The Polis Center is partnering with the Central Indiana Senior Fund, a fund of the Central Indiana Community Foundation, on the **State of Aging in Central Indiana Report** to help achieve their vision to provide reliable, up-to-date information about trends and emerging issues related to the older adult population.

State of Aging Website
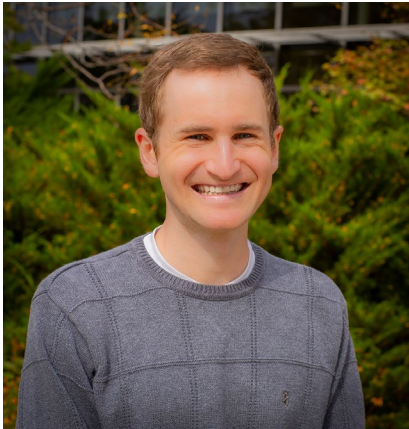https://centralindiana.stateofaging.org/

Limitations and opportunities with public transit for an aging population in Central Indiana

Matthew Dietrich, Matt Nowlin

Presenters

Dr. Matthew Dietrich

Senior Research Data Analyst,
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Matt Nowlin

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Center

Jill Sheridan, Moderator

City Government and Policy Reporter,
WFYI Public Media

Panelists

La Keisha Jackson

Indianapolis City Councilor;
CEO, Pathway Resource Center

Karren Brooks

Director, Way2go Transportation,
CICOA Aging & In-Home Solutions

Mike Roth

Senior Director of Mobility Solutions,
IndyGo

Jen Higginbotham

Principal Planner, IMPO

The need

Public transit for older adults

Growing number of older adults in Central Indiana, but increasing dissatisfaction with the ease of transit access

Satisfaction is down seven percentage points in 2021 from the 2017 CASOA survey.

Older adults (age 60+) find car travel easy, but less than one in five finds transit easy to use in their community.

Older adults find car travel easy, but less than one in five finds transit easy to use in their community.

Percent of older adults in Central Indiana who say they have good or excellent ease of travel by...

Car	80%
Walking	56%
Public Transit	18%

Source: CASOA, 2021 • Created with Datawrapper

Transit is important for older adult mobility

- Can enhance autonomy of travel to important destinations: family, health trips, shopping, social

- Decreases instances of isolation and depression

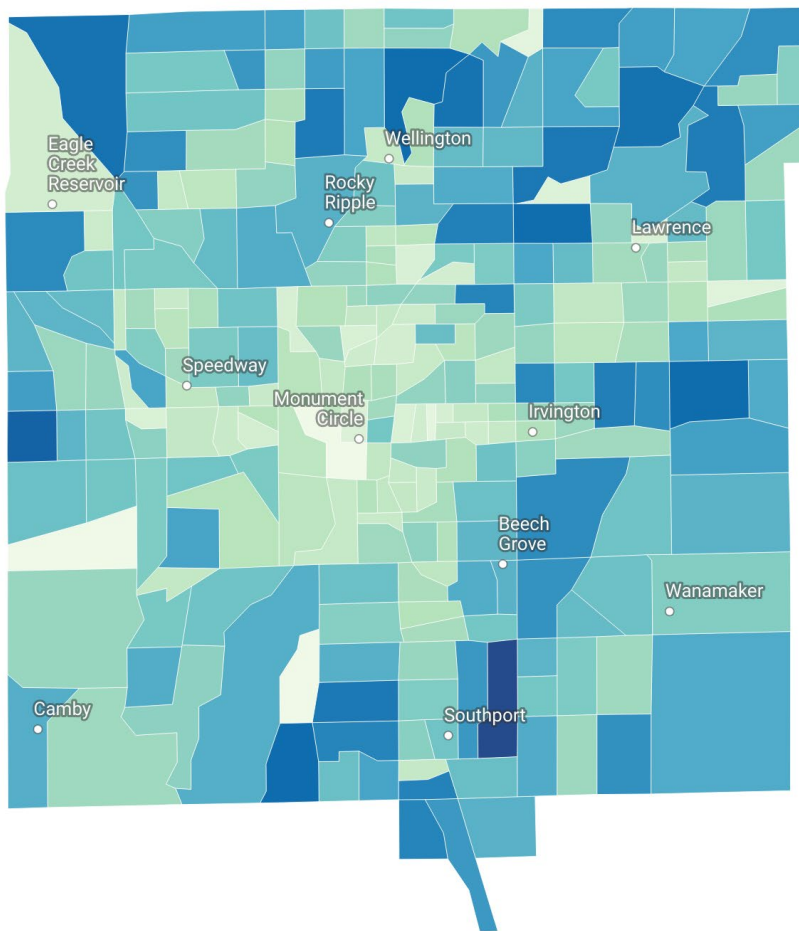- Improves community connectivity

There are fewer adults age 65+ living in the urban center

But this is where transit density is the greatest.

