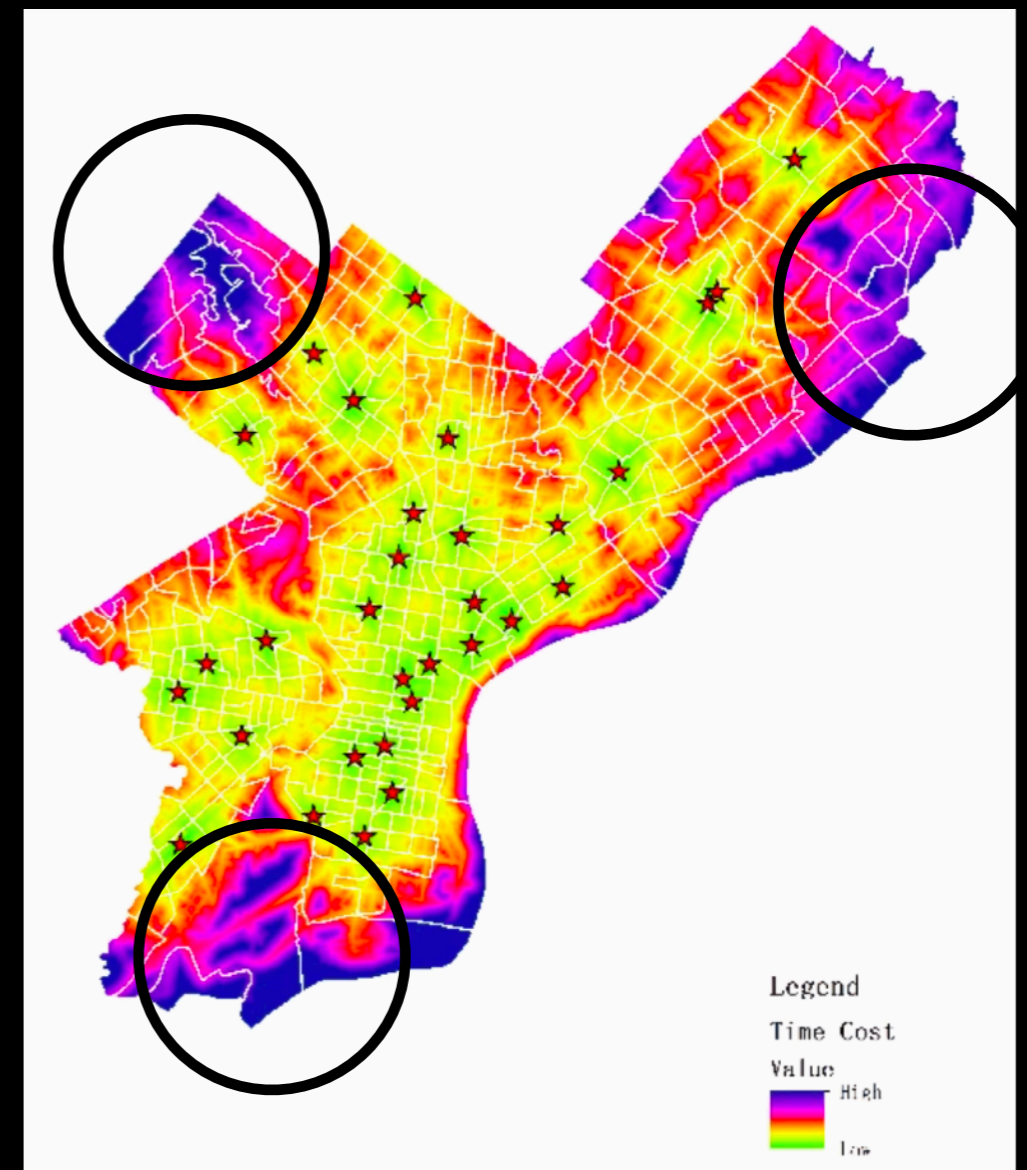


# TRANSPORT ACCESSIBILITY OF PHILADELPHIA SENIOR CENTERS: POLICY RECOMMENDATIONS

The Pennsylvania Corporation for Aging should work with SEPTA to **improve spatiotemporal accessibility of PCA-sponsored senior centers**

