

Aging & Mobility: Stranded Without A Choice

Linda Bailey, Policy Analyst
Surface Transportation Policy Project

This report was created in cooperation with AARP.

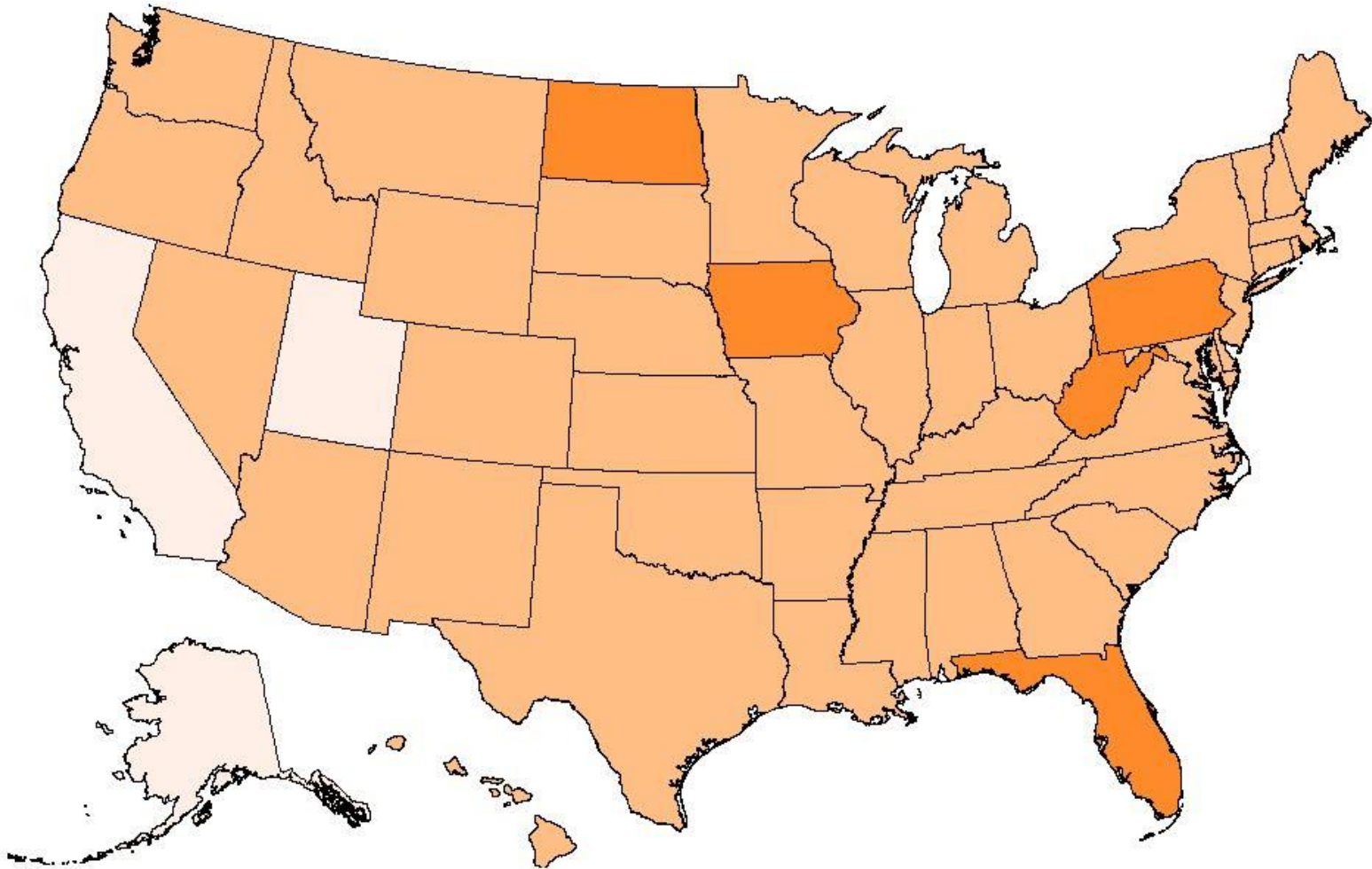
Why This Study?

“...[Taking away someone’s license] really takes away a person’s independence and their desire to live.”

---Mary Jane O’Gara, AARP Board of Directors, July 25, 2002 Congressional Testimony before the House of Representatives



Growth in 65+ Population: 2005



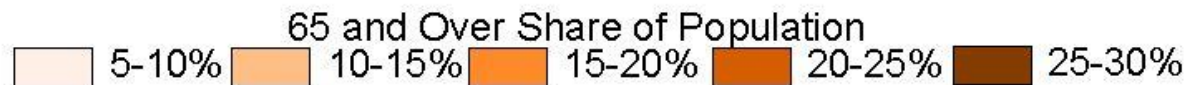
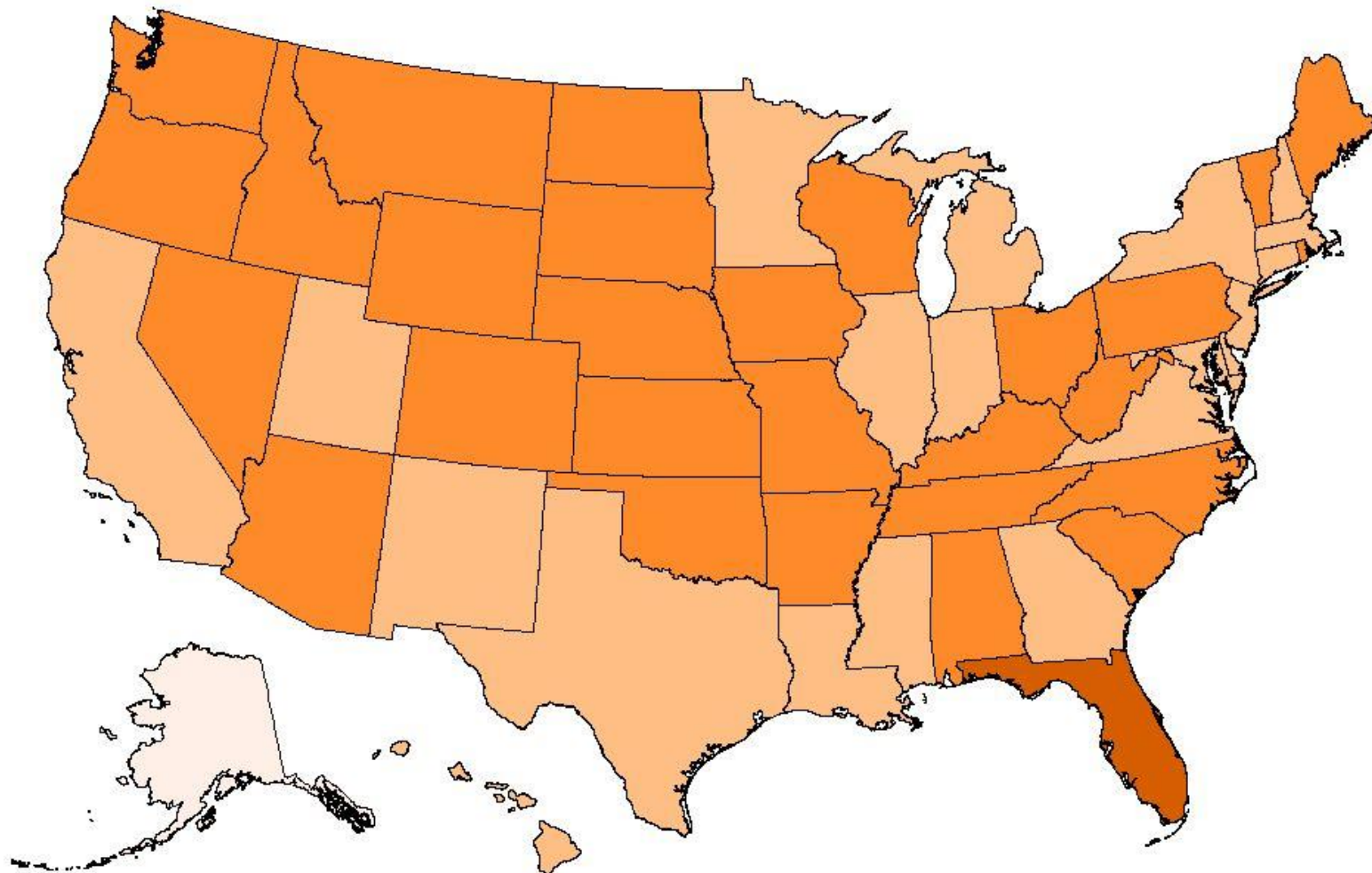
65 and Over Share of Population

