2018 Lorain County Coordinated Transportation Plan UPDATE

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United Way of Greater Lorain County  
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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Lorain County. The 2019 Lorain County Coordinated Transportation Plan is the first year Lorain County has developed its own plan which will work in collaboration with the Northeast Ohio Area Coordinating Agency (NOACA) plan that covered portions of Lorain County, namely Avon, Avon Lake, and North Ridgeville. Since Lorain County is a small urban and rural county, the Ohio Department of Transportation (ODOT) encouraged Counties with our makeup to create their own plans for increasing awareness and access to transportation options for Lorain County residents. The plan will seek to accomplish this by: (a) increasing understanding and awareness of transportation needs; (b) coordinating transportation options to meet needs; and (c) building sustainable and healthy communities.

This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America’s Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

Transportation is a critical component of the communities in Lorain County. Transportation provides access to jobs, education, health care, human services and allows all community members, including older adults and people with disabilities, to live independently and engage in community life. It is the purpose of this plan for local stakeholders to work collaboratively to do the following activities:

1. Identify all community resources including
   - Senior Transportation
   - Private Transportation
   - Non-Profit Transportation
   - Paratransit
   - Active Transportation i.e. biking, walking
   - Ridesharing
   - Carsharing
   - Carpooling
   - Northeast Ohio Area Coordinated Agency (NOACA)
   - Lorain County Transit

2. Identify and Prioritize community transportation needs
   - Increase Awareness of Transportation options
   - Develop and Implement a Mobility Management Program
   - Explore Data Collection & Planning Synergies
   - Coordinate Educational Training Programs
   - Explore Transportation Pilot Projects
3. Establish a clear plan for achieving shared goals

To achieve the goals and needs listed in the Coordinated Transportation Plan, Lorain County will continue to reach out to transportation service providers, health and human service providers, non-profit organizations, private organizations, education centers, employers, and medical facilities for coordination of mobility services with all interested transportation providers. Through partnerships and shared priorities, the county, cities, villages, residents, businesses, social service agencies, and transportation providers will work together to achieve the goals stated in this document.

Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities must include participation and/or representation of the following, at minimum:

- Seniors
- Individuals with disabilities
- People with low incomes
- Public, private and non-profit transportation providers
- Human services providers
- The General Public
- Social Service Providers
- Medical Facilities
- Employers
- Regional Planning Organizations
- Government Entities

In order to ensure participation from the above groups the following stakeholder involvement activities were performed:

1. COMMITTEE FORMATION. The Lorain County Coordinated Transportation Planning committee involving the following organizations:

- Carlisle Township Trustees
- City of Avon
- City of Elyria
- City of Lorain
- City of North Ridgeville
- City of Oberlin
- City of Sheffield Village
- Community Foundation of Lorain County
- Congressman Marcy Kaptur’s Office
- El Centro
- Elyria City Schools
- Enterprise Rideshare
- Facilitator
- Flat Rock Homes
- Green Circle Growers
- Kendal at Oberlin
(2.) PUBLIC NEEDS SURVEYS. The following organizations were instrumental in assisting us with obtaining nearly 700 general public surveys from throughout the County. The specific organizations and businesses that assisted with distributing both paper and electronic general public transportation surveys are as follows:

- El Centro (for translating surveys into Spanish)
- Green Circle Growers
- Kendal at Oberlin
- Lorain County Board of Mental Health
- Lorain County Chamber of Commerce
- Lorain County Community College
- Lorain County Urban League
- Neighborhood Alliance
- Oberlin Community Services
- Second Harvest Food Bank of North Central Ohio
- The Chronicle Telegram
- The Lorain Morning Journal
- WEOL
- WOBL/WDLW
(3). COUNTY-WIDE MEETINGS. Transportation Needs Round Table Sessions were held throughout the County:

- August 1, 2018 – Wellington Campus of Lorain County Community College (Rural area)
- August 21, 2018 – United Way of Greater Lorain County (City of Lorain)
- September 6, 2018 – Ohio Business College (City of Sheffield)
- September 10, 2018 – First Church of Oberlin UCC (Oberlin)
- September 13, 2018 - Avon Public Library (Avon).
I. Geographic Area

Map 1: Basic map of geographical area covered by the plan

There are 88 Counties in Ohio and by population, Lorain County is the 9\textsuperscript{th} most populated county. As of 2017, the population was estimated to be 307,924, with 116,274 households, and 80,077 families residing in the county. The population density is 613.6 inhabitants per square mile. There are 127,036 housing units at an average density of 258.7 per square mile.

Lorain County has a total area of 923 square miles, of which 492 square miles is land and 432 square miles is water (mostly Lake Erie). The total incorporated area makes Lorain County the fourth-largest county in Ohio. Lorain County borders Ashland County, Cuyahoga County, Erie County, Huron County, and Medina County.

The median income for a household is $52,066 and the median income for a family is $62,082. Males have a median income of $49,146 versus $35,334 for females. The per capita income for the county is $25,002. About 10.3% of families and 13.1% of the population are living below the poverty line,
including 20.5% of those under age 18 and 8.0% of those aged 65 and over. The median property value in Lorain County, OH is $146,400, and the homeownership rate is 71.5%.

There are three major cities in Lorain County – Elyria, Lorain, and Oberlin, with three other communities growing at a rapid pace bordering Cuyahoga County which are Avon, Avon Lake, and North Ridgeville. Most of the commercial and retail activities as well as the suburban population are concentrated in the north and north-east corner of the County. The remaining portions of the County are mostly rural, with a few exceptions being Oberlin and Wellington. The characteristics and makeup of the County creates a challenge for developing a sustainably funded Countywide transportation system.

**Map 2: Major trip generators in the geographic area**

Some of the largest industries in Lorain County are healthcare, social health and welfare assistance, and manufacturing. Lorain County employs 1.2 times more people than would be expected for a County of comparable size.

Most Lorain County residents drive alone and have a commute time of 23.9 minutes, which is less than those of the average US workers who commute at 25.3 minutes. The average number of cars per household is two.

Most of the major trips are generated in the north and north-east parts of the County. With the exception of the Oberlin, this consists of the communities of Avon, Avon Lake, Elyria, Lorain, and North Ridgeville.
II. Population Demographics

Chart 1: Total Population with Current and Projected for Five Years

<table>
<thead>
<tr>
<th>Census</th>
<th>1800</th>
<th>1810</th>
<th>1820</th>
<th>1830</th>
<th>1840</th>
<th>1850</th>
<th>1860</th>
<th>1870</th>
<th>1880</th>
<th>1890</th>
<th>1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>1910</td>
<td>76,037</td>
<td>90,612</td>
<td>109,206</td>
<td>112,390</td>
<td>148,162</td>
<td>217,500</td>
<td>256,843</td>
<td>274,909</td>
<td>271,126</td>
<td>284,664</td>
<td>301,356</td>
</tr>
<tr>
<td>1920</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>1930</td>
<td></td>
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<tr>
<td>1940</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Projected</td>
<td>2020</td>
<td>310,230</td>
<td>2030</td>
<td>320,430</td>
<td>2040</td>
<td>328,190</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

Population by Age

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACS Total Population</td>
<td>304,091</td>
<td>100.0%</td>
</tr>
<tr>
<td>Under 5 years</td>
<td></td>
<td>5.7%</td>
</tr>
<tr>
<td>5 to 17 years</td>
<td>51,863</td>
<td>17.1%</td>
</tr>
<tr>
<td>18 to 24 years</td>
<td>26,764</td>
<td>8.8%</td>
</tr>
<tr>
<td>25 to 44 years</td>
<td>71,458</td>
<td>23.5%</td>
</tr>
<tr>
<td>45 to 64 years</td>
<td>86,848</td>
<td>28.6%</td>
</tr>
<tr>
<td>65 years and more</td>
<td>49,573</td>
<td>16.3%</td>
</tr>
</tbody>
</table>