2020 ACS 5-YR data, SAVI analysis of IndyGo data

Population age 65+

Eagle Creek Reservoir · Wellington · Rocky Ripple · Lawrence · Speedway · Monument Circle · Irvington · Beech Grove · Wanamaker · Camby · Southport
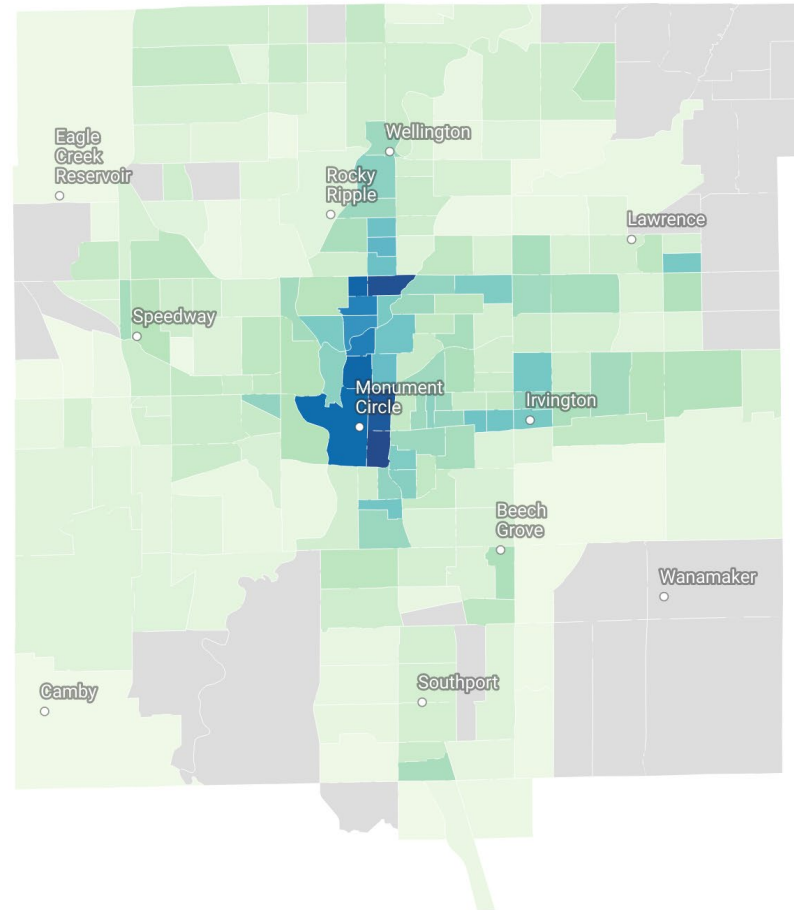
Number of older adults

0 — 1490

Number of adults aged 65 and older living within each census tract.

Source: 2020 ACS 5-YR data • Created with Datawrapper

Transit density (weekly revenue mi./sq mi.)

Eagle Creek Reservoir · Wellington · Rocky Ripple · Lawrence · Speedway · Monument Circle · Irvington · Beech Grove · Wanamaker · Camby · Southport

Density score by tract

1 — 6109

2019 data per census tract, calculated as weekly revenue miles per square mile. Ranging from zero (no transportation services) to over 1,000 (high transportation service). Grey tracts have no value.

Source: SAVI • Created with Datawrapper

What we found

Public transit for older adults

Access to important destinations via walking + transit varies throughout Marion County

Highly dependent upon when you leave and the time it takes to walk to a bus stop and wait at the bus stop.

Our projections are based on **8am Monday departure time**.

More health clinics are accessible within 30 minutes closer to the urban center.

Polis Center analysis of IndyGo data.