1. **Expansion** of existing door-to-door services to senior centers in circled areas
2. **Fund** new bus routes for older adults' senior center access
3. Increasing service **frequency** of existing bus routes

FIGURE 1: TIME COST OF TRAVEL TO SENIOR CENTERS, 2020



(Our Output)

# EXISTING MEASURES BY PHILADELPHIA CORPORATION FOR AGING (PCA)

## 1: Physical mobility

PCA has submitted, in response to a request for proposals by the city, a plan for **accessible and weather-proof bus stations**

FIGURE 2: AGE-FRIENDLY BUS STOP



Source: PCA Age-Friendly City Whitepaper

## 2: Cost and access

PCA worked with SEPTA to create a program which offers older adults free SEPTA service and door-to-door service

FIGURE 3: SEPTA DOOR TO DOOR SENIOR SERVICE

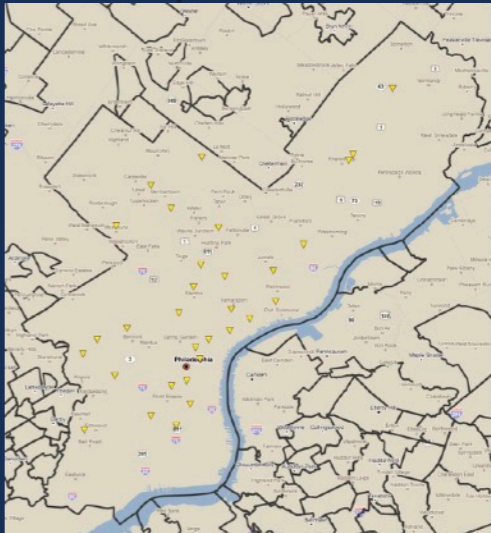


Source: PCA Age-Friendly City Whitepaper

## 3: Senior center programs

PCA supports 35 senior centers by providing funds for programming, resource distribution, and food