Median Age: 41.2

All data on page is from the State of Ohio Office on Research (2010 data)
<table>
<thead>
<tr>
<th>Geography</th>
<th>Census &lt;i&gt;+&lt;/i&gt; Estimates Base</th>
<th>April 1, 2010</th>
<th>Population Estimate (as of July 1)</th>
<th>Change April 1, 2010 (Estimates Base) to July 1, 2017</th>
<th>Change July 1, 2016 to July 1, 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>2010 &lt;i&gt;+&lt;/i&gt; 2011 &lt;i&gt;+&lt;/i&gt; 2012 &lt;i&gt;+&lt;/i&gt; 2013 &lt;i&gt;+&lt;/i&gt; 2014 &lt;i&gt;+&lt;/i&gt; 2015 &lt;i&gt;+&lt;/i&gt; 2016 &lt;i&gt;+&lt;/i&gt; 2017 &lt;i&gt;+&lt;/i&gt; Number &lt;i&gt;+&lt;/i&gt; Percent &lt;i&gt;+&lt;/i&gt;</td>
<td>Number &lt;i&gt;+&lt;/i&gt; Percent &lt;i&gt;+&lt;/i&gt;</td>
<td>Number &lt;i&gt;+&lt;/i&gt; Percent &lt;i&gt;+&lt;/i&gt;</td>
</tr>
<tr>
<td>Cuyahoga County</td>
<td>1280122</td>
<td>1280109</td>
<td>1278200</td>
<td>1270461</td>
<td>1258210</td>
</tr>
<tr>
<td>Geauga County</td>
<td>93389</td>
<td>93410</td>
<td>93396</td>
<td>93292</td>
<td>93776</td>
</tr>
<tr>
<td>Lake County</td>
<td>2380141</td>
<td>236050</td>
<td>235991</td>
<td>235934</td>
<td>235485</td>
</tr>
<tr>
<td>Lorain County</td>
<td>301155</td>
<td>301356</td>
<td>301461</td>
<td>301816</td>
<td>301637</td>
</tr>
<tr>
<td>Medina County</td>
<td>172332</td>
<td>172333</td>
<td>172509</td>
<td>173488</td>
<td>173609</td>
</tr>
<tr>
<td>Portage County</td>
<td>161415</td>
<td>161421</td>
<td>161589</td>
<td>161859</td>
<td>161850</td>
</tr>
<tr>
<td>Summit County</td>
<td>541781</td>
<td>541782</td>
<td>541648</td>
<td>541293</td>
<td>540716</td>
</tr>
</tbody>
</table>
To better assess demand for transportation services in Lorain County, population characteristics must be examined. Lorain County currently has an estimated population of 307,924, which is an increase of 6,000 since the 2010 census. In fact, the Lorain County population is expected to increase by nearly 1,000 people per year through the year 2030. The Cuyahoga County Planning Commissions shows that Lorain County is one of two counties out of seven that is growing at 2.2% each year since 2010, which is a pace faster than that of the State of Ohio.

Chart 2: Total Population by Age Group

The average age of a person living in Lorain is 41 with a majority (28.6%) falling in the 45 to 64-year-old category estimated to be about 86,848 individuals. Residents 65 years and older are estimated to total 49,573 which represents approximately 16.3% of total County residents.

<table>
<thead>
<tr>
<th>Population by Age</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACS Total Population</td>
<td>304,091</td>
<td>100.0%</td>
</tr>
<tr>
<td>Under 5 years</td>
<td>17,485</td>
<td>5.7%</td>
</tr>
<tr>
<td>5 to 17 years</td>
<td>51,963</td>
<td>17.1%</td>
</tr>
<tr>
<td>18 to 24 years</td>
<td>26,764</td>
<td>8.8%</td>
</tr>
<tr>
<td>25 to 44 years</td>
<td>71,458</td>
<td>23.5%</td>
</tr>
<tr>
<td>45 to 64 years</td>
<td>86,848</td>
<td>28.6%</td>
</tr>
<tr>
<td>65 years and more</td>
<td>49,573</td>
<td>16.3%</td>
</tr>
</tbody>
</table>

| Median Age | 41.2 |

Chart 3: Total Population by Race

Lorain County is 85.4% white, 8.5% African-American, and 9.3% Hispanic with the remaining defined as stated below:

<table>
<thead>
<tr>
<th>Population by Race</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACS Total Population</td>
<td>304,091</td>
<td>100.0%</td>
</tr>
<tr>
<td>White</td>
<td>259,775</td>
<td>85.4%</td>
</tr>
<tr>
<td>African-American</td>
<td>25,839</td>
<td>8.5%</td>
</tr>
<tr>
<td>Native American</td>
<td>803</td>
<td>0.3%</td>
</tr>
<tr>
<td>Asian</td>
<td>2,951</td>
<td>1.0%</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>134</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>3,915</td>
<td>1.3%</td>
</tr>
<tr>
<td>Two or More Races</td>
<td>10,674</td>
<td>3.5%</td>
</tr>
<tr>
<td>Hispanic (may be of any race)</td>
<td>28,288</td>
<td>9.3%</td>
</tr>
<tr>
<td>Total Minority</td>
<td>63,252</td>
<td>20.8%</td>
</tr>
</tbody>
</table>

Data is from the State of Ohio Office on Research (2010 Data)
Chart 4: Number and percentage of people with disabilities

Of the 307,924 population in Lorain County, 45,940 or 15.4% of individuals self-identify as having a disability. A majority of those individuals are 65 and older. The most common identified disability is ambulatory difficulty.

The 2015 ODOT Transit Needs Study indicated that it was impossible to conclude with any certainty the historical trend of people with disabilities. According to the projections above, the market for transit in
Lorain County is primarily those identified as having some form of a disability. For example, the current dial-a-ride service is used by individuals for transportation to dialysis appointments. Throughout Lorain County, 995 individuals have standing appointments for dialysis transportation.

Chart 5: Number and percentage of households with incomes below the federal poverty level

Chart 5 demonstrates that females with no husband but with children make up the majority of households with incomes below the federal poverty level.

<table>
<thead>
<tr>
<th>Poverty Status of Families</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Families</td>
<td>79,657</td>
<td>100.0%</td>
</tr>
<tr>
<td>Family income above poverty level</td>
<td>71,412</td>
<td>89.6%</td>
</tr>
<tr>
<td>Family income below poverty level</td>
<td>8,245</td>
<td>10.4%</td>
</tr>
<tr>
<td>Married couple, with related children</td>
<td>1,358</td>
<td>1.7%</td>
</tr>
<tr>
<td>Male householder, no wife present, with related children</td>
<td>558</td>
<td>0.7%</td>
</tr>
<tr>
<td>Female householder, no husband present, with related children</td>
<td>4,895</td>
<td>6.1%</td>
</tr>
<tr>
<td>Families with no related children</td>
<td>1,434</td>
<td>1.8%</td>
</tr>
</tbody>
</table>

Chart 6: Number and percentage of individuals with incomes below the federal poverty level

<table>
<thead>
<tr>
<th>Ratio of Income To Poverty Level</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population for whom poverty status is determined</td>
<td>294,509</td>
<td>100.0%</td>
</tr>
<tr>
<td>Below 50% of poverty level</td>
<td>18,516</td>
<td>6.3%</td>
</tr>
<tr>
<td>50% to 99% of poverty level</td>
<td>22,640</td>
<td>7.7%</td>
</tr>
<tr>
<td>100% to 124% of poverty level</td>
<td>12,731</td>
<td>4.3%</td>
</tr>
<tr>
<td>125% to 149% of poverty level</td>
<td>12,573</td>
<td>4.3%</td>
</tr>
<tr>
<td>150% to 184% of poverty level</td>
<td>16,155</td>
<td>5.5%</td>
</tr>
<tr>
<td>185% to 199% of poverty level</td>
<td>6,160</td>
<td>2.1%</td>
</tr>
<tr>
<td>200% of poverty level or more</td>
<td>205,734</td>
<td>69.9%</td>
</tr>
</tbody>
</table>
Chart 7: Percent of population that speak English “Less than very well”

English is spoken by a majority of residents in Lorain County with slightly over 5% of the population speaking English less than “very well”.

<table>
<thead>
<tr>
<th>LANGUAGE SPOKEN AT HOME</th>
<th>COUNT</th>
<th>ERROR</th>
<th>ABS ERROR</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population 5 years and over</td>
<td>286,606</td>
<td>+/-7</td>
<td>286,606</td>
<td></td>
</tr>
<tr>
<td>English only</td>
<td>264,297</td>
<td>+/-840</td>
<td>92.2%</td>
<td></td>
</tr>
<tr>
<td>Language other than English</td>
<td>22,309</td>
<td>+/-841</td>
<td>7.8%</td>
<td></td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>7,554</td>
<td>+/-585</td>
<td>2.6%</td>
<td></td>
</tr>
<tr>
<td>Spanish</td>
<td>14,288</td>
<td>+/-789</td>
<td>5.0%</td>
<td></td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>4,845</td>
<td>+/-552</td>
<td>1.7%</td>
<td></td>
</tr>
<tr>
<td>Other Indo-European languages</td>
<td>4,650</td>
<td>+/-617</td>
<td>1.6%</td>
<td></td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>1,214</td>
<td>+/-308</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Asian and Pacific Islander languages</td>
<td>1,905</td>
<td>+/-227</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>1,035</td>
<td>+/-238</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Other languages</td>
<td>1,456</td>
<td>+/-337</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>Speak English less than “very well”</td>
<td>460</td>
<td>+/-192</td>
<td>0.2%</td>
<td></td>
</tr>
</tbody>
</table>
III. Assessment of Available Services

Conducting an evaluation of service provider capabilities and analyzing the existing gaps and duplications of services for transportation resources in each community provides transportation planners with the information needed to implement changes that will improve the network of transportation resources and services in Lorain County and across county lines.

The lead agency identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented in the current or past planning committees, as well as others who the planning committee identified as being appropriate stakeholders.

Interviews were conducted with each of the identified stakeholders.

The purpose of the interview was to offer the stakeholders an opportunity to discuss the specific transportation services, gaps, needs, and priorities for their respective service areas or communities.

When applicable, information reported in the previous coordinated plan was used to supplement information gathered during this planning effort.
## Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of 15 organizations provided information about their services. There are more transportation providers in Lorain County and we will continue to update this list of service providers over the next 5 years.