5-10%	10-15%	15-20%	20-25%	25-30%
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Source: US Census, A Series



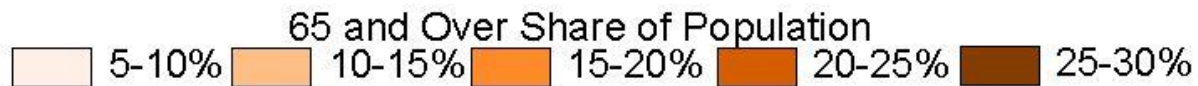
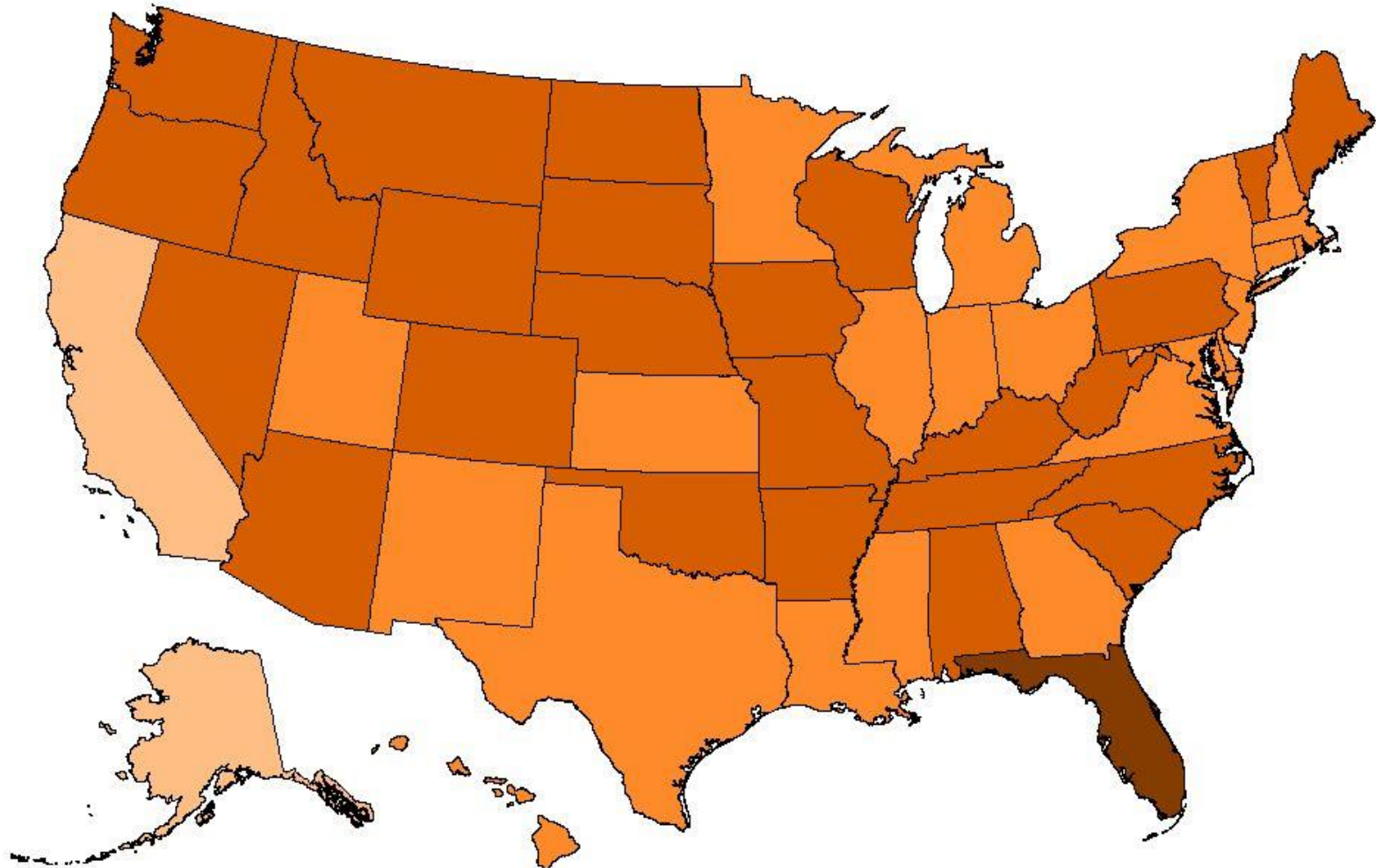
Growth in 65+ Population: 2015



