Improving Public Transit Options for Older Persons

Volume 2: Final Report

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Improving Public Transit Options for Older Persons

Volume 2: Final Report

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The nation’s growth and the need to meet mobility, environmental, and energy objectives place demands on public transit systems. Current systems, some of which are old and in need of upgrading, must expand service area, increase service frequency, and improve efficiency to serve these demands. Research is necessary to solve operating problems, to adapt appropriate new technologies from other industries, and to introduce innovations into the transit industry. The Transit Cooperative Research Program (TCRP) serves as one of the principal means by which the transit industry can develop innovative near-term solutions to meet demands placed on it.

The need for TCRP was originally identified in TRB Special Report 213—Research for Public Transit: New Directions, published in 1987 and based on a study sponsored by the Urban Mass Transportation Administration—now the Federal Transit Administration (FTA). A report by the American Public Transportation Association (APTA), Transportation 2000, also recognized the need for local, problem-solving research. TCRP, modeled after the longstanding and successful National Cooperative Highway Research Program, undertakes research and other technical activities in response to the needs of transit service providers. The scope of TCRP includes a variety of transit research fields including planning, service configuration, equipment, facilities, operations, human resources, maintenance, policy, and administrative practices.

TCRP was established under FTA sponsorship in July 1992. Proposed by the U.S. Department of Transportation, TCRP was authorized as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). On May 13, 1992, a memorandum agreement outlining TCRP operating procedures was executed by the three cooperating organizations: FTA; The National Academies, acting through the Transportation Research Board (TRB); and the Transit Development Corporation, Inc. (TDC), a nonprofit educational and research organization established by APTA. TDC is responsible for forming the independent governing board, designated as the TCRP Oversight and Project Selection (TOPS) Committee.

Research problem statements for TCRP are solicited periodically but may be submitted to TRB by anyone at any time. It is the responsibility of the TOPS Committee to formulate the research program by identifying the highest priority projects. As part of the evaluation, the TOPS Committee defines funding levels and expected products.

Once selected, each project is assigned to an expert panel, appointed by the Transportation Research Board. The panels prepare project statements (requests for proposals), select contractors, and provide technical guidance and counsel throughout the life of the project. The process for developing research problem statements and selecting research agencies has been used by TRB in managing cooperative research programs since 1962. As in other TRB activities, TCRP project panels serve voluntarily without compensation.

Because research cannot have the desired impact if products fail to reach the intended audience, special emphasis is placed on disseminating TCRP results to the intended end users of the research: transit agencies, service providers, and suppliers. TRB provides a series of research reports, syntheses of transit practice, and other supporting material developed by TCRP research. APTA will arrange for workshops, training aids, field visits, and other activities to ensure that results are implemented by urban and rural transit industry practitioners.

The TCRP provides a forum where transit agencies can cooperatively address common operational problems. The TCRP results support and complement other ongoing transit research and training programs.
THE NATIONAL ACADEMIES
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The National Academy of Sciences is a private, nonprofit, self-perpetuating society of distinguished scholars engaged in scientific and engineering research, dedicated to the furtherance of science and technology and to their use for the general welfare. On the authority of the charter granted to it by the Congress in 1863, the Academy has a mandate that requires it to advise the federal government on scientific and technical matters. Dr. Bruce M. Alberts is president of the National Academy of Sciences.

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The National Research Council was organized by the National Academy of Sciences in 1916 to associate the broad community of science and technology with the Academy’s purposes of furthering knowledge and advising the federal government. Functioning in accordance with general policies determined by the Academy, the Council has become the principal operating agency of both the National Academy of Sciences and the National Academy of Engineering in providing services to the government, the public, and the scientific and engineering communities. The Council is administered jointly by both the Academies and the Institute of Medicine. Dr. Bruce M. Alberts and Dr. William A. Wulf are chair and vice chair, respectively, of the National Research Council.

