WICHITA AREA METROPOLITAN

WAMPO

PLANNING ORGANIZATION

HUMAN SERVICE
PUBLIC TRANSIT

IN THE WICHITA URBANIZED AREA

Wichita Area Metropolitan Planning Organization

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CONTENTS

ACKNOWLEDGEMENTS

BACKGROUND & INFORMATION

Last updated in 2013, the WAMPO Coordinated Public Transit – Human Services Plan focused on both the urban and rural area needs, goals, and strategies. As part of larger effort for a State-wide coordinated planning effort, the 2018 Coordinated Human Service Transportation Plan will focus assessment and targeted improvements on activities within the WAMPO Planning Area, with particular focus on the Wichita Urbanized Area Boundary.

WAMPO Area Planning partners (Kansas Department of Transportation and Wichita Transit) will be working collaboratively to ensure the updated state-wide plan for the rural areas falling outside of the Urbanized Area share an inter-connected approach with the updates to the WAMPO Coordinated Human Service Transportation Plan.

Coordinated Human Service Transportation Plan History

- 2008: The first plan was adopted by the Coordinated Transit District (CTD) #12 in 2008. The plan provided the community with a formal document to be used to coordinate specialized transportation services -- also known as paratransit services.

- 2010: The first update to the Coordinated Plan was adopted in June, 2010. The updated plan expanded on the original by addressing the needs that were identified by stakeholders and identified a list of programmable and illustrative projects.

- 2013: The second update was adopted in September, 2013 and focused on identifying the growing needs of the region based on public input and the changing dynamics of the target populations.

- 2018 Urban Area: WAMPO has taken the lead to update the 2013 plan for meeting local needs in the urbanized area. The focus of our efforts will be to pull forward the valuable community input and core elements from the previous plan and incorporate new information from stakeholders within the urbanized area.

- 2018 Rural Area: The Kansas Department of Transportation has taken the lead to develop Statewide Coordinated Plans characterized by individualized strategies that address the specific needs of each CTD rural area.

What is Human Service Transportation?

Human service transportation includes a broad range of transportation service options designed to meet the needs of transportation disadvantaged populations including older adults, disabled persons and/or those with lower income.

Most people, regardless of age, disability or income level have different transportation needs and may require a specific set of services depending on their abilities, environment, and the options available in their community.

2018 Plan Overview & Purpose

The Coordinated Human Service Transportation Plan is a tool for the community in coordinating the human service transportation programs for older adults, people with disabilities, and low income households within the Urbanized Area.

<u>Section II</u> of this plan will explore the assessment of local need since 2013 and includes the following:

- **COMMUNITY PROFILE**: the community profile provides a description of the current system and target populations within the Wichita Urbanized Area. This profile also includes a listing of available services, current transportation providers (public, private, and nonprofit), and an overview of public transportation funding.

- **NEEDS ASSESSMENT**: is a description of the transportation needs of the target populations and includes gaps in service.

<u>Section III</u> will define the targeted approach and priorities identified and informed by public input.

- **TARGETED APPROACH**: identifies the strategies, activities, and/or potential projects that could be used to address gaps or opportunities in the service delivery.

- **PRIORITIES**: summarizes a plan for implementation based on available resources (from multiple program sources), time, and the feasibility of identified strategies/activities

The Coordinated Human Service Transportation Plan will focus on the transportation options available to frequently underserved populations, which include the three population characteristics of age (over 64), disability status, and household income.   The geographic area of focus will be the South Central Coordinated Transit District #9 (CTD), specifically the Wichita Urbanized Area as defined by the US Census Bureau, which includes the following communities:

Andover	Kechi
Bel Aire	Maize
Derby	Mulvane
Eastborough	Park City
Goddard	Valley Center
Haysville	Wichita

Coordinated Transit District (CTD) Boards are Kansas decision making bodies focused on specialized transportation service coordination across the state. The CTD #9 is a combination of the former CTD #12 with the addition of four counties from CTDs #11 and #13. The revised boundary now includes the following geographic areas:

Butler County
Cowley County
Harper County
Harvey County
Kingman County
Sedgwick County
Sumner County
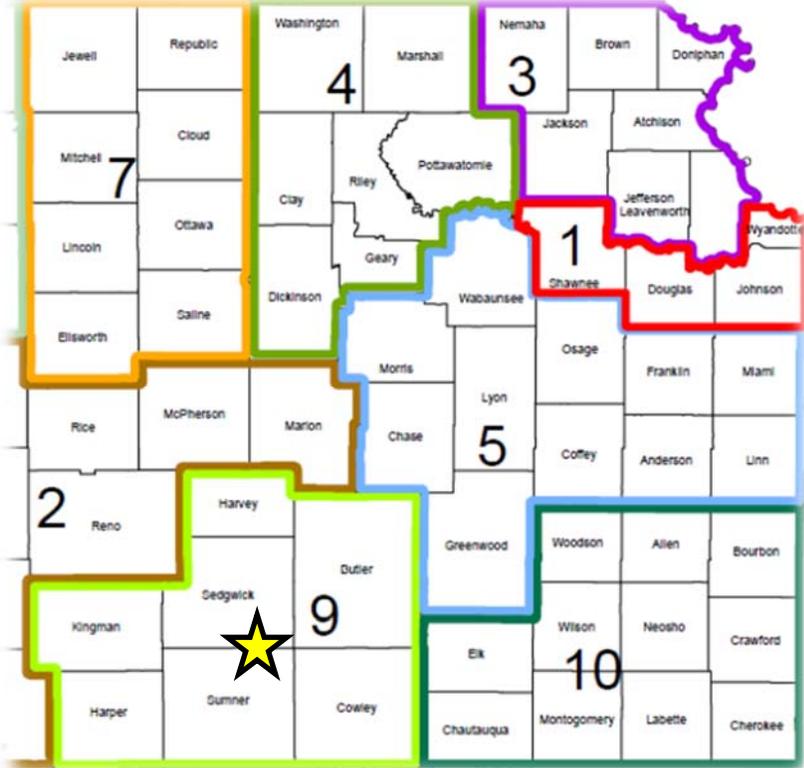
WAMPO Area Planning Boundary

WAMPO's planning area includes 22 cities and all or part of three counties in south central Kansas. Based on data from the U.S. Census Bureau, 2016 (American Community Survey 5-year estimates) the WAMPO planning area has a total population of 523,269. The region includes the jurisdictions highlighted in the below WAMPO area planning boundary map:
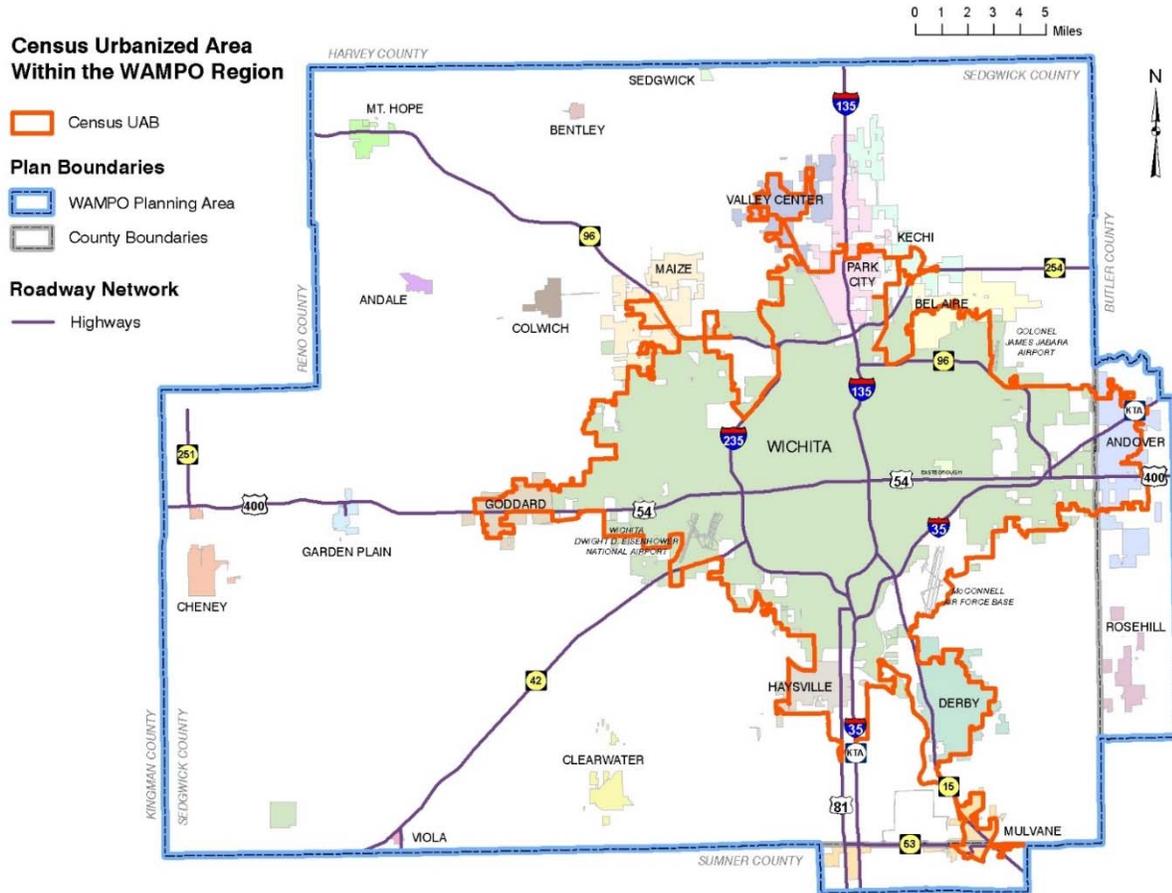
Urbanized Area Population

With 81% percent of the total WAMPO Planning Area population living in the Urbanized Area, this plan will drill down into the transportation needs and wants of the three overlapping and interconnected target populations. These populations include older adults over the age of 64, people with disabilities including physical, intellectual and developmental, and households with low income as defined by the US Census. The following tables and information will highlight the population by geographic area and characteristic.

Total Population by Geographic Area

Geographic Area	2010	2013	2016	% change 2013 to 2016
United States	309,338,421	316,234,505	323,405,935	2.3%
Kansas	2,853,130	2,892,900	2,907,731	0.5%
CTD 9 Counties	674,105	680,162	685,981	0.9%
Wichita Urbanized Area	**451,518**	**453,791**	**456,248**	**0.5%**

Demographic Characteristics by Geographic Area

Geographic Area	Over age 64	Low Income	Disability	No Vehicle Available
United States	15%	11%	13%	4%
Kansas	14%	9%	13%	5%
CTD #9 Counties	13%	10%	12%	6%
Wichita Urbanized Area	**12%**	**15%**	***12 %**	**6%**

2016 American Community Survey and the *2010 Census

At a population in excess of 380,000 people, the City of Wichita is not only the largest city in the region, but also the largest city in Kansas. According to the US Department of Commerce, Bureau of Economic Analysis, 21% of the Kansas State's Gross Domestic Product (GDP) comes from the Wichita Area. GDP is the value of all goods and services produced within Kansas and is frequently connected to important societal goals like good education, quality infrastructure, and a well-functioning economy.   Despite this, GDP is not always an indicator of equity or the welfare of the population living with the geographic space. This document will seek to clarify some of this through a targeted engagement process with the public and community partners.

Each of the following community profiles will summarize and identify the target populations and the growing trends that will ultimately influence or impact transportation decision making in the Urbanized Area and beyond.

AGE

Older Adults age 64 and older fall into a set of generational cohorts that are estimated to represent 15% of the US population and 12% of the Urbanized Area population.
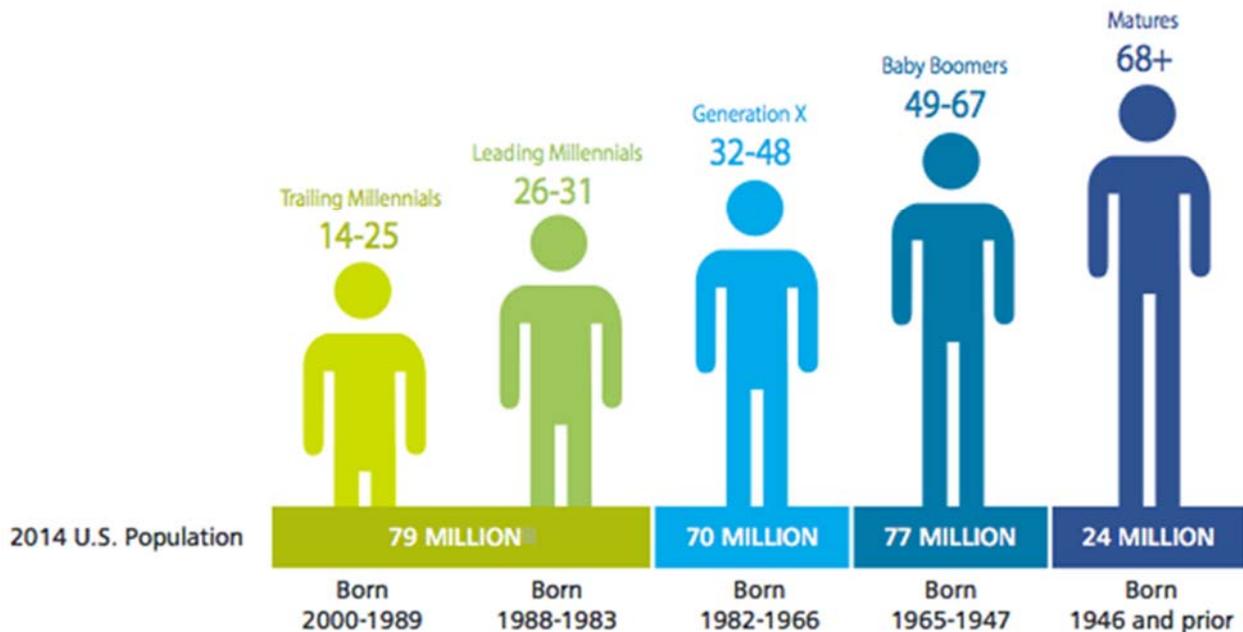
The following heat map illustrates where some of the older adults live in and around the Urbanized Area.