Based on centroids from each census tract
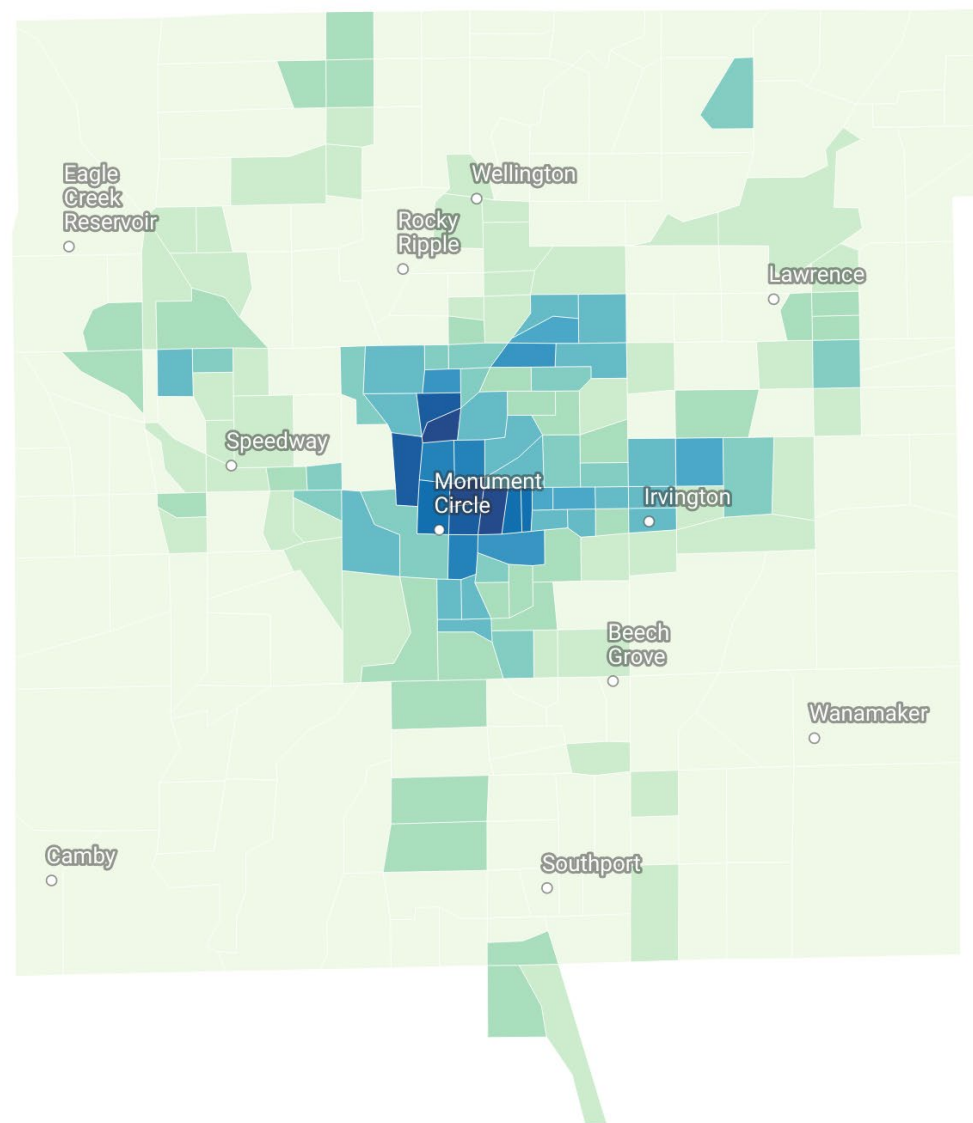
Health clinics within 30 min.

0   20

For travel at 8am on a typical Monday.

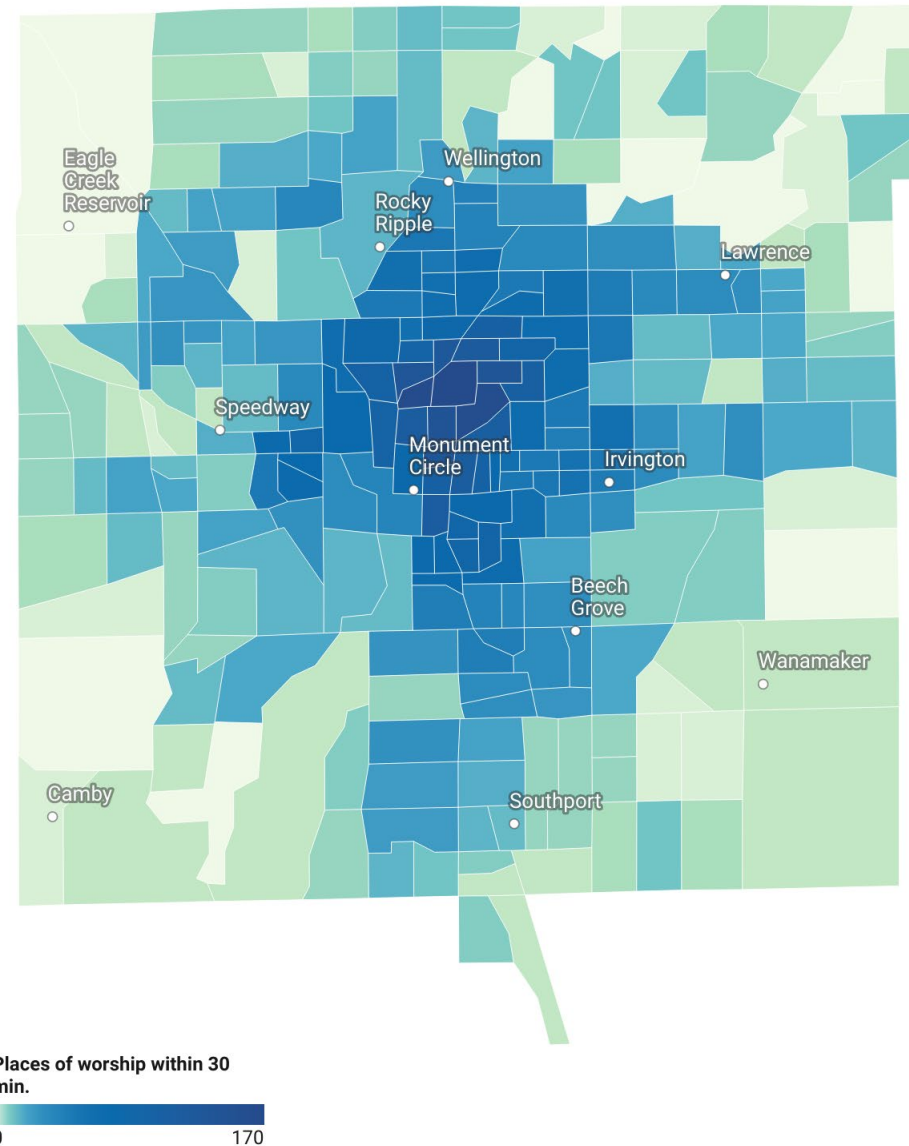# Access to important destinations via walking + transit varies throughout Marion County

