

Aging in Place Summit

FUTURE OF TRANSPORTATION

REALITIES AND POSSIBILITIES



Keynote speakers: Jana Lynott, AARP and Roger Millar, Washington Secretary of Transportation

SUMMIT SUMMARY REPORT



INTRODUCTION

The Aging in Place Summit: Future of Transportation, Realities and Possibilities was held on Feb. 21, 2019 at Clark College in Vancouver, WA. The Commission on Aging co-hosted the summit along with Clark County, C-TRAN, and the Southwest Washington Regional Transportation Council to bring community leaders together to discuss some of the biggest transportation challenges facing Clark County's growing older population.

Ensuring access to safe, accessible, and affordable mobility choices will be critical to living a healthy and independent life as we age.

The summit included presentations, a panel discussion and polling questions posed to the attendees.

This is a summary of the event. The summit can be viewed in its entirety at:
<https://www.cvtv.org/vid/link/28006>

“In order to live healthy and independent lives as we age, we must have access to safe, accessible, and affordable mobility choices, especially if driving ourselves is no longer an option”

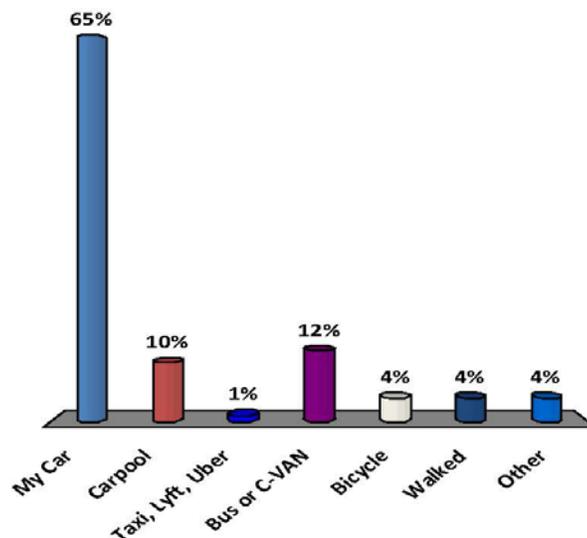
- Linda O’Leary, Chair, Commission on Aging

“My hope in bringing us together is that we consider the wide range of challenges and opportunities within the transportation sector and our aging population and think about what makes sense for us to collaborate on and promote here in Clark County.”

- Eileen Quiring, Chair, Clark County Council

How did you get here today?

1. My Car
2. Carpool
3. Taxi, Lyft, Uber
4. Bus or C-VAN
5. Bicycle
6. Walked
7. Other



Future of Transportation Summit - Feb 21, 2019

SCHEDULE THURSDAY FEBRUARY 21

8:30-9:00 am Continental breakfast and check-in

9:00-9:15 am **Welcome**
Linda O'Leary, Chair, Commission on Aging

Introductory remarks – The importance of partnerships
Eileen Quiring, Chair, Clark County Council
Matt Ransom, Executive Director, Regional Transportation Council
Shawn Donaghy, Chief Executive Officer, C-TRAN

9:15-9:40 am **The biggest transportation challenges facing older adults in the state of Washington and the opportunities for change**

As the number of older adults significantly increases within our communities, one of the biggest challenges we will face is ensuring that these residents have safe, reliable, and affordable transportation options so that they can live independent and active lives. Without options, older adults face isolation that could dramatically reduce quality of life. This challenge provides an opportunity to explore ways to transform our transportation system to benefit people of all ages, incomes and abilities.

Speaker: Roger Millar, Secretary, Washington State Department of Transportation

9:40-10:15 am **The future of transportation and the opportunity, and potential pitfalls, of new technology**

Emerging technology in the transportation sector offers a once-in-a-lifetime opportunity to help shape the future of our transportation system. Communities across the United States and the world are on the cusp of a major disruption equivalent in scale to the mobility and social change brought about by the inventions of the steam locomotive and gas-powered automobile. Planning and implementing policies regarding this new technology could vastly increase mobility for older adults and other currently disenfranchised users of the transportation system.

Speaker: Jana Lynott, Senior Strategic Policy Advisor, AARP Public Policy Institute

10:15-11:35 am **Clark County's transportation system: Our realities and possibilities**

A majority of people want to age in their homes and communities as long as possible. To do this successfully, older adults need to be able to make trips to the grocery store, the doctor's office, a friend's home, etc., all of which are typically reached by car. When driving oneself is no longer an option, what is our local reality on ways to move around effectively and safely? What possibilities could be considered to improve mobility options in the county?