Older Adults by Geographic Area

Sedgwick
Bentley
Mt. Hope
Valley Center
Park City
Kechi
Colwich
Andale
Maize
Bel Aire
Goddard
Garden Plain
Cheney
Wichita
Andover
Haysville
Rose Hill
Derby
Clearwater
Viola
Mulvane

- 1 dot = 52 People Over Age 64
WAMPO Boundary
Urbanized Area
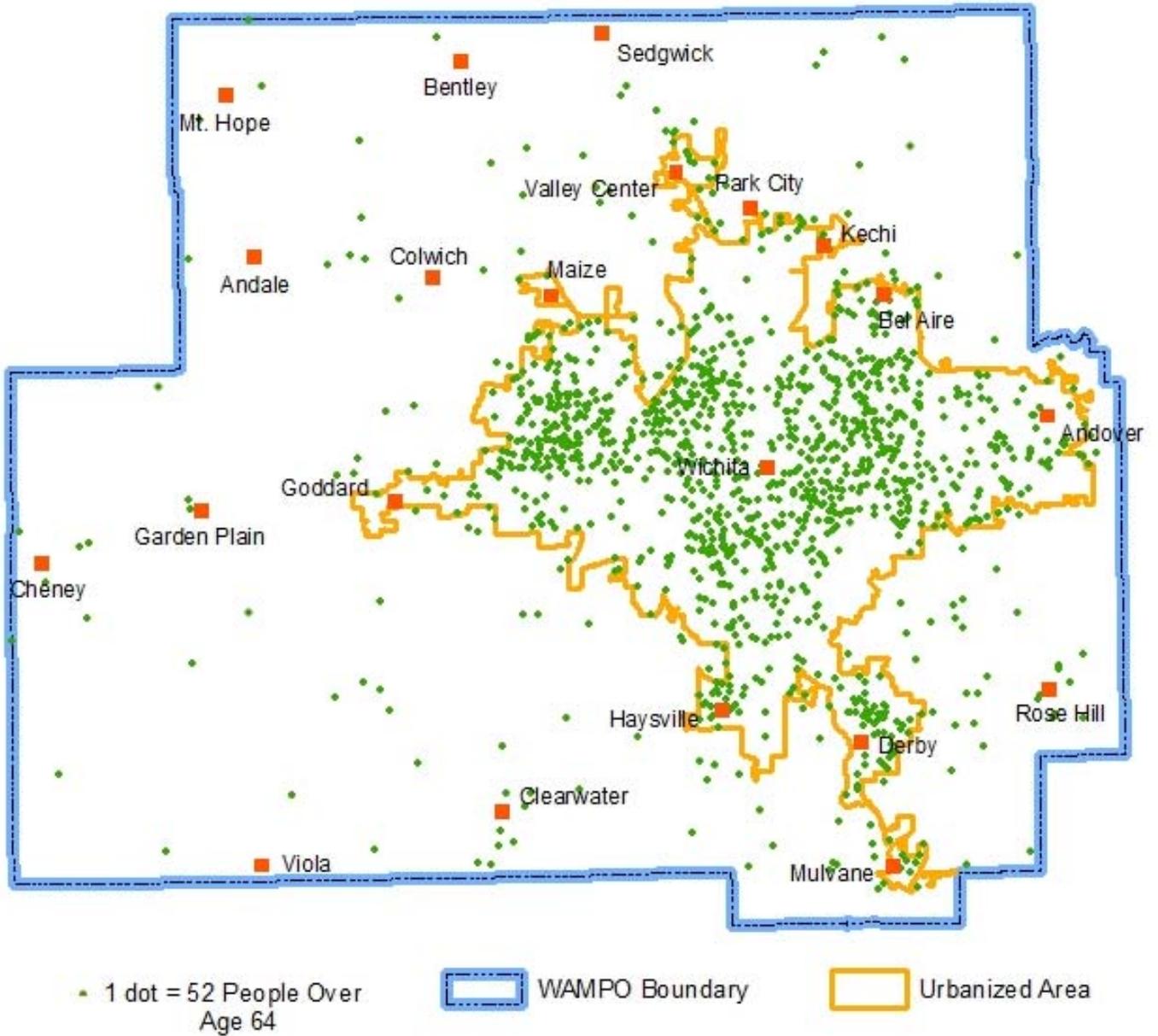
The following chart illustrates the downward trend in potential drivers on the road based on license data in the WAMPO region by age group from 1983 to 2014.

Drivers License by Age Group

Legend: 20-24, 30-34, 40-44, 50-54, 60-64
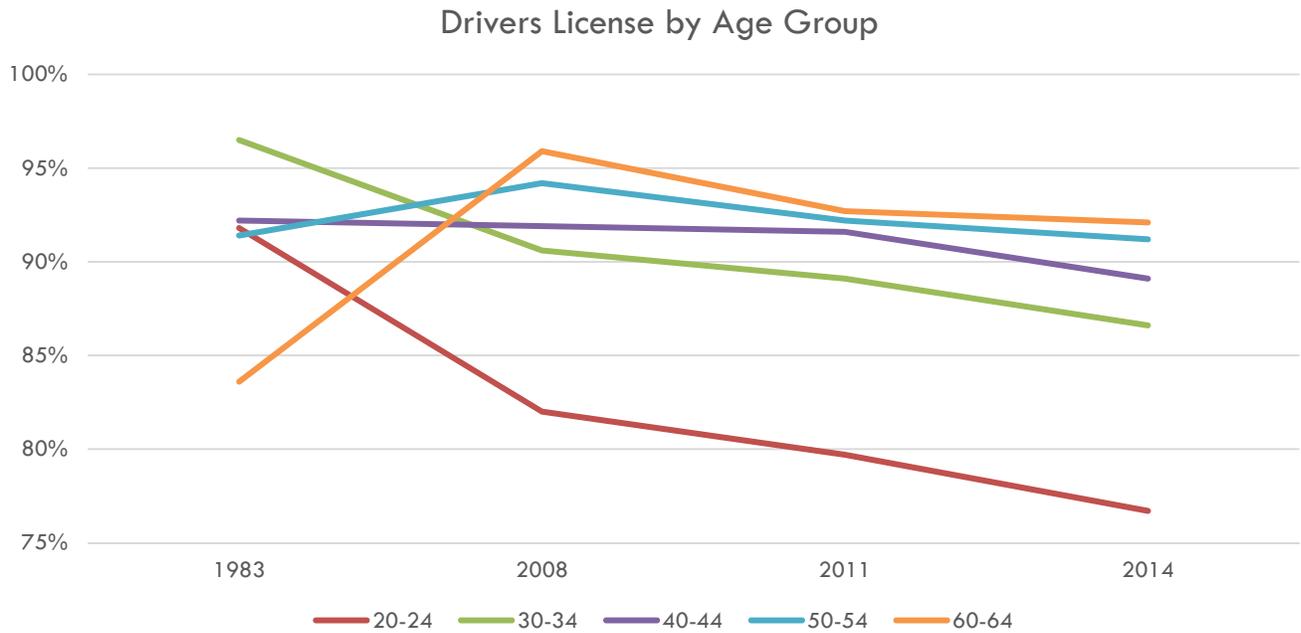
Disability

People with disabilities comprise an estimated 13% of the US population and 12% of the Urbanized Area population. Disability data from the American Community Survey (ACS) asks respondents about six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty.   Respondents who report anyone of the six disability types are considered to have a disability.

Visit https://www.census.gov/topics/health/disability/guidance/data-collection-acs.html for additional detail on the Census definition of disability.

The following heat map shows where some of the people with disabilities are living in and around the Urbanized Area.

People with Disabilities by Geographic Area
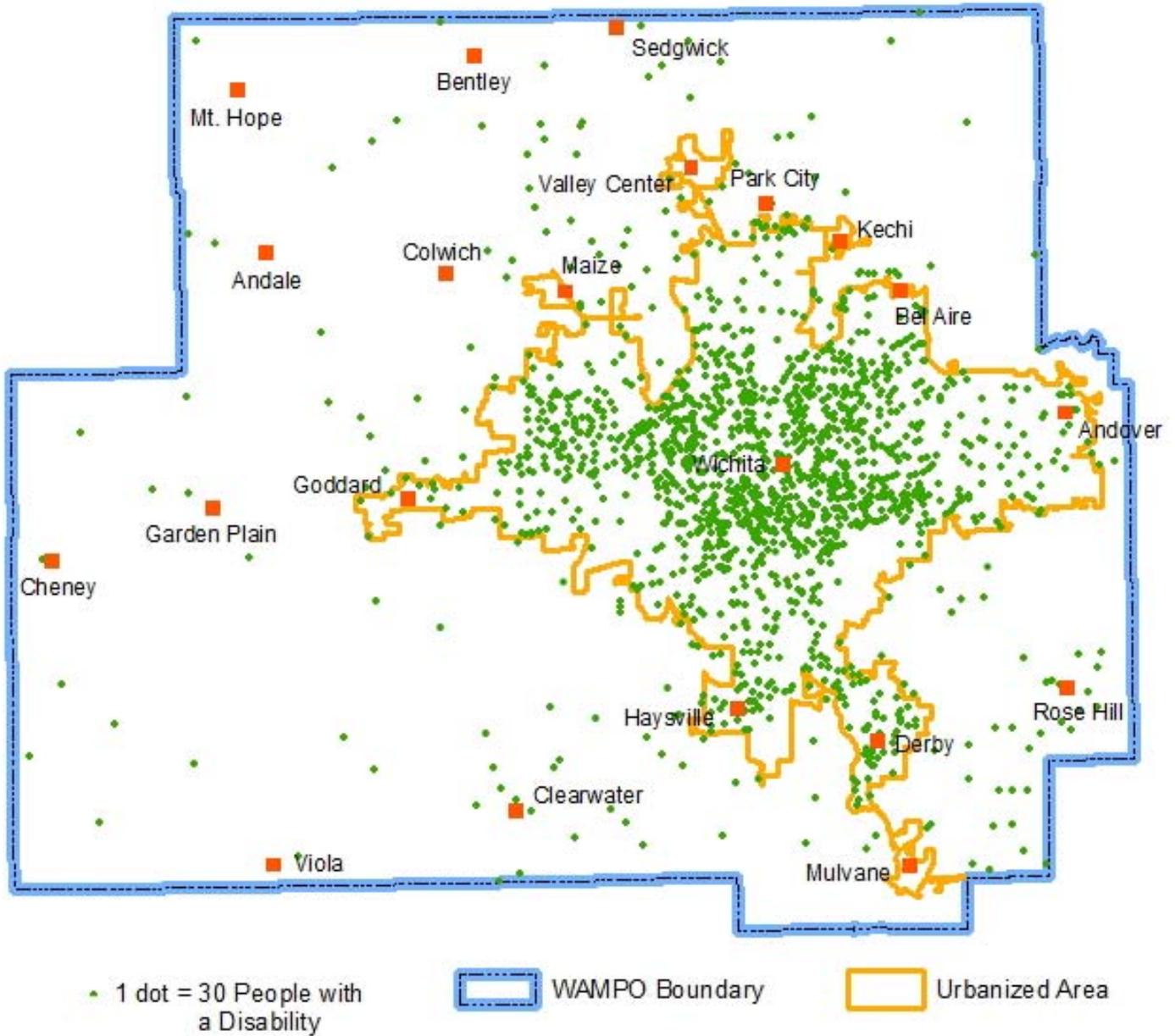
Although the Census does not account for the mobility requirements of a disabled individual (i.e. driving, transit, etc) having a disability is still an indicator of specialized transportation needs.

People with Low Income

People and households with low incomes comprise an estimated 11% of the US population and 15% of the Urbanized Area population. Poverty in Kansas is defined by the use of guidelines and thresholds.   Guidelines are used for the determination of financial eligibility for programs and thresholds are used for calculating poverty population statistics. The commonly used guidelines includes one set by US Department of Health and Human Services and thresholds set by the US Census Bureau. The following links show how both are defined:

Census Poverty Measure:
https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html

Health and Human Services Guideline
https://www.acf.hhs.gov/sites/default/files/ocs/2018_hhs_poverty_guidelines.pdf

The following heat map illustrates where some of the low income households are located in and around the Urbanized Area.