Places of worship are easily accessible within 30 minutes throughout Marion County.

But people are much more selective on places of worship.

Polis Center analysis of IndyGo data.

Based on centroids from each census tract

Places of worship within 30 min.

0   170

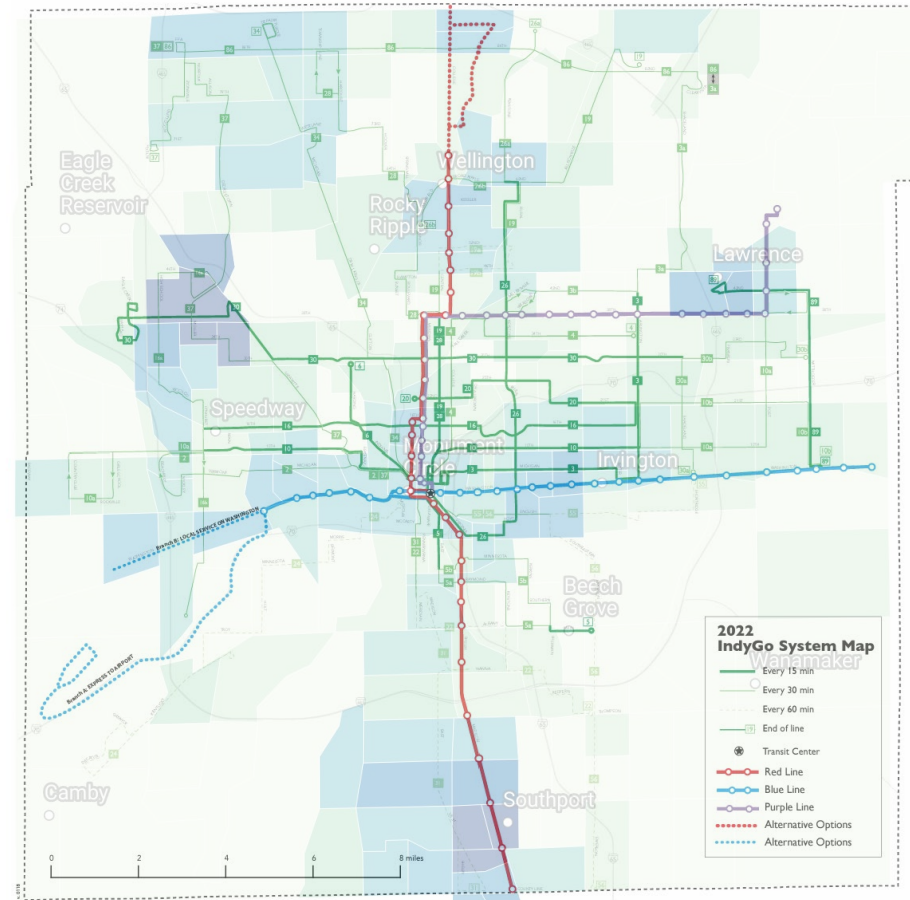*For travel at 8am on a typical Monday.*

Access to important destinations via walking + transit varies throughout Marion County

Grocery store accessibility closely mirrors IndyGo transit lines.

Polis Center analysis of IndyGo data.

Based on centroids from each census tract

Number of grocery stores within 30 min.

