OKI Coordinated Public Transit - Human Services Transportation Plan
The Coordinated Public Transit – Human Services Transportation Plan

• Updating original plan adopted in 2007

• Response to SAFETEA-LU requirements

• To guide decisions on use of federal funding for specialized transportation
OKI’s Role

• Preparation of the Coordinated Plan

• Select proposals for funding
  – JARC Applications
  – New Freedom Applications

• Monitoring projects selected
The Coordinated Plan

Key Elements:

• **Assessment of transportation needs** for individuals with disabilities, older adults & persons with limited income

• **Inventory of available services** that identifies areas of redundant service and gaps in service

• **Strategies** to address identified gaps in service

• Identification of **coordination actions to eliminate or reduce duplication** in services and strategies for more efficient utilization of resources

• **Prioritization** of implementation strategies
The Process

• Oversight Team
• Data assessment
• A public survey (over 300 responses)
• An agency survey for operators
• An agency survey for non-operators
• A public roundtable meeting
Concentrations of Elderly People in the OKI Region

LEGEND
- “Elderly” concentrations
- Interstates and U.S highways
- Rivers, lakes, and streams

“Elderly” concentrations (Traffic Analysis Zones where the number of people aged 65 and over is above the regional average of 11.7% and at least 100 persons based on 2000 census data for block groups)
Concentrations of People with Low Incomes

Legend:
- Gray: Concentrations of People with Low Incomes
- Red: Interstates and U.S highways
- Blue: Rivers, lakes, and streams

"People with Limited Income" concentrations (Traffic Analysis Zones where the number of people with limited income is above the regional average of 9.4% and at least 100 persons based on 2000 census data for block groups. “People with limited income” are welfare recipients or individuals in households where median income is at or below the poverty level of $18,000 for a family of four in 2000.)
OKI Region Comparison of Areas with Special Transportation Needs and Fixed Route Service

LEGEND
- Fixed Bus Routes
- "Special Transportation Needs" concentrations
- Interstates and U.S highways
- Rivers, lakes, and streams
OKI Region Comparison of Areas with Special Transportation Needs, Job Centers, and Transit Routes

Legend:
- **Fixed bus routes**
- **Concentrations of people with disabilities and limited income**
- **Concentrations of people with disabilities or limited income**
- **Employment /Job Density**
- **Interstates and U.S highways**
- **Rivers, lakes, and streams**

Shaded areas indicate where 2005 employment density (job density) per square mile is at least twice the regional average. Darker areas have the highest job concentrations (12,000 - 65,000 per square mile; lighter areas have 750-12,000 jobs per square mile).
What improvements are needed to meet your transportation needs? Please check all that apply.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordability of fares</td>
<td>59.6%</td>
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<tr>
<td>Weekend service</td>
<td>54.0%</td>
</tr>
<tr>
<td>Guaranteed ride home service</td>
<td>47.5%</td>
</tr>
<tr>
<td>Evening service</td>
<td>46.0%</td>
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<tr>
<td>Geographic area of service</td>
<td>46.0%</td>
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<tr>
<td>Destinations of shopping and non-medical trips</td>
<td>44.4%</td>
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<tr>
<td>Destinations of medical trips</td>
<td>43.9%</td>
</tr>
<tr>
<td>Door-to-door service</td>
<td>43.9%</td>
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<tr>
<td>Next-day or same-day service</td>
<td>43.9%</td>
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<tr>
<td>Frequency of service</td>
<td>41.4%</td>
</tr>
<tr>
<td>Availability of information on routes, schedules, etc.</td>
<td>37.4%</td>
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<tr>
<td>Handicapped-accessible service</td>
<td>32.3%</td>
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<tr>
<td>Destinations of employment trips</td>
<td>29.8%</td>
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<tr>
<td>Correlation of transportation schedule to work shift</td>
<td>26.3%</td>
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<tr>
<td>Eligibility requirements</td>
<td>24.7%</td>
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<tr>
<td>Ability to transfer between systems</td>
<td>21.7%</td>
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<tr>
<td>Ability to transfer between routes</td>
<td>21.2%</td>
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<tr>
<td>Other needs/Comments*</td>
<td>20.2%</td>
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<tr>
<td>Through-the-door service / personal assistance with travel</td>
<td>19.2%</td>
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<tr>
<td>Inter-agency coordination</td>
<td>14.6%</td>
</tr>
</tbody>
</table>
Major Gaps Identified:

• Inadequate transportation options during evenings, late nights, and weekends

• Inadequate transportation options for low-income users, particularly for trips to work and job training opportunities.
Major Gaps Identified:

• Very **limited collaboration** of service providers, particularly across county and state boundaries.

• **Unaffordable fares**, particularly for suburban and rural areas of the region.

• **Inadequate** number and variety of **destination types**.
Strategies Summary:

• **Prioritize funding requests** for projects addressing needs

• Identify obstacles and options for **addressing obstacles to increasing service**

• **Seek consensus** among **transportation providers** and **funding entities** on options which can be pursued realistically

• **Establish a forum** for transportation and social service providers and funding entities to network with one another
Thank You!

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