



The 82
Alliance



Transportation Equity Mobility Choices for ALL



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TDM

Transportation Demand Management (TDM) refers to strategies, programs, or policies designed to reduce drive-alone trips and enable the transportation system to function more effectively and efficiently through alternative transportation options.

By implementing TDM strategies and reducing drive-alone trips, we can improve the quality of life for ALL.

We believe all people should have safe and reliable choices when it comes to transportation. However, the lack of accessible, affordable, and safe transportation continues to be one of the most significant obstacles communities face in the U.S.

This report focuses on how communities can further integrate equity into mobility and infrastructure. The report highlights the AARP Livable Communities Initiative and the Disability Mobility Initiative and how these programs improve transportation equity.



What is Transportation Equity?

“Transportation equity is accessible and affordable transportation for everyone in the community resulting in fair distribution of transportation resources, benefits, costs, programs and services based upon differences in income, ability and other factors affecting transportation choice and impact.”

• **- Kittelson & Associates**

Limited and costly transportation and mobility options can prevent an individual from accessing employment, education, health care, healthy food, and other essential destinations.

These negative effects can fall hardest on vulnerable members of the community, such as older adults, persons with disabilities, lower-income residents, minority groups, and children.

Households in lower-income areas typically own fewer vehicles, have longer commutes, and have higher transportation costs. Suburban areas also see a larger percentage of elderly residents and people with disabilities, two groups with an increased need for accessible transportation options such as public transit, sidewalks, and crosswalks.

When communities invest in transportation accessibility and resources, it positively affects the quality of life experienced by residents. It improves the transit-user experience, reduces pedestrian and bicyclist fatalities, and encourages healthier lifestyles.

AARP Livable Communities Initiative

[AARP](#) is a nonprofit, nonpartisan organization that empowers people to choose how they live as they age. Danielle Arigoni, Director of Livable Communities for AARP, gave an overview of its Livable Communities initiative.

A livable community is safe and secure, contains affordable and appropriate housing, features transportation options, access to needed services, and opportunities for residents to engage and participate in community life.

The [AARP Livable Communities initiative](#) supports the efforts of neighborhoods, towns, cities, counties, and entire states to become more livable and age-friendly for people of all ages. The goal is for communities to be able to serve their residents through all ages and life stages.

AARP works with communities to guide them through the age-friendly network's assessment, planning, implementation, and evaluation processes.



Why?

By 2030, one in every five people in the U.S. will be 65 years or older. By 2034, the U.S. will comprise more people over 65 than those under 18 for the first time. According to the U.S. Census Bureau, [over the past decade, the 65-and-older population has grown by over a third \(34.2% or 13,787,044\)](#). Are our communities ready for this future?

AARP states that most older adults, roughly 90% of adults aged 65 or older, want to "age in place" within their homes and communities. Most want to do so because they like their community, know their doctors, enjoy living near friends, and want to remain close to their children and grandchildren. Such connections are not just nice to have but contribute to the health and well-being of older adults.

“Social isolation has been identified as one of the social determinants of health, posing the same risk to one's health as smoking up to 15 cigarettes a day. To the degree that we have created places that inhibit, discourage, or outright prevent older adults from interacting with others as they age due to a loss of mobility or even poor home design we contribute to the pandemic of social isolation rather than solving for it.” – AARP.



Current Trends

Transportation

Livable communities should offer transportation options for residents besides driving alone. Statistics show that older adults outlive their ability to drive between 7-10 years. Very few communities are now designed with transportation alternatives to match this reality.

Current issues:

- Transit funding and services are in crisis
- Bike and pedestrian fatalities have been on the rise for the last decade
- Older adults represent a disproportionate share of pedestrian fatalities in 35 states

Housing

Over half of all households within the U.S. are 1 to 2 persons, but more than 85% of the housing stock has 2, 3, 4, or more bedrooms.

Regarding affordability, the number of over 65-year-old renters who are rent-burdened (*spending 30% or more of their income on rent*) increased from 43% in 2001 to 50% in 2015 and continues to grow.

Parks and Public Spaces

According to [RAND Institute](#), older adults represent more than 20% of the population, but only 4% of older adults have access to parks.

When we build communities deficient in park space, we fail to provide enough green space to keep temperatures down, resulting in extreme heat that affects health and is acutely felt by the older population.



Case Study: Columbus, OH

Communities enrolled in the AARP Livable Communities program strive to create equitable places for people of all ages.

Danielle stated that member communities place equity at the forefront of their work by reckoning with past decisions, norms, and long-standing policies that shape the built environment and have manifested in unequal and uneven conditions.

Columbus, Ohio, in Franklin County, is home to nearly 900,000 people, 10% of whom are 65 years or older.

The equity focuses through the Network of Age-Friendly States and Communities program was accessible and equitable community-based planning and transportation access.

Age-Friendly Columbus and Franklin County used data from the Age-Friendly Columbus Findings Report to target its focus groups, pilot programs, and other resources to neighborhoods densely populated with vulnerable older adults, where "vulnerability" is defined through 12 indicators including race, income, disability, and other measures.