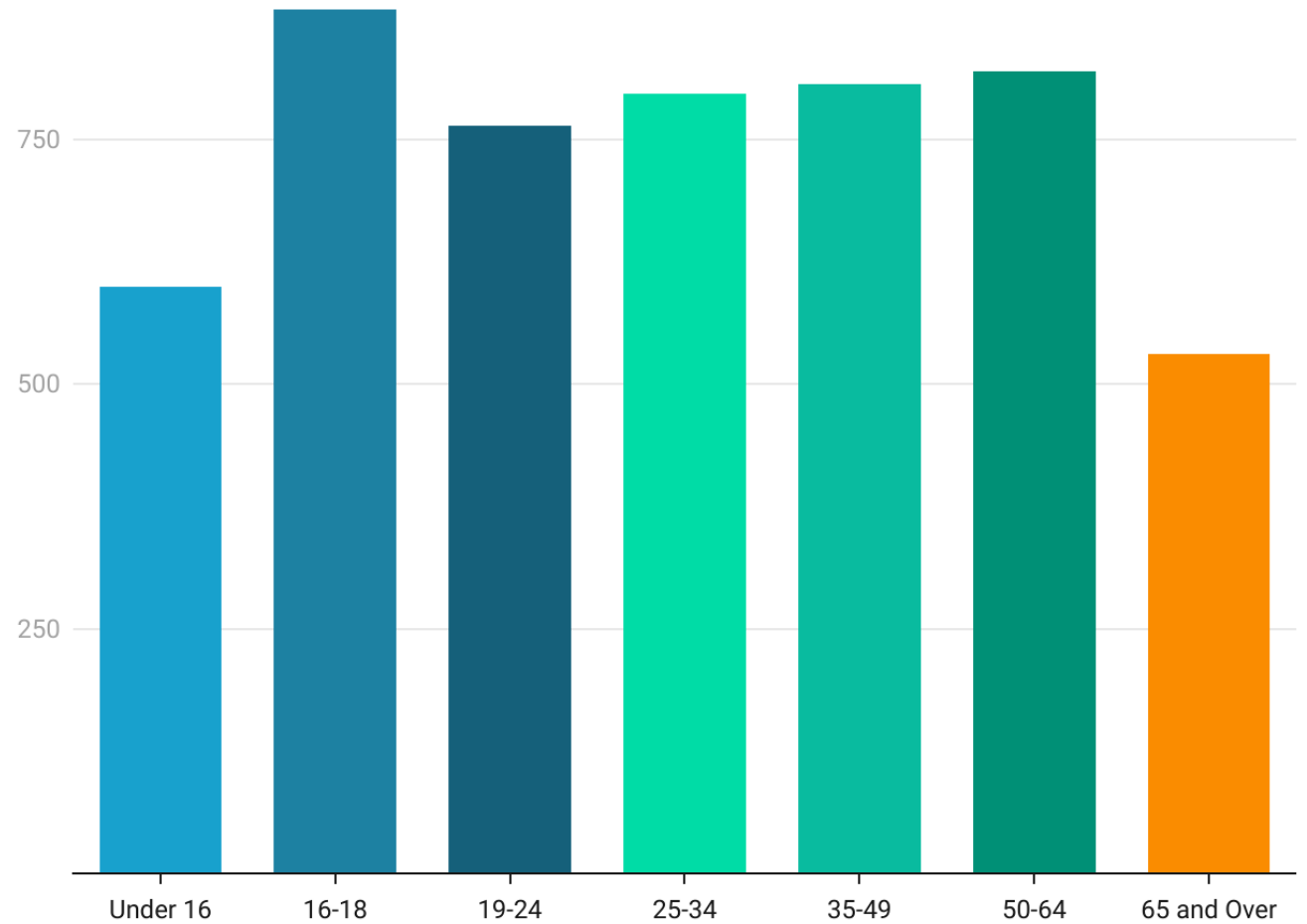0   10   20

For travel at 8am on a typical Monday.

Source: Polis Center analysis of data from SAVI and IndyGo. • Created with Datawrapper

Older adults travel a shorter distance to bus stops, on average

Only other age group somewhat similar is the under 16 age group.

Median distance from origin to bus stop (feet)

Median values by age group, in feet.