Low Income Households by Geographic Area
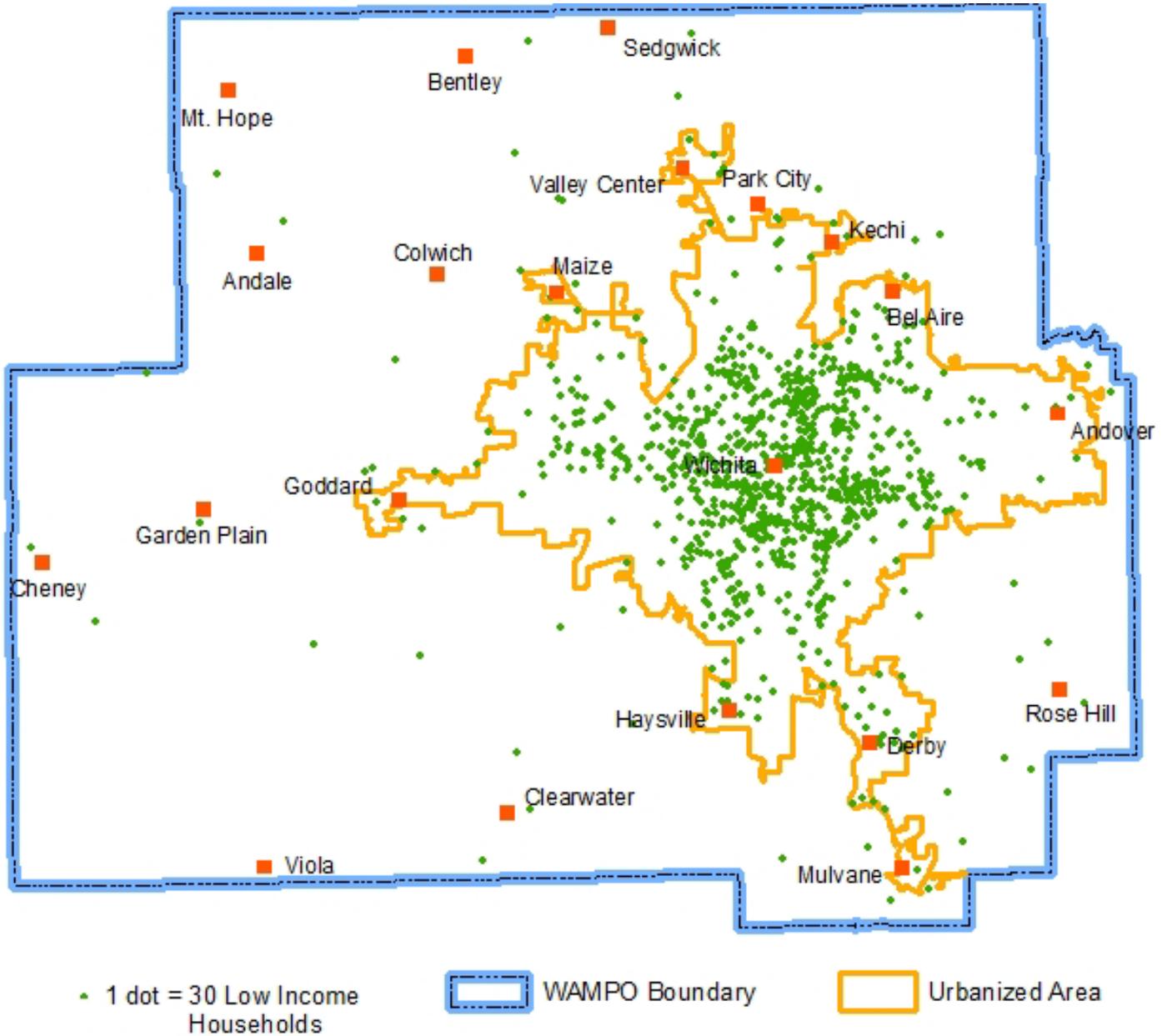
Target Population Overlap

It is clear that there is some inherent overlap between the three target populations based. The following are just a few statistics and trends that illustrate this overlap of population characteristics:

- Low Income & Disability: In 2016 the poverty rate of people with disabilities in Kansas was 21.2%.

- Older Adults & Disability: Rates of disability increase with age. In the US in 2015, less than 1.0% of the under 5 years old population had a disability. For people ages 65 and older, 35.4% had a disability.

- Low Income & Disability: The employment gap between those with a disability and those without has widened steadily over the past 8 years from 38.8% to 41.1%.

- Older Adults & Low Income: In 2016, half of all people on Medicare had incomes less than $26,200.

Inventory of Services & Providers

The Wichita Urbanized Area is composed of a variety of transportation providers that support the transportation needs of individuals.   The below chart shows the distribution of both public and private (for-profit and non-profit) transportation providers.

TRANSPORTATION PROVIDERS BY TYPE (N=28)

■ For-Profit ■ Non-Profit ■ Public

14%

18%

68%
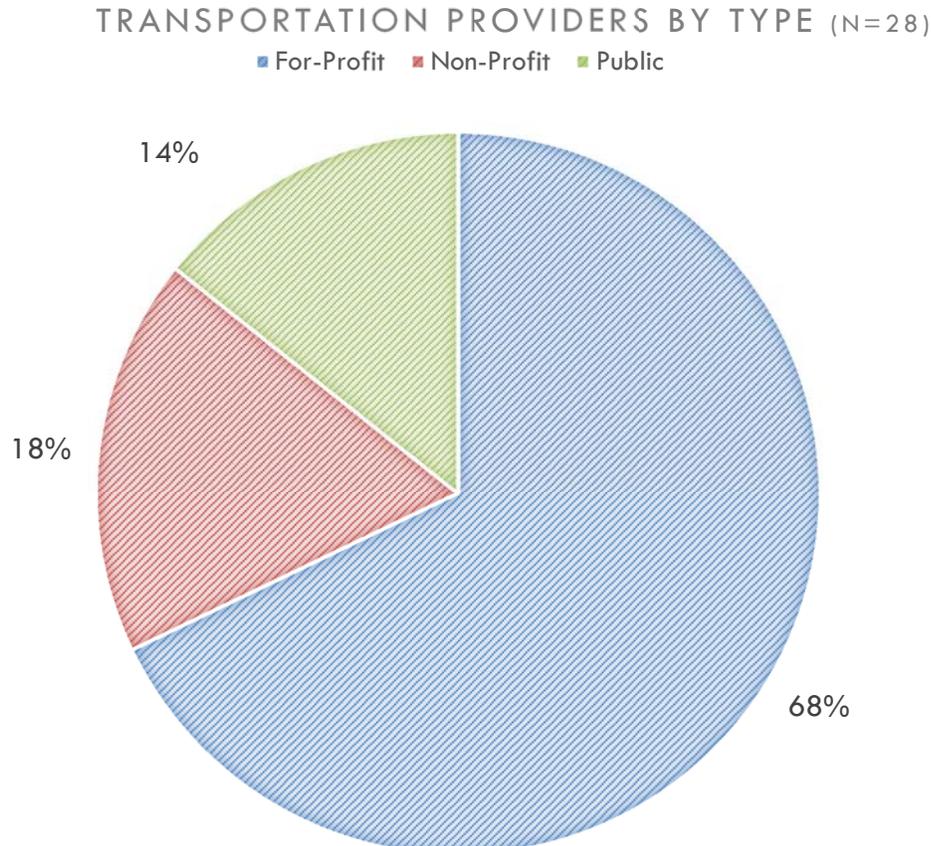
The following listing shows the entities providing transportation services in the urbanized area:

Organization	Type of Provider	Main Funding Source	Demographic Served	Location of Provider
Butler County Transit Program	Public	FTA Section 5307 & 5311	General Public (accessible vehicles)	Urbanized
Derby Dash Public Transportation	Public	FTA Section 5307	General Public	Urbanized
Sedgwick County Department on Aging	Public	FTA Sections 5311 & 5310	General Public	Urbanized & Non-Urbanized WAMPO
Wichita Transit	Public	FTA Sections 5307 & 5310	General Public	Urbanized
Arrowhead West, Inc.	Non-Profit	FTA Section 5310	People with Disabilities	Urbanized & Non-Urbanized WAMPO
Cerebral Palsy Research Foundation/ Timber Lines	Non-Profit	FTA Section 5310	Older Adults & People with Disabilities	Urbanized
Heartspring	Non-Profit	FTA Section 5310 (urbanized)	People with Disabilities	Urbanized
Kansas Elks Training Center for the Handicapped (KETCH)	Non-Profit	FTA Section 5310	People with Disabilities	Urbanized
Starkey, Inc.	Non-Profit	FTA Section 5310	People with Disabilities	Urbanized
ABC Taxi Cab	For-Profit	Private Funding	General Public (Ambulatory only)	Wichita
Air Capital Transportation	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	Sedgwick, Harvey, Butler, Reno, Sumner, Kingman
Always There Senior Care	For-Profit	Private Funding	Older Adults & People with Disabilities Companion (Escorted) Services	Wichita
Anytime, Anywhere	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	State of Kansas
Best Cab	For-Profit	Private Funding	General Public Ramp Available (Van)	Wichita
Clearwater Emer Med Svc	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Clearwater
Common Courtesy	For-Profit	Private Funding	General Public (Ambulatory only)	Wichita
EagleMed/Med Trans Corp	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Wichita
Edisa Transportation	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	KS, OK, MO, NE, CO & TX
Express Medic Transport	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	State of Kansas

Organization	Type of Provider	Main Funding Source	Demographic Served	Location of Provider
Home Instead Senior Care	For-Profit	Private Funding	Older Adults & People with Disabilities Companion (Escorted) Services	Wichita
LifeWATCH Air/Ground	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Wichita
Medco Ambulance Svc	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Wichita
Medwise Services	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	Sedgwick, Harvey, Butler, Reno, Sumner, Kingman
Mt.Hope Comm. Amb. Svc	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Mt Hope
Right At Home	For-Profit	Private Funding	Right at Home Clients Older Adults & People with Disabilities Companion (Escorted) Services	Wichita
TransPro Services	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	Sedgwick, Harvey, Butler, Reno, Sumner, Kingman
Via Christi Critical Care	For-Profit	Private Funding	General Public Ambulance Service (Large Vehicles/Air)	Wichita
Wisdom Travels	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	State of Kansas

The following chart highlights the distribution of providers focused on a specific target population (older adults, people with disabilities and the general public).

PROVIDER TARGET POPULATIONS

People with
Disabilities
25%

General Public
62%

Older Adults
13%
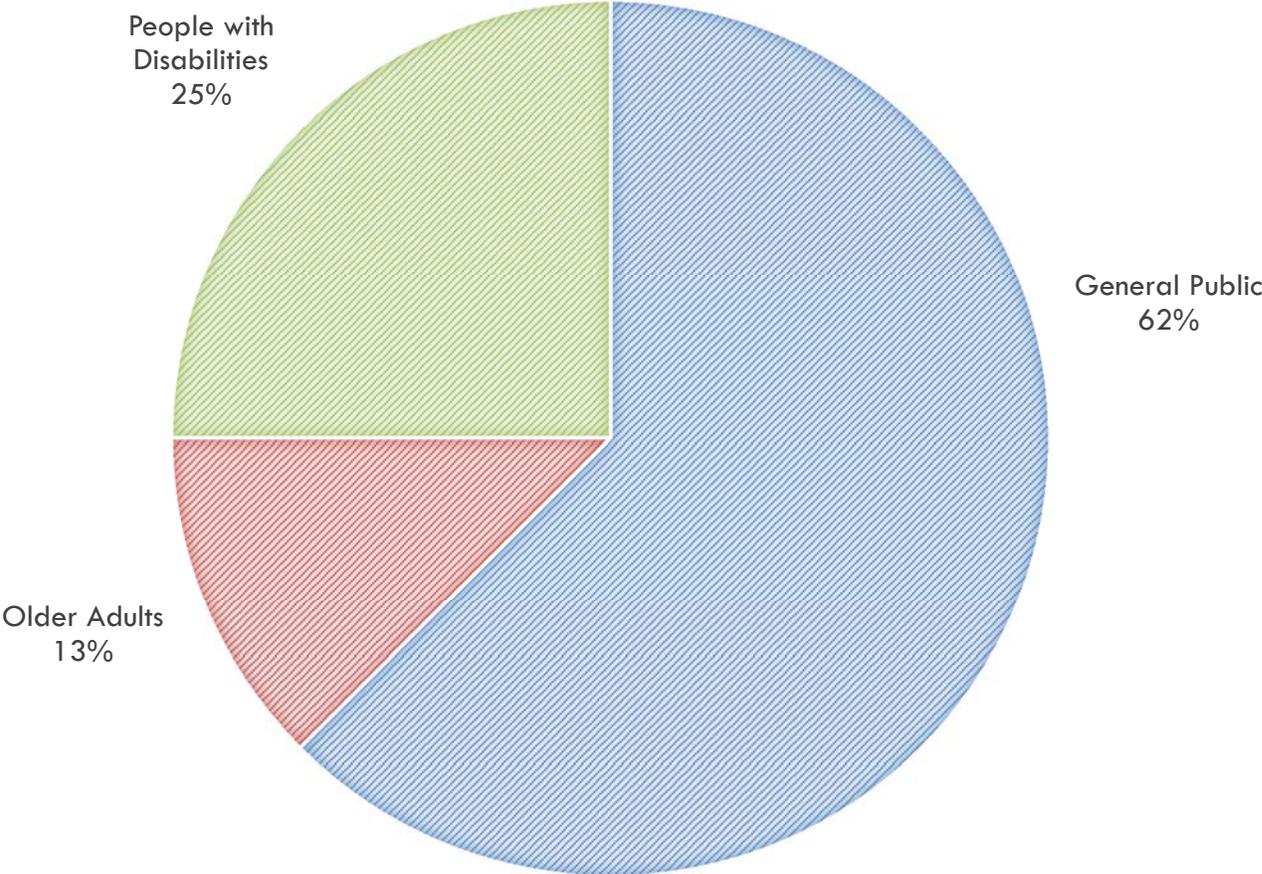
Private Providers

Private providers include both for-profit and non-profit entities offering transportation services in the Wichita Urbanized Area. The following charts describe the distribution of private providers who are serving older adults, people with disabilities, and/or have accessible vehicles available.