### List of Transportation Service Providers

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Transportation Service Type</th>
<th>Other Services Provided</th>
<th>Contact Information</th>
<th>Hours</th>
<th>Service Area</th>
<th>Eligibility Requirements</th>
<th>Web-site</th>
</tr>
</thead>
<tbody>
<tr>
<td>The AbbeWood</td>
<td>Agency Staff Using Agency owned Vehicles</td>
<td>Health care, Residential facilities</td>
<td>(440) 366-8980</td>
<td>Mon-Fri 8:30 a.m.-4:30 p.m.</td>
<td>Lorain County</td>
<td>Elderly Residents</td>
<td><a href="http://www.centurypa.com">www.centurypa.com</a></td>
</tr>
<tr>
<td>El Centro de Servicios Sociales, Inc.</td>
<td>Agency Staff Using Agency owned Vehicles</td>
<td>Transportation, Nutrition, ESC, Health Management Classes, Food Pantry, Interpretation Services, Youth Development, Representative Payee</td>
<td>440-277-8235</td>
<td>Mon – Thur 8:30 am – 5 pm; Friday 8:30 am – 3 pm</td>
<td>Lorain County and Cleveland</td>
<td>Low-Income and Senior Latino Community</td>
<td><a href="http://www.lorainelcentro.com">www.lorainelcentro.com</a></td>
</tr>
</tbody>
</table>
Agency Name: Flat Rock Homes, Inc.
Transportation Service Type: demand responsive to individuals enrolled in programs/services
Other Services Provided: Flat Rock Homes, Flat Rock Care Center and Flat Rock Community Services provide services to adults with intellectual and developmental disabilities. Our programs include a 34-bed intermediate care facility (Seneca County); supportive living homes (Seneca, Erie and Lorain Counties); non-medical transportation (Seneca, Sandusky and Huron Counties); Adult Day Program (Seneca and Sandusky Counties); Vocational Training and Employment Services Programs (Seneca, Sandusky, Lorain and expanding).
Contact Information: 419.483.7330 ext. 1104 or 1420; visit
Office hours: 8:00-4:30 Monday – Friday
Service Area: Any destination required by individuals enrolled in programs/services for medical, school, employment, social events and activities. Past trips have included many out-of-county destinations as far as Cleveland, Toledo and/or Mansfield.
Eligibility Requirements: Individuals enrolled in Flat Rock’s programs/services.
Website: www.flatrockhomes.org

Agency Name: Kendal at Oberlin
Transportation Service Type: Agency Staff using Agency Owned Vehicles
Other Services Provided: Transportation, Healthcare, Nutrition, Rehabilitation, Recreation/Social, Residential Facilities
Contact Information: (440) 775-9832
Hours: Mon-Fri 8:00 a.m.- 5:00 p.m.
Service Area: Lorain County
Eligibility Requirements: Elderly
Web-site: www.kao.kendal.org

Transportation Service Type: The LCADA Way
Other Services Provided: Mental Health Counseling, Transportation, Residential Facilities, Rehabilitation, Information/Referral, Health Care
Contact Information: (440) 989-4900
Hours: Mon – Fri 8:00 a.m. – 9:00 p.m.
Service Area: Lorain County and Surrounding Areas
Eligibility Requirements: Disabled
Web-site: www.thelcadaway.org
Agency Name: Lorain County Board of Developmental Disabilities  
Transportation Service Type: Agency Staff Using Agency Owned Vehicles, Contracted Services  
Other Services Provided: Transportation, Adult Daycare, Job Training, Job Placement, Residential Facilities, Recreation/Social  
Contact Information: (440) 284-2751  
Hours: Not applicable – Operates 12 hours a day and 4 hours on Saturdays  
Service Area: Lorain County, Surrounding Areas  
Eligibility Requirements: Disabled (physical, mental, visual, or other disability)  
Web-site: www.murrayridgecenter.org

Agency Name: Lorain County Office on Aging  
Transportation Service Type: Personal Vehicles or Agency Staff, Volunteers, Information about and referral to other community resources  
Other Services Provided: Transportation, Nutrition, Information/Referral, Homemaker, Chore, Home Delivered Meals, Congregate Meals, Social Work Support Services, Volunteer Placement Program, Food Pantry, Senior Food Box, Benefits Assistance, Kinship Program  
Contact Information: (440) 326-4800  
Hours: Mon-Fri 8:00 a.m.-4:00 p.m.  
Service Area: Lorain County  
Eligibility Requirements: Elderly, Low-income, Disabled  
Web-site: www.lcooa.org

Agency Name: Lorain County Office of Veteran Affairs  
Transportation Service Type: Agency Staff, Volunteers, Pre-Purchased tickets, vouchers, passes for other modes of transit  
Other Services Provided: Medical Appointments, Mental Health Services, V.A. Benefits, Income Assistance, Information/Referral  
Contact Information: (440) 284-4623  
Hours: Mon-Fri 7 am – 4:30 pm; Saturday (Contracted Services) 7 am – 7 pm  
Service Area: Lorain County and into Cuyahoga County  
Eligibility Requirements: Veteran or Veteran Widow  
Web-site: www.loraincountyveterans.com
**Agency Name:** Lucy Idol Center Inc.
**Transportation Service Type:** Agency Staff using Agency owned Vehicles
**Other Services Provided:** Transportation, Recreation/Social, Developmental & Mental Health Services
**Contact Information:** (440) 967-6724
**Hours:** Mon-Fri 7:00 a.m.- 5:00 p.m., Sat as needed
**Service Area:** Lorain County and surrounding areas
**Eligibility Requirements:** Disabled
**Web-site:** www.lucyidolcenter.org

**Agency Name:** New Sunrise Properties
**Transportation Service Type:** Information about and referral to other community resources
**Other Services Provided:** Residential Facilities
**Contact Information:** (440)365-9600 x29
**Hours:** Mon-Fri 8:30 a.m.-4:30 p.m.
**Service Area:** Lorain County
**Eligibility Requirements:** Not Applicable
**Web-site:** www.newsunriseproperties.org

**Agency Name:** Oberlin College
**Transportation Service Type:** Private Vendors
**Other Services Provided:** Transportation, Healthcare
**Contact Information:** (440) 775-6200
**Hours:** Not applicable
**Service Area:** Oberlin College Campus
**Eligibility Requirements:** Oberlin College Students
**Web-site:** www.oberlin.edu
Agency Name: Student Life Lorain County Community College  
Transportation Service Type: Rideshare Program, Personal Vehicles or Agency Staff, Agency Staff Using Agency Owned Vehicles  
Other Services Provided: Job Training, Childcare, Education, Transportation  
Contact Information: (440) 366-7648  
Hours: Mon-Thu 8:30 a.m.-6:00 p.m. Fri 8:30 a.m.-4:30 p.m.  
Service Area: Lorain County  
Eligibility Requirements: Low-Income, Disabled, Student  
Web-site: www.lorainccc.edu

Agency Name: United Way of Greater Lorain County  
Transportation Service Type: Information Referral (211)  
Other Services Provided: Income Assistance, Organizes Community Collaborations, reimbursement of mileage  
Contact Information: 440-277-6530  
Hours: N/A  
Service Area: Greater Lorain County  
Eligibility Requirements: Low-Income (income below 200% of poverty rate)  
Web-site: www.uwloraincounty.org

Agency Name: Wesleyan Village  
Transportation Service Type: Transportation, Health Care, Nutrition, Income Assistance, Residential Facilities, Recreation/Social, Information/Referral, Rehabilitation  
Other Services Provided: Transportation works with Residents, staff and physician offices to schedule appts. and transport Residents to appointments  
Contact Information: (440) 284-9258  
Hours: Mon – Fri 7 am – 5 pm; Sunday 8:30 am – 12:30 pm  
Service Area: Lorain County and into Cuyahoga County  
Eligibility Requirements: Elderly (age 65 and older), Low-income (income below 150 percent), Disabled (physical, mental, visual, or other disability)  
Web-site: www.villageliving.org
Agency Name: YWCA Elyria
Transportation Service Type: Personal Vehicles or Agency Staff, Agency Staff Using Agency Owned Vehicles, Volunteers
Other Services Provided: Transportation, Childcare, Job Training, Residential Facilities, Recreation/Social, Information/Referral, Mental Health Counseling, and Nutrition
Contact Information: (440) 322-6300
Hours: Mon-Thu 9:00 a.m.-8:00 p.m., Fri 9:00 a.m.- 4:30 p.m.
Service Area: Lorain County
Eligibility Requirements: Low Income and Disabled Demographics
Web-site: www.ywcaelyria.org
The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