Source: US Census, A Series



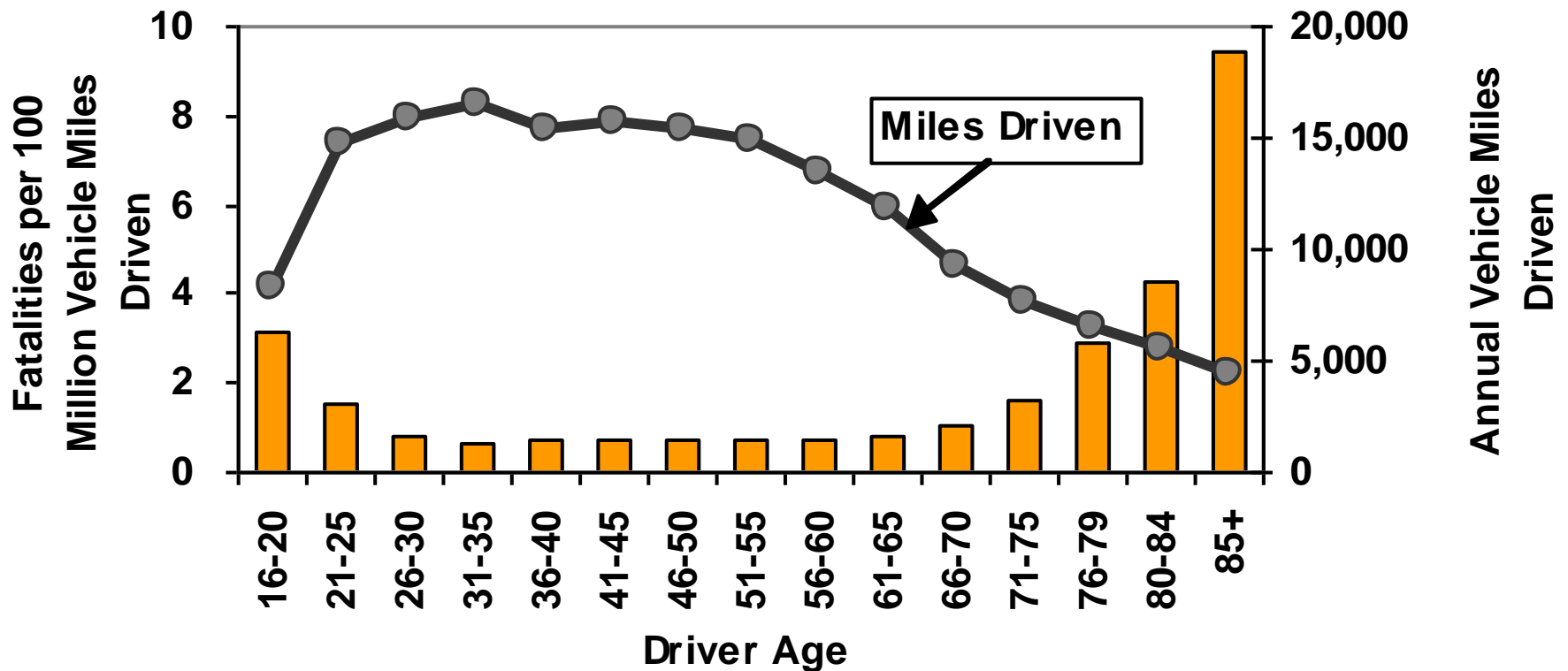
Growth in 65+ Population: 2025



Source: US Census, A Series

Fragility, Self-Limitation Reduce Driving as an Option

Driver Fatality Rates and Distance Driven by Age, 2001

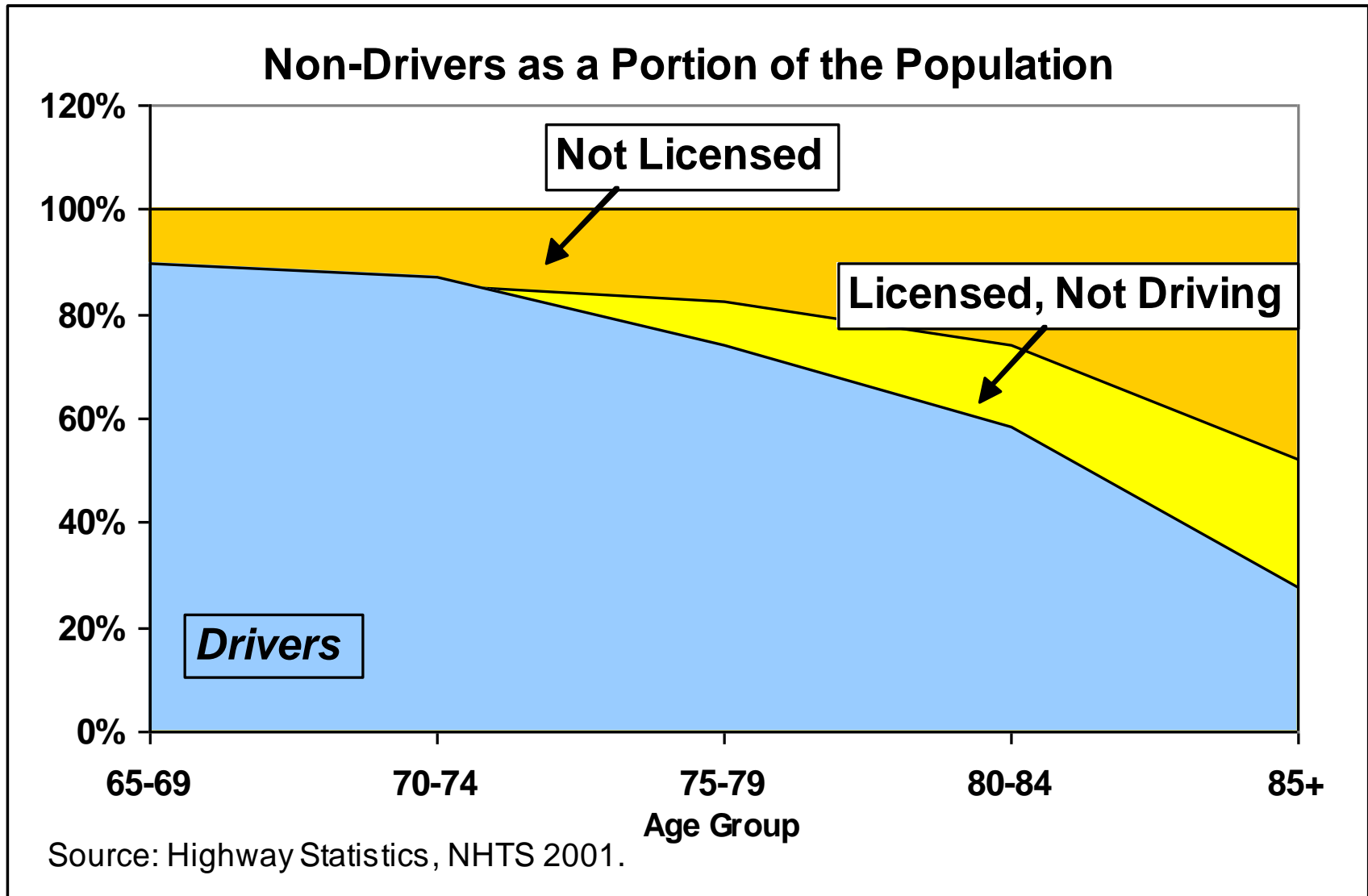


Self-Limitation on Driving

- o One in five – 21 percent - of people 65 and over **do not drive** (NHTS 2001)
- o Among drivers 65 and over, one in five **do not drive at night** (Omnibus June 2002)