FOR-PROFIT CHARACTERISTICS (N=19)

General Pop
10%

Older
Adult/Disability
Provider
16%

Accessible Vehicles
Available
74%

NON-PROFIT CHARACTERISTICS (N=10)

Older Adult/Disability Provider, 20%
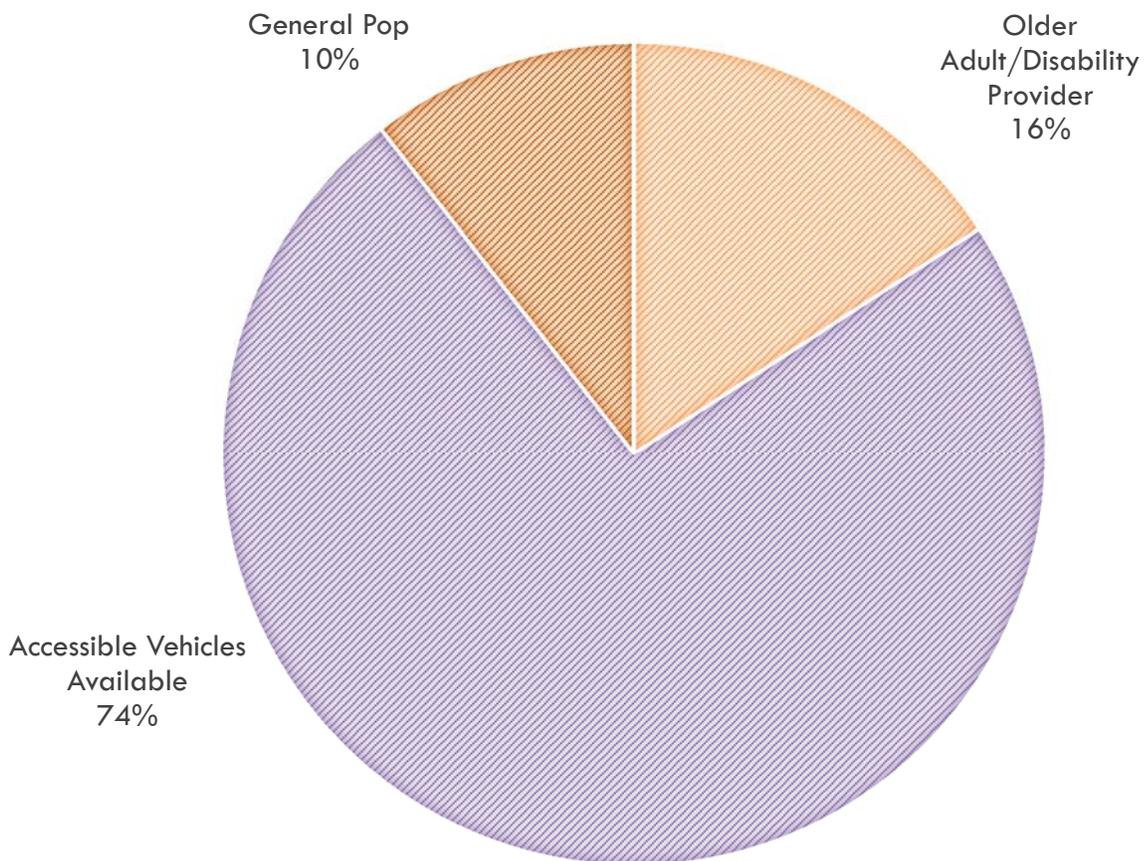
Disability Provider, 80%
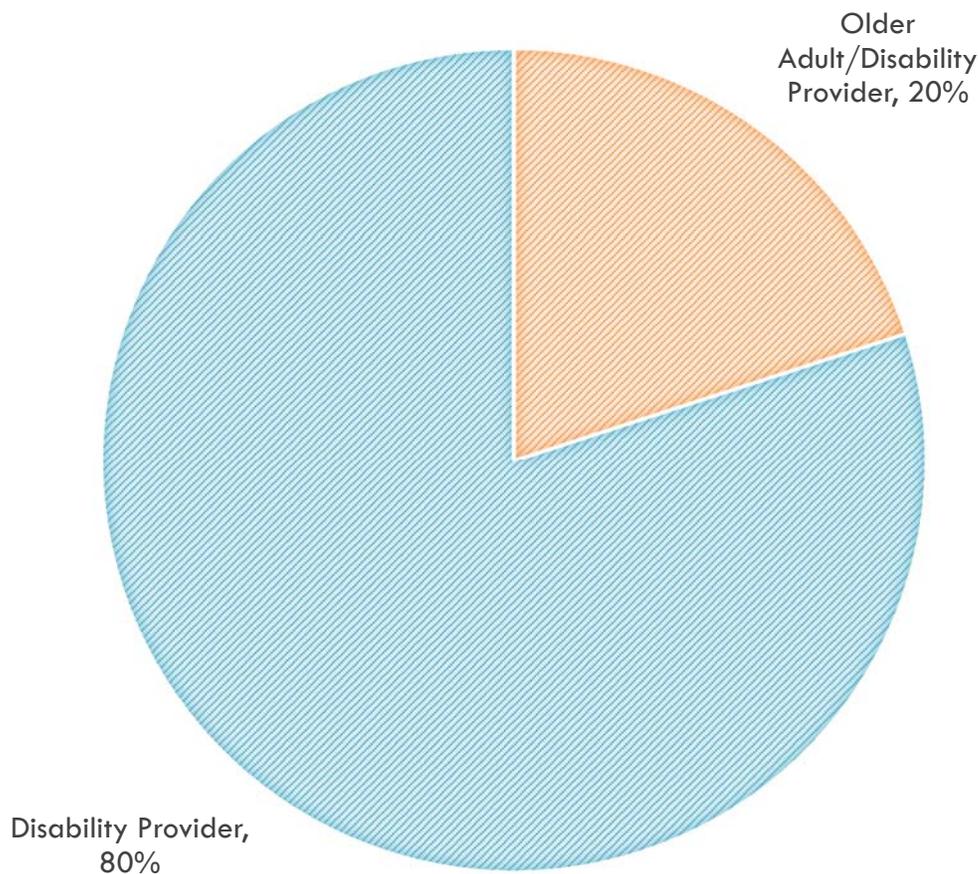
Private Provider Limitations

Private transportation providers range in scope from non-profit social service agencies to private operators of transportation. Identified limitations associated with these types of providers include; exclusivity of service for consumers of the social service agency and prohibitive costs associated with the service.

Public Providers

Of the 28 providers listed four are categorized as public transit providers in the urbanized area. These providers include:

- **Butler County Transit Program:** a service provided by the Butler County Department on Aging is a general public transportation program that offers a variety of routes throughout the county with Wichita urbanized area routes in the City of Andover and into the City of Wichita. Vehicles offer curb-to-curb service, Monday through Friday to anyone of any age. All general public transportation vehicles of this service are handicapped accessible. For more information visit: www.bucoks.com/158/Transportation

- **Derby Dash**: a service in the City of Derby this on-demand public transportation service has been in operation since 2007. Providing affordable service within the Derby city limits, The Derby Dash is available to residents of all ages and is equipped with accommodations for older adults and people with disabilities living in the Derby city limits. For more information visit: www.derbyweb.com/132/Derby-Dash-Public-Transportation

- **Sedgwick County Transportation (SCT):** a service provided by the Sedgwick County Department on Aging. SCT provides limited on-demand transit services for medical and/or critical care purposes for Bel Aire, Derby, Goddard, Haysville, Kechi, Maize, Mulvane (Sedgwick County only), Park City, Valley Center, Furley, Schulte, Andale, Bentley, Cheney, Clearwater, Colwich, Garden Plain, Mount Hope, Viola, and the City of Sedgwick. For more information visit: www.sedgwickcounty.org/aging/transportation/

- **Wichita Transit**: a department of the City of Wichita, the Wichita Transit service provides fixed-route transit and paratransit services within the Wichita Urbanized Service Area. For more information visit: www.wichitatransit.org/Pages/default.aspx

Public Provider Limitations

While all communities in the urbanized area communities have some form of public transportation option available to them, there are additional limitations that create challenges to those travelling in and around the urbanized area. These limitations include jurisdictional barriers, eligibility exclusions, trip purpose, and day/hour availability. The following examples illustrate how these limitations may pose as barriers to service:

- Jurisdictional Limitations: a provider may not travel across jurisdictional boundaries. For example, SCT travels from the above listed areas and can travel into Wichita and back, however they cannot travel from Wichita to these areas and back.

- Eligibility Limitations: individuals who apply for paratransit service through Wichita Transit may or may not meet the eligibility requirements.

- Trip Purpose Limitations: Medical trips have more service options. Individuals needing transportation for routine activities like banking, church, or shopping have limited options in and around the urbanized area.

- Day/Hour Limitations: Individuals needing transportation for routine activities like doctor's appointments, banking, church, or shopping have limited options in and around the urbanized area outside of the routine scheduling availability of each provider.

PUBLIC PROVIDERS BY PERCENTAGE OF URBANIZED AREA

Wichita Transit 17%

Butler County Transit Program 8%

Derby Dash 8%

Sedgwick County Transportation 67%
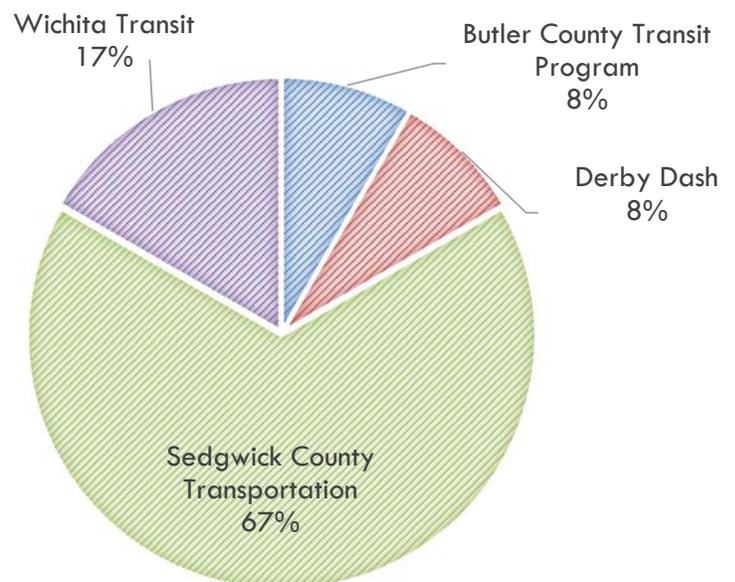
THE NEEDS ASSESSMENT

The Community Needs Assessment is a description of the transportation needs of the target populations and includes gaps in service. In order to assess the needs and challenges facing the three target population, staff implemented a community engagement strategy that incorporated the feedback from stakeholders. The plan update activity and public engagement is summarized below:

February 2018
WAMPO requested stakeholder assistance with the process of updating the urbanized area plan. Assistance areas included:
- Steering Committee membership
- Access to community based meetings to gather public feedback, including unmet needs and opportunities for improvement.
- Help spreading the word (for example forward notices and information to your distribution lists)
- Provision of public comment on the issues facing people with disabilities, older adults, and people with low household incomes.

May 2018
- 2013 Plan Review & Identification of Update Areas
- Coordinated Plan Steering Committee Kick Off Meeting & Engagement Strategy Development

June/July 2018
- Community Survey Development
- Public engagement activities & outreach targeted at:
  - June 27: Wichita-Sedgwick County Access Advisory Board
  - July 5: GA4A Combined Group (Independent Living Resource Center
  - July 11: Aging Network (Aging Field Professionals)
  - July 13: Service Coordinator Meeting
  - July 13: SCDDO Affiliate Director Meeting
  - July 20: Intellectual/Developmental Disability Community Council
  - July 23: Senior Summit (Senior Center Directors)

August - November 2018
- 2013 Plan Review
- Coordinated Plan Steering Committee Working Meeting
- Goal, Objective, Strategy Update
- Development of an Executive Summary
- Presentation to the WAMPO Transportation Advisory Committee (TAC)
- Release of the Updated Plan for Public Review and Comment
- Final document updates
- Presentation to the WAMPO Transportation Policy Body (TPB) and consideration of updated plan
- November Release 5310 Call for Projects

Survey Outreach

Electronic versions of two rounds of community surveys were released on the WAMPO Engagement Hub in summer and fall of 2018.

The first round targeted both stakeholders and professionals working with the target populations as well as the general public. The "stakeholder/professional" group were provided a longer version of the survey asking about both strategies (feasibility, coordination, awareness) and goals (system coordination, increasing awareness, funding). The general public were provided a modified survey showing just the goals with an option to respond on the strategies.

The rationale for this survey approach was the need for stakeholder and/or professional groups to provide additional insight on strategy specific information that would be largely implemented via their respective agencies. As a result the following pages reflect differing levels of responses based question area (strategy vs. goals).