**Table [1]: Organizational Characteristics**

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Directly Operates Transportation (Yes/No)</th>
<th>Purchases Transportation from Another Agency (if Yes, Who?)</th>
<th>Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)</th>
<th>Number of Annual One-Way Passenger Trips</th>
<th>Average Number Trip Denials per Week</th>
<th>Are Vehicles Only Available for Human Service Agency Clients (Y/N)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>The AbbeWood</td>
<td>Yes</td>
<td>Home Instead, First Light Home Care</td>
<td>Non-profit</td>
<td>135</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Avon</td>
<td>Yes</td>
<td>None</td>
<td>Non-profit</td>
<td>1000</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>El Centro</td>
<td>Yes</td>
<td>None</td>
<td>Non-profit</td>
<td>4,000</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Flat Rock</td>
<td>Yes</td>
<td>No</td>
<td>Non-profit</td>
<td>45,727</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Kendal at Oberlin</td>
<td>Yes</td>
<td>None</td>
<td>Non-profit</td>
<td>5,000</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>The LCADA Way</td>
<td>Yes</td>
<td>None</td>
<td>Non-profit</td>
<td>26,667</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Lorain County Board of Developmental Disabilities</td>
<td>Yes</td>
<td>Yes, N/A</td>
<td>Non-Profit</td>
<td>600</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Lorain County Office on Aging</td>
<td>Yes</td>
<td>None</td>
<td>Non-profit</td>
<td>5,800</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Lorain County Veterans Services</td>
<td>Yes</td>
<td>Yes</td>
<td>Non-Profit</td>
<td>Over 3,000</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Lucy Idol Center</td>
<td>Yes</td>
<td>None</td>
<td>Non-profit</td>
<td>100</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>New Sunrise Properties</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Oberlin College</td>
<td>Yes</td>
<td>Yes, N/A</td>
<td>Non-Profit</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Student Life Lorain County Community College</td>
<td>Yes</td>
<td>None</td>
<td>Non-profit</td>
<td>8,000</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Agency</td>
<td>Open Door</td>
<td>Closed Door</td>
<td>Type</td>
<td>Funding</td>
<td>Income</td>
<td>Service Provided</td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>-----------</td>
<td>-------------</td>
<td>------------</td>
<td>---------</td>
<td>---------</td>
<td>------------------------------------------------------</td>
</tr>
<tr>
<td>United Way of Greater Lorain County</td>
<td>No</td>
<td>No</td>
<td>Non-profit</td>
<td>5,000</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Wesleyan Village</td>
<td>Yes</td>
<td>Yes - Safe &amp; Reliable taxi cab service, Access To Care and Lifecare Ambulance transport service</td>
<td>Non-Profit</td>
<td>2,000</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>YWCA Elyria</td>
<td>Yes</td>
<td>None</td>
<td>Non-profit</td>
<td>1,000</td>
<td>N/A</td>
<td>Yes</td>
</tr>
</tbody>
</table>

* Answering “Yes” indicates that your agency is closed door. Your agency is considered closed door if you ONLY provide transportation to your facility as a courtesy or if you ONLY serve a particular clientele that is enrolled in your agency programs (i.e. members of a sheltered workshop, or residents in a nursing home). Answering “No” indicates that your agency is open door. This means the service is open to the public or a segment of the general public defined by age, disability, or low income. For example, if an agency provides general transportation for anyone in the community who is over the age of 60, they are considered “open door”. For example, an individual who is 60 or over can request transportation to a doctor’s appointment or the grocery store regardless of their affiliation with your agency.
The participating organizations provide a wide range of transportation including fixed route, ADA Paratransit, Demand Response, On-Demand, and Human Service Agency routes. Nine of the participating organizations provide services on weekdays. Two operate transportation on Saturdays and one on Sundays. Evening services after 5 pm are operated by one of the organizations. The following table depicts the transportation service characteristics by agency.

**Table [2]: Transportation Service Characteristics**

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Mode of Service</th>
<th>Days &amp; Hours of Operation</th>
<th>Provides Medicaid-Eligible Trips (Y/N)</th>
<th>Level of Passenger Assistance Provided</th>
<th>Training Courses Required for Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>The AbbeWood</td>
<td>Cars, Busses</td>
<td>Mon-Fri 8:30 am - 3 pm</td>
<td>No</td>
<td>Wheelchair, Curb to Curb Service, Door to Door service</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Avon</td>
<td>Cars, Converted Van, Busses, Four-wheel drive vehicles</td>
<td>Mon – Fri 8 am – 3 pm</td>
<td>No</td>
<td>Wheelchair, Personal Care Attendants, Curb to Curb Service</td>
<td>No</td>
</tr>
<tr>
<td>El Centro de Servicos Sociales</td>
<td>Cars, Vans</td>
<td>Mon – Thu 8:30 am – 5 pm, Fri 8:30 am – 3 pm</td>
<td>No</td>
<td>Wheelchair, Curb to Curb Service, Personal Care Attendants</td>
<td>Yes</td>
</tr>
</tbody>
</table>
| Flat Rock                            | Transport individuals served by Flat Rock’s facilities programs and services | 24/7/365                  | Yes, some are through the Medicaid ICF reimbursement and others are billed through the waiver program | On demand                                                                                             | Training for All Drivers: “Drive Smart: Cars, Vans and Lifts” video training shown at orientation.  
Additional Training for DOT-certified Drivers: How to Do a Pre-Trip Inspection; and Introduction to Buses and Bus Equipment (i.e. Lift). These drivers must |
<table>
<thead>
<tr>
<th>Organization</th>
<th>Service Types</th>
<th>Operating Hours</th>
<th>Wheelchair Access</th>
<th>Personal Care Attendants</th>
<th>Curb to Curb Service</th>
<th>Door to Door Service</th>
<th>Information and Referral</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kendal at Oberlin</td>
<td>Cars, Minivans, Busses, Converted Vans, Four-wheel vehicles</td>
<td>Mon-Fri 8 am - 5 pm</td>
<td>Yes</td>
<td>Wheelchair, Personal Care Attendants, Curb to Curb service, Door to Door service, Through the Door Service</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The LCADA Way</td>
<td>Minivans, Converted Vans (wheelchair lift, raised roof, etc.)</td>
<td>Mon – Fri 8 am – 9 pm</td>
<td>No</td>
<td>Wheelchair, transport from Home to Treatment, Court, LCCS, Medical and/or Mental Health</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lorain County Board of Developmental Disabilities</td>
<td>Cars, Standard Passenger Vans, Converted Vans</td>
<td>N/A</td>
<td>Yes</td>
<td>Wheelchair, Personal Care Attendants, Curb to Curb Service, Door to Door service</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lorain County Veterans Services</td>
<td>Vans, Busses</td>
<td>Mon – Fri 7 am – 4:30 pm Contractor provides services Saturdays 7 am - 7 pm</td>
<td>No</td>
<td>Curb to Curb Service, Door to Door Service</td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lorain County Office of Aging</td>
<td>Employee Owned Vehicles</td>
<td>Mon-Fri 8 am- 4 pm</td>
<td>No</td>
<td>Personal Care Attendant, Curb to Curb Service, Door to Door Service</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lucy Idol Center</td>
<td>Converted Vans, Transit Bus</td>
<td>Mon-Fri 7 am-5 pm, Sat As Needed</td>
<td>Yes</td>
<td>Wheelchair, Door to Door Service</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oberlin College</td>
<td>Standard Passenger Vans</td>
<td>N/A</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Sunrise Properties</td>
<td>Transportation Referral Services</td>
<td>N/A</td>
<td>N/A</td>
<td>Information about and referral to other community</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Organization</td>
<td>Types of Transportation Available</td>
<td>Operating Hours</td>
<td>Wheelchair Accessible?</td>
<td>Personal Care Attendant Service Available?</td>
<td>Door to Door Service Available?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>------------------------</td>
<td>--------------------------------------------</td>
<td>-------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Student Life Lorain County Community College</td>
<td>Agency Staff or Agency-owned vehicles, Personal Vehicles or Agency Staff</td>
<td>Mon-Thru 8:30 am – 6 p.m., Fri 8:30 am -4:30 pm</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>United Way of Greater Lorain County</td>
<td>Transportation Referral Service (211)</td>
<td>Available 24 hours via website and app</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wesleyan Village</td>
<td>Cars, Minivans, Busses, Standard Passenger Vans, Four-wheel vehicles, Converted Vans (wheelchair lift, raised roof, etc.)</td>
<td>Mon – Fri 7 am – 5 pm, Sunday 8:30 am – 12:30 pm</td>
<td>Yes</td>
<td>Wheelchair, Personal Care Attendant Service</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>YMCA Elyria</td>
<td>Cars, Standard Passenger Vans</td>
<td>N/A</td>
<td>No</td>
<td>Car seats, Curb to Curb service</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Transportation-related expenses and revenues also differ by organization. Local funding is a common revenue source for transportation operators in Lorain County. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.
Table 3: Transportation-Related Expenses and Revenues*

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Fare Structure</th>
<th>Donations Accepted (Y/N)</th>
<th>Number of Full-Time &amp; Part-Time Drivers</th>
<th>Number of Full-Time &amp; Part-Time Schedulers/Dispatchers</th>
<th>Revenue Sources (most recent Fiscal Year)</th>
<th>Total Annual Transportation Expenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flat Rock Homes</td>
<td>N/A</td>
<td>Y, Funds are raised by the agency to fund all agency needs beyond Medicaid funding</td>
<td># of Full-Time Drivers: 73, includes staff who drive as a part of their overall duties</td>
<td>0</td>
<td>Medicaid, Donations, Program/Services Revenue, Tiffin City Schools (for 1 student)</td>
<td>$243,716.95</td>
</tr>
</tbody>
</table>

The following table provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, or taxi services, and more.

