Solution

- Results thus far:

	Taxi (Nov. 12 – Oct. 13)	Demand Response (2011)
Unlinked Trips	1,858	40,200
Passenger Miles	13,264	514,560
\$/UPT	\$20.10	\$38.57
Total Cost/Mile	\$2.82	\$3.41

- Need to plan for when JARC/NF funding is spent – coming in more than \$10,000 per year under budget – may be able to extend beyond 3 years

# Demand Response in a New UZA





# Transition

- **Conroe/Woodlands became dual designated recipients of 5307 funds within the new UZA**
- **Brazos Transit District had historically been the recipient of 5307 funds**
- **Demand Response historically provided by the Brazos Transit District**

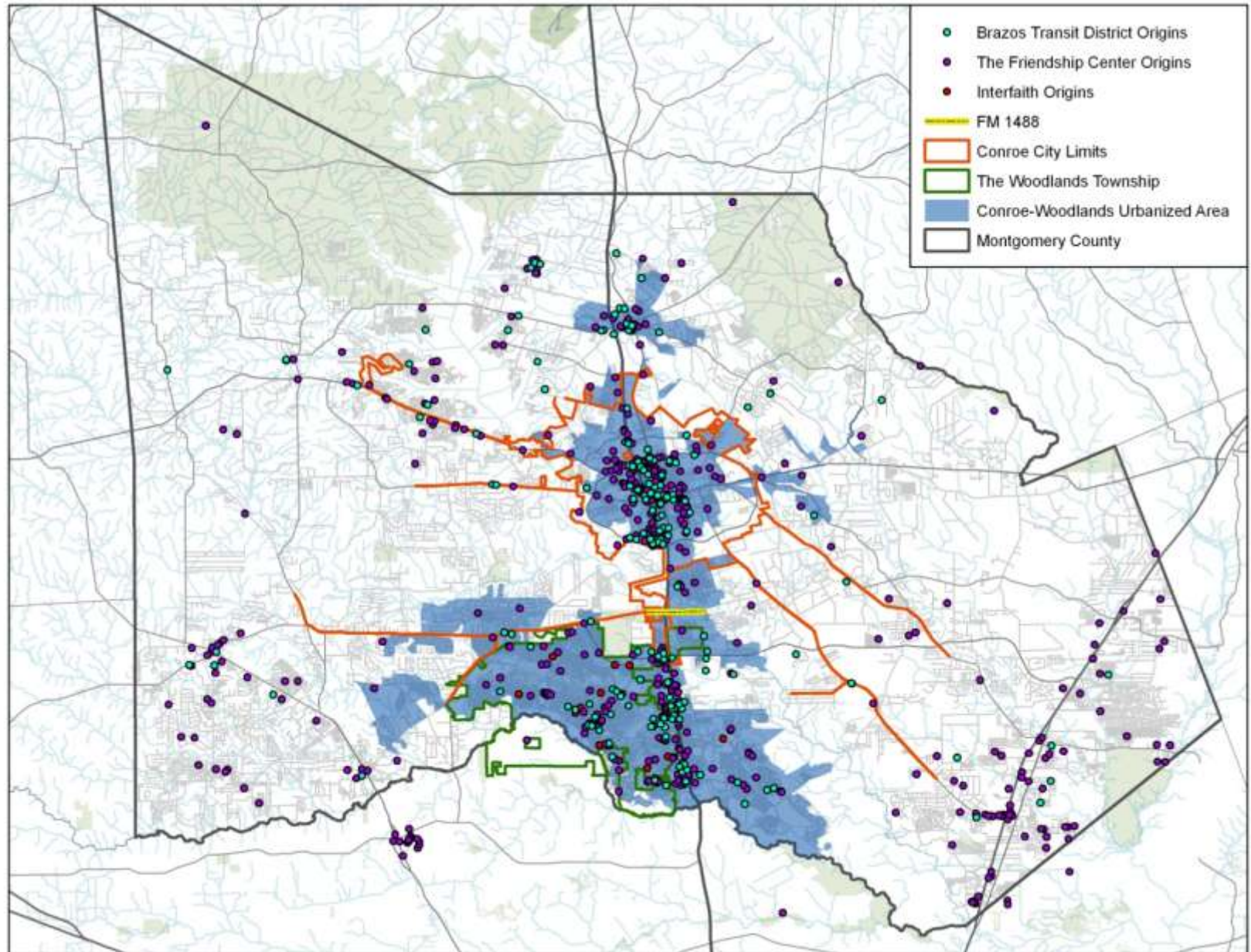
# Analysis

- Work began to determine most cost effective way of providing services
- DR service most expensive, so was investigated first
- Gathered data from three providers that offered a **similar service** within the UZA:
  - BTD, The Friendship Center, Interfaith Ministries