FIGURE 4: PCA-SPONSORED SENIOR CENTERS



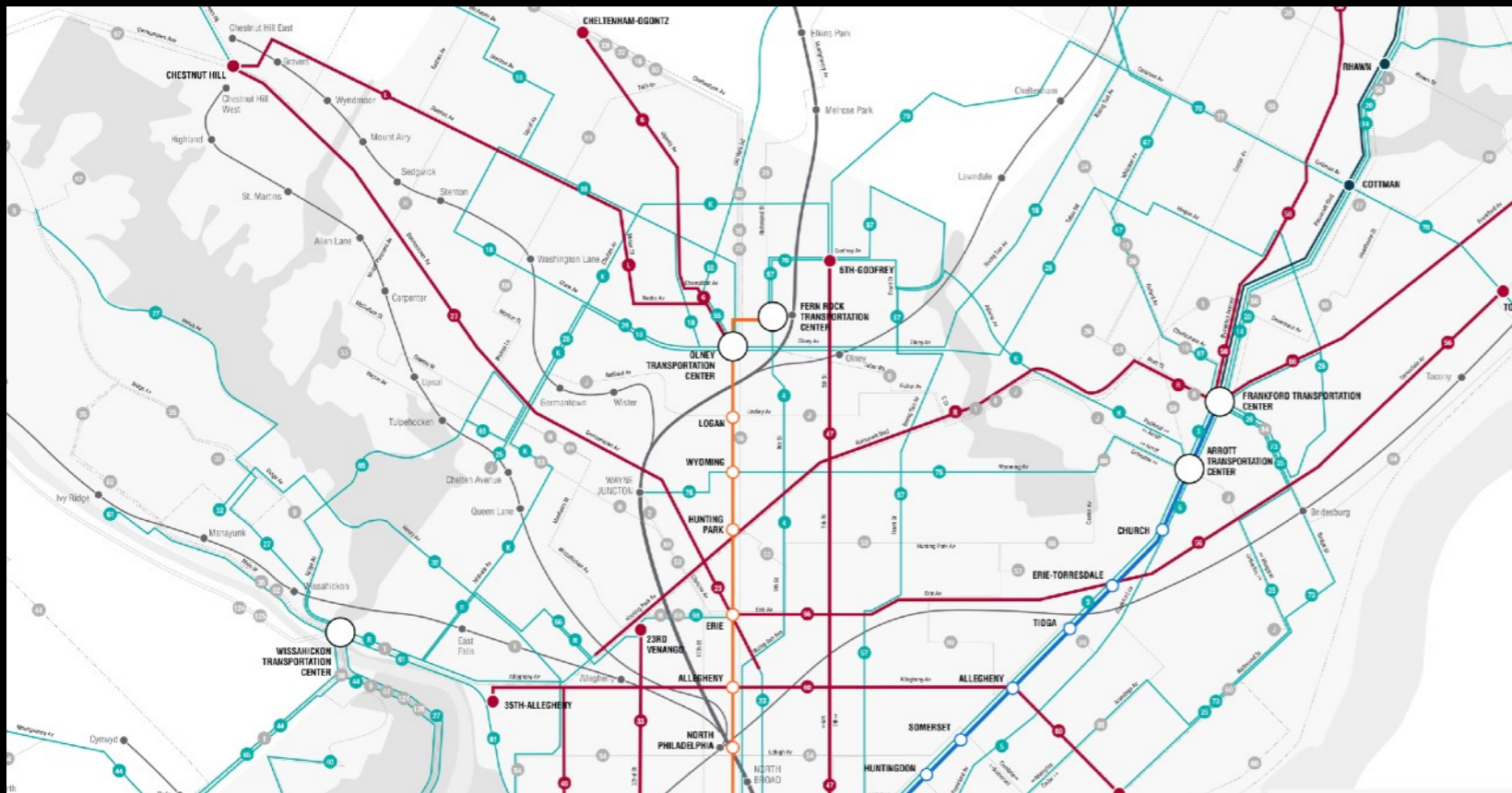
Source: <https://www.PolicyMap.Com/>

# PROBLEM & POLICY BACKGROUND

- Older adults' **mobility loss** is related to **poor health outcomes** and **social exclusion**
- Philadelphia's demographic makeup makes its older adults more vulnerable
- Senior centers are a **vital social and resource center**, especially for minorities
- SEPTA service is uneven citywide (figure 2)
- Older adults and minorities face accessibility challenges on the **temporal** level
- Existing senior center interventions focus on funding, not access
- SEPTA accessibility projects reinforce existing geographic disparities in transit service (figure 6)