Table 4: Alternative/ Active Transportation Options*

<table>
<thead>
<tr>
<th>Transportation Option</th>
<th>Availability</th>
<th>Cost</th>
<th>Usage</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>None Submitted</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The following table provides basic information about local travel training program options.
Table 5: Transportation Resources*

<table>
<thead>
<tr>
<th>Transportation Resource</th>
<th>Availability</th>
<th>Cost</th>
<th>Usage</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Point ESC (for Flat Rock Homes)</td>
<td>School Days</td>
<td>Free</td>
<td>School transportation for up to 3 students</td>
<td>Seneca County to Erie County/Perkins Township</td>
</tr>
</tbody>
</table>

The following table illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

*Due to an oversight, this information was not requested on the Organizational Asset form. However, we will request this information of all the organizations that submitted information upon request.
<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Name of Scheduling Software</th>
<th>Do you have an App for Transportation (Y/N)?</th>
<th>Name of Dispatching Software</th>
<th>AVL System/ GPS (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Centro de Servicios Sociales</td>
<td>SAMS Database</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Kendal at Oberlin</td>
<td>Paraplan</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Lorain County Board of Developmental Disabilities</td>
<td>Paraplan</td>
<td>N/A</td>
<td>Engraph</td>
<td>N/A</td>
</tr>
<tr>
<td>Lorain County Office of Aging</td>
<td>SAMS Database</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Lorain County Office of Veteran Affairs</td>
<td>Access</td>
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<td>United Way of Greater Lorain County</td>
<td>N/A</td>
<td>211 Lorain</td>
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Assessment of Community Support for Transit

The Lorain County Transit (LCT) is a public transportation system which is managed by the Lorain County Commissioners. The Commissioners took over the Lorain County Transit Board in March 2004. Unlike many public transit systems, LCT has no dedicated stream of tax revenue, and therefore must be funded out of the county’s general fund, which is used as a local match for state and federal funding.

In 2005, LCT provided over 855,000 rides. Today there are only two intracity bus routes each operating mainly in Lorain and Elyria. In addition, the City of Oberlin contracts services with the Lorain County Commissioners for an on-demand route for 2 days a week. The Transportation Center in downtown Elyria serves as a hub for Greyhound bus and Lorain County Transit. Other transit options include taxi services, Lorain County Regional Airport, Lorain County Port Authority, and Gohio Commute which is a program of NOACA. Amtrak has a stop in Elyria as well. A project is planned to relocate Elyria’s Amtrak station to the Transportation Center in downtown Elyria.

<table>
<thead>
<tr>
<th>Table 2. Lorain County Transit Ridership: 2003-2012</th>
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<td>2012</td>
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As a result of the economic downturn of 2008 and lack of a dedicated revenue stream to support public transit, the Lorain County Commissioners placed a .5% sales tax increase on the November 2009 ballot. It was not approved by the Lorain County voters. As a result, the Lorain County Commissioners could not provide the $500,000 out of pocket to support the system and reduced the 14 public transit routes to 4 routes between 2009-2010.
Historically, the small towns and rural communities have opposed passing taxes to support public transit. Even if any of the public transit tax levies were approved, there may not be enough funding for transit service coverage in the rural communities. A proposed tax levy for public transportation was rejected again in 2013 by 59% of voters, reflecting the continued lack of support from taxpayers.

When Lorain County Transit (LCT) was operating at full capacity, about 1,000 of the then 11,000 students at Lorain County Community College used public transit. With the cut back on LCT and the once every two hour stops, it became a challenge for LCCC students to get to classes. According to the Oberlin Research Group study, this decrease has resulted in what Elyria Mayor Brinda calls a “connectivity issue” for people who cannot access the college. “We get a lot of phone calls in my office from residents... many of whom are young mothers with small children, “who,” she says, “can’t figure out a way to get there.”

As noted previously, people in Lorain county commute to work, usually driving alone. Those without a personal vehicle depend on a reliable friend or family to assist them. There are 28% of Lorain County residents traveling across the County corporation limits to work in the Cleveland area. Cleveland has a transit system but it is not connected to LCT nor does it operate in Lorain County.

The League of Women Voters completed a study in 2013 in which surveyed 223 individuals regarding usage of public transportation. Of the total responses, 84-87% either strongly agreed or agreed that LCT needed improvements or expansion. 49.7% agreed that transit service was needed to Cleveland airport or RTA. And 76.9% of all respondents believed that a sales tax should support the improvement and expansion of transit services in Lorain County.

<table>
<thead>
<tr>
<th>Reason why public transportation is not used</th>
<th>Reasons why public transportation is used</th>
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<tr>
<td>Answer Choices</td>
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<tr>
<td>Not available</td>
<td>Work</td>
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<td>Inconvenient</td>
<td>School or post-secondary ed.</td>
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<tr>
<td>Inefficient</td>
<td>Shopping</td>
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<td>Does not go to places I want to go.</td>
<td>Travel</td>
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<tr>
<td>Confusing schedules</td>
<td>Entertainment/family/social</td>
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<tr>
<td>Am not familiar with it.</td>
<td>Medical appointments</td>
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<tr>
<td>Total Responses</td>
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<td>56.0%</td>
<td>42.0%</td>
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<td>30%</td>
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<td>16%</td>
<td>39.3%</td>
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<td>44.7%</td>
<td>26.8%</td>
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<tr>
<td>19.3%</td>
<td>39.3%</td>
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<td>26.7%</td>
<td>33.9%</td>
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<td>150</td>
<td>112</td>
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</table>

Information above is from the 2013 League of Women Voters Public Transit Study.
In this same study, the League of Women Voters found that 54,800 people in Lorain County need public transportation. The study also indicated that 42% of respondents use public transit for work and 33.9% for medical appointments. Getting to medical appointments is a challenge especially for seniors, people with disabilities and low-income individuals. Mercy Hospitals is spending over $30,000 annually (in 2020 it is $70,000) for taxi vouchers to assist patients with access to care. Mercy Hospitals is only one of three major hospital systems in Lorain County, the others being Cleveland Clinic and University Hospitals. On May 6, 2014 there was a property tax levy on the ballot to generate $402,804 annually to support a public transit system. The issue was defeated with 42% approval and 58% opposed.

In 2015, Barb Barna of the League of Women Voters; The Public Services Institute of Lorain County Community College; former Commissioner Betty Blair; Commissioner Matt Lundy; and Sharon Pearson, formerly of the Oberlin Project, organized the Lorain County Public Transit Forum at Lorain County Community College on February 4, 2015. This pinnacle event inspired a small group of thought leaders to begin meeting monthly to discuss the lack of available transportation options in Lorain County.

This group eventually decided to name itself Mobility and Opportunity for a Vibrant Economy (MOVE) Lorain County. In 2016, MOVE became a formal organization and obtained the 501c4 non-profit status. This group believed that expanding the LCT and gaining support from tax payers for a sales tax for public transit was a priority. With funds donated from local businesses and organizations, MOVE hired a Public Opinion Researcher to determine whether voters would support a quarter of a percent sales tax for the November 2016 ballot.

The polling results indicated with enough education on the economic benefits of a public transit system, regardless of whether the voter used the services or not, a slight majority of people would support a dedicated sales tax. (A quarter percent sales tax was the lowest amount that could be dedicated at that time. The State of Ohio has reduced the amount that can be dedicated to 1/10th of a percent.) However, the County Commissioners were not in a position to dedicate the entire sales tax to public transit as there were other priorities. Therefore, they were not able to agree to a fully dedicated quarter of a percent sales tax. The November 2016 sales tax initiative failed 32% in favor and 68% opposed.

A countywide transit system is still needed. Lorain County is the 4th largest County in Ohio by total area and the 9th most populated county according to the 2010 Census. Approximately one-fourth of Lorain County land is urbanized with a major rural area in the southern portion of the county. The population density is different moving south (mostly rural) to north (urban) across the County, which also correlates with political support of public transit.

The need for alternative methods of transportation (other than driving alone) was confirmed at the 2018 Lorain County Chamber of Commerce Economic Summit. Over 200 industry leaders, managers and executives attended this event. When asked if alternative methods of
transportation are needed to assist their workforce, an overwhelming 86% of the audience agreed.

Lorain County’s rural population continues to grow older and our poverty level is on the rise as well. On average since 2010, the County population has been increasing by nearly 1,000 people per year and will stay on this course through 2030, according to the State of Ohio Office on Research (see page 9). Lorain County residents need transportation to work, school, shopping and healthcare and this demand is insufficiently met at the present time. To gather support for these needs, there must be leadership to break down the barriers and begin to innovatively think outside the box to create a transportation system that will work for all.

Safety

In 2014, the League of Women Voters Oberlin Area finalized their position regarding public transportation in Lorain county. One of the issues involving transportation was safety. This study indicated a safe method of travel is the use of public transit.

Public Transportation riders in Cleveland did not cite safety as an issue. However, survey respondents in Lorain County raised some concerns. Of those that responded, 28.3% of survey respondents did not believe safety was an issue on transit. However, 29.9% disagreed that “safety is of no concern.” These responses suggest that safety must be of utmost importance when it comes to improvement and expansion of the Lorain County Transit System.