Panel discussion

Moderator: Matt Ransom, RTC, Panelists: Shawn Donaghy, C-TRAN; Colleen Kuhn, Human Services Council; Ahmad Qayoumi, Clark County Public Works; and Jana Lynott, AARP

11:35-11:45 am **Closing remarks - Imagining Clark County's transportation future**
Temple Lentz, Clark County Councilor

ROGER MILLAR, SECRETARY

WASHINGTON DEPARTMENT OF TRANSPORTATION

Secretary Millar discussed why transportation matters and how WSDOT is working to move Washington forward.

Transportation matters to the Washington State economy.

1. Washington is one of the most trade-centric states in the nation.
2. We do over a half trillion a year in business that is related to moving goods.
3. One in three residents' jobs is directly or indirectly related to international trade.
4. Along with that, our state's unique geography provides restrictions to our transportation corridors, such as the Gorge, the Sound, the mountains, volcanoes, earthquakes, etc, and makes transportation challenging.

Transportation matters to our quality of life.

1. Forty two percent of greenhouse gas comes from the transportation sector
2. Transportation is part of the affordable housing issue.
3. Congestion is an issue and is a symptom of a problem.
4. We don't provide housing and transportation choices that are affordable and convenient and safe for the people we serve.
5. Our working poor, our young people are priced out of our urban areas and are living where they have to drive.
6. It matters to our public health and provides access to nature and recreation. We get to nature in our cars.

Transportation involves social equity and provides access to opportunity

1. Twenty percent of Washington residents do not drive for a variety of reasons. That population cannot be ignored.
2. Transit investments and support of active transportation is critical for people who can't afford a vehicle, or can't or don't drive.
3. Active transportation is not an amenity or alternative, it is transportation.

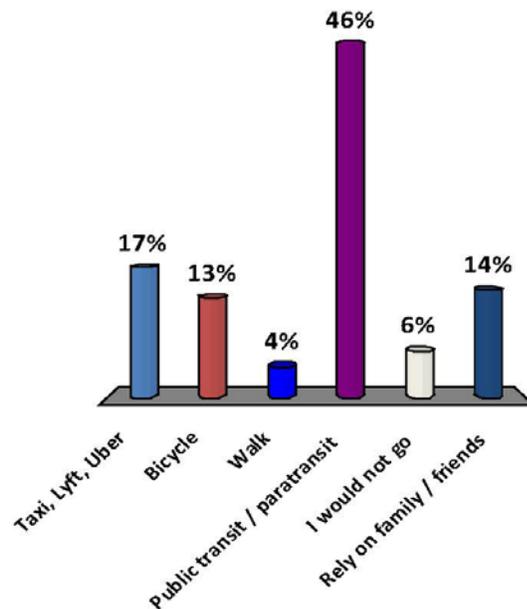
Secretary Millar provided information related to WSDOT:

1. WSDOT Workforce and the issues the agency is facing (retirement numbers and noncompetitive wages).
2. Inclusion is critical and makes the agency and the state better.
3. Update on WSDOT transportation projects, for multimodal (Regional Mobility, transit, rural mobility and commute trip reduction) and active transportation (safe routes to schools and pedestrian/safety projects).
4. Update on state's maintenance and preservation needs for major assets (interstate/major highway bridges, ferries, Amtrak, and Palouse River and Coulee City rail system) among other repair needs.
5. Information on Safety initiatives, such as Target Zero for a goal of zero transportation related deaths.
6. Looking at new ways to manage the asphalt and concrete to move more people (walking, bicycling, transit, and cars).

7. Information and update on agency's current investments (ramp meters, cameras, tolls, etc.) and proposed investments (safety/system operations; cooperative automated transportation).
8. Information on capacity related to highways, Amtrak, ultra-high speed ground study, and active transportation.
9. Info on future trends and projects that are needed and cost of those projects, related to resilience, alternative energy, and technology.
10. Revenues and available funding.
11. Practical solutions (integrated multimodal investment strategy, Metropolitan Planning Organization/Regional Transportation Planning Organization partnerships).

If you could no longer drive, how would you get to work or attend a meeting like this one?

1. Taxi, Lyft, Uber
2. Bicycle
3. Walk
4. Public transit / paratransit
5. I would not go
6. Rely on family / friends



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JANA LYNOTT, AARP PUBLIC POLICY INSTITUTE

Jana talked about our opportunity to help shape the future of our transportation system. On a weekly basis, major changes are occurring in the transportation sector.