- o Drivers at 70 likely to stop driving and spend an average of 6-10 years “dependent on others to meet their transportation needs” (Foley et al. 2002)



Non-Drivers & Age



What Driving Cessation Means

“My ego has taken a big hit since not driving”

“I don’t feel in complete control”

“[My] world had been reduced to one square mile”

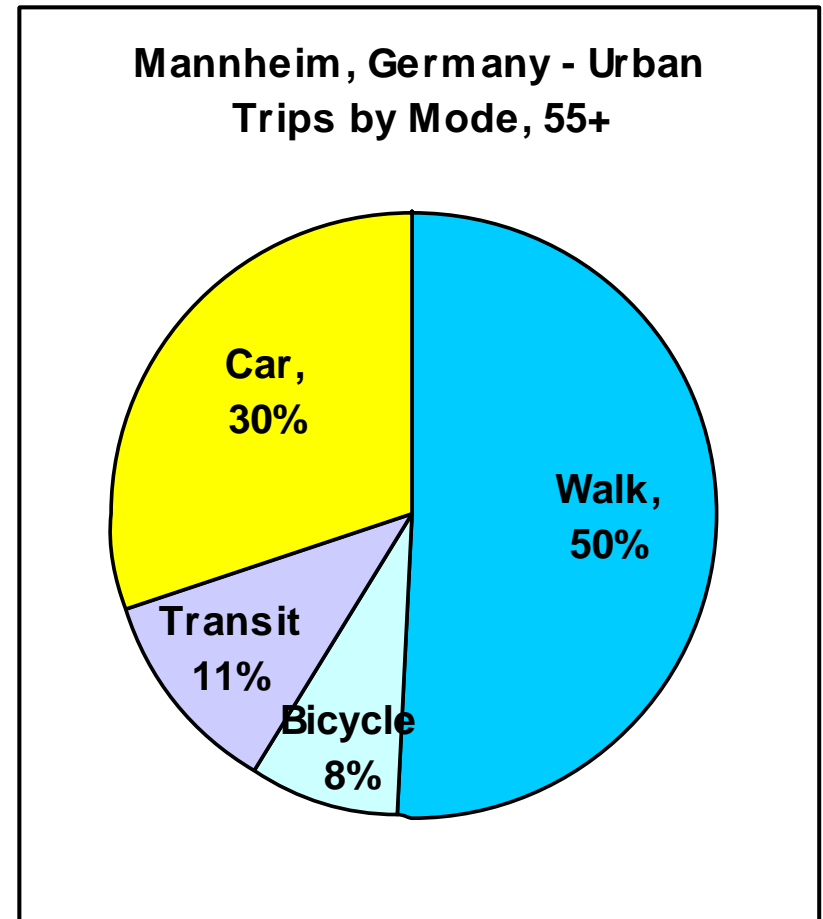
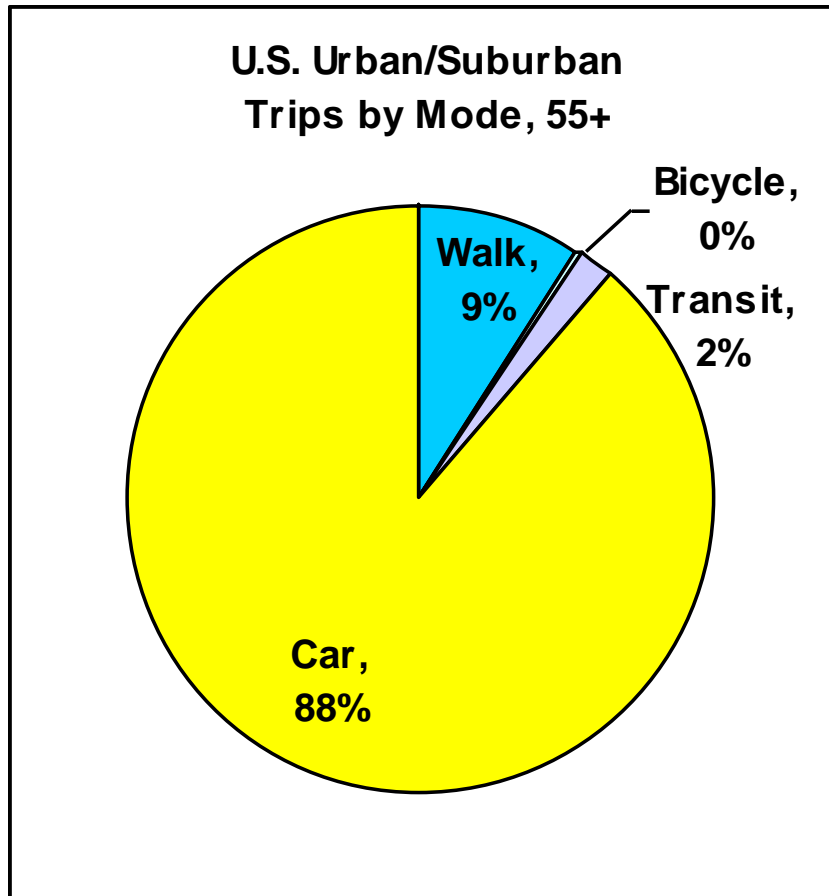
“[Stopping driving] took my independence away. Depending on someone else, that is really tough.”