2020 Update

As a result of the 2020 Covid-19 Pandemic, we are building relationships with our transportation providers, including Lorain County Transit. Our efforts regarding safety have most involved promotions through social media and 2-1-1 Lorain County. In the future, as we create trusting relationships and open lines of communications, the Lorain County Mobility Manager will seek ways to increase support of safety measures, whether it be physical supplies or promotions.

To address safety more aggressively, we are considering creating a Transportation Provider committee to better understand safety needs of transportation providers and their users.
Vehicles

Survey/interview participants listed a combined total of [12] vehicles. Approximately [75%] of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table 6).

All of the transportation providers provide at least wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. Wheelchair assistance does not appear to be as much of an issue as helping people get from their home into the transportation vehicle. Many organizations are no longer offering hand holding services due to liability issues. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.
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<th>Make</th>
<th>Model</th>
<th>Year</th>
<th>Vin #</th>
<th>Capacity</th>
<th>WC Capacity</th>
<th>Days of the Week</th>
<th>Service Hours</th>
<th>Vehicle Condition</th>
<th>Program to which Vehicle is Assigned (if applicable)</th>
<th>Service Area</th>
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12 Mile radius of Avon & Downtown Cleveland
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<tr>
<th>1</th>
<th>Dodge</th>
<th>Grand Caravan 4X2</th>
<th>2013</th>
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<th>Mon-Sun</th>
<th>8:00am-7:00pm</th>
<th>Good</th>
<th>Care Center</th>
<th>Seneca</th>
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<tbody>
<tr>
<td>1</td>
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<td>2005</td>
<td>10</td>
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**Kendal at Oberlin**

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<tr>
<th>1</th>
<th>Ford 350</th>
<th>Bus</th>
<th>2013</th>
<th>Yes</th>
<th>Mon-Fri</th>
<th>8:00 a.m.-5:00 p.m.</th>
<th>Good</th>
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<td>Toyota Prius</td>
<td>Car</td>
<td>2010</td>
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<td>Type</td>
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<td>Condition</td>
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<tr>
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<td>Mon-Fri</td>
<td>8:00 a.m.-9:00 p.m</td>
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<td></td>
<td>Yes</td>
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<td>8:00 a.m.-9:00 p.m</td>
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<td>Mon-Fri</td>
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### Lorain County Board of Developmental Disabilities

<table>
<thead>
<tr>
<th>Number</th>
<th>Type</th>
<th>Quantity</th>
<th>Licensed</th>
<th>Operates</th>
<th>Hours of Operation</th>
<th>County/Location</th>
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</thead>
<tbody>
<tr>
<td>10</td>
<td>Vans</td>
<td>12 each</td>
<td>No</td>
<td>Mon – Sat</td>
<td>Operate 12 hours a day Mon – Fri &amp; 4 hour on Sat, N/A</td>
<td>Lorain County, Cleveland Airport</td>
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<tr>
<td>2</td>
<td>Mini-Vans</td>
<td>7 each</td>
<td>No</td>
<td>Mon – Sat</td>
<td>Operate 12 hours a day Mon – Fri &amp; 4 hour on Sat, N/A</td>
<td>Lorain County, Cleveland Airport</td>
</tr>
<tr>
<td>3</td>
<td>Ford Focus Car</td>
<td>5 each</td>
<td>No</td>
<td>Mon – Sat</td>
<td>Operate 12 hours a day Mon – Fri &amp; 4 hour on Sat, N/A</td>
<td>Lorain County, Cleveland Airport</td>
</tr>
<tr>
<td>20</td>
<td>Para Transit</td>
<td>Varies (4 – 12 passengers each)</td>
<td>Yes</td>
<td>Mon – Sat</td>
<td>Operate 12 hours a day Mon – Fri &amp; 4 hour on Sat, N/A</td>
<td>Lorain County, Cleveland Airport</td>
</tr>
<tr>
<td>1</td>
<td>Pickup</td>
<td>2</td>
<td>No</td>
<td>Mon – Sat</td>
<td>Operate 12 hours a day Mon – Fri &amp; 4 hour on Sat, N/A</td>
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<tr>
<td>2</td>
<td>Transit Vans</td>
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<td>Mon – Sat</td>
<td>Operate 12 hours a day Mon – Fri &amp; 4 hour on Sat, N/A</td>
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### Lorain County Board of Developmental Disabilities (Cont’d)

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<th>Number</th>
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<th>Hours of Operation</th>
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<td>5 each</td>
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<td>Operate 12 hours a day Mon – Fri &amp; 4 hour on Sat, N/A</td>
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<tr>
<td>20</td>
<td>Para Transit</td>
<td>Varies (4 – 12 passengers each)</td>
<td>Yes</td>
<td>Mon – Sat</td>
<td>Operate 12 hours a day Mon – Fri &amp; 4 hour on Sat, N/A</td>
<td>Lorain County, Cleveland Airport</td>
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<tr>
<td>1</td>
<td>Pickup</td>
<td>2</td>
<td>No</td>
<td>Mon – Sat</td>
<td>Operate 12 hours a day Mon – Fri &amp; 4 hour on Sat, N/A</td>
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<td>Transit Vans</td>
<td>12 each</td>
<td>No</td>
<td>Mon – Sat</td>
<td>Operate 12 hours a day Mon – Fri &amp; 4 hour on Sat, N/A</td>
<td>Lorain County, Cleveland Airport</td>
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### Lorain County Office on Veteran Affairs

<p>| Number | Type           | Make       | Model     | Quantity | Licensed | Operates | Hours of Operation | County/Location |
|--------|----------------|------------|-----------|----------|----------|----------|-------------------|----------------|----------------|
| 2      | Dodge Standard Van | 2012     |           | 6        | Yes      | Mon – Sat | 7:00 am – 4:30 pm: Contracted Sat 7 am – 7pm | Lorain County, Cuyahoga County |</p>
<table>
<thead>
<tr>
<th></th>
<th>Model</th>
<th>Type</th>
<th>Year</th>
<th>Quantity</th>
<th>Rental</th>
<th>Availability</th>
<th>Hours</th>
<th>Service Area</th>
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<tbody>
<tr>
<td>1</td>
<td>Dodge</td>
<td>Van</td>
<td>2014</td>
<td>4</td>
<td>Yes</td>
<td>Mon – Sat</td>
<td>7:00 am – 4:30 pm: Contracted Sat 7 am – 7pm</td>
<td>Lorain County, Cuyahoga County</td>
</tr>
<tr>
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<td></td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>Ford</td>
<td>Bus</td>
<td>2013</td>
<td>14</td>
<td>No</td>
<td>Mon – Sat</td>
<td>7:00 am – 4:30 pm: Contracted Sat 7 am – 7pm</td>
<td>Lorain County, Cuyahoga County</td>
</tr>
<tr>
<td></td>
<td>Ford</td>
<td>Transit</td>
<td>2015</td>
<td>8</td>
<td>No</td>
<td>Mon – Sat</td>
<td>7:00 am – 4:30 pm: Contracted Sat 7 am – 7pm</td>
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<tr>
<td></td>
<td>Jeep</td>
<td>Vehicle</td>
<td>2017</td>
<td>4</td>
<td>No</td>
<td>Mon – Sat</td>
<td>7:00 am – 4:30 pm: Contracted Sat 7 am – 7pm</td>
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**Lorain County Office on Veteran Affairs (Cont’d)**

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<th>Quantity</th>
<th>Rental</th>
<th>Availability</th>
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<td>Mon – Sat</td>
<td>7:00 am – 4:30 pm: Contracted Sat 7 am – 7pm</td>
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<td>Transit</td>
<td>2013</td>
<td>8</td>
<td>No</td>
<td>Mon – Sat</td>
<td>7:00 am – 4:30 pm: Contracted Sat 7 am – 7pm</td>
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<td>2011</td>
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<td>Yes</td>
<td>Mon-Fri, Some Saturdays</td>
<td>7:00 a.m.- 5:00 p.m.</td>
<td>Lorain County, Erie County</td>
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<td>Ford</td>
<td>Transit</td>
<td>2013</td>
<td>3</td>
<td>Yes</td>
<td>Mon-Fri, Some Saturdays</td>
<td>7:00 a.m.- 5:00 p.m.</td>
<td>Lorain County, Erie County</td>
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<tr>
<td></td>
<td>Ford</td>
<td>Transit</td>
<td>2013</td>
<td>4</td>
<td>Yes</td>
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<td>7:00 a.m.- 5:00 p.m.</td>
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**Lucy Idol Center**

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<th></th>
<th>Model</th>
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<th>Quantity</th>
<th>Rental</th>
<th>Availability</th>
<th>Hours</th>
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<tr>
<td>1</td>
<td>Mercedes</td>
<td>Sprinter</td>
<td>2010</td>
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<td>5</td>
<td>Chevy</td>
<td>Transit Bus</td>
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<td>Yes</td>
<td>Mon-Fri, Some Saturdays</td>
<td>Good</td>
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<td>7:00 a.m.-5:00 p.m.</td>
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<td>Bus</td>
<td>2005, 2006, 2011</td>
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<td>Mon-Fri, Sundays</td>
<td>Poor/Fair/Good</td>
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<td>7:00 a.m.-5 p.m.; Sundays 8:30 am – 12:30 pm</td>
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<td>Converted Van</td>
<td>2013</td>
<td>Raised Roof</td>
<td>Mon-Fri, Sundays</td>
<td>Poor/Fair/Good</td>
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<td>Wheelchair Ramp</td>
<td>Mon-Fri, Sundays</td>
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<td>1</td>
<td>Dodge</td>
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<td>Mon-Fri, Sundays</td>
<td>Poor/Fair/Good</td>
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<td></td>
<td></td>
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<td>7:00 a.m.-5 p.m.; Sundays 8:30 am – 12:30 pm</td>
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<td>7:00 a.m.-5 p.m.; Sundays 8:30 am – 12:30 pm</td>
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</table>
Summary of Existing Resources

Lorain County has a multitude of nonprofit and human service organizations that are providing transportation services. However, obtaining the needed information from local organizations has been a challenge since this is the first time Lorain County is developing a Coordinated Transportation Plan. Education and trust in the process will be developed over time so increased information will be submitted.