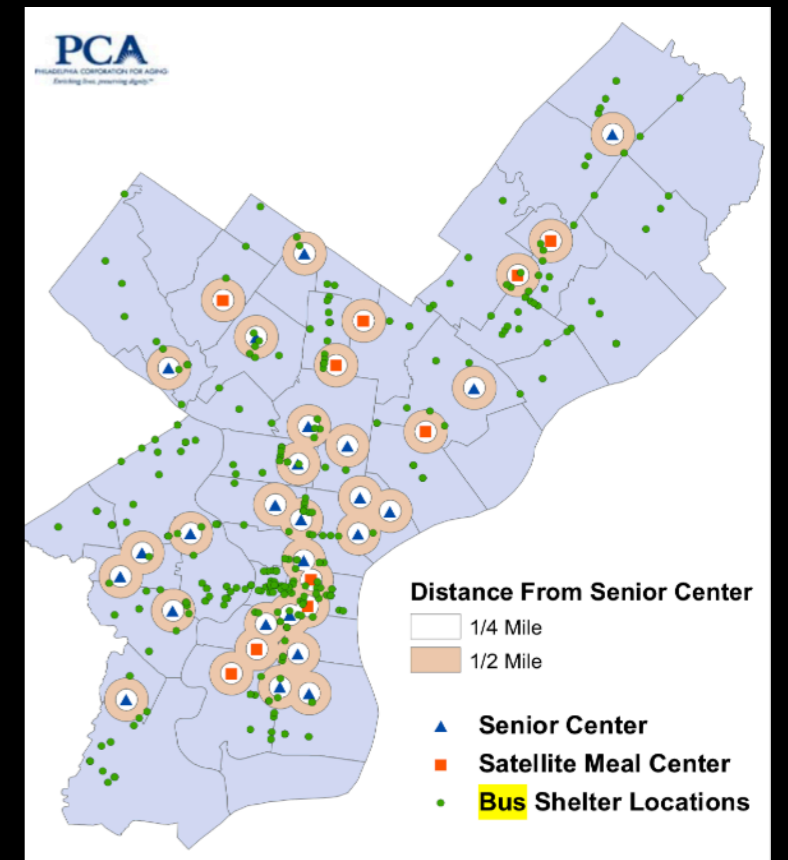
FIGURE 5: SEPTA NETWORK MAP

15 minute routes      30 minute routes      60 minute routes



Source: <http://www.septa.org/frequency/>

FIGURE 6: PCA PROPOSAL FOR SHELTERED BUS STOP PROJECT

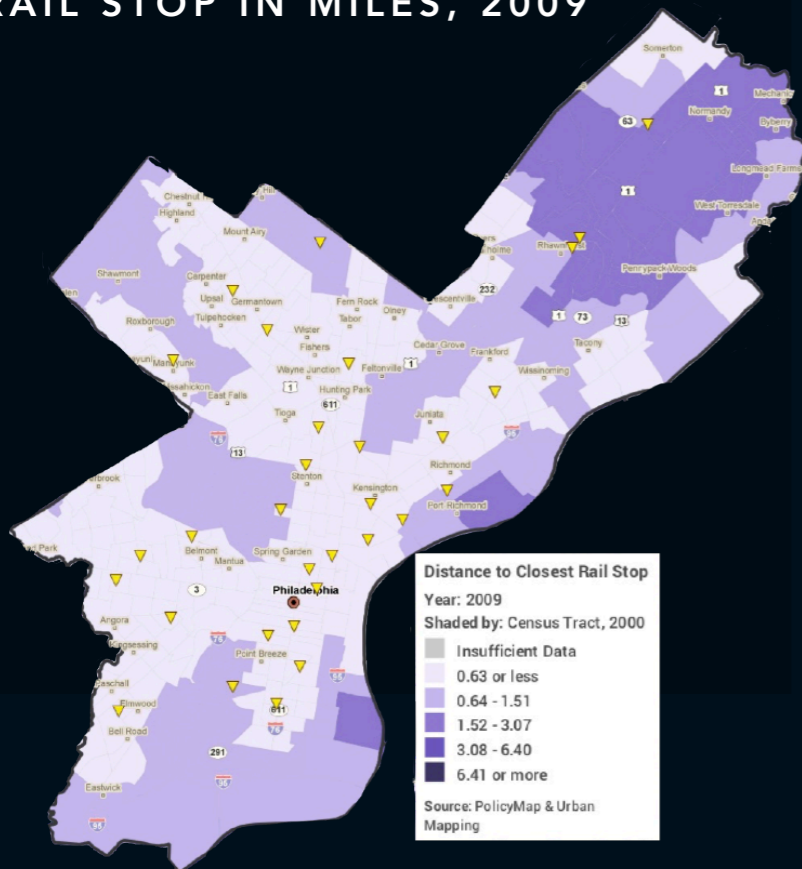


Source: PCA Age-Friendly City Whitepaper

# FINDINGS

Distance, demographics, and cost don't tell the full story.

FIGURE 7: DISTANCE TO NEAREST RAIL STOP IN MILES, 2009



SOURCE: [HTTPS://WWW.POLICYMAP.COM/](https://www.policymap.com/)