Paper surveys and the e-survey links were also shared at 7 in-person community meetings. The map to the right highlights the geographic location of some of the participating survey respondents. See **Appendix A** for a full survey report.
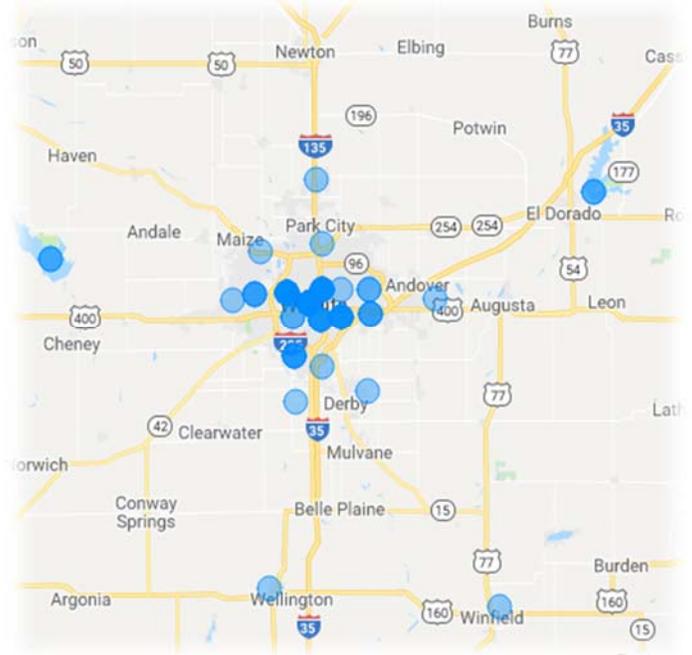
E-Survey Analytics	
Views	612
Participants	172
Responses	797
Comments	104

SUPPORT OF GOAL AREAS

Legend: ■ Not Important ■ Kind of Important ■ Very Important

Categories: System Coordination, Increase Awareness, Funding
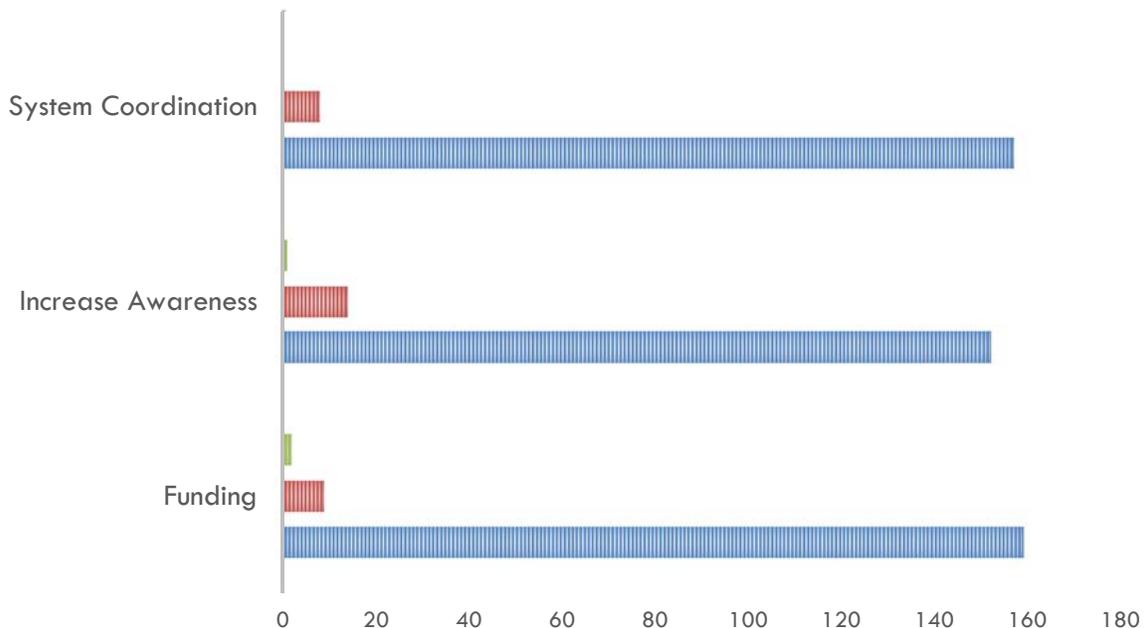
SUPPORT OF STRATEGY AREAS

■ No Longer Relevant   ■ Somewhat Relevant   ■ Relevant
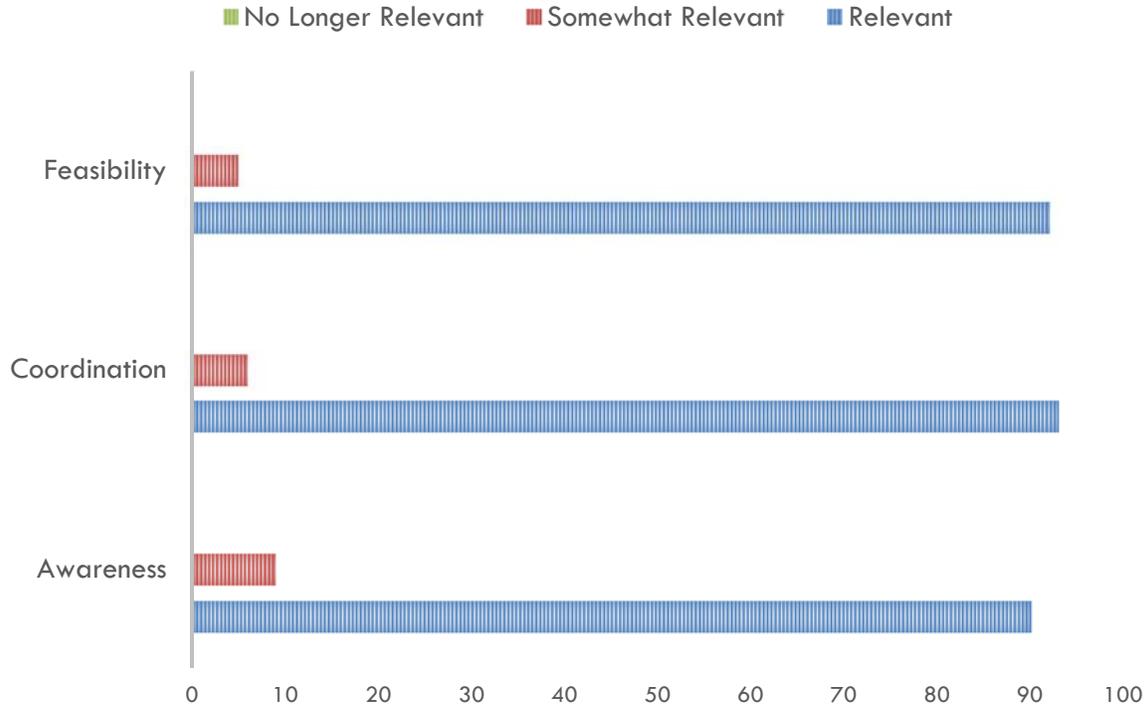
THEME AREAS

There were six overarching category themes identified in the survey comments received. The total number of participants was 172, with 104 additional comments.

Each comment fell into one or more of six (6) overarching theme categories as listed below. Please note the following numbers do not reflect individual comments, but rather the number of times the themes appeared within the comments:

- 29 Accessibility
- 24 Cost
- 21 Quality of Place
- 16 Disabilities
- 15 Seniors
- 10 Coordination

Each theme area reported by survey respondents is summarized as follows:

Accessibility:
- Availability of infrastructure designed to help people use public transportation more easily and efficiently. This would include things like benches, sidewalks, bus stops, lighting, signage, sidewalks in good repair etc.
- Availability of the system including options, hours/times, and locations.
- Availability of options that suits the needs of older adults, people with disabilities, and those with low incomes.

Cost
- Availability of programs that supplement the expense of public transportation to older adults and people with disabilities.
- Consideration of overall cost of public transportation to older adults, people with disabilities, and those with low incomes.

Quality of Place
The ability of older adults, people with disabilities and those with low incomes to use public transit to meet the following needs:
- Banking and Shopping/Retail
- Church attendance
- Employment
- Entertainment & Civic Activities
- Medical & Therapy Appointments
- Visiting Family
- Social Services

Disabilities
Considerations of the transportation needs of people with varying levels of ability.

Seniors
Considerations for the unique and changing transportation needs of older adults.

Coordination
Consideration of the available local capacity for collaboration and shared solutions for the transportation needs of older adults, people with disabilities, and those with low incomes.

The following chart shows the distribution of priority areas communicated from the public and organized by overarching theme area. The full report of individual responses may be found in Appendix A.

COMMUNITY SURVEY RESULTS BY THEME AREA

Coordination, 8%
Accessibility, 25%
Senior Issues, 13%
Disability Issues, 14%
Cost, 23%
Quality of Place, 18%
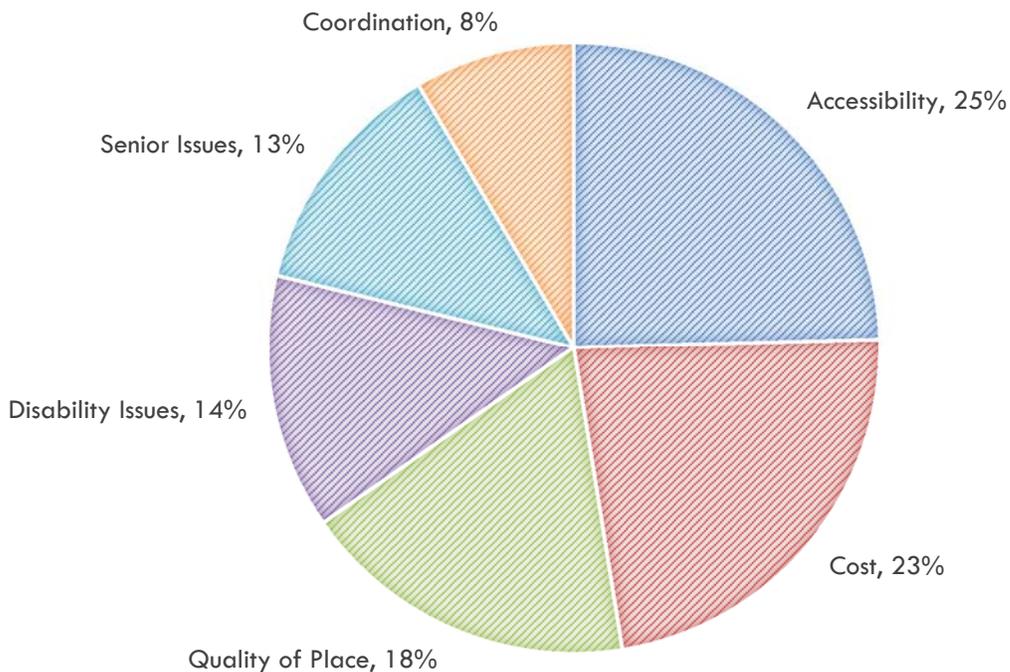
The Targeted Approach will identify the strategies, activities, and/or potential projects and the priorities recommended to address the identified gaps or opportunities in service delivery for older adults, people with disabilities and households with low income.

Goals

The following table summarizes the updated plan goals, objectives, strategies and recommended actions:

Target Pop	Older Adults, People with Disabilities, and Low Income Households	
GOAL	**Accessibility**	**Collaboration**
Objectives	Increase the awareness and strategies/solutions associated with transportation services, options, and barriers to the target populations.	Increase collaboration and coordination with agencies, jurisdictions, and businesses to support the transportation needs of the target populations.
Associated Strategies	1. Remove barriers. 2. Collaboration among providers.	1. Mobility Management: understanding needs, identifying gaps, and developing solutions. 2. Collaboration among providers.
Recommended Action	Pursue opportunities for accessible transportation options that are cost effective and relevant to the lives of older adults, people with disabilities, and low income households.	Explore opportunities for collaboration, coordination, and mobility management in the urbanized area.

Strategies

The following table expands the detail associated with the updated strategies:

Goals	STRATEGY	Strategy Summary
Accessibility	**REMOVING BARRIERS** that make transportation prohibitive for older adults, people with disabilities, and people with low incomes.	Common barriers identified by the public include the lack of availability or consideration of the following: ▪ Infrastructure designed to help people access transportation options more easily and efficiently. This would include things like benches, sidewalks, bus stops, covered bus stops, bicycle capacity (front racks and on street), lighting, signage, park-and-ride facilities, sidewalks in good repair etc. ▪ A practical and usable system that includes options, hours/times, and locations that meet the transportation needs of older adults, people with disabilities, and those with low incomes. ▪ Transportation options that suits the needs of older adults, people with disabilities, and those with low incomes. ▪ Transportation programs that supplement the expense of public transportation to older adults and people with disabilities. ▪ The consideration of overall cost of public transportation to older adults, people with disabilities, and those with low incomes.
Collaboration	Provision of **MOBILITY MANAGEMENT** to support the people traveling in and around the urbanized area.	A Mobility Manager should work to do the following: ▪ Understanding the mobility needs of the urbanized area. ▪ Knowing/inventorying the resources available that could meet those needs. ▪ Identifying gaps between what is now available and the needs of the people in the11 urbanized area. ▪ Developing solutions to meet those needs.

Goals	STRATEGY	Strategy Summary
Collaboration & Accessibility	Transportation System **COLLABORATION**	Collaboration and coordination with agencies, jurisdictions, and businesses to provide rides to or from unincorporated and urbanized areas to increase the ability of older adults, people with disabilities and those with low incomes to meet their needs, which may include access to the following quality of place components: ▪ Banking and Shopping/Retail ▪ Church attendance ▪ Employment ▪ Entertainment & Civic Activities ▪ Medical & Therapy Appointments ▪ Visiting Family ▪ Social Services

Scoring Rubric

The following information expands the detail associated with the updated scoring criteria for the *Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310* FTA grant program for the urbanized area. For more information on Section 5310 program funding visit: www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

The below 5310 Scoring Rubric content will be used as the primary decision-making tool for all proposed urbanized area 5310 projects.