“Not driving... You become a prisoner. I have to depend on other people.”

AARP Focus Groups (Coughlin, 2001)



Things Can Be Different

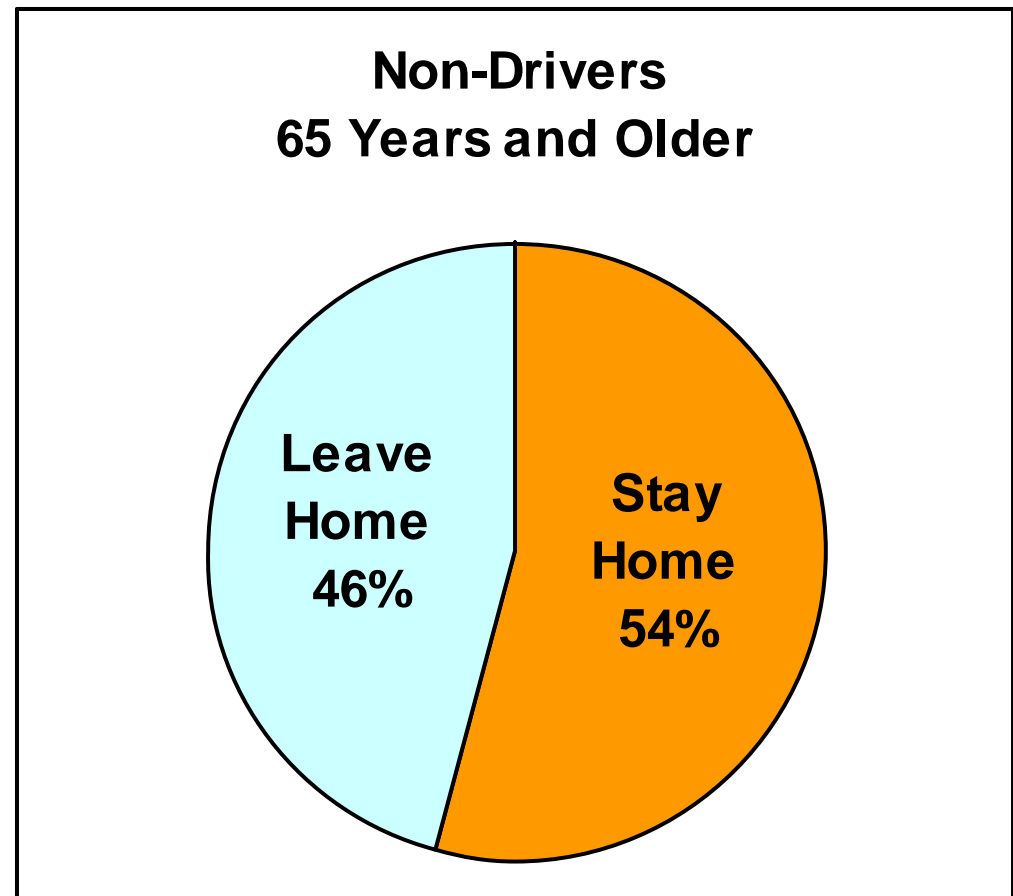


Source: NHTS 2001

Mollenkopf, 2002

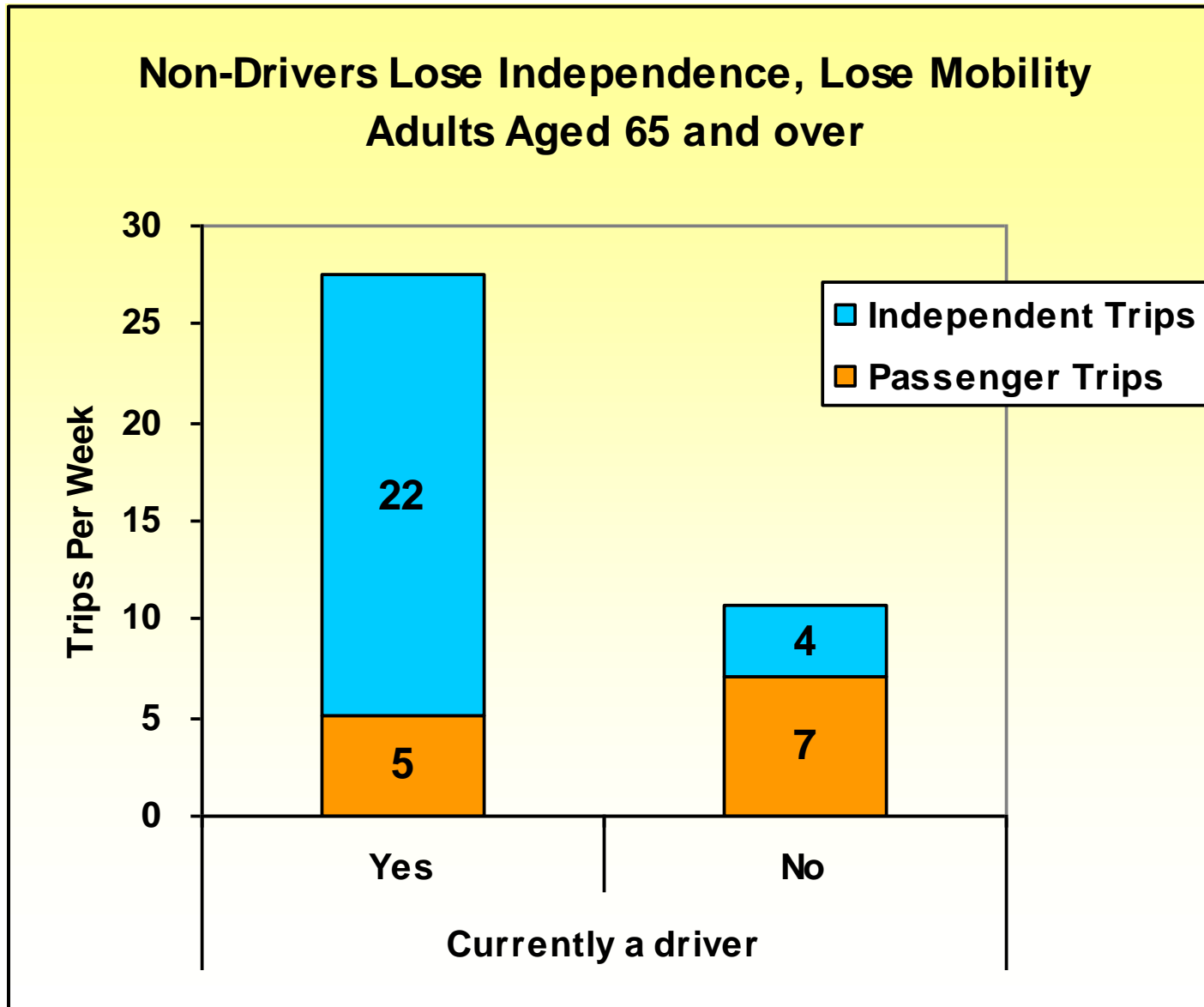
Isolation: Non-Drivers with No Options

- o Over half of non-drivers aged 65 and over stay home on a given day.
- o --3 times as much as drivers (17%).



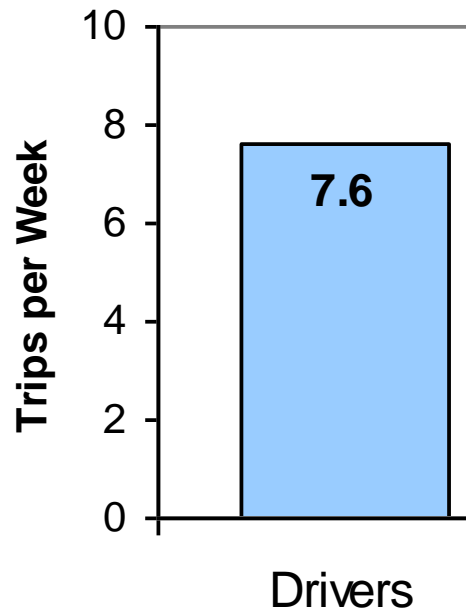


Getting Rides from Others: Loss of Independence

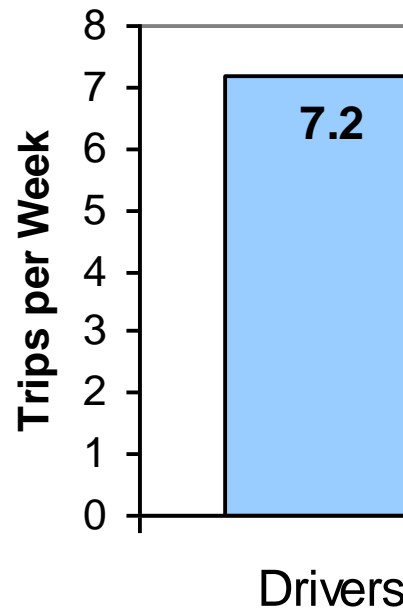


Which Trips do Older Non-Drivers Forego?