FIGURE 8: PERCENT SHARE OF MINORITIES, 2014-2018

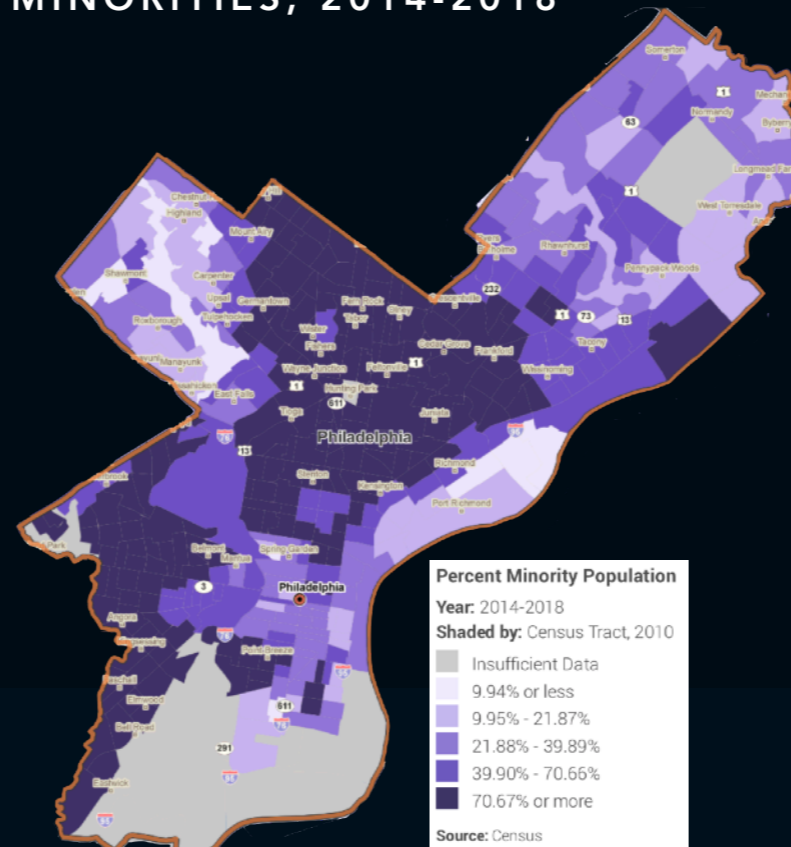
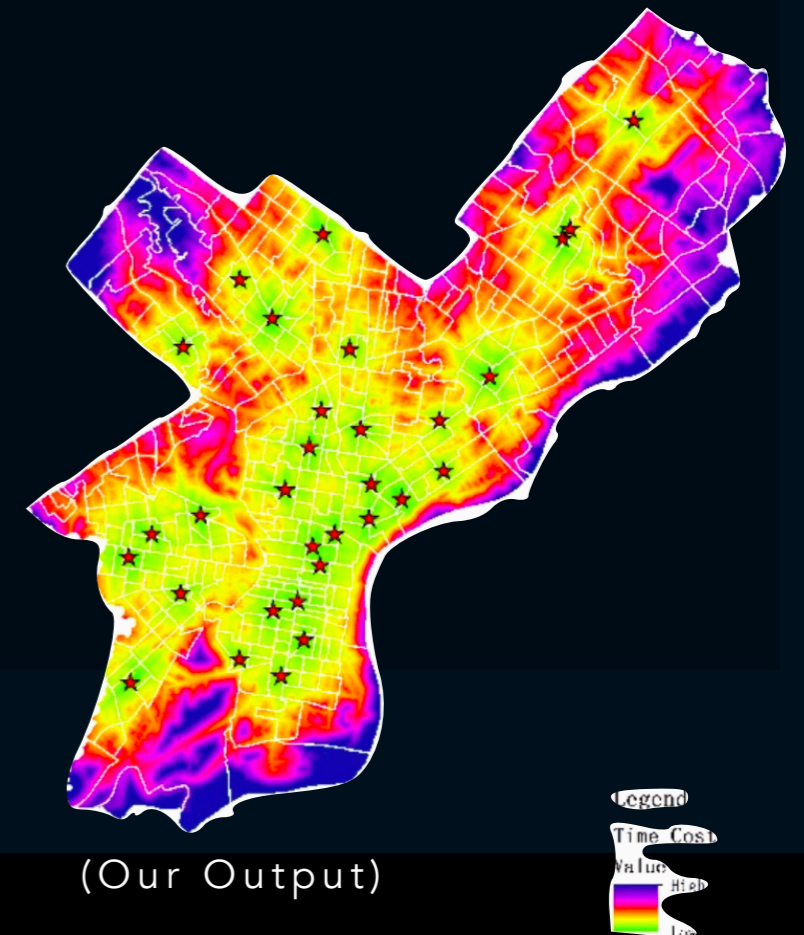