Please use the below criteria to "score" the project proposal. The project sponsor has a maximum of **100 points** available among the below listed criteria. Each of the below listed criteria has an associated "max points possible" listed in parentheses. Score each area between zero and the max available points, with zero being the criteria that was <u>not</u> addressed or satisfactory.

CRITERIA	SCORE
1. Demonstration of Need (up to 10 pts)	
2. Addresses Accessibility and/or Collaboration Goals (up to 50 pts)	
3. Meets Specific Needs (older adults/disabilities) (up to 30 pts)	
4. Coordinated Transit District #9 Member Status (up to 10 pts)	
TOTAL	

The following table highlights how the updated scoring criteria connects to the updated strategies:

Criteria	Strategy Connection
Demonstration of Need	General Criteria
Accessibility & Collaboration	*Accessibility Connection:* Removing barriers that make transportation prohibitive for older adults and people with disabilities.
	Collaboration Connection: Transportation Collaboration & Mobility Management
Meeting the Specific Needs	*Collaboration Connection:* Removing Barriers, Transportation Collaboration & Mobility Management
Coordinated Transit District #9	General Criteria

The following tables define each of the updated 5310 scoring criteria:

Criteria	Criteria Summary
Demonstration of Need	Project proposals should include a clear and concise description of need. This should include a description of the estimated number of people to be served distributed by target population (older adults, people with disabilities, general population etc.). The identification of need should summarize the gaps between current conditions and desired conditions or "wants."
Accessibility	Projects that minimize barriers to transportation for older adults and people with disabilities. This could include: ▪ Projects or services designed and carried out to meet the specific transportation needs of older adults and/or people with disabilities. ▪ Projects that meet the needs of older adults and/or people with disabilities when other services are unavailable, insufficient, or inappropriate. ▪ The exploration or the provision of transportation service(s) where service gaps are present. ▪ Solutions that address transportation needs outside of "normal" operational hours, days, times, and/or locations.

Criteria	Criteria Summary

Collaboration	Projects that involve the collaboration/coordination with agencies, jurisdictions, and/or businesses to support the transportation needs of older adults and people with disabilities. This could include:
	
	▪ Exploring or implementing cost-effective methods for collaboration to ensure the needed transportation options are provided.
	
	▪ Transportation providers coordinating rides to popular destinations (and stops along the way) in order to maximize efficiency and rider options.
	
	▪ Partnerships with nursing homes, assisted living centers, and/or other senior/disability care agencies.
	
	▪ Collaboration designed to overcome the potential disconnects for individuals needing transportation to suburban jobs and services.
	
	▪ Projects that study the feasibility of urbanized area transfer points and/or locations and cost-effective options for riders and agencies involved.
	
	▪ Projects that explore the feasibility of regional express bus/commuter service to employment centers.
	
	▪ Mobility Management Projects
	
	   - Service Development (vehicles, movement of people) to understand the Family of Services, coordinate resources, Link systems to people, and to develop new creative options.
	
	   - System Management to plan and manage demand. Considerations could include land use, transit oriented development, livable communities, green, HOV, regulatory barriers, telecommuting etc.
	
	   - Transportation educational programs that educate the public on public transportation and associated benefits.

Criteria	Criteria Summary
Meeting Specific Needs	The project/service meets the specific transportation needs of older adults/people with disabilities. Projects could increase the ability of older adults and/or people with disabilities to meet the following needs: ▪ Banking and Shopping/Retail ▪ Church attendance ▪ Employment ▪ Entertainment & Civic Activities ▪ Medical & Therapy Appointments ▪ Visiting Family ▪ Other Routine or Specialized Needs
Coordinated Transit District Participation	Scoring is based on the organization's status as a Coordinated Transit District #9 (CTD) member and participation at regular meetings.

POINTS DISTRIBUTION

CTD #9, 10%

Demonstration of Need, 10%

Meets Spec ific Needs, 30%

Accessibility/Collaboration, 50%
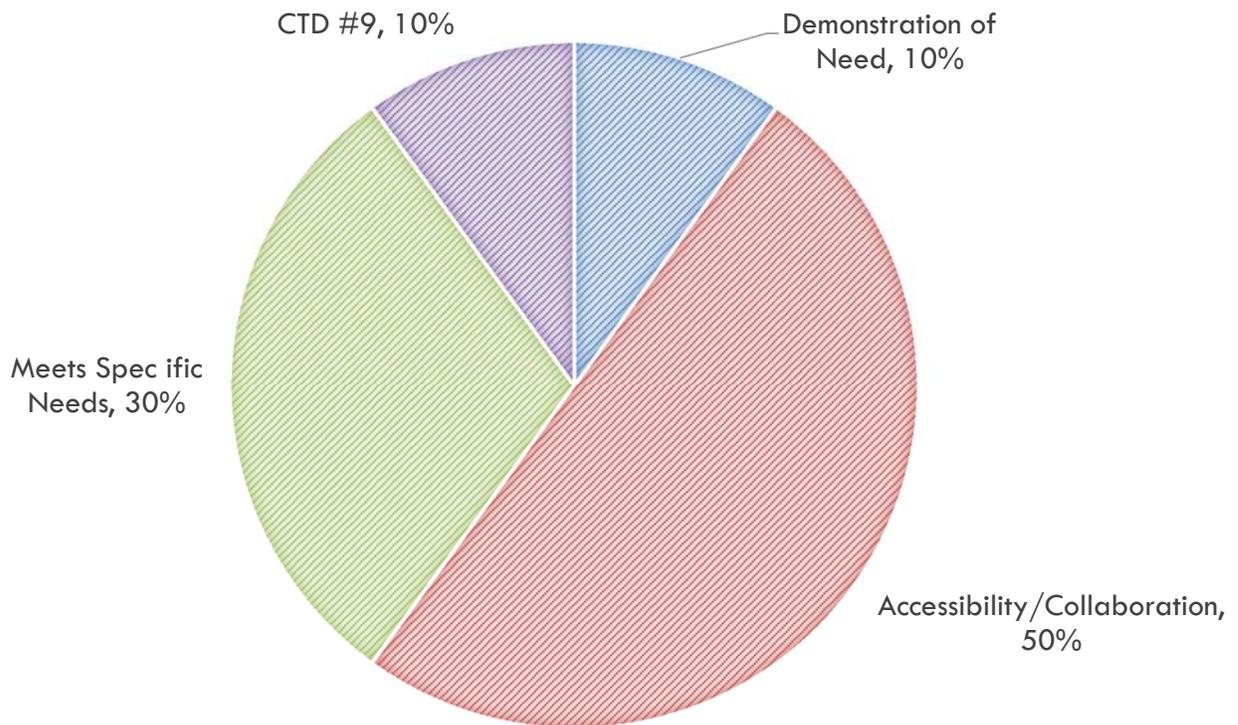
RECOMMENDATIONS

While the aforementioned strategies are important, it is necessary to set fourth recommendations that outline specific "next step" actions as a foundation for the strategies to be successfully implemented. The following are the formal recommendations of this plan:

- Designated recipients of Federal funding programs should follow-through with routine audits of sub-recipients to:

    - Ensure proper and responsible use of allocated dollars.
    - Ensure that mandatory rides are being given depending on the requirements of the agency.

- Institute centralized mobility management—especially in Sedgwick County—to streamline coordination efforts among transportations service providers.

    - Developing and using a centralized database to show ridership numbers, operating costs and other essential service provision expenses.
    - Local providers and stakeholders should advocate for an increase in a local commitment of funds.
    - Implement joint procurement/provision of support services to ease the cost burden to transportation providers.
    - Discuss the possibilities and options for developing a joint insurance program for service providers. If developed, choose a training option that is based on insurance decisions.
    - Service providers should work together to write a joint bid for vehicle maintenance.

- Institute centralized scheduling. Develop a consorted effort among transportation service providers to ensure accessibility to transportation is available to eligible riders and to achieve efficient, cost-effective, regional transportation.

    - Through committee work, develop the potential for a voucher program where system users could use any public or private service provider using their voucher.
    - Better coordinate driver programs to fill spatial gaps in transportation service coverage
    - Develop computer/phone apps and other call applications making accessibility to services easier and traceable.

Public Funding Opportunities

Federal funding programs are established by legislation approved by Congress. The current legislation is called the Fixing America's Surface Transportation (FAST) Act. The act supports transit funding through fiscal year 2020 and reauthorizes the Federal Transit Administration (FTA) programs and includes changes to improve mobility, streamline capital project construction and acquisition, and increase the safety of public transportation systems across the country.

To view highlights of the FAST Act visit www.transit.dot.gov/funding/grants/fast-act. Or to learn more the specific programs that support older adults and people with disabilities in the region visit https://www.transit.dot.gov/grants.

The below table highlights some of these available grants. Click on each title to learn more.

Title	Description	Type
Access and Mobility Partnership Grants	This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.	Competitive
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER)	US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Competitive
Bus & Bus Facilities Infrastructure Investment Program	Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.	Competitive
Capital Investment Grants - 5309	FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, this discretionary grant program is unlike most others in government. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.	Competitive
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.	Formula

Title	Description	Type
Formula Grants for Rural Areas - 5311	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Formula
Grants for Buses and Bus Facilities Formula Program - 5339(a)	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	Formula
Urbanized Area Formula Grants - 5307	Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	Formula

Community Survey Results

Goals	Strategies		
		172 Participants	104 Comments
91% Advocacy "Very Important"	91% Awareness "Relevant"		
95% Coordination "Very Important"	94% Coordination "Relevant"		
93% Funding "Very Important"	95% Feasibility "Relevant"		

Geographic Locations of Respondants

Survey

Over 100 comments were provided as additional insight to the perceptions surrounding the transportation needs of older adults, people with disabilities, and households with low income. The below questions were asked at a variety of community meetings with the request to share with others who may be impacted by transportation decision making.

GOAL question options were; Very Important, Kind of Important, or Not Important.

Advocacy: How important is it for our community to actively look for creative and new ways to pay for transportation services?

Coordination: How important is increasing the awareness of transportation needs and services in the community?

Funding: How important is it for organizations providing transportation services to communicate and work together to meet the needs of the community?

STRATEGY question options were; Relevant, Somewhat Relevant, or Not Relevant.

Awareness strategy examples: promoting ridership, expanding awareness of programs, eductional programs, alternative technologies.

Coordination strategy examples: mobiltiy management, coordination of rides between agencies, partnerships with the private sector, coordination to/from unincorporated and urban areas.

Feasibility strategy examples: part-time paratransit/transit, promotion of riding culture, mobility management, local transfer point study, regional express bus service to employment centers.

Human Services Transportation Plan

Digital Public Input Results

VIEWS	PARTICIPANTS
596	172

RESPONSES	COMMENTS
796	104

SUBSCRIBERS	IMPRESSIONS
2	0

How important is it for our community to actively look for creative and new ways to pay for transportation services?

93%	Very Important	158 ✔
5%	Kind of Important	9 ✔
1%	Not Important	2 ✔

169 respondents

How important is increasing the awareness of transportation needs and services in the community?

91%	Very Important	152 ✔
8%	Kind of Important	14 ✔
1%	Not Important	1 ✔

<div align="center">167 respondents</div>

How important is increasing the awareness of transportation needs and services in the community?

How important is it for organizations providing transportation services to communicate and work together to meet the needs of the community?

95%	Very Important	157 ✔
5%	Kind of Important	8 ✔
0%	Not Important	0 ✔

165 respondents

Now that you have shared your opinion on the 3 main goal areas of the WAMPO Human Services Transportation Plan. Please share with us any other information you feel would be important related to public transportation for older adults, people with disabilities, and people with a low household income.

0%	Very Important	0 ✔
0%	Kind of Important	0 ✔
0%	Not Important	0 ✔

0 respondents

51 Comments

We have to make transportation accessible to the most vulnerable in society. I feel like anyone making below a certain amount should have free public transportation. How can we expect people to thrive in a society that refuses to help them do so?

27 days ago   ⊕ 3 Agree

The bus system & Paratransit are not feasible, convenient options for these vulnerable populations. Both have limited hours which excludes any early morning, evening or weekend activity. Older adults should not have to prove that they cannot ride the bus system, but should have access to a more convenient option. There is literally no other option besides private transportation which is very expensive considering a majority of seniors are on a very strict income. The process to qualify for Paratransit is cumbersome and taxing on many older adults that they have difficulty just filling out the application, and if approved, it is still an overwhelming process for a senior. A very high percentage of seniors do not get proper healthcare because they lack transportation. Overall healthcare costs could decrease if more transportation options were available that are AFFORDABLE. Some type of direct, one-on-one car service should be available that is at the very least subsidized, if not free, like the Red Cross provided, but these riders shouldn't be limited to 8-5 Mon-Fri hours and only to doctor's appointments. People need social interaction, seniors especially, and they should have some flexibility to be able to utilize a low-cost service for other activities, such as the grocery store, or the senior centers, etc. Thank you.

27 days ago   ⊕ 2 Agree

Buses that run longer than 6 pm

27 days ago   ⊕ 2 Agree

Affordable transportation for seniors and those with disabilities is very important!

7 days ago   ⊕ Agree

Laura Delcambre, COMS An important component to using public transportation is the ability to locate the correct bus stops. I have noticed the is no signage at the physical stops to assist with this task. For older adults new to using the bus system that signage is important, they may not be interested in learning to use an app to just ride the bus. Also the location of the bus stop signs should be accessible to those who are BVI. I have noticed several stops that are positioned with no type of landmark information available. For example the #17 outbound stop at 21st, just east of Amidon Pl., is located very near the road in the middle of a parkway surrounded by grass. It is difficult for people who are BVI to locate without assistance. This is just on example. Placing benches near the stop along with a concrete walkway would make these stops more accessible.