# Analysis

Provider	Cost per Hour	# of Annual Trips
Brazos Transit District	~\$95	2,500
The Friendship Center	\$22	27,000
Interfaith of The Woodlands	\$22	1,200

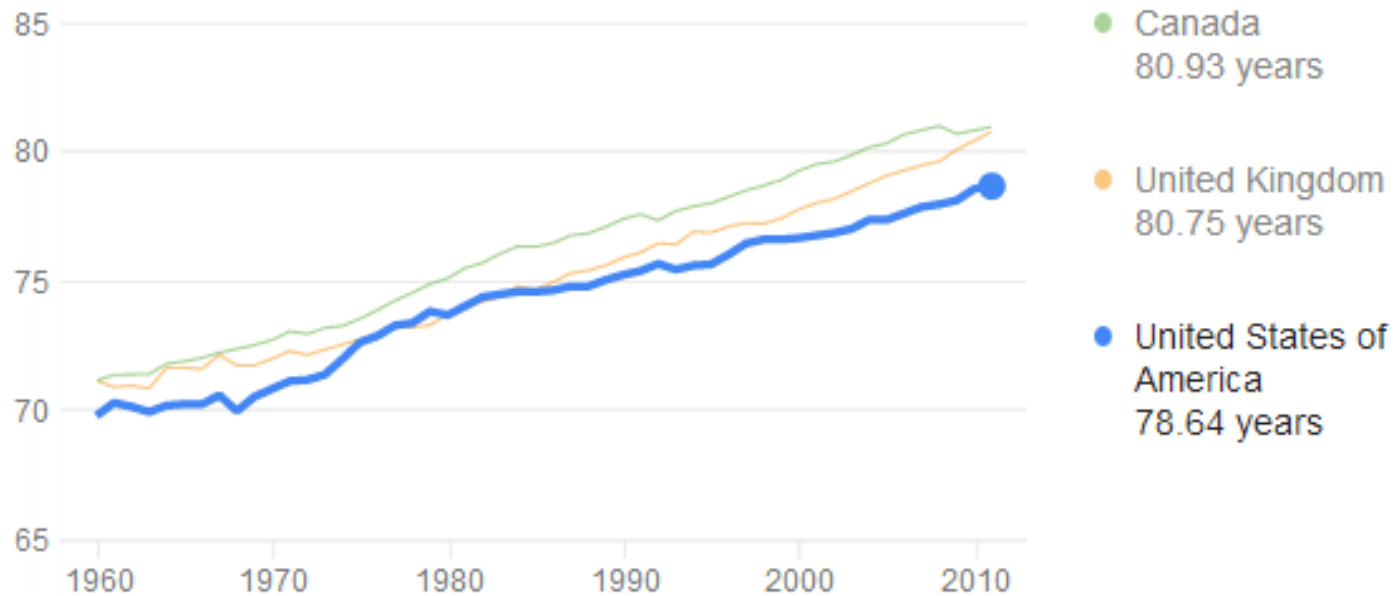
# Analysis



# Senior Transportation Trends

78.64 years (2011)

United States of America, Life expectancy



# Senior Transportation Trends

- **Millennials driving less NOW**
- **Ages 16-34 driving 23% less in 2009 than in 2001 (USA Today, 2013)**
- **Will continue to rely on transit as they age**

# **(Senior) Transportation Trends**

- **Federal funding for all transportation is stagnant**
- **Federal motor fuel tax at 18.4 cents per gallon since 1993**
- **84% Highways / 16% Mass Transit**
- **Failing infrastructure, expanding infrastructure, maintenance...**

# Long Term

- Increased reliance on local funding and innovative finance opportunities
- Partnerships, identifying cost saving opportunities
- Long term solution – transit needs larger share of the pie
- Pie needs to get bigger



# Long Term

**Plan for a holistically sustainable  
and resilient, transportation system**

# Thank you!