Source: Polis Center analysis of data from IndyGo 2016 Ridership Survey • Created with Datawrapper
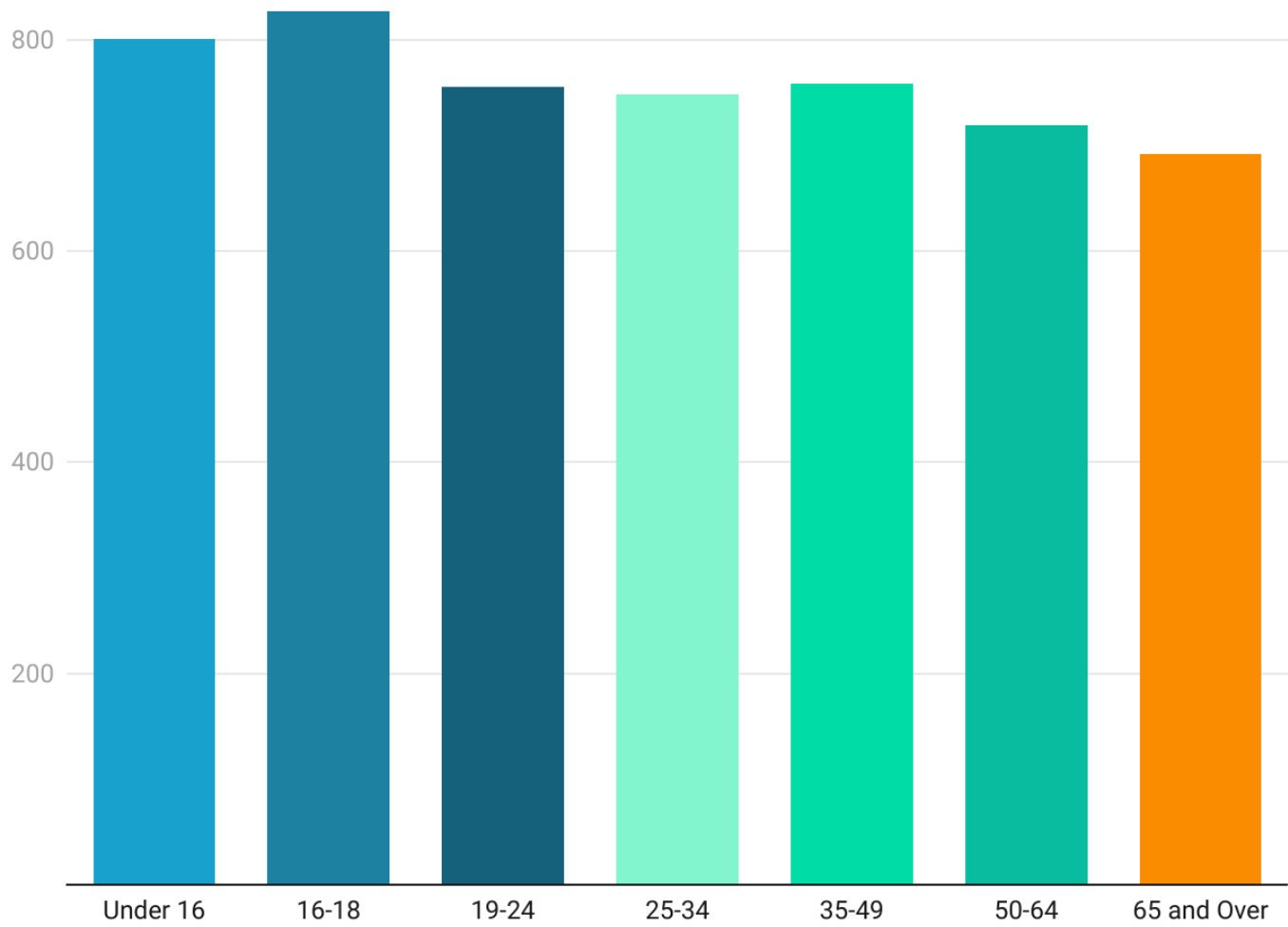
Older adults travel similar distance from bus stops to their final destination

Only other age group potentially significantly different is the 16-18 age group.

Polis Center analysis of IndyGo ridership data 2016.

Median distance from bus stop to destination (feet)

Median values by age group, in feet.

Source: Polis Center analysis of data from IndyGo 2016 Ridership Survey • Created with Datawrapper
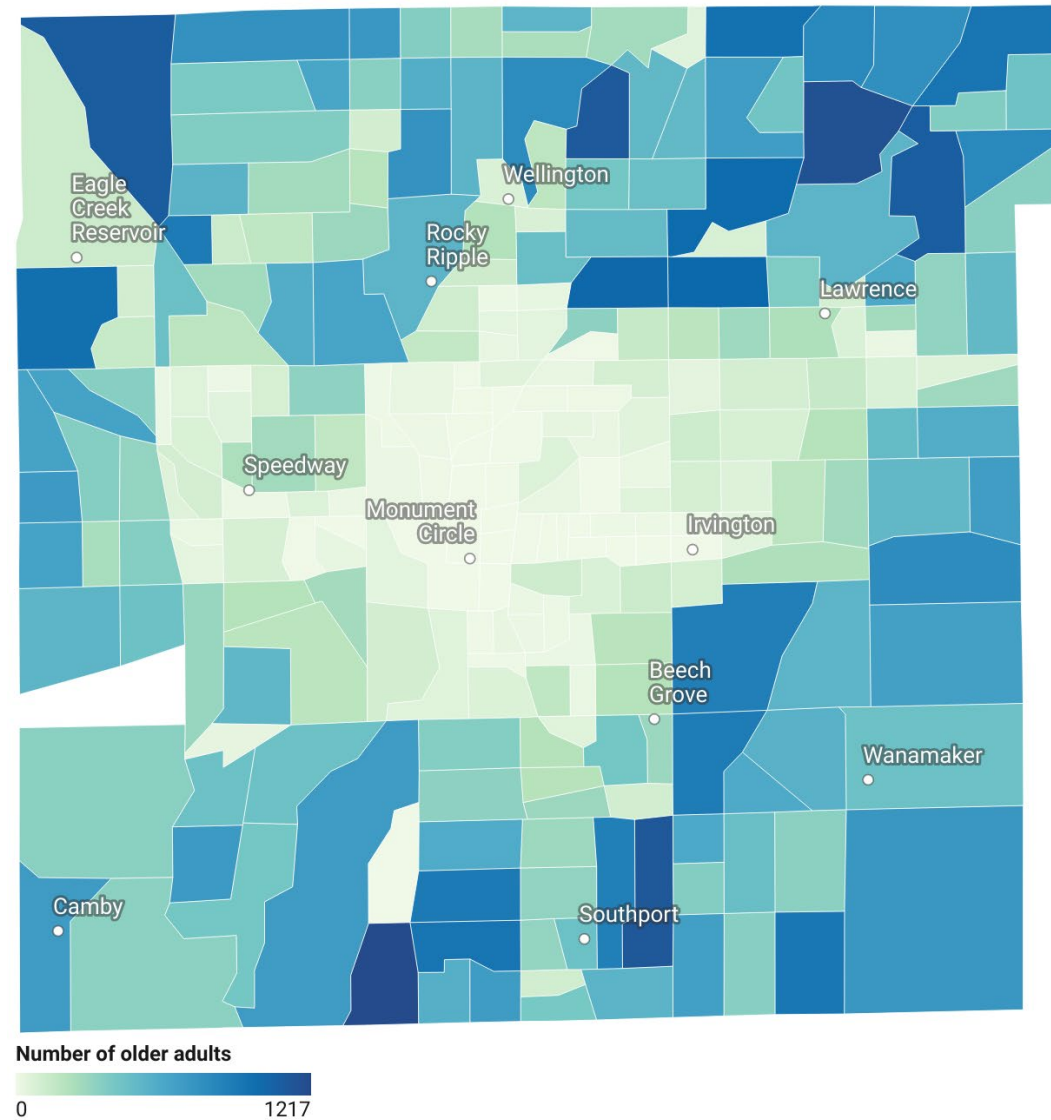
76,000 older adults (65+) too far from a bus stop to likely use