8 days ago   ⊕ Agree

Affordable transportation is needed for people to get to and from work, day programs and needed services. Times,location and cost are all parts of successful transportation.

8 days ago   ⊕ Agree

Many individuals within our community such as those with disabilities, youth, aging population, lower income families need a robust transportation system and it should be a priority for our community. For those that cannot drive due to age or disability or lack of afford dependable transportation it allows them to engage in the community for employment, access community resources, shopping where goods are affordable and of course to socialize. All of these things lead to a better quality of life. I cannot imagine needing to work and being reliant on a transportation system that is only available M-S during daytime hours. Many jobs in our community, especially some of the higher paying jobs such as Spirit etc. may require you to work second shift and if you have a disability that means you cannot take the higher paying jobs unless you can find someone willing to transport at a reasonable rate late into the evening. In visiting other cities one of the first things I get educated about is the public transportation. I think that tells you a lot about a community and I am always amazed to see the diversity that uses the public system. However, that typically makes me more frustrated as to why our community does not have 7 day a week and longer bus hours. I also think that we need to build a transportation system that can be easily learned. I have heard there are studies that a hub system is more efficient etc. , but it just takes too long to get anywhere. We not only need to make our system affordable, but also USER friendly and timely.

15 days ago   ⬆Agree

Cost and convenience are important.
15 days ago   ⬆Agree

(Senior Living Apartment Tenant) Let us know how to access the information.
15 days ago   ⬆Agree

I am thankful for the door to door bus but not to easy for Dr appointments. It would help if at a Dr's appointment we could just call and tell them we are ready for return.
16 days ago   ⬆Agree

I can take the paratransit bu to the Dr's office but have to schedule the return at the same time for the return trip and oyou don't always know how long you'll be there.
16 days ago   ⬆Agree

The hours that the transportation run make it difficult to utilize them. Also, the "window of time" given that specialized transport will pick up a person with disabilities is very difficult to plan on. These individuals frequently will need staff support as well, and this isn't available on transportation. If they bring their own staff on a one way trip, the staff will need to find their own way back to their vehicle. Logistically, this is very difficult for people with disabilities. My daughter is at high risk for abuse/neglect/exploitation. She needs to have a 2nd person on the bus other than the driver, to ensure she is safe. A driver cannot be expected to safely drive and meet the potential medical and supervision needs of persons with disabilities. Transportation can also be cost prohibitive for individuals on a tight budget.
16 days ago   ⬆Agree

Clayton Pearson   My grandfather drive for about 10 years longer than he had any business driving. And had about 15 years of depression he shouldn't have had. But is a simple reality for those that live in a car-only city without the added resource of family able to provide full time, continuous transportation and support.

In the next few years, my mother will not be able to drive. I am currently looking for a way for my mother to affordably live in Wichita. While still living a full and independent life without a car. I have little confidence that Wichita will be able to provide that for her when the comes time for her to give up her keys.

Someday I will not be able to drive. I realize now that original reason that I decided to move to Wichita till retirement. With the plan that when I retire I would move to another city. Somehow I could see Wichita is a car-only town. And that in car-only towns I can be car-free, or I can be happy. But that is an either/or statement. Car-fee and Happy doesn't work for most of us in a car-only town.

Wichita has enough time to convince me to stay after retirement. But that decision will be based in large part on if the street design changes. And if there are better public transportation options available when I retire.
17 days ago   ⬆Agree

Accessible public transportation is for beneficial for everyone! We do not need anymore roads, they are expensive, inefficient, and encourage single occupancy transportation. We need to design a transportation system that will reduce single occupancy transportation.
20 days ago   ⬆Agree

Consider engaging in outreach efforts to service providers like Rainbows United, The ARC, Senior Services, etc. engage their clients directly to inform them of what options exist. Then take it a step further and teach them how to use each option.
20 days ago   ⬆Agree

If you made it available, more than just low income and disabled persons would use public transportation in Wichita and surrounding communities. Extend hours, frequency and routes, and see how robust the usage becomes. Wichita and its city and county leaders should be embarrassed at how badly the city and county have neglected its public transportation duty to its citizens and visitors to the city. You think this looks good? You think it looks 'fiscally responsible'? You think it looks progressive? Take a step back and really look, and then answer those questions truthfully.

22 days ago   ⊙ Agree

Add a bus stop in Bel Aire to help those that can't get around as easily. 45th and Woodlawn or 45th and Oliver. Somewhere near sidewalks.

22 days ago   ⊙ Agree

D carrell   Get laws passed allowing disabled citizens to legally ride on bike sidewalks and paths with their mobility carts or e-assisted bicycles.

23 days ago   ⊙ Agree

Kim   Expanded public transit routes and hours are long overdue for a city the size of Wichita. So many of our residents are in need of public transit. Would also like to see larger bike racks added as most of the time the 2 slots are full.

23 days ago   ⊙ Agree

Mary Mann   I used public transportation in Wichita when I was in college. I would use it now if it were realistic. There is an entire population of Wichita citizens who could greatly benefit from a bus system that ran second shift and one in which you could transfer at any spot, not just the transfer station. Employers would benefit from a system that travelled a greater distance as well.

23 days ago   ⊙ Agree

B.R.   Low income, or no-income community residents often need to be able to look for work and maintain work in order to improve their situations or even to survive. The types of entry-level jobs available to them (manufacturing, food services, etc., are often 2nd & 3rd shift jobs. Wichita weather year-round does not always work well with just a bicycle or transportation on foot. We need a night-time public transit option, and we need to be able to reach the places of employment that are currently outside the current transit routes. Perhaps the business community can partner with WTA to develop some options that would be helpful to such indigent populations as people on probation or parole, newly released from jails or prisons, or generally homeless people that do not qualify for cash aid or food stamps, with no children under their care, or with no documented disability with which to establish any source of income, unless or until they find work.

23 days ago   ⊙ Agree

Expand times available. Transportation vouchers for aging and low income.

23 days ago   ⊙ Agree

All are relevant and important. Where is a grid opportunity:

23 days ago   ⊙ Agree

Discounted prices - longer times - possible just transportation to/from doctor appointments -> rather than 2 hrs on bus to get across town.

23 days ago   ⊙ Agree

There are not enough transportation services via public transportation for persons with a low household income or with disabilities. Additionally there MUST be some way for nonprofit organizations to request donated bus passes or other ways to save and purchase bus passes at a discount for those persons most in need.

23 days ago   ⊙ Agree

Frances Oare   I do not like the fact that my daughter with special needs sometimes has to take the bus at a time which arrives an hour earlier than needed, or she has to wait an hour for pick up to return home. I also don't like the fact we can only call a week in advance and basically have to call every day to set up the next week one day at a time in order to get decent ride times (especially when she has the exact same work schedule daily) I wish we could have a standard time set and then just have to call if we need to cancel because she is ill and won't be riding

26 days ago   ⊙ Agree

Buses that run past 6 pm. Transportation with residential providers should be funded as it is safer for persons served and more cost effective.

26 days ago   ⊙ Agree

Heather   Cost effective transportation for those with ID / DD who still live in their family homes. Free transportation to work or day services is vital for some individuals who can't pay the transportation fee, it's vital to ensuring they explore our community to their fullest potential. Integration and independence often falls short for some individuals due to accessibility limitations or costly transportation, we need to make sure their needs are met fully.

26 days ago   ⊙ Agree

Pat Jonas I believe many are aware of the transportation needs for persons with disabilities - but need solutions. Need to have less restrictions between city and county boundaries as it relates to transportation. Transportation priorities in my opinion:
1. Employment transportation
2. Evening Transportation
3. Sunday Church Transportation
26 days ago   ⟳ Agree

Donna Sutterfield It is hard for people to pay for transportation. Even harder for those that are disabled to be able to get on a regular bus. Those that do have problems have to call 24 hours a head of time to set up transportation.

Also the bus does NOT run on Sundays. Can we make this happen. People have needs on Sunday as well.
26 days ago   ⟳ Agree

Transportation for the elderly and those w/ a low income is a huge barrier to accessing resources and limits employment options. Increased or expanded affordable transportation options are a key piece in moving people toward becoming more self-sufficient and self-sustaining. For a town of this size, our transportation options and available bus service (stops, routes, and run times/days) are not sufficient.
27 days ago   ⟳ Agree

Dave Sanford For many people served by our various social service agencies, specifically our community health centers, transportation is a significant obstacle to accessing care. We need to enhance our city bus system with more frequent stops and additional routes. Discounted fares and/or the capability for agencies to issue bus vouchers for low-income clients/patients would help overcome this barrier.
27 days ago   ⟳ Agree

If this service could be expanded beyond just transportation to medical appointments for Medicaid clients, paid for by Medicaid, that would be tremendous!
27 days ago   ⟳ Agree

Routes need to be broadened to encompass 2nd shift workers. A survey should include those who currenly ride the bus and how many transfers ocur.
27 days ago   ⟳ Agree

VETERANS NEED TO RIDE PUBLIC TRANSPORTATION FREE
27 days ago   ⟳ Agree

Cindy Miles I believe mass transit is critical to the lives of those that you mentioned.
27 days ago   ⟳ Agree

working together worKS
27 days ago   ⟳ Agree

Heather Larson I agree with Joanna Kilgore's comments below. Not only do I work in the field of addictions (social work), I took the bus for 10 months last year while I saved up for a car. I second that we need seated and covered shelters -- NOT just in the nice parts of town like Douglas Ave downtown, but ALL over the city. I have personally been exposed to the elements in both -4 and 90+ degree weather while waiting for a bus, not to mention rain. We DO need bigger and better signage as it is because the last thing a disabled person needs it to have to walk farther to find a small sign. Drivers can be more respectful of those with special needs with respect to non-timed stops. Drivers should be consistent on the same routes at the same times daily so they know instinctively when something is amiss with a rider who is vulnerable and who may become the victim of a crime. Drivers with consistency who know their route and the people on it will also be helpful with non-timed stops because they will know who should be there and when, and perhaps they will slow down and wait for a habitual rider instead of blowing past non-timed stops at high speed. Perhaps there need to be more timed stops for the greater good of all. I have been told by homeless clients that buses won't pick them up if they are carrying bags. I would like to see greater access to free bus passes for clients involved in a program of self-improvement. Many of my clients cannot come up with even change for the bus, let alone change for a day pass or even more change to transfer. My clients have spoken highly of the free Q Line, so I would therefore like to see it expanded for those who utilize social services in the downtown corridor during weekdays. People need buses to run later, period. But it would give my clients (who are the people you are trying to serve) more time to get things done when they DO receive a day pass. My clients need to get to places like 21st/Amidon for Comcare services as well as getting ID. They also need to get to the social security administration. Indigent, disabled, and aged persons spend a great chunk of their time daily obtaining social services and therefore expanded bus hours will make it so much easier for them! I have clients with multiple doctor appointments each week they need to get to and not all have Medicaid transportation. I would be happy to provide more ideas anytime.
27 days ago   ⟳ Agree

We live in Bel Aire. No public transportation here! I drive my 24-year-old adult daughter, with ID/DD, to and from her two jobs and almost everywhere else! This is a very important issue for us and other families like ours who have adult children with disabilities. Thank you.
27 days ago   ⟳ Agree

Sharon Witzell THis is very imporatant especially in light of the huge population of Baby Boomers who are aging. Providing transportation for many of them will keep them in their homes longer and give them a better quality of life.

27 days ago   ⬆ Agree

George Dean
WE NEED A BUS SYSTEM TO TAKE PEOPLE TO WORK AND BACK HOME
one month ago   ⬆ Agree

Joanna Kilgore Older adults and often those with disabilities need seated covered shelters. THis also provides an obvious beacon that THIS IS A BUS STOP. The current system of tiny signs are difficult for these populations to see and find easily.
These populations also struggle going long distances to bus stops, so the stops need to be relatively close to them. Being able to get to and from the "suburbs" are important for people going to and from jobs. I employ special needs adults at my coffeehouse in Maize. Most of them live in Wichita, with no transportation. The hardest part of my job is finding transportation so they can be productive members of society. Disabilities already restrict their lives. Lack of transportation often makes them prisoners of their own homes.
In the town of Maize, many households are low-income, with most of the jobs in Wichita or other towns around. They don't have reliable cars, and thus would also benefit greatly from a transit system. There are only so many jobs within walking distance of anyone.

one month ago   ⬆ Agree

Question: would people with Medicaid be able to use this transportation?
one month ago   ⬆ Agree

Brent Miller Senior Focus Uber Program…increase trust of using a service and incentives to offset cost or other resources to help pay for specific trips i.e. medical visits, personal care, grocery.
one month ago   ⬆ Agree

Having transportation programs available fore nonprofits to encourage participation in various community events and to engage in ongoing health care would be really helpful. I have contacted Wichita about bus passes but have only received one call back after 5 attempts to be told this was not supported.
one month ago   ⬆ Agree

Considerations: Low cost, vouchers, transport for nursing facility discharges if they do NOT have a family to come and get them.
one month ago   ⬆ Agree

I would love to have a rail system back in Wichita. I understand that would compete with the airport but there are plenty of people who would choose not to take a plane.
one month ago   ⬆ Agree

Individuals with disabilities struggle to much about transportation. They want to go places, but is not transportation available for them. Even if they use Wichita Transit is a lit bit cost for them.
one month ago   ⬆ Agree

Some type of discount
one month ago   ⬆ Agree

Hadassah Prosser With people like me who can't walk long distances and stand for long periods of time . . .don't need more sidewalks on 2nd street (Wichita). We need more buses on here and more as needed availability and longer hours for paratransit vans.
one month ago   ⬆ Agree

Comments Submitted Privately:

Michelle Stroot Coordinate transportation to make it more cost effective and to give greater options without restrictions across jurisdictional boundaries.
one month ago   ⬆ Agree

The strategies associated with "Awareness" are

91%	Relevant	90 ✔
9%	Somewhat Relevant	9 ✔
0%	No Longer Relevant	0 ✔

99 respondents

The strategies associated with "Awareness" are

The strategies associated with "Coordination" are

94%	Relevant	93 ✔
6%	Somewhat Relevant	6 ✔
0%	No Longer Relevant	0 ✔

99 respondents

The strategies associated with "Feasibility" are

95%	Relevant	92 ✔
5%	Somewhat Relevant	5 ✔
0%	No Longer Relevant	0 ✔

97 respondents

Please share with us any other information you feel would be important related to public transportation strategies for older adults, people with disabilities, and people with a low household income.

