

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

January 3, 2019

Kacy Kostiuk, Chair

The Access for All Advisory Committee met on January 3, 2018 and the highlights from the meeting are provided below. A list of participants is on the last page. The Access for All Advisory Committee (AFA) advises the TPB on transportation issues and services important to low-income communities, minority communities, people with limited English proficiency, people with disabilities, and older adults.

RECENT RESEARCH ON TRANSPORTATION FOR PEOPLE WITH DISABILITIES AND OLDER ADULTS

Mr. Stephen Brumbaugh, US Department of Transportation Bureau of Transportation Statistics presented an overview of a recent report of findings from the 2017 National Household Travel Survey (NHTS) on the daily travel patterns of American adults with disabilities.

Key findings:

- People with disabilities make fewer trips and travel by personal vehicle less often than people without disabilities.
- People with disabilities who live in rural areas have additional differences in travel behavior.
- Technology may help people with disability-related transportation issues, but people with disabilities use certain technologies less often.

Mr. Brumbaugh's research will continue and he will be able to provide further research using the statistics collected that would be of interest to the AFA.

Ms. Virginia Dize of the National Association of Area Agencies on Aging (n4a)/National Aging & Disability & Transportation Center (NADTC) began her presentation by sharing a video illustrating the purpose of the NADTC'S Transportation Needs Assessment of older adults, younger adults with disabilities, and caregivers. The video included some AFA members and guests in attendance.

Key findings:

- Most older adults and younger adults with disabilities drive their own vehicles or ride with family or friends. Across age and disability, most anticipate a time when they will no longer be able to drive, and they believe finding alternative transportation will be difficult.
- Caregivers play a pivotal role in helping older adults and individuals with disabilities meet their transportation needs—and most are happy to help but find providing for or arranging rides to be extremely time consuming.
- Those who give up driving face big barriers to getting around. They can no longer do the things they need and want to do. They face physical isolation, frustration, and feel dependent and trapped.
- Most older adults and younger adults with disabilities who do not drive are not using public transportation.
- Fewer people living in rural areas or small towns say their transportation alternatives are good.

- Older adults and younger adults with disabilities who do not drive face many barriers, including access to affordable transportation alternatives.
- There is no single “go-to” information resource for alternative transportation options. Most turn to family and friends for help.
- The majority of older adults and younger adults with disabilities expect transportation options to stay the same or get worse. Many would be comfortable with various transportation options, including public transit, if it was readily available.

Ms. Dize also presented information on a national campaign, “Every Ride Counts.” This campaign was recently launched by the NADTC to promote the availability and accessibility of transportation options for older adults, people with disabilities and caregivers in communities around the country. Promotional images and products that can be used with local information are available via the NADTC website. The TPB previously received information on the campaign during the Director’s Report at the December meeting.

Ms. Dize concluded that many communities are working hard to address these issues but there remains much work to be done and her agency hopes to engage in the identification of other factors including impacting transportation access such as race and ethnicity and geographic proximity.

A question and answer period with both speakers followed.

STREET SMART CAMPAIGN

Mr. Michael Farrell, COG/TPB Staff, provided an update on Street Smart, an educational campaign directed at motorists, pedestrians and bicyclists, towards the goal of reducing pedestrian and bicyclist injuries and deaths.

In 2017, 26% of total traffic fatalities were bicyclists or pedestrians occurring disproportionately in disadvantaged urban communities. Since 2002, Street Smart uses mass media to spread public awareness in two waves (spring and fall) with support from law enforcement. The campaign is federally funded with local funding from WMATA, DC and COG dues.

Press events, paid and donated media, and other promotional materials target messaging to drivers, cyclists, and pedestrians both in English and Spanish. In addition, Street Teams distribute information in areas where safety concerns have been raised or scheduled law enforcement events occur. A new feature is a virtual reality activity that challenges users to recognize pedestrians while driving. Mr. Farrell also shared statistics on the campaign’s effectiveness, measured via audience recall.

A question and answer period followed. An AFA member commented that the campaign’s imagery should include people with disabilities as they are also pedestrians and experience unique circumstances given mobility devices and safety. Mr. Farrell said he would raise the issue with the Street Smart Advisory Committee.

VISUALIZE 2045: ENVIRONMENTAL JUSTICE ANALYSIS RESULTS

Mr. Sergio Ritacco, COG/TPB staff, presented the results of the Visualize 2045 Environmental Justice analysis. The goal of the analysis is to examine if the impact of the planned projects have a disproportionate and adverse impact on low-income and minority populations, per federal requirements. The analysis used TPB’s “Equity Emphasis Areas (EEAs),” which are areas within this region with high concentrations of low income and minority populations.

The 3 main steps of the analysis were to:

1. Examine changes to transportation accessibility and mobility measures in the future (2019 and 2045) by different modes of transportation;
2. Determine if these changes are a benefit or burden to EEAs and to the rest of the region (areas that are not EEAs);
3. Determine if the changes pose a disproportionately high and adverse impact on low-income and minority populations.

The analysis determined that the implementation of the constrained element of Visualize 2045 would not have a disproportionate and adverse impact on low income and minority populations.

A brief question and answer period followed.

OTHER BUSINESS

AFA meetings in 2019 will be held on 3/7, 5/9, 9/5 and 11/7.

MEETING ATTENDANCE

District of Columbia	Virginia	TPB Staff
Heather Foote, Capitol Hill Village	Roger Hoskins, representing older adults	Lyn Erickson
Gary Grasmick, Capitol Hill Village	Jennifer Kanareck, NV Rides (phone)	Brandon Brown
Christopher Grayton, Yellow Cab of DC, Inc.	Peter Leisen, Arc of Northern Virginia	Sergio Ritacco
Jeffrey Schaeffer, Transco (Liberty Transportation)	Leslie Martin, Virginia DOT (phone)	Kanti Srikanth
Gloria Swieringa, Prince George's Commissions for Individuals with Disabilities	Jeanna Muhoro, Fairfax County Neighborhood & Community Services (phone)	John Swanson
	Brittany Voll, DRPT (Phone)	Lynn Winchell-Mendy
Maryland	Karen Smith, Arc of Greater Prince William (phone)	Sarah Bond (intern)
Harriet Block, JCA Connect-A-Ride (phone)	Andy Wexler, Arlington County Transit	Michael Farrell
Shawn Brennan, Montgomery County Aging & Disability Services		Chair
Janet Moyer Cornick, Maryland Department of Transportation	Regional	Kacy Kostiuik, City of Takoma Park – Ward 3 Councilmember
Charlie Crawford, representing individuals with disabilities	Janine Ashe, FHWA	
Thomas Curtis, Maryland Department of Disabilities	Stephen Brumbaugh, USDOT Bureau of Transportation Statistics	
Debbie Fisher, CHI Centers, Inc.	Virginia Dize, National Aging & Disability Transportation Center/n4a	
Andrea Lasker, Prince George's County DPWT (phone)	Glenn Millis, WMATA	
Bill Orleans, resident	Brenda Richardson, Women Like Us (phone)	
	Angela White, National MS Society	