Used 75th percentile of distance traveled by older adults to IndyGo stops as a threshold for distance tolerance.

Just under 1200 feet, or about 1/4th a mile.

Estimates based on residential parcel data and census tract populations of adults age 65+.

Number of older adults

0   1217

Estimate based on population of adults aged 65 and over from 2020 ACS 5-yr survey data and the estimated percent living farther than 358 meters from the closest IndyGo bus stop, based on geodesic distances from residential parcels.

Source: Polis Center analysis of 2020 ACS 5-yr survey data, IndyGo data, and the City of Indianapolis data. • Created with Datawrapper

Older adults are less likely to travel as far for public transit

- But only to the initial bus stop, not their final stop to final destination
- Potential mobility barrier worth considering
- Supports why on-demand transit is so important for older adults in Central Indiana

Demand response transit services are costly in Central Indiana to agencies

On a per rider basis (USD expenditures/rider), they are more expensive than large fixed route systems and several small fixed route systems.

IndyGo Access and NICTD are particularly expensive per rider.

Not as much spent per vehicle mile traveled though for demand services.

Longer distances to travel per rider.

Cost of demand response and fixed transit at Indiana transit agencies

Expenditures/rider

Agency	Value
IndyGo Access	$55
Northern Indiana Commuter Transportation District	$51
Subtotal: Urban Demand Response	$28
Subtotal: Rural Demand Response	$25
Indianapolis Large Fixed Route	$19
Subtotal: Small Fixed Route	$17
Subtotal: Large Fixed Route	$13

Expenditures/TVM

Agency	Value
Northern Indiana Commuter Transportation District	$14
Indianapolis Large Fixed Route	$9
Subtotal: Large Fixed Route	$8
Subtotal: Small Fixed Route	$7
IndyGo Access	$7
Subtotal: Urban Demand Response	$5
Subtotal: Rural Demand Response	$3
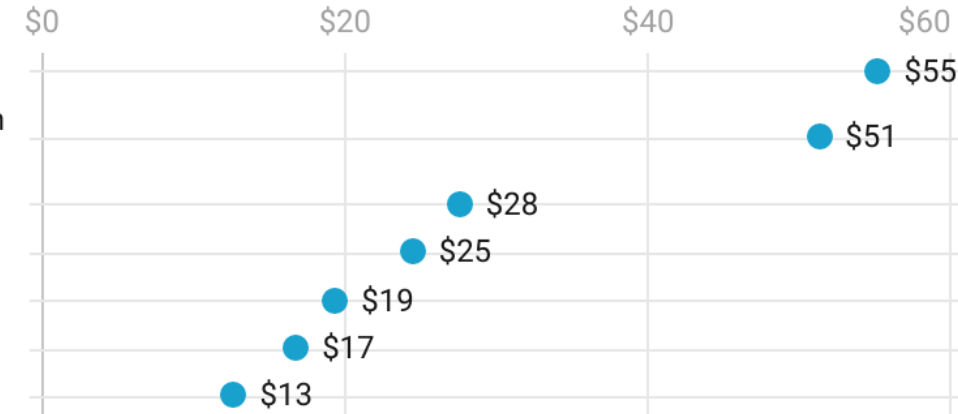
Ratios are averages for 2021 data across each transit category. TVM=Total vehicle miles.