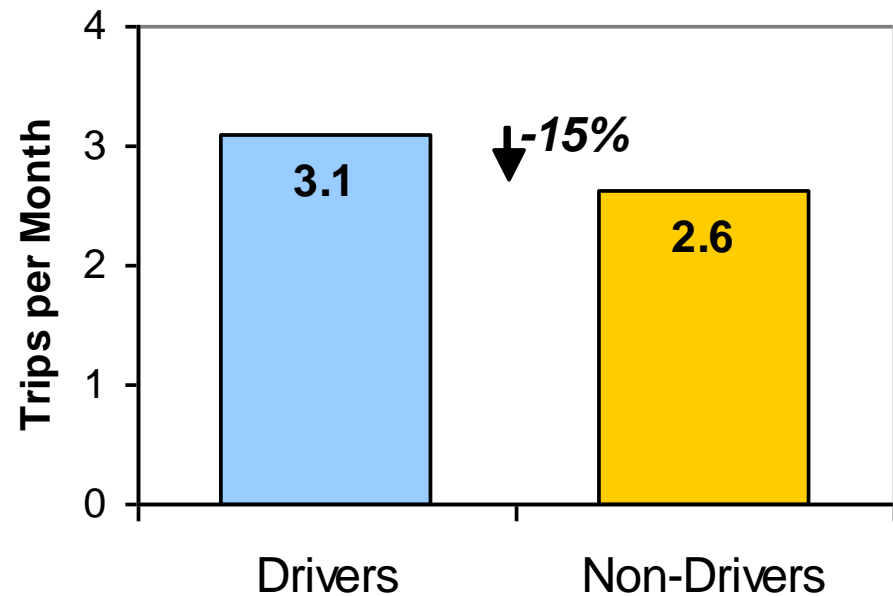
Social, Religious, Family



Shopping/Get Meal

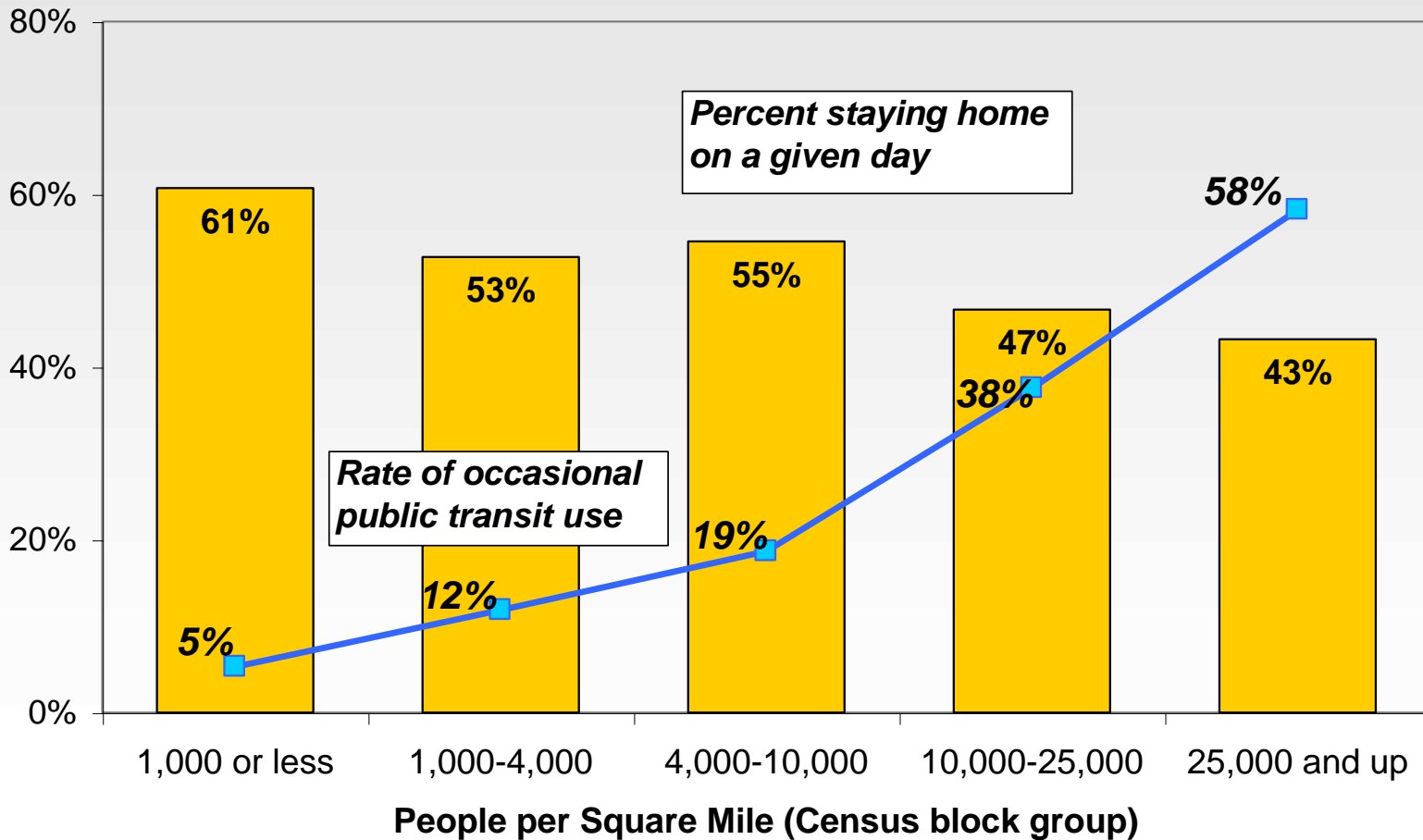


Medical/Dental



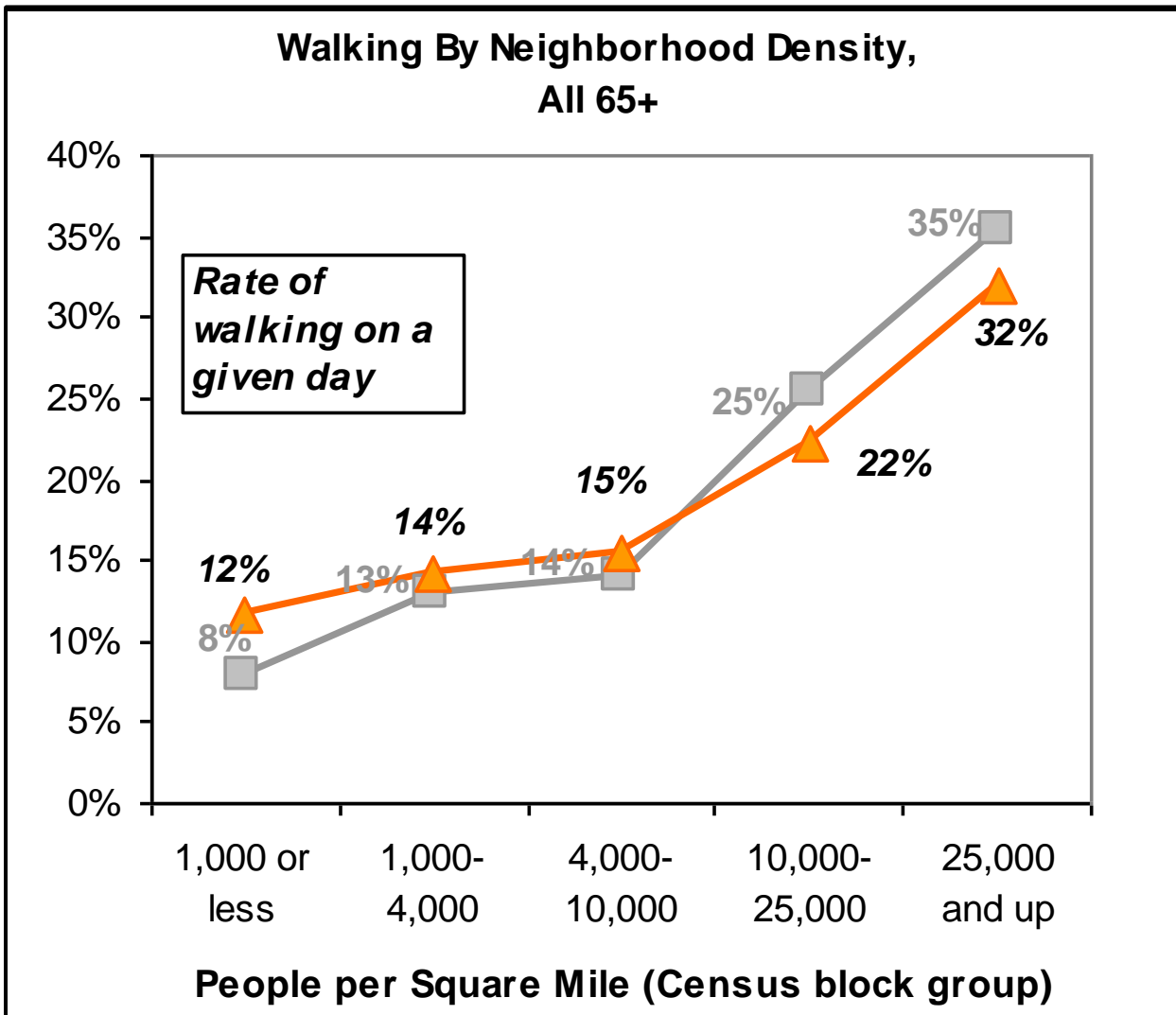
Livable Communities Help

Isolation and Public Transportation Use
By Neighborhood Density, Non-Drivers, 65 and over



