



2030 New Jersey Statewide Long-Range Transportation Plan Mobility of Aging and Disabled Populations Fact Sheet

The Advisory Panel on Mobility and the Aging established during the development of the 2025 New Jersey Statewide Long-Range Transportation Plan will re-convene for the 2030 Plan. The Advisory Panel will focus on how well transit and paratransit services serve our older citizens and disabled people and what can be done to improve them. Topics the Advisory Panel may explore include:

- What has happened in the past five years to improve services?
- What are the challenges today and for the future?
- What traditional and innovative strategies are being undertaken by others to address mobility issues?
- What specific actions and recommendations should be part of the 2030 Long-Range Plan?

How do we define mobility, aging populations and disabled populations?

- By mobility we mean trip making for such purposes as work, social interactions, shopping and health care visits.
- For the purpose of the Plan update, the aging population begins at age 65; an additional level of attention will be paid to those persons aged 85 and older.
- The disabled are people who are physically and/or mentally unable to drive or use traditional fixed-route transit.



What does the national picture look like?

- The over 65 age group will grow at a rate nearly four times faster than the population as a whole between 2010 and 2030¹.
- Most seniors have relied on driving as their primary form of transportation during their lives. With few transportation options, most will continue to drive as long as they can.
- More than one in five (21%) of Americans 65+ do not drive². Sixty percent of older Americans expect to depend on rides from friends and family when they can no longer drive³.
- Paratransit has proven to be a reliable and useful service for persons with disabilities.

¹ U.S. Bureau of Census, *Projections of the Total Resident Population by 5 Year Age Groups and Sex, with Special Age Categories*, Middle Series 1999-2100.

² Surface Transportation Policy Project, *Aging Americans: Stranded Without Options*, 2004.

³ AARP Policy Institute, *Community Transportation Survey*, 1997.



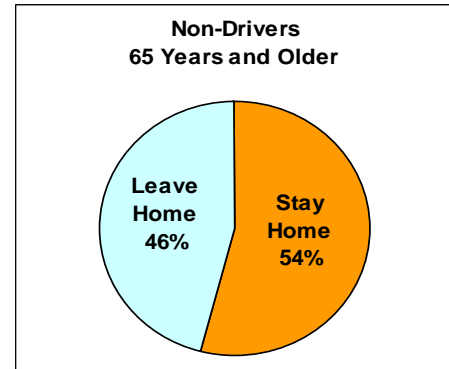
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Mobility of Aging and Disabled Populations

Fact Sheet

What is the picture in New Jersey?

- One in every seven New Jersey adults will be age 65 or older by 2025, a jump of 39 percent from today⁴.
- The five New Jersey counties with the largest 65+ population are Bergen, Ocean, Essex, Middlesex and Monmouth¹. An average of one in seven persons in these counties is 65+ now.
- Auto-dependent development keeps more than half of New Jersey's non-driving population at home on a given day⁴.
- NJ TRANSIT provides lift-equipped and kneeling buses and accessible rail stations, which are important elements of its services to people with disabilities. NJ TRANSIT's Access Link paratransit service provides more than 500,000 trips annually for disabled people. Recently approved improvements include the purchase of 184 ADA accessible minibuses, 103 of which will replace old buses in the fleet; the other 81 buses will expand service.
- Each of New Jersey's 21 counties provides county-based paratransit services for aging and disabled persons. NJ TRANSIT assists the counties and non-profit agencies through the administration of the Casino Revenue's Senior Citizens and Disabled Residents Transportation Assistance Program and federal programs⁵. In this context, opportunities exist and actions are being taken to bring carrier services together.



Non-driver activity on a given day.
Source: Surface Transportation Policy Project Presentation

What are the biggest challenges?

- Transportation planning and coordination activities too often fail to incorporate the unique and diverse mobility needs of aging persons (e.g., medical, work-related and social trips); however, awareness of senior mobility needs is building and cooperation is happening in some places.
- While public transit can be made more user-friendly for aging and disabled persons, public transit does not serve all transit needs, particularly in low-density areas.
- The use of paratransit by persons with disabilities has grown beyond expectation, resulting in higher than anticipated costs. Mainstreaming disabled persons onto fixed-route transit as much as possible and better coordinating paratransit to reduce trip costs are priorities⁶.



⁴ NJ Future, NJ Future Facts, April 20, 2004.

⁵ Monmouth County Health and Human Services.

⁶ FTA, Access for Persons with Disabilities, www.fta.dot.gov.