We will develop and continually update a database of transportation services over the next 5 years. Establishing an inventory of current services allows an opportunity to identify gaps and unmet needs. With this information, transportation options and pilot projects can be developed to provide efficient services to address gaps and unmet needs.

The current list of resources indicate is (some of the information below is from the 2015 ODOT Transit Needs Study):

- There is a lack of a single location to obtain transportation provider information
- A need to develop a county-wide transportation system that assists individuals with accessing medical facilities, employment, education centers, groceries, and social events
- Extremely limited public transportation options. And of the options available, there is no public transportation service on weekends or after 6:30 pm during the week.
- The lack of an affordable county-wide transportation system
- A lack of services, specifically for the older population, to access specialists that reside in Cuyahoga County at an affordable cost.
IV. Assessment of Transportation Needs and Gaps

To better understand the Lorain County needs, the planning committee examined research and data, as well as solicited input from the community to understand transportation needs and service gaps.

The demographic and socio-economic conditions of the study area are discussed in the Demographics Chapter of this plan. The following overview is an evaluation of the gaps in service based upon geographic data as well as the perspective of the targeted populations, transportation providers, and the public.

MOVE Lorain County coordinated a variety of stakeholders in the area in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the lead agency engaged stakeholder and the public is available upon request.

The following methods were used to assess transportation needs and gaps:

- Assessment of data and demographics
- Released one public survey to County residents through organizations such as:
  - Green Circle Growers (Employer including Hispanic Population)
  - Second Harvest Food Bank of North Central Ohio
  - Neighborhood Alliance (which focuses on Low-Income, Seniors, and Homeless)
  - Lorain County Public Health (specifically active transportation component & senior population)
  - Kendal at Oberlin (Independent Living Center)
  - Oberlin Community Services (focus on low-income)
  - Lorain County Urban League (focus on low-income and people of color)
  - Board of Mental Health

- Five Transportation Needs Round Table Sessions held throughout the County:
  - August 1, 2018 – Wellington Campus of Lorain County Community College (Rural area)
  - August 21, 2018 – United Way of Greater Lorain County (City of Lorain)
  - September 6, 2018 – Ohio Business College (City of Sheffield)
  - September 10, 2018 – First Church of Oberlin UCC (Oberlin)
  - September 13, 2018 – Avon Public Library (Avon)
Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because a comparison of where the highest and lowest densities individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.

The following exhibit 1 illustrates the areas where the number of older adults (age 65 and older) is at or above the Lorain County average.

**Exhibit 1: Map of Population Density of Individuals Age 65 and Older**
The exhibit below indicates the areas where the number of zero vehicle households is above the Lorain County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Exhibit 2: Map of Density of Zero Vehicle Households
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle.

Exhibit 3 Map of Major Trip Generators
Analysis of Demographic Data

There are individual community senior transportation services available but most do not travel outside of their service areas or across the County. Very few transportation services are available to seniors living in rural communities. The maps provided on senior living are based on census tracts, which makes it a challenge to identify the number of seniors in rural communities, since the households are farther apart.

To save on taxes some individuals are moving into Lorain County just over the Cuyahoga County corporation limits. While many of the trip generators are in Elyria and Lorain, increased growth is taking place in Avon, Avon Lake and North Ridgeville. These communities are home to popular shopping areas, upscale housing along with more retail and private businesses. As a result, Lorain County is expected to grow by nearly 1,000 or more individuals per year through 2030.

Although there is growth in the northeast part of Lorain County, hospitals and business owners are struggling to find reliable workers due to the lack of transportation options. In addition, Mercy Hospital spends at least $30,000 (2020 Update $70,000) a year on taxi vouchers to help disabled, low-income and older population access doctors’ appointments. To sustain the economic growth and also assist the growing senior and low-income population, it is critical that Lorain County provides affordable and reliable transportation options.

According to the [2015 Lorain County Community Health Assessment](#) transportation issues in association with health care are as follows:

![Lorain County Patient Transportation Barriers](image)

![Lorain County Top Transportation Issues](image)
The study also stated that transportation is one of the top 5 reasons individuals do not seek help for a loved one’s or their own drug problem. In 2014, an estimated 54,800 Lorain County residents needed transportation services. There were about 7,712 households without access to a car or truck. In fact, 13% of households in Lorain County do not own a vehicle. Of those 13% most live in Elyria and Lorain. Lorain County does not have a county-wide public transit system, leaving many to rely on family and friends for transportation.
General Public and Stakeholder Meetings/Focus Groups

MOVE Lorain County, in association with Lorain County Community College, hosted and facilitated 4 local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. About 40 people participated in these meetings. Of those, 13 self-identified as older adults and 4 self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

During the meeting, MOVE Lorain County presented highlights of historical coordinated transportation in the Lorain County, and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

Following the initial presentation, the stakeholders were asked to review the gaps in transportation services and needs from the previous plan/or update and identify any gaps that were no longer valid and any new needs/gaps, which the facilitator deleted/added to/from a list. The focus of the discussion was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public.

Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.
Surveys

The following survey summary includes the information gained from the following surveys that were performed. 691 surveys from the general public: 41% of individuals with disabilities completed the survey; 22% of older adults completed the survey.

Table #1: Responses by Age

<table>
<thead>
<tr>
<th>Respondents by Age</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15</td>
<td>8</td>
<td>1.2%</td>
</tr>
<tr>
<td>16-25</td>
<td>52</td>
<td>7.6%</td>
</tr>
<tr>
<td>26-45</td>
<td>207</td>
<td>30.0%</td>
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<tr>
<td>46-55</td>
<td>129</td>
<td>18.7%</td>
</tr>
<tr>
<td>56-64</td>
<td>102</td>
<td>14.8%</td>
</tr>
<tr>
<td>65+</td>
<td>191</td>
<td>17.7%</td>
</tr>
</tbody>
</table>
Table #2: Self-Identified Respondents

<table>
<thead>
<tr>
<th>Self-Identified Respondents</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disabled</td>
<td>284</td>
<td>41.1%</td>
</tr>
<tr>
<td>Low-Income</td>
<td>345</td>
<td>49.9%</td>
</tr>
<tr>
<td>Seniors (65+)</td>
<td>153</td>
<td>22.1%</td>
</tr>
</tbody>
</table>

Table #3: Responses by City

<table>
<thead>
<tr>
<th>Survey Location</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amherst</td>
<td>19</td>
<td>2.8%</td>
</tr>
<tr>
<td>Avon</td>
<td>9</td>
<td>1.3%</td>
</tr>
<tr>
<td>Elyria</td>
<td>138</td>
<td>20.0%</td>
</tr>
<tr>
<td>Grafton</td>
<td>4</td>
<td>1.0%</td>
</tr>
<tr>
<td>Kipton</td>
<td>3</td>
<td>0.4%</td>
</tr>
<tr>
<td>LaGrange</td>
<td>4</td>
<td>1.0%</td>
</tr>
<tr>
<td>Lorain</td>
<td>249</td>
<td>36.1%</td>
</tr>
<tr>
<td>North Ridgeville</td>
<td>11</td>
<td>1.6%</td>
</tr>
<tr>
<td>Norwalk</td>
<td>3</td>
<td>0.4%</td>
</tr>
<tr>
<td>Oberlin</td>
<td>108</td>
<td>15.7%</td>
</tr>
<tr>
<td>Sheffield</td>
<td>13</td>
<td>1.9%</td>
</tr>
<tr>
<td>Vermilion</td>
<td>8</td>
<td>1.2%</td>
</tr>
<tr>
<td>Wellington</td>
<td>16</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

Received one or two responses from:
- Cleveland City, Collins, Wakeman, Eaton, Fairhaven, Columbia Station, Macedonia, Sandusky, Litchfield
- Cleveland East & West Side
Table #4: Current Transportation Modes

Table #5: Destinations
Table #6 Notable Survey Comments:

- “We need something for Oberlin and Wakeman and surrounding places. I only live 5 miles from work and paid $40 that only to work and back, so we need you guys bad.”
- “Spread the word about my options because I do now know much about what they are so I can use them.”
- “More services need to be provided to the elderly and disabled adults with a limited income, it’s impossible to pay what is required to get to the doctors or department stores.”
- “Additional work to develop bike paths and bike friendly roads. It should be available in all areas and to people who not only do not have a vehicle but also those who do not drive. As a young teen in Elyria I used public transit frequently and I would like to see this return.”
- “Bus needs more routes. Bike friendly and walking friendly. There are places with no sidewalks. Have people shovel their sidewalks. Bike rental in Lorain and Elyria. Bike lanes in Lorain. Wi-Fi on buses and Electric buses.”
- “Commercial and residential zoning is too spread out, requiring a car to do anything.”
- “Easier access to jobs via public transportation to areas like Avon that has an ever growing need for help. Cars or bikes are not always the answer.”