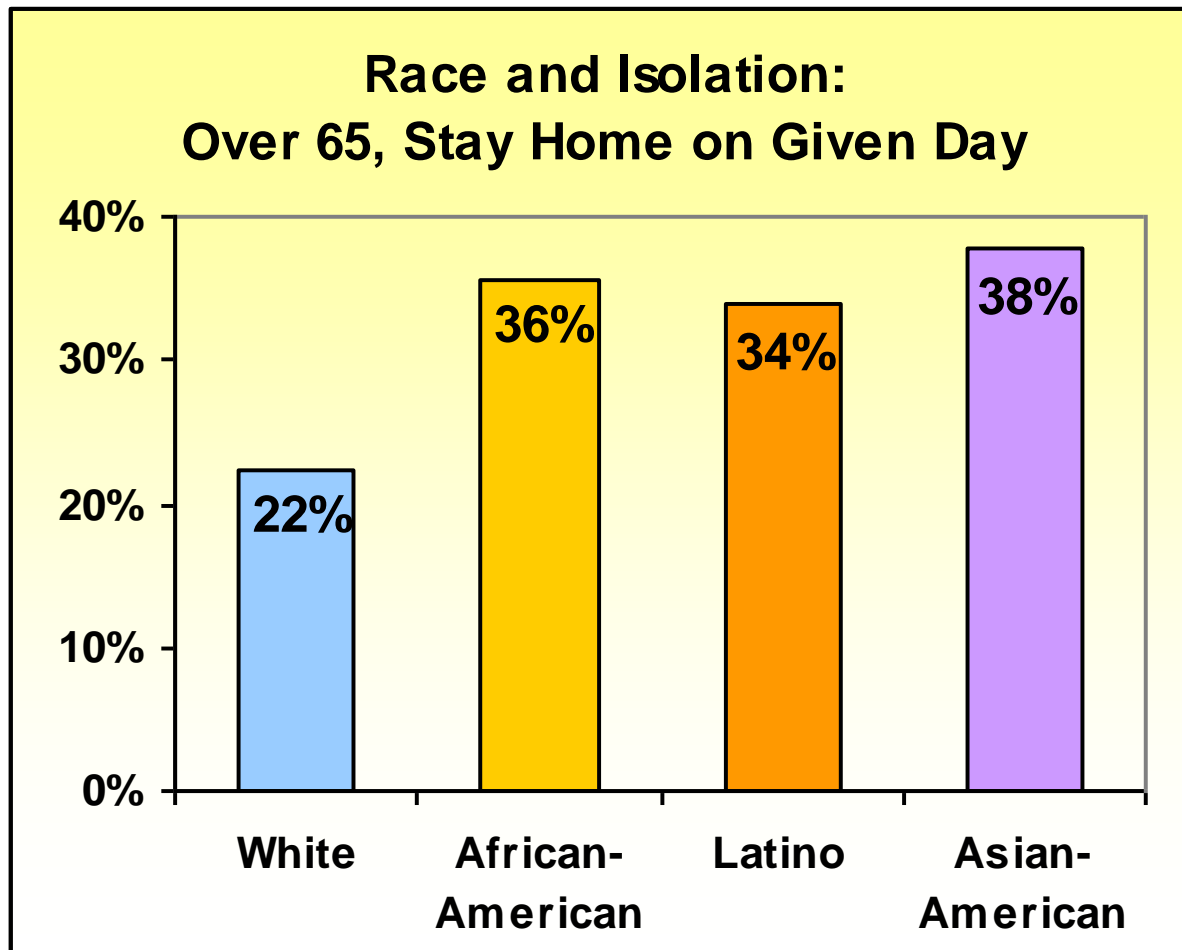


Walking & Livable Communities



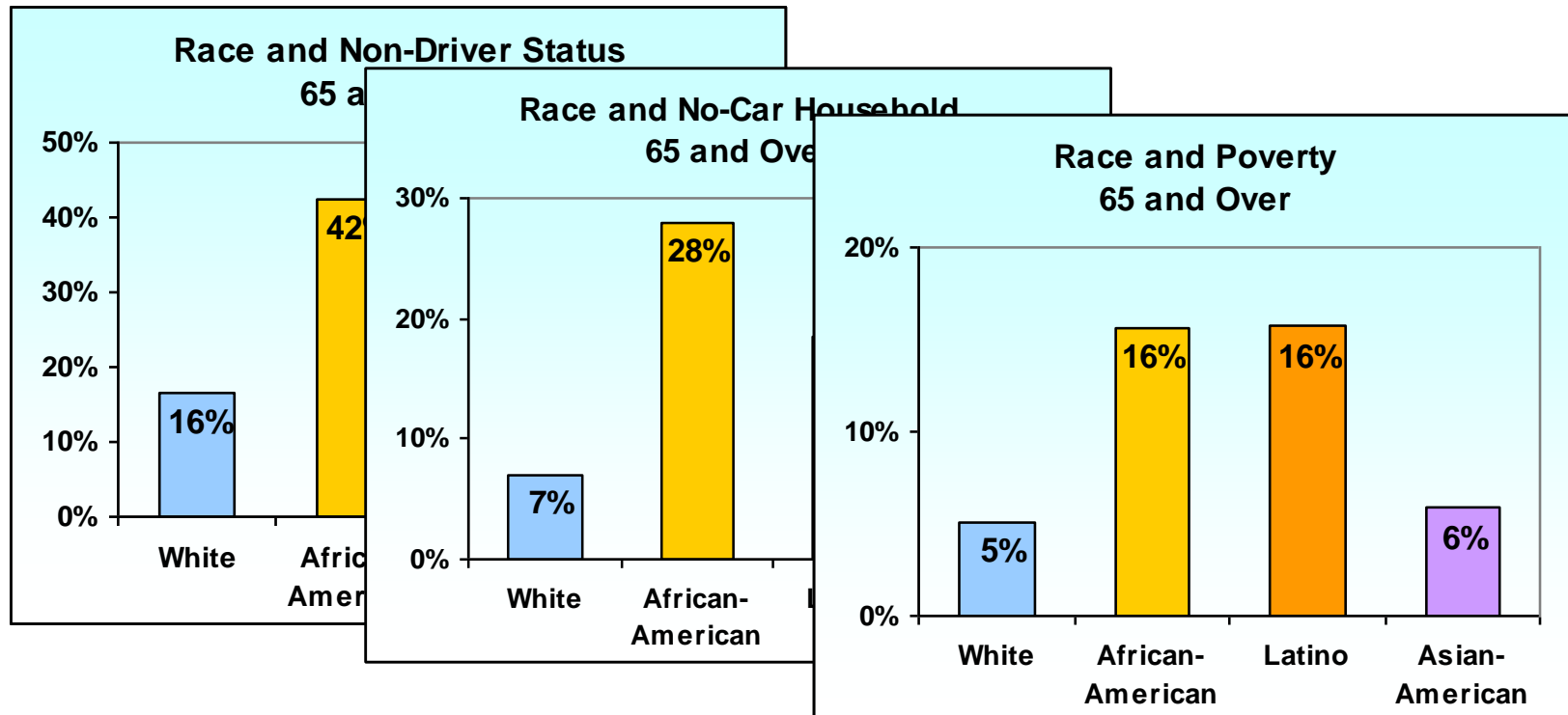


Disparate Impacts



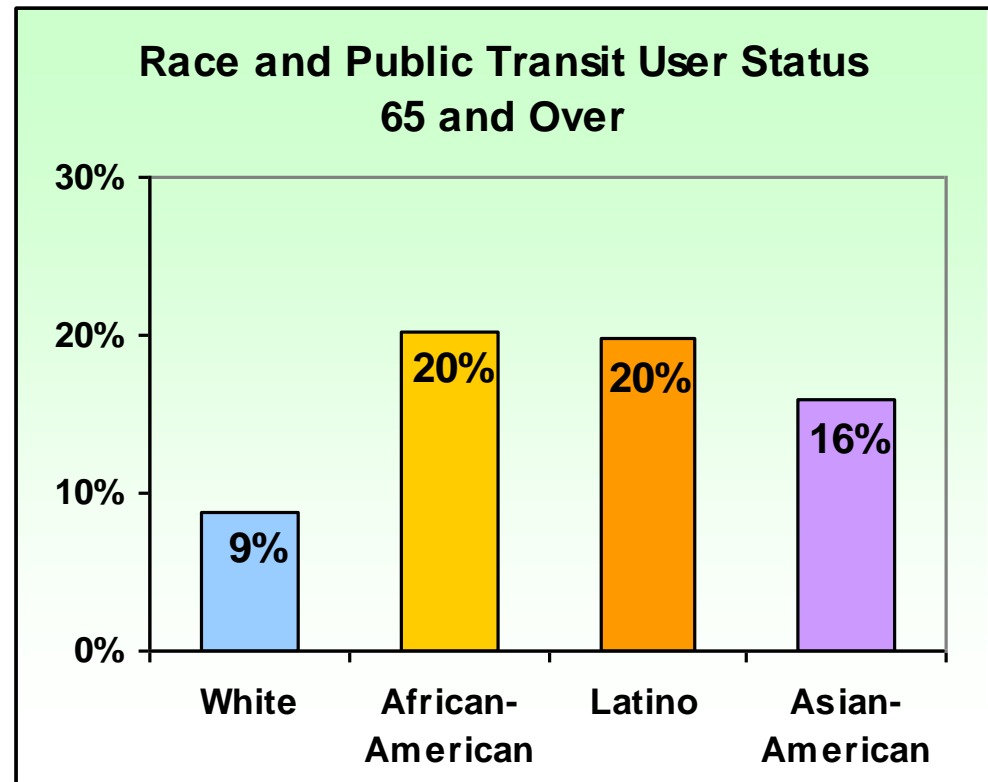
Why Disparate Impacts?