In 2019, the initiative took a deep dive into transportation challenges and opportunities informed by focus groups with 120 individuals and held in six languages. Nine pilot mobility projects were launched:

- Two neighborhood circulator buses with stops in locations selected by older neighborhood residents.
- Creating and piloting Safe Routes to Age in Place, a study funded by the Ohio Department of Transportation that identified older adults' transportation challenges and solutions.
- Highlighting the launch of the Central Ohio Transit Authority's "Mainstream on Demand" mobility service and partnering with Uzurv (a paratransit provider) to offer an on-demand paratransit service.
- Piloting Lyfting Villages, a program in which rides are provided by Lyft to members of the aging-in-place group when volunteer drivers aren't available.

To assist communities with projects, AARP offers [Community Challenge Grants](#).

The grants are funded across the U.S. to improve public places, transportation, housing, diversity, equity, inclusion, digital access, and civic engagement, focused on the needs of adults aged 50 and over. Public places, transportation, housing, diversity, equity, inclusion, digital access, and civic engagement focused on the needs of adults aged 50 and over.

Disability Mobility Initiative

Anna Zivarts is a low-vision mom and Director of the Disability Mobility Initiative at Disability Rights Washington in Seattle, Washington. Anna advocates for those who cannot or do not drive, pursuing improved transportation options for the state of Washington. Anna serves on the State Cooper Jones Active Transportation Council, Autonomous Vehicle Work Group, and TDM Executive Board.

[Disability Rights Washington](#) is a private non-profit organization that protects the rights of people with disabilities statewide. The mission is to advance the dignity, equality, and self-determination of people with disabilities.

The [Disability Mobility Initiative](#) was launched in 2020 to address the transportation needs of those who cannot or do not drive in Washington State. A quarter of the state's population does not have a driver's license or regular access to a personal vehicle. The initiative organizes and brings people together to ensure everyone's needs are met when making transportation funding and policy decisions.

The Disability Mobility Initiative believes that transportation policy has been written by and for drivers for too long. For those who cannot drive or cannot afford to drive, this creates major barriers to accessing education, jobs, medical care, grocery stores, and religious services, preventing them from fully participating in their communities.

**“In Washington State, transportation emissions account for 44.6% of total greenhouse emissions. To have a meaningful impact on climate change we need to reduce how much we drive.”
– Disability Mobility Initiative**

The initiative wants to raise awareness about how people without car access navigate to essential services in the community. People from every legislative district who rely on transit, paratransit, walking, biking, rolling, or community rides to get to where they need to go were interviewed on their experiences with the current transportation system.

The interviews reflect the experiences of almost a quarter of the state's population, which will likely increase as a larger percentage of the population ages out of driving.

Anna stated that research shows minority groups, lower income, seniors, and people with disabilities are much less likely to have a driver's license or access to a car and are more likely to be transit reliant. At the same time, people living in rural areas and on tribal lands face greater risks of being killed in traffic collisions because communities lack accessible pedestrian and transit infrastructure. This trend continues to increase because of the suburbanization of poverty.

From the interviews conducted by the Disability Mobility Initiative, the research paper "Transportation Access for Everyone" was created. The report helps to highlight and identify the specific barriers and challenges individuals face when it comes to day-to-day travel within their community to help guide policy and funding for a more reliable and effective transportation system.

[View the report here.](#)



GVF Connected Communities Committee

Equity should be at the forefront of any project, from the initial planning phase to implementation - **considering the needs of all community members.**

GVF created three committees to help advance its mission and improve equity, climate, and health within our region.

The **Connected Communities Committee** works together to ensure everyone can access TDM options. The committee focuses on affordable housing, equity, funding opportunities, health & wellness, strategic partnerships, transportation accessibility, workforce & economic development, and climate.

Over the next five years, GVF will:

- Work to have 50 miles of protected bike lanes throughout Montgomery and Chester counties.
- Implement TDM ordinances within municipalities
- Implement the My School in Motion program in local school districts
- Create more walkable communities
- Enhance transit (i.e., bus shelters, development of bus rapid transit, etc.)

Committee Chair:

Ernie McNeely, Manager, Lower Merion Township, GVF Board Member

Committee Vice-Chair:

PA State Representative Ben Sanchez, GVF Board Member



GVF & The 82 Alliance

With over 30 years of experience, [GVF's](#) mission is to inspire mobility choices for ALL. Focusing on climate, equity, and overall quality of life by reducing single-occupancy vehicles and promoting TDM alternatives. GVF serves Montgomery and Chester Counties, PA.

GVF created the [82 Alliance](#), a not-for-profit mobility think tank that focuses on reimagining how we move our cities, towns, and people across the country.

We can and should plan for a better tomorrow as our world changes. Together, the 82 Alliance and GVF advocate for better infrastructure to improve community connectivity and give people choices when choosing how they travel.

Join Our Cause

Employers and communities must reimagine how we plan for our future to put the people first, protect our environment, and ensure a better quality of life for all.

When you become a partner, your organization is part of a larger voice advocating for equitable and innovative programs and projects.

Contact Stacey Weiss to discuss partnership at sweiss@gvftma.com or 610-354-8899.



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