1. New services like Lyft and Uber have already shown us the possibilities of on-demand transportation. Literally overnight many cities across the globe woke up to find thousands of new dockless bikes and electric scooters on our sidewalks and available to any of us with a smart phone and credit card.
2. The disruption we are engaged in offers a window of unprecedented opportunity when we as planning and aging professionals, policymakers, business leaders, and advocates have a choice. We can recreate – or perhaps exacerbate the seemingly intractable problems of our current transportation system. Or we can harness technological change to innovate and provide a safe, convenient and reliable transportation system for each and every one of us, no matter our stage in life, physical abilities or mental capacity.
3. Our current transportation system has afforded great mobility for many, but it has left others behind, in large part because we essentially require that one have the means to drive to have full access to the economic and social life of one's community. 1/3 of our nation's population does not drive and as such their plans don't lead us to the best policy and investment decisions.
4. Transportation planners look out for the needs of those like me who can navigate roads, transit systems, or bikeways, with little limitation and look to human service professionals to fill the gaps. Although Autonomous Vehicles may increase access to transportation for many, it alone is not a panacea.
5. Universal Mobility as a Service is similar to Mobility on Demand.
 - a. We've created a two class transportation system. One that serves those that can easily using public transit, bike share, car share, etc. and those have challenges using those systems.
 - b. Making the system universal brings everyone into one common system. Mobility apps that can bring together all the options to move people around, including incorporating the specialized services from human service providers will be the most successful for all.
6. The biggest concern is that we are going to build walled garden approaches.
 - a. Uber and Lyft and other corporations want you dependent on their services.
 - b. We need to be able to connect to all transportation systems with an open data platform. This allows customers to tap into all of this by phone, computer, etc. They can schedule transportation and pay in a common system.
7. FlexDanmark is the world's largest, most coordinated Demand Response Transportation system.
 - a. It is a nationwide software company owned by five regional public transport authorities, offers a global model for truly coordinated demand responsive transportation service.
 - b. Its FlexTrafik service uses technology to coordinate as many as 24,827 rides a day (on 1/12/2017) among customers going to medical appointments, classes, shopping, or visits with friends.
 - c. Customers share rides to keep costs down and the software applies back-end cost-allocation formulas to properly distribute the cost between the customer and

PANEL: MATT RANSOM, AHMAD QUAYOUMI, COLLEEN KUHN, SHAWN DONAGHY, AND JANA LYNOTT

Matt Ransom, Executive Director of RTC moderated a discussion on the county's transportation system and what our current realities are and what are future possibilities could be.

1. Question: If you look at our region, how are we doing in this space? As the silver tsunami is heading our way or already here, are we falling behind? Are we middle of the pack? Are we ahead of the curb?
 - a. Roughly in the middle. We have a lot of opportunity we need to take care of in our transportation system.
2. If you had a dream or thought about what you want your agency could do better, what would it be?
 - a. Zoning patterns and development patterns – we build things auto oriented and not as much to create a sense of community, it would be nice to see community services and commercial options closer to residential areas.
 - b. Transit, paratransit, volunteers, grassroots – it takes a village – HSC is working on a volunteer driving program to buy a vehicle to use to get people to places they need to go regularly.
 - c. Private/public partnerships are key – transportation cannot be an afterthought, after a community is built.
3. In the next 5 years, the next 10 years, what do you think about this technology transformation? What is your agency doing and what are you concerned about? Are we afraid of competition? Do we welcome innovation? Give us some insights within our context of our aging population. Is it going to be our silver bullet? Are there any silver bullets? What are you doing related to technology transformation and aging transformation?
 - a. It won't be a silver bullet, but it can be a tool. We should use it and embrace it, allow change to be implemented systematically, but also be accounted for.
 - b. The Trip Resource Center has an online presence. It allows users to identify as veteran, disabled, etc. and helps provide resources to get where you need to go. There is also phone service for those that aren't comfortable with a computer or don't have access to one. The solution will have to be technology plus. Technology plus the human interaction.
 - c. It needs to be cutting edge technology combined with common sense. Scooters are fun, but have also caused challenges for those with accessibility issues. Technology can help solve collective problems, but it has to be thought through. There is a place for it, to access the network. C-TRAN is getting ready to build an application for regional transportation with a payment system, in real time. New technology needs to be field tested by the user.
4. Each of you run an organization and control what you can control. Thinking about Jana's graphic on Uber, Lyft, etc. who want to control the user experience, is there any sense of competition and innovation on the gaps in the community and who serves who? Are there too many silos or are we open to partnerships.
 - a. Competitiveness is welcome and warranted. We are all trying to provide service in the same field. If there are gaps in our community where service is needed, if others can step in and provide that service, we need to work together to help serve the community and shrink the gap.