- o More likely to be non-drivers
- o Less likely to live with a car
- o More likely to be below poverty line

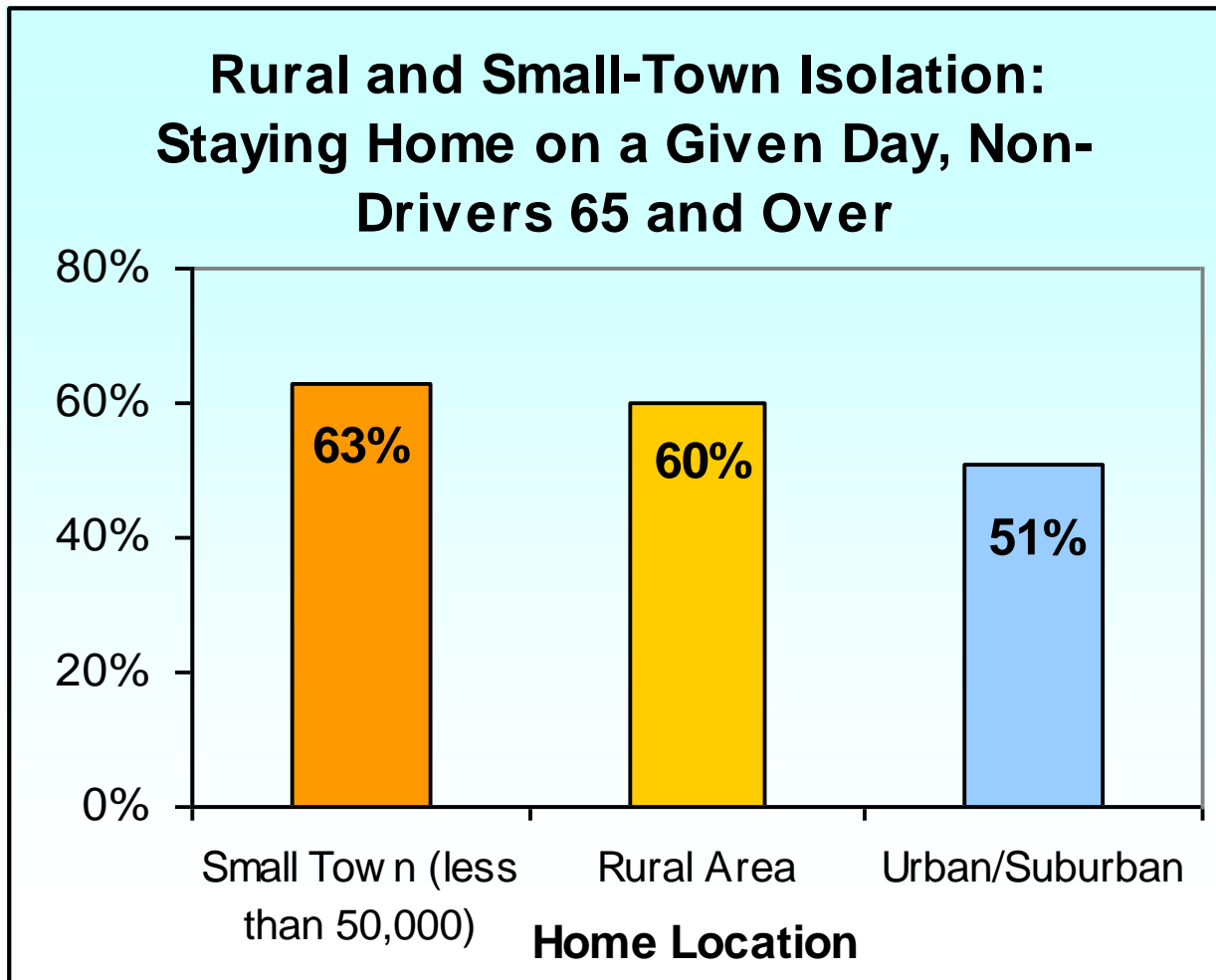


Public Transportation is Part of the Solution

- o Older African-Americans and Latinos twice as likely to use public transportation



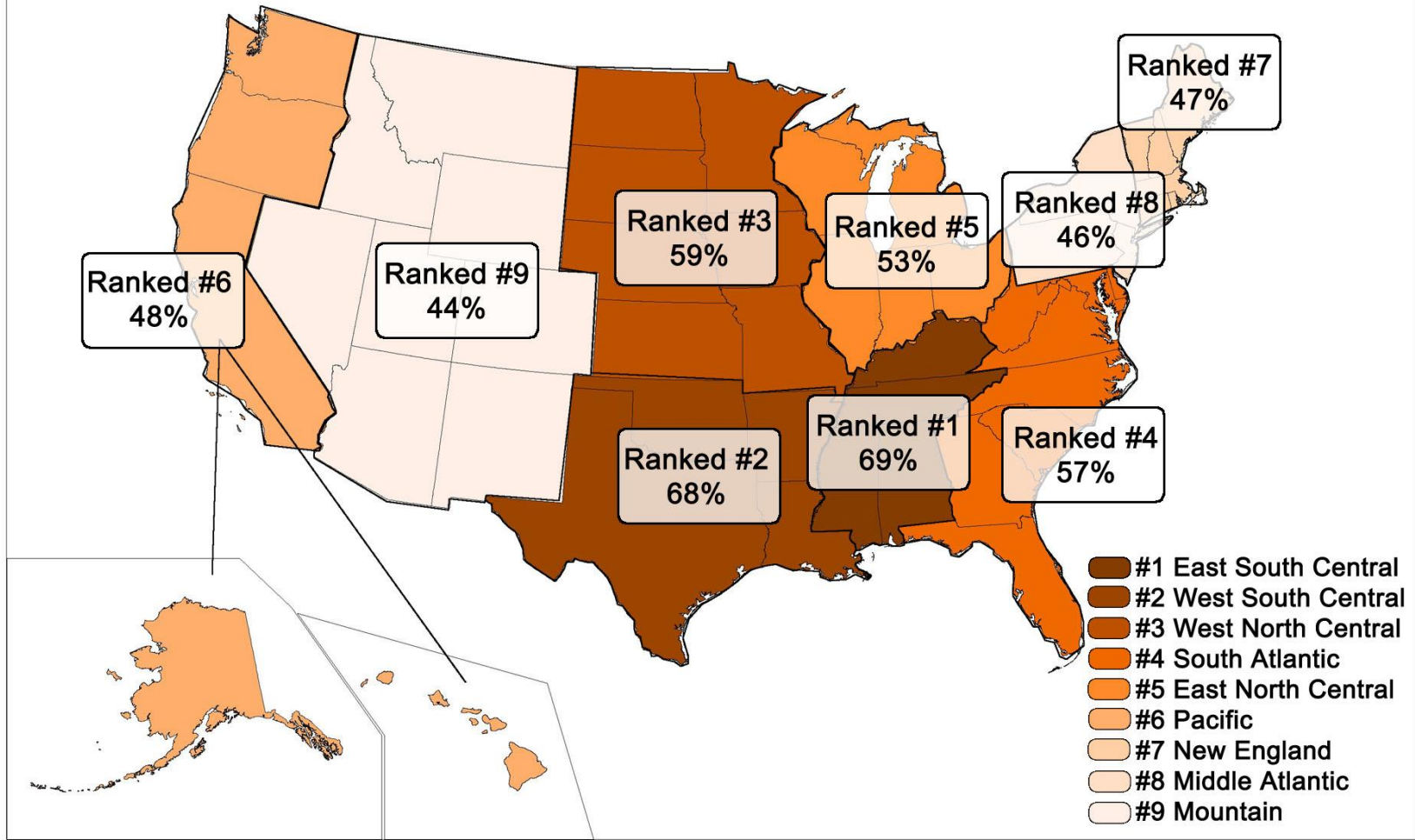
Rural Areas More Strongly Affected





Worst Areas for Isolation of Older Non-Drivers

Percentage of Non-Drivers 65 and over who stay home on a given day
By Census Division (NHTS 2001, STPP Analysis)



Recommendations

Public Transportation:

- Substantially increase investment in public transportation systems to expand and improve services to meet the needs of older Americans in metropolitan and rural areas.
- Increase funding for existing specialized transportation programs that provide mobility for older persons, such as FTA's Section 5310 program.

Recommendations

Planning and Coordination:

- Incorporate the mobility needs of older Americans into the planning of transportation projects, services, and streets. Coordinate with land use planning.
- Improve coordination among human services agencies and between those agencies and public transportation agencies.

Recommendations

Road and Street Improvements:

- Complete the streets by providing a place for safe walking and bicycling for people of all ages.
- Urge states to adopt federal guidelines for designing safer roads for older drivers and pedestrians.

Recommendations

Road and Street Improvements (cont'd):

- Preserve the flexibility of state and local governments to spend federal transportation funds on improving public transportation, pedestrian and bicycle paths, and other alternatives that will meet the mobility needs of older Americans.
- Support the “Transportation Enhancements” program, which is the only federal source of support for pedestrian and bicycle safety projects and facilities.

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