0%	Very Important	0 ✔
0%	Kind of Important	0 ✔
0%	Not Important	0 ✔

0 respondents

50 Comments

Mary Mann Transportation should be scheduled more often, through second shift, Saturdays and Sundays and further out to the industrial areas. People with lower incomes struggle constantly with transportation. Entry level jobs are frequently second shift and on the weekends.

23 days ago   ⬆1 Agree

Donna Sutterfield I would like to talk to you about the people that get very very low income and have to walk everywhere due to NO money. They have doctor appointments as well as other medical appointments need some kind of discount.

26 days ago   ⬆1 Agree

Needed access to transportation for those in outer parts of Sedgwick County or even Wichita. And address access to transportation services for second and third shift community members.

27 days ago   ⬆1 Agree

CommonCourtesy Kansas is all set up to help coordinate rides, but it could use some funding so the per ride cost is actually affordable, especially for riders who need it on a daily basis. Why reinvent the wheel here? Fund (or partially fund) this organization and see what it can do! Thanks.

27 days ago   ⬆1 Agree

(Senior Living Apartment Tenant) Transportation is very important for seniors who can't get around and that are limited on income. When the Red Cross Transportation left town it left a huge gap and very diffcult to get to and from doctor's appointments. Just imagine that you are a senior citizen and could not drive, had no family, and very little income, how would you get around?

5 days ago   ⬆Agree

Laura Delcambre, COMS The availability of more frequent buses would be helpful in order to get people where they need to go and avoid having them waste time while waiting for a bus.

8 days ago   ⬆Agree

Coordinate with employers to help people get to work. A good transit system is not just for the poor and handicapped!

8 days ago   ⬆Agree

Make it affordable, user friendly and timely. We say we want all people to obtain employment, but we have not done a good job of making sure the tools are there to support employment. Maybe a bus system is not the answer, maybe we need to figure out what our future needs are while our city is smaller. Maybe we need to explore other types of mass transit. When I see the old pictures of trolleys I ask myself why did we get rid of them. I love taking the subway when I visit bigger cities, park and ride is great. I think Wichita needs to fix what we can immediately and then think bigger and prepare for future needs of our community.

15 days ago   ⬆Agree

B.R. Volunteer driver programs seem to be targeted at health concerns. The population I work with is re-adjusting into the community after being released from jails or prisons. They need a way to get indigent bus passes in order to look for work and get to and from work until their income becomes stable enough to be able to start paying for some things on their own. Bing qualified for food stamps or cash aid does not work as an indigency screener, because most of them do not qualify for cash aid without children at home, and food stamp eligibility does not last very long anymore. I think making arrangements with the employers in town to partner in establishing some up-front transportation funds for bus passes, to be reimbursed by employees out of their eventual paychecks, could be a helpful tool.

23 days ago   ⬆Agree

Need transit to get seniors and disabled to centers. Could help increase attendance at senior center.

23 days ago   ⬆Agree

More accessible - door pick up
paid "riders" to assist with those with memory impairment and disabilities. You do not have to know someone.
23 days ago Agree

Coordination Comment: Regarding "enhance efficiencies by coordinating rides with other agencies" - for years and years...This has been attempted for years vans have been given to KETCH and asked to coordinate with other agencies. To my knowledge this has never happened. No oversight. No changes.
23 days ago Agree

Easier bus stops - most just a sign, no where to sit to wait
Cost
would be nice for smaller bus/van for use to transport to/from doctor appointments etc.
23 days ago Agree

The identified group should ride for free. Particularly veterans.
27 days ago Agree

Removing barriers should be the main objective of the Awareness strategy, the other objectives just don't seem as relevant given the major issue for these groups are barriers. Also there is currently only 1 volunteer driver program, so expanding awareness only seems necessary if other volunteer driver programs are enacted.
Coordination is key! Many people who work directly with these vulnerable populations are already working together, however, it's the "powers that be" and have "control" of the funds who are not listening. These same direct workers should also be able to weigh in on Feasibility, rather than wasting time and money on exploring and studies. Thank you.
27 days ago Agree

X hi
one month ago Agree

C. Hay Take a look at the LAN program developed in Massachusetts as reported by AARP some years ago. With the adoption of a spread sheet and credits for rides and other services, regional and city wide services can be implemented.
one month ago Agree

Expanding awareness of volunteer driver programs is important.
one month ago Agree

Individuals with disabilities need additional assistance and understanding. Those who transport need to be educated/experienced in working with these individuals. What some may see as being difficult is usually their diagnosis. These individuals may need things explained to them, given instructions 1 at a time and a caring voice.
one month ago Agree

In the 21st and Oliver area there isn't any busing for older folks.
one month ago Agree

I would suggest contacting senior centers, if you haven't already, to set up a time to meet with members about their transportation concerns. One example is a member of the NE Center who takes a transit bus everywhere and has to schedule his day around bus schedules and connections.
one month ago Agree

If there aren't enough buses or routes, awareness doesn't matter.
one month ago Agree

Trish Some of the language in the in the bullet points is unclear in meaning to someone not steeped in the industry. For instance what are Mobility management practices or Coordinated Transportation Services? Working with employers to/Nursing homes/ care or advocacy centers to target hours/routes that would help their employees most and hours that would enable ridership.
one month ago Agree

Education via computer is an excellent options, all so offering an incentive to riders.
one month ago Agree

I have no other thoughts at this time.
one month ago Agree

none at this time
one month ago Agree

n/a
one month ago   ⬆ Agree

ronald tracy   hi
one month ago   ⬆ Agree

Comments Hidden by Filters or Admin:

(Senior Living Apartment Tenant) If I could not drive tomorrow I wouldn't have many options for transportation. Affordable transportation is a very important component to keeping us seniors independent.
15 days ago   ⬆ Agree

We need transportation for seniors to medical appointments, grocery shopping, etc.
15 days ago   ⬆ Agree

(Senior Living Apartment Tenant) We need dependable transportation. When my sister can't take me shopping and to the doctor I don't go. My balance is really bad and I am on limited funds.
15 days ago   ⬆ Agree

(Senior Living Apartment Tenant) The bus system does not go to a lot of doctors out east. since the Red Cross left no one has filled their shoes. Transportation is so important to keep us seniors independent (shopping, doctor, etc.).
15 days ago   ⬆ Agree

(Senior Living Apartment Tenant) Transportation is very important to get us out of our homes. It is important for social events also for weekends. My wish list for rides is to church and the casino, farmers market, and the zoo.
15 days ago   ⬆ Agree

(Senior Living Apartment Tenant) I currently have access to transportation - but in the near future I know that may not be available to me. I am 68 and can get around easily now . . . but I live in a senior housing building and they removed the convenience of a "Front Door Bus Stop" recently and it has caused a serious problem for many of the residents from getting a bus, when Red Cross shut its service down.
The inconvenience of catching a bus and the cost of cab service really brought many folks without the "Freedom" to get around to doctors and shopping!
I would like to see and would support new services that could be put into place and help others here in my building to get to the proper information to help them get the help they need.
Cost factor is a real concern, even for myself. I know that cost of insurance on transportation is high, which we as consumers catch the affects of an most of us understand, but a pass system with a certain number of rides per month would help. Convenience of wheelchairs is a must for some and the convenience of hours is very important when dealing with early doctor's appointments.
Wichita provides so many wonderful programs for the elderly and low income families, its hard to understand why transportation is difficult to provide.
I would be wiling to attend public meetings. . .strategy meetings and other forums to get our voices heard about this situation. I am going to push for others, here in my building to get on board with this. It's much needed and must be supported by us all.
15 days ago   ⬆ Agree

(Senior Living Apartment Tenant) I help a lot of people with rides to the doctor. But when I can not drive I will need some transportation. It is VERY VERY important for us seniors to get and stay active.
15 days ago   ⬆ Agree

(Senior Living Apartment Tenant) Senior transportation has a lot to be desired. The bus no longer stops in front of our apartments, Somerset Plaza, and there is too much walking. I have fallen a couple of times and went to the hospital because of walking on uneven surfaces. It took me a year to get approved for the paratransit bus. they help, but I do have to wait a long time sometimes. Keep seniors mobile and out and about ...keeps us going and staying out of the nursing home. Keeping the cost down is very important also.
15 days ago   ⬆ Agree

(Senior Living Apartment Tenant) Transportation is very important for seniors!! WE NEED TO EAT AND TO THE DOCTOR AND CHURCH.
15 days ago   ⬆ Agree

(Senior Living Apartment Tenant) Due to physical disabilities many older people need transportation to doctor's appointments, grocery stores, and other misc. activities. If people are not mobile - ("car") - they must depend on family members. Financial needs are important to social security dependent!
15 days ago   ⬆ Agree

I hate to say that I am not surprised at all [about the comments about the Somerset Plaza bus stop]. It is so unfortunate in so many ways. I know this is not the first time it has been brought to someone's attention. This bus stop was taken away at least over a year ago and I know Tracy voiced her concerns at that time, but again, it was probably upon deaf ears within either the City or Wichita Transit. There are so many stories that are heartbreaking and it is so difficult for those of us that are trying to create change and have our voices heard but seem to be not even making a dent. I guarantee there are others that have very similar stories. Some of my most recent, for me, are husbands or wives with their spouse in the hospital or rehab, and they no longer drive, and have no way to get to them to visit. It.is.awful!

15 days ago   ⊙ Agree

It is very important to have affordable transportation to and from medical appointments, grocery shopping, support groups, and etc. More transportation choices for our seniors. I have been a long time rider with the WTA.

15 days ago   ⊙ Agree

(Senior Living Apartment Tenant) Transportation is VERY VERY important for low income seniors. Without that option and help many people will become isolated and decline rapidly.

15 days ago   ⊙ Agree

(Senior Living Apartment Tenant) I would like to see and hear about the planning process to help us seniors regarding transportation (Newspaper, TV, & Radio) before decisions are made. Transportation for seniors is very important, because even if you do drive whose to say you can still drive in 3-6 months.

15 days ago   ⊙ Agree

(Senior Living Apartment Tenant) I am one of the only people here in my building that still ride the bus. They took the bus stop away from in front of my building (Somerset Plaza) and it is difficult for me to get to the bus stop (2 1/2 blocks away). I am on a walker and there are not sidewalks all the way to the bus stop. There are no benches to sit on, no way to get out of the elements, and have to cross a busy street with no stop lights or cross walks. It is VERY DANGEROUS!! Also, the lift on the bus breaks down. Sometimes it is hard to get around the wheelchairs adn baskets with my walker and groceries. I do my best.

15 days ago   ⊙ Agree

(Senior Living Apartment Tenant) There is not enough transportation for seniors. We all need help when we get older and can't drive.

15 days ago   ⊙ Agree

(Senior Living Apartment Tenant) The needs that I can see for myself and others are:
Access to:
1. Grocery store to and from apartment building entrance group sitting
2. to and from doctors appointments
3. possibly bank trips
4. possibly mall or shopping centers (group planning)

15 days ago   ⊙ Agree

(Senior Living Apartment Tenant) Increase awareness, keep affordable, get to grocery shopping, and various doctor appointments.

15 days ago   ⊙ Agree

(Senior Living Apartment Tenant) I would like to see transportation available to seniors to go see family (grandkids), the store, bank, and church.

15 days ago   ⊙ Agree

(Senior Living Apartment Tenant) Since they took our bus stop away from out front of our building, I can't ride the city bus anymore. I need cheap transportation for my husband and I. We don't drive and would like to get out of our apartment to go to church, doctor, and the store.

15 days ago   ⊙ Agree

I manage a senior housing complex. I'm seeing tenants missing important medical appointments due to lack of transportation.

15 days ago   ⬆Agree

I am a service coordinator at a Section 8 senior apartment building here in Wichita. Transportation is a HUGE!! issue here. We have around 100 residents and I would only say about 20 drive.

Being able to get out and go to doctors appointments, go to the bank, go to the store, and got to church is so important! With no way to get to places really decreases their health in several ways.

We No longer have a bus stop out in front of our building and as a result of that I probably only have 2 residents that try to maneuver the bus system anymore.

The Red Cross left a big hole for transportation to the doctors. No one funded that void. The SCRAM Program was awesome many years ago, but funding dried up.

Reasonably priced transportation is a must for our seniors. If we don't keep them independent and as health as possible, we will have to pay more as a city, county, and state to put them in nursing homes or worse.

15 days ago   ⬆Agree