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
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/](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

FIGURE 8: PERCENT SHARE OF MINORITIES, 2014-2018

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

SOURCE: HTTPS://WWW.POLICYMAP.COM/
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)