The Transportation Research Board is a division of the National Research Council, which serves the National Academy of Sciences and the National Academy of Engineering. The Board’s mission is to promote innovation and progress in transportation by stimulating and conducting research, facilitating the dissemination of information, and encouraging the implementation of research results. The Board’s varied activities annually engage more than 4,000 engineers, scientists, and other transportation researchers and practitioners from the public and private sectors and academia, all of whom contribute their expertise in the public interest. The program is supported by state transportation departments, federal agencies including the component administrations of the U.S. Department of Transportation, and other organizations and individuals interested in the development of transportation. www.TRB.org

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FOREWORD

By Dianne S. Schwager
Staff Officer
Transportation Research Board

TCRP Report 82: Improving Public Transit Options for Older Persons will be of interest to practitioners and policymakers in agencies and organizations that plan, provide, administer, and fund public transit that may serve older persons. The research presents information for public transportation providers and planners to address future transportation challenges generated by an increasingly older society. It describes exemplary transportation services and innovative transportation alternatives that will enable older persons in the United States to maintain the independence they want.

The elderly population in the United States will increase significantly by the year 2030. Mobility will be critical to this population’s continued independence and quality of life. Many older persons are projected to continue to reside in their current suburban or rural communities (which seldom have good public transit service). Most older persons will have been automobile drivers for many years and can be expected to demand high levels of mobility and high-quality transportation services from all travel modes that they use. In the future, there may be a greater number of older persons who have mobility or income limitations. There may be substantial numbers of frail and poor older women living alone at a low level of independence. Decreasing family ties may lead to a greater focus on non-family sources of travel assistance. The combination of these factors is expected to pose substantial challenges for public transportation providers who wish to capture a significant proportion of the trips of tomorrow’s older persons.

Under TCRP Project B-19, “Improving Transit Options for Older Persons,” the research team of Westat, in association with Creative Action, Inc., and Christopher Mitchell, conducted the research project. Preparation of TCRP Report 82 involved an in-depth literature review, analyses of various large-scale databases, focus groups with older persons, focus groups and expert interviews with transit industry representatives, case studies of the best practices from transportation programs designed to improve travel opportunities for older persons, and identification of opportunities for further innovations.

The research results are presented in three products: a color brochure, a research Final Report, and a Handbook. The color brochure allows readers to quickly grasp the key issues and findings of the research. The brochure, which is included in the Final Report also, is available separately. The research Final Report includes four sections: (1) Trends and Prospects, (2) Transit System Characteristics That Better Serve the Travel Needs of Older Persons, (3) Strategies for Implementing Better Transportation Services for Older Persons, and (4) Conclusion: Stepping Up to the Challenges to Better Transportation Services for Older Persons. The Handbook describes how to improve public transit services to make them more attractive to older persons. The Handbook provides a menu of choices regarding paths to better transit services for older persons. Many choices are available; some communities will find certain options more attractive or more feasible than other options. To make significant improvements, most of the options will need to be used in combination with other options.
AUTHOR ACKNOWLEDGMENTS

The research for this Final Report was performed under TCRP Project B-19 by Westat, Creative Action, Inc., and Christopher G.B. Mitchell, private consultant. Jon E. Burkhardt, senior study director at Westat, was this project’s principal investigator. Jon Burkhardt and Adam T. McGavock of Westat, Charles A. Nelson of Creative Action, Inc., and Christopher G. B. Mitchell were the key authors of this Final Report. They were assisted by Robert Ficke, Beth Rabinovich, and Ian Orlansky of Westat, and by Vincent Antenucci and Anton Yackmenev of Creative Action, Inc.

We would like to thank many people for substantial contributions to this project. Our TCRP project officer, Dianne S. Schwager, deserves many thanks for her dedicated and professional direction of the project panel’s efforts in a cooperative working relationship, as well as her support and encouragement throughout the project. We are grateful for the guidance and assistance provided by the members of our project panel. We sincerely appreciate the time and insights given to us by many older travelers and public transportation operators who worked with us in our focus groups and interviews.
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