<table>
<thead>
<tr>
<th>Destination Need</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>grocery store</td>
<td>481</td>
<td>70.1%</td>
</tr>
<tr>
<td>doctor</td>
<td>474</td>
<td>68.8%</td>
</tr>
<tr>
<td>drugstore</td>
<td>412</td>
<td>59.8%</td>
</tr>
<tr>
<td>visit friends and family</td>
<td>309</td>
<td>44.9%</td>
</tr>
<tr>
<td>department store</td>
<td>305</td>
<td>44.3%</td>
</tr>
<tr>
<td>restaurant</td>
<td>297</td>
<td>43.1%</td>
</tr>
<tr>
<td>hospital</td>
<td>280</td>
<td>40.6%</td>
</tr>
<tr>
<td>work</td>
<td>245</td>
<td>35.6%</td>
</tr>
<tr>
<td>social security office</td>
<td>168</td>
<td>24.4%</td>
</tr>
<tr>
<td>jobs and family services</td>
<td>166</td>
<td>24.1%</td>
</tr>
<tr>
<td>Food Assistance</td>
<td>164</td>
<td>23.8%</td>
</tr>
<tr>
<td>Ohio Means Jobs</td>
<td>88</td>
<td>12.8%</td>
</tr>
<tr>
<td>Other</td>
<td>82</td>
<td>12.0%</td>
</tr>
<tr>
<td>court</td>
<td>80</td>
<td>11.6%</td>
</tr>
<tr>
<td>school</td>
<td>71</td>
<td>10.3%</td>
</tr>
<tr>
<td>childcare</td>
<td>66</td>
<td>9.6%</td>
</tr>
<tr>
<td>college</td>
<td>64</td>
<td>9.3%</td>
</tr>
<tr>
<td>Office of Aging</td>
<td>47</td>
<td>6.80%</td>
</tr>
</tbody>
</table>
Table #7: Key Insights

Below are the notable comments from each of the five Transportation Needs public meetings.

August 1, 2018 – Lorain County Community College – Wellington Campus

Where do you or others need transportation?

- Our neighbor has to travel from Wellington to Avon three times a week for dialysis. Winter time travel is a huge problem for her. The driver refused to help this rural county resident into the vehicle due to snow and she missed three appointments and almost died as a result.

What areas are difficult to get to because of transportation issues?

- Residents carpool and catch rides with friends to get where they need to go.

What types of transportation do you use?

- Wheelchair accessibility is needed.

When you (or someone you know) has a barrier and cannot get transportation, what happens?

- If they cannot get where they need to go they just stay home.

If you lost your driver’s license tomorrow, what is your plan for transportation?

- If they lost their driver’s license, they would call 911. But they would get stuck with an ambulance bill. This happened twice and the cost was over $1,000 each time.

What makes using transportation “user friendly” to you?

- Transportation is “user friendly” when they can use a website, newsletter information, United Way 211, or a mobile app to obtain transportation information.

  - Residents would also like to read about transportation options in the newspaper, on Twitter, and Facebook.

What would make transportation services more accessible in Lorain County?

- Residents would like to receive monthly updates, information from Senior Aging newspaper, Rural County news sources, world of mouth, booth at Fairgrounds, colleges, cable, and rural urban news.

- MOVE Lorain County should connect with LOVE, Inc.
August 21, 2018 – United Way of Greater Lorain County (City of Lorain)

Where do you or others need transportation?

- Doctors & medical appointments, grocery stores, and work.
- People lose their jobs if they do not have transportation.

What areas are difficult to get to because of transportation issues?

- There are no other options to get around safely.
- They want to visit Avon Commons on a bicycle but the roads are not bicycle friendly.
- They want to make cross county trips.
- In Lakewood there are many low speed roads but not as many in Lorain County to get to other cities by bicycle.

What types of transportation do you use?

- Car, bike, and walk.
- It is hard to figure out how to use the local transit system.
- Safe & Reliable taxi service, Pegasus Transit, and Provide A Ride.

What do you like about the transportation you use?

- I like my car because it works.
- My bike since Lorain has some of the best bike lanes.

What accommodations do you need, if any?

- Bike racks on busses.

What is the greatest transportation challenge you face?

- Connectivity. There are gaps (for bike riders) trying to get to Avon Commons.
- There are not enough low speed roads (for bike riders).
- Safe sidewalks.
- Reliable transportation.
- Consistent transportation.
- Giving a voice to the people who are underserved.

When you (or someone you know) has a barrier and cannot get transportation, what happens?

- Get a ride with a friend.
- People can get gas cards from some health and welfare organizations.

If you lost your driver’s license tomorrow, what is your plan for transportation?

- Use Uber or Lyft.
- Walk to work.
- Carpool to work.
What makes using transportation “user friendly” to you?

- Transportation that is reliable and consistent every day.
- Easy to pay and easy to use such as using a pass that can be scanned on a bus or other transportation system.
- Use of a phone app.

What would make transportation services more accessible in Lorain County?

- We need to go where people are underserved.
- We need to be fiscally conservative.
- It is a challenge to access the County offices for a reduced bus pass.
- Collaboration with the public libraries and court systems.
Where do you or others need transportation?

- All over.
- Many students need transportation in the evening.
- People need to go to grocery stores such as Aldi’s, Shop-A-Lot and to go out to eat.
- People need rides to hospitals and medical appointments.
- People at the low-income high rises need rides.

What areas are difficult to get to because of transportation issues?

- Getting to medical appointments if they are disabled.
- Doctors’ appointments
- Getting to work.

What types of transportation do you use?

- Motorcycle, Uber/Lyft or walk.
- Sidewalks are an issue as many people walk to Lorain County Community College.

What do you like about the transportation you use?

- Walking because it is good exercise.
- Use Uber/Lyft because it is safe.
- My personal car because it allows freedom.
- It was nice when I could use transit. I was able to use it for everything because my family didn’t drive.

What accommodations do you need, if any?

- People need wheelchair access. Sometimes the first step on a bus is too high.

What is the greatest transportation challenge you face?

- Construction and potholes.
- Walking across a busy street.
- There are no crosswalks to get to Lorain County Community College.

When you (or someone you know) has a barrier and cannot get transportation, what happens?

- Call a friend.
- If it is close by, then I walk.
- People don’t clear sidewalks and end up walking in the street. If you walk in the street, you can get a ticket for jay walking as a result.

If you lost your driver’s license tomorrow, what is your plan for transportation?
• Panic.
• Walk, carpool or quit my job.
• Take a leave of absence from work.

What makes using transportation “user friendly” to you?

• Regular schedule.
• The use of technology, apps, and websites that are kept up to date.

What would make transportation services more accessible in Lorain County?

• Websites.
• The use of Googles and reviews.
• More sidewalks.
• Using United Way’s 211.
September 10, 2018 – First Church of Oberlin UCC (Oberlin)

Where do you or others need transportation?
● Lorain County Community College, Cleveland Clinic, Green Circle Growers, and Cleveland doctors’ appointments.

What areas are difficult to get to because of transportation issues?
● Yes, and it depresses people when they cannot get transportation.

What types of transportation do you use?
● Kendal bus, limo service to get to Cleveland Clinic downtown, Lorain County Transit, and Uber & Lyft.
● Kendal at Oberlin is looking at using the Go Go Grandparent app.

What do you like about the transportation you use?
● My car is convenient to use and I can go anytime I want.

What is the greatest transportation challenge you face?
● Obtaining funding for transportation. The voters keep voting down tax initiatives.
● There are a lot of options for transportation but it is not coordinated.
● People vote down the taxes because they are opposed to paying taxes. There is also a mistrust of government.

When you (or someone you know) has a barrier and cannot get transportation, what happens?
● They have to get aid.
● Jobs won’t come in to the County if people can’t get to work.

If you lost your driver’s license tomorrow, what is your plan for transportation?
● Kendal at Oberlin has a bus.
● If it is in Oberlin, then we can walk or ride a bike.

What makes using transportation “user friendly” to you?
● A regular schedule.
● Reasonable fees.
● It is reliable.
● A system that runs every ½ hour so it is easy to remember.
● Running ads about the service that is available.
● Make it convenient to purchase tickets for public transportation.

What would make transportation services more accessible in Lorain County?
● Service to the