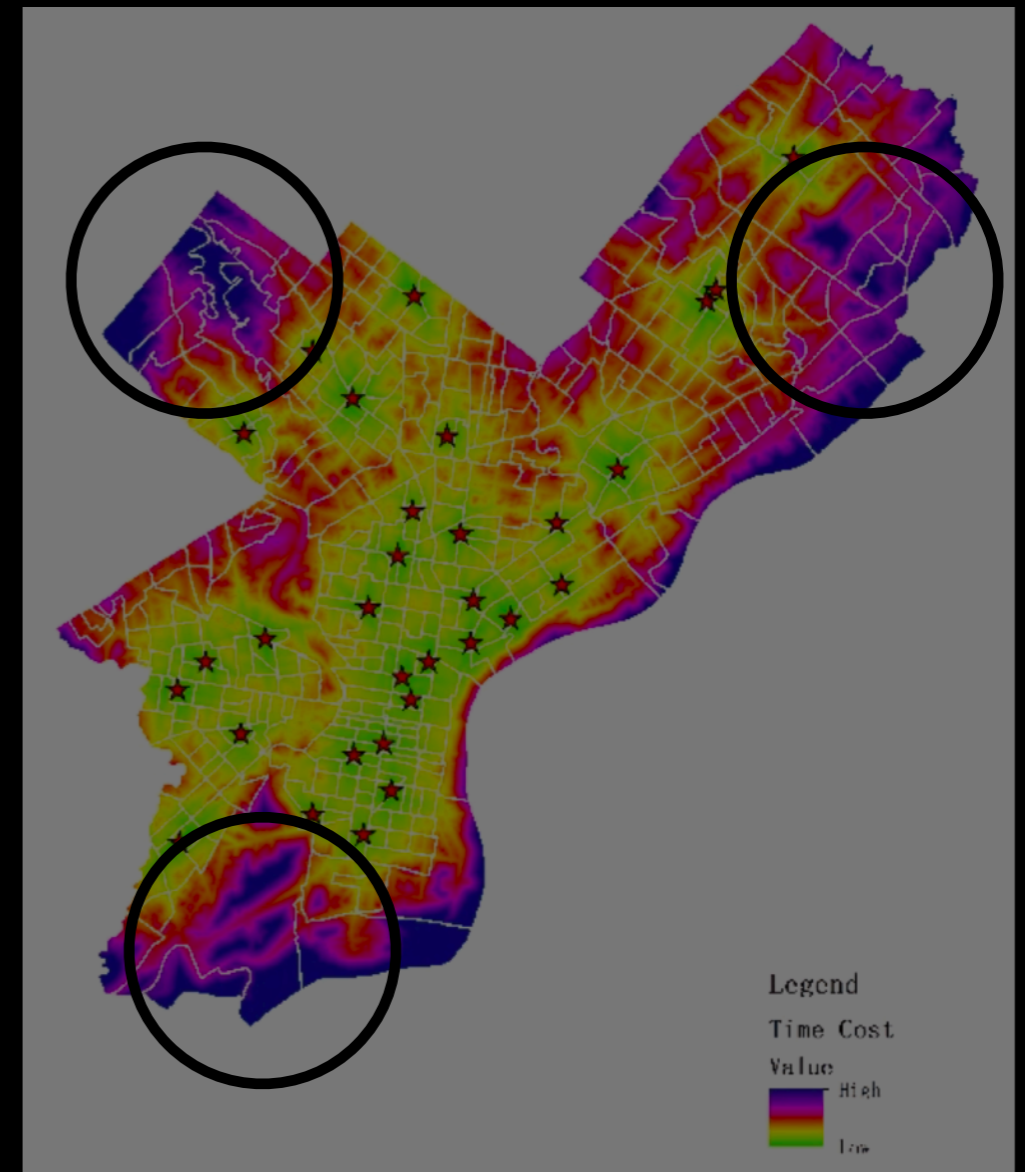
FIGURE 9: TIME COST OF TRAVEL TO SENIOR CENTERS, 2020



(Our Output)

# ADDRESSING THE PROBLEMS

1. **Problem 1:** Existing services reinforce geographic disparities in transport access
  1. **Solution:** Focus interventions on areas with poor time-adjusted accessibility
2. **Problem 2:** Poor accessibility from a time-cost perspective in three areas
  1. **Solution:** Expand door-to-door services, fund new bus routes for senior center access, increase service frequency of existing routes



(Our Output)