- b. Some look at Uber, Lyft and others, as competition. How do we coordinate and collaborate and not compete? There is way more need than resources to address those needs. We need to look at it as a whole for our transportation system so people have options.
- 5. For public rights of way, what do you think about competition with them, how to we manage them, should we be more creative?
 - a. Public rights of way are for public use and no one use should have monopoly. It should not be only exclusive for vehicles but needs to accommodate buses, bicycles, scooters, AVs, electric vehicles, etc.
 - b. We should not spend all of our money on vehicular travel. We talk about congestion. If you max out a roadway, it takes millions to give a 30 second gain to travelers through that corridor. What if we used that money to spend on sidewalks and improvements on the right of ways? Making the roadway wider for the one hour of peak hour traffic requires pavement to maintain, water, clean up and re-pavement. We can better utilize that space and use it for other purposes.
- 6. Is there a gap or an unmet need that you can pinpoint or that bothers you in this space of the aging population/human services population? Is there a gap right now?
 - a. Development and housing needs to be accessible. Public Works is making sure we take down barriers to accessibility, such as removing barriers and curbs. We need to make sure people can independently move around as they age without barriers.
 - b. We are also working on neighborhood traffic management programs, talking with them about what barriers there are to getting around in their neighborhoods.
 - c. If you live on C-TRAN's fixed route system and/or C-VAN then you have more independence to move around. Human Services Council provides rides to medical/life-sustaining appointments for those that don't live near C-TRAN routes.
 - d. For people who want to age in place, we need to worry about physical and mental well-being. They can't be isolated and only go to medical appointments. We don't have a lot of funding/resources to provide those other types of trips for grocery shopping, visiting friends, etc.
 - e. We need to work with neighborhood associations to discuss how we can help one another, encourage more volunteer drivers, and allow more safe and accessible transportation.
- 7. The cost of social isolation on Medicare is an economic cost to our country at 6.7 billion a year. Isolation is a huge issue. We need to find a way to fund transportation to get people out and about.

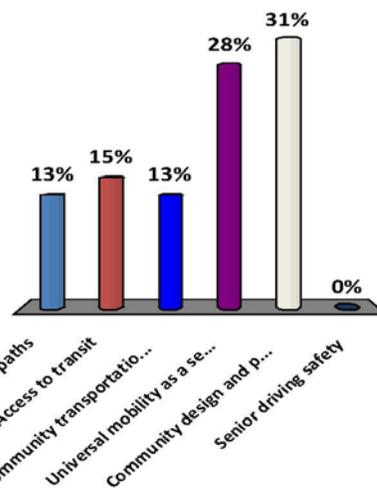
TEMPLE LENTZ, CLARK COUNTY COUNCIL

Councilor Lentz summarized the discussion and emphasized the importance of partnerships to accomplish change.

1. This is the beginning of a conversation, not the end.
2. Our hope is that everyone takes the Commission on Aging's work last year, gleans from the summit, goes into their community and agencies, and takes this work forward. It's about partnerships and we need to do it together.
3. Listening to Secretary Millar, we do have a lot work to do and a lot to fix because of underfunding and deferred maintenance. Absent some change in direction, we're faced with a long, slow, decline. That is why we are here. We need to figure out how to change direction.
4. Jana told us possibilities and opportunities for change and provided examples of what is being done elsewhere, like Denmark. Technology does exist to make big changes. The main hurdle is institutional, which means funding, planning and vision. Vision is the ability and willingness to challenge assumptions and to make change
5. The panel brought it local and what we are doing well here and what our opportunities are for change, how we can do things differently and successfully.
6. Working together as agencies, jurisdictions, businesses, organizations, nonprofits and individuals, we do have the ability to change direction.
7. If we want a vibrant, mobile, and universal, accessible future, the right time to start working on it is now. We have strong agencies and good things happening. We need to build on those successes. Let's get started.
8. Please take a Commission on Aging report. The commission's findings and recommendations include things we can do and are tangible solutions.
9. The commission's recommendations have been presented to the county council and will also be presented to the cities.
10. This is a great opportunity for all of us to work together to move this forward. It's all about partnerships.

Which issue should local jurisdictions focus on to help older adults remain active and independent?

1. Safe sidewalks and paths
2. Access to transit
3. Community transportation support
4. Universal mobility as a service
5. Community design and proximity to destinations
6. Senior driving safety



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