Source: INDOT and IndyGo • Created with Datawrapper

Transit options within Central Indiana

- Each county has at least one demand response service

- There are many robust services available

- But they are complex and inter-related

- Trip planning can be difficult

- Cross-county trips can be difficult

Stacy is trying to get to medical appointment in Indianapolis

Stacy, 67, no car

Johnson County to Indianapolis

The good: Affordable, reliable, scheduled

The bad: Very long

Solutions might include regional rapid transit or subsidized ride-sharing.

Walk to Johnson County Courthouse

10 minutes

Take Franklin West bus to Walmart

Access Johnson County Zip Line

$1.00 - 21 minutes

Take Zip North bus to Greenwood Park Mall

Access Johnson County Zip Line

Free transfer - 45 minutes

Take Route 31 to Transit Center

IndyGo

$1.75 - 59 minutes

Take Route 37 to Eskanazi

IndyGo

Free transfer - 13 minutes

One-way cost: $2.75

One-way time: 3 hr 15 min

Harry is running errands at the nearest Walmart

Harry, 65, shares car with spouse

Whitestown to Lebanon

The good: Affordable, fast

The bad: Requires a reservation 1-2 weeks ahead of time

Solutions might include subsidized ride-sharing.

Call to reserve trip

Boone County Senior Services

1-2 week ahead

Take ride from home to Walmart

Boone Area Transit System

Suggested donation - 20 minutes

One-way cost: Donation only

One-way time: 20 min

Gertrude and Jerry need a way to get to their bible study

Gertrude and Jerry, 83, difficulty driving at night

Rural Morgan County to Martinsville

The good: -

The bad: This trip could not be completed because demand response service in Morgan County ends at 5 pm.

Solutions include extended hours for demand response, a carpool, or subsidized ride-sharing.

No service available

Morgan County Connect ends service at 5 pm.

Cannot complete trip

Moving Forward

- Coordinated development between transit agencies and communities throughout Central Indiana

- Particularly as more housing is developed throughout Indiana for older adults

- Transit interconnectivity within the entire state

- Quantitative measures of ease of access, particularly for older adults
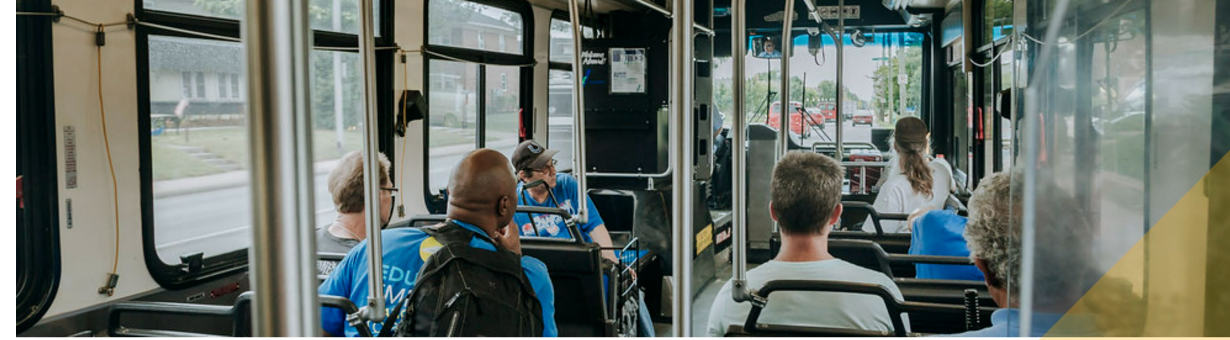
IndyGo Future Service Plan

HEALTH *by* DESIGN

About Us   Our Work   News & Events ⌄   Resources   Contact Us   Donate Tod

Transit

Health by Design advocates for increased funding and policies that will expand and improve public transportation services (including buses, paratransit vehicles, commuter rail, passenger rail and other transit options) throughout Indiana.

FAR EASTSIDE • EST. 2022 • Driven 2 Success • GET-A-ROUND

DONATE VOUCHERS

There is a demand for transit-oriented housing and walkable neighborhoods amongst older adults

According to survey data from the Central Indiana Smartgrowth Survey (2018), among Baby Boomers:

• One quarter are interested in moving in the next few years

• Four in ten say sidewalks and cultural amenities are important in the place they choose to live

• One quarter desire shops and restaurants within walking distance

• One-fifth want to live in a place with available public transit

Wrap-up

Key data points:

- Many older adults in Central Indiana live too far from fixed transit to readily use

- Many older adults rely on demand transit, which is often the costliest for transit agencies and riders

- Older adults travel the shortest distance on average to bus stops relative to other age groups

- There is a demand for transit accessible communities for older adults

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State of Aging Website

https://centralindiana.stateofaging.org/

Research Brief from Presentation

https://centralindiana.stateofaging.org/2022/11/04/limitations-and-opportunities-with-public-transit-for-an-aging-population-in-central-indiana/