
APPENDIX F

Transportation Workgroup:
Supporting Detail for Findings

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Category	Findings	Supporting Detail/ Rationale
<p>1. <i>Public Transportation</i></p>	<p>A. The current level of public transportation services available to older adults throughout the County is generally good for a majority of the population, but these services are virtually non-existent in certain rural Townships.</p>	<ul style="list-style-type: none"> • The Ann Arbor Transportation Authority (AATA), which serves the urbanized portion of the County, to include Ypsilanti, Saline and Dexter, reports that: <ul style="list-style-type: none"> - More than 60 percent of the County's population, or about 200,000 people, live within one-half mile of an existing AATA "fixed-route" service. - About 70 percent of the County's population, or about 225,000 people, live where AATA provides "demand-responsive" (i.e. door-to-door) service for seniors and/or the disabled; areas served include Ann Arbor, the City of Ypsilanti, and the Townships of Pittsfield, Superior and Ypsilanti. - Other providers of publicly available demand-responsive transit service include: Milan Transit; Northfield's Human Services (a non-profit group organized by Northfield Township government), and; Chelsea Area Transportation Service (a non-profit group organized by the Village). - In total, these demand-responsive services are available to more than 80 percent of the County's population. - However, outside of Ann Arbor service is generally limited in terms of days and hours of operation as well as connections. • Thus, about 20 percent of older adults in the County, primarily those living in rural Townships, have virtually no public transportation services available to them.
	<p>B. While some coordination exists among public transportation service providers in the County, there are inherent restrictions on the ability to extend and/or connect services between and among municipalities</p>	<ul style="list-style-type: none"> • AATA fills an important role in coordinating transportation services in Washtenaw County by: <ul style="list-style-type: none"> - Channeling state funds to specialized and non-urban services. - Reporting to the state regarding all services in the County. - Convening the Transportation Coordinating Committee. - Providing technical support. - Operating RideSource, a trip brokerage service. • However, AATA, and other local public transportation service providers, are restricted from cross-subsidizing services between/among municipalities.
	<p>C. Since the economics of public transportation are largely driven by population density, regular services to/from certain remote low-density areas of the County cannot be cost-justified.</p>	<ul style="list-style-type: none"> • To be economically justified, a fixed-route service requires; <ul style="list-style-type: none"> - A density of four-to-seven households per acre. - Access to bus stops via sidewalks. - Mixed use destinations. • Demand-responsive service may be appropriate for: <ul style="list-style-type: none"> - Certain low demand areas or time periods. - For people with disabilities and seniors. • Again, these economics dictate that about 60 percent of the County population is served by fixed-route service, and an additional 20 percent is served by various demand-responsive services (often with limited schedules). • It is not realistic to expect that public transportation service can be cost-justifiably extended to the remaining 20 percent of the County's population.

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	<p>D. When public transportation is available, it is often unsuitable for older adults with special needs.</p>	<ul style="list-style-type: none"> • Social service agencies report that older adults with special needs are often not able to independently navigate public transportation systems; this would include many of those who are: <ul style="list-style-type: none"> - Developmentally disabled; - Mentally ill; - Cognitively impaired; - Visually impaired; and/or - Frail • There are initiatives to encourage family and friends to accompany those with special needs on public transit: <ul style="list-style-type: none"> - Milan Transit is a local example. - They allow a free pass to companions who accompany special-needs individuals.
<p>2. <i>Private Transportation</i></p>	<p>A. Loss of ability to drive a private automobile has profound consequences on the independence of older adults.</p>	<ul style="list-style-type: none"> • Social service agencies report that many older adults without access to an automobile, and/or with diminished capacity to drive, confront serious issues associated with loss of independence: <ul style="list-style-type: none"> - For those without an automobile, access to needed services (e.g. grocery shopping, medical visits, social/ recreational activities) is often seriously diminished, even when public/private transportation service is available. - Continued home ownership is often made difficult when access to a private automobile is lost. - Moreover, diminished capacity to drive would likely be associated with higher risk of vehicular accidents. • Not surprisingly, census data suggest that lack of access to vehicle is strongly associated with lowered ability/willingness to continue living in an owner-occupied home: <ul style="list-style-type: none"> - According to the 2000 census, of the approximately 17,000 households in Washtenaw County headed by someone age 65+, about 2,300 households, or 13 percent, had no vehicle available. - In the County, only 6 percent of owner -occupied households headed by someone 65+ had no automobile available in 2000. - In contrast, the comparable figure for renter-occupied households headed by someone 65+ was 42 percent.
	<p>B. Many older adults are reliant on private transportation services, particularly seniors who have special needs that are not met by public transportation.</p>	<ul style="list-style-type: none"> • See Point 1.D., above. • Private transportation providers serving Washtenaw County include: <ul style="list-style-type: none"> - Northfield Human Services - Chelsea Area Transportation Service - Manchester Senior Citizens Council - Senior residences - Senior Centers - Churches and schools - Private, for-profit providers (e.g. taxis; limousines, etc.)

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	C. Older adults' access to needed private transportation services may be limited by service availability and/or affordability issues.	<ul style="list-style-type: none"> • The nonprofit transportation service providers typically subsidized rates based on ability to pay: <ul style="list-style-type: none"> - Reportedly, these providers do not cover all areas of the County. - Moreover, they are not able to meet all requests. • In the case of the frail elderly, transportation service providers report problems coordinating drop-offs/ pick-ups with the destination facilities: <ul style="list-style-type: none"> - For example, personnel at physician office buildings are sometimes unwilling to meet the patient at the drop-off zone. - The driver may be forced to transport the patient by wheelchair to the office suite, leaving other passengers unattended. • Older adults not served by the nonprofit providers are therefore reliant on private transportation services (e.g. taxis; private van services), but many cannot afford these services.
3. <i>Volunteerism</i>	A. Community organizations often shy away from assisting seniors with transportation needs, apparently due to concerns about liability.	<ul style="list-style-type: none"> • Community organizations could do much to fill the void in needed transportation services for seniors: <ul style="list-style-type: none"> - For example, churches often have buses available that aren't in use much of the week. - Senior housing centers frequently have vans to transport residents, and these vehicles might be shared more broadly. - Other possible sources of help could be businesses and non-profit organization in the community. • Transportation service providers report that attempts at such coordination are unsuccessful due to perceived liability issues.
	B. Family and social support systems are often unavailable or insufficient to personally transport seniors in private automobiles.	<ul style="list-style-type: none"> • Agencies doing assessments for seniors report that most clients lack strong local family and social support systems.
4. <i>Education, Information and Referral</i>	D. There appears to be a lack of widespread knowledge and understanding of the availability of various transportation services and how they are accessed.	<ul style="list-style-type: none"> • This observation was substantiated by local agencies involved in referring seniors for transportation needs. • In a recent survey of Washtenaw County senior centers, over four-fifths of the centers reported they knew of residents who were unable to participate in center programs within the past six months due to lack of transportation.

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	E. The County already has a key transportation broker that can serve as a foundation for further development of the information and referral network	<ul style="list-style-type: none">• AATA operates RideSource, a transportation matching program that provides direct trip bookings and referral service involving a network of providers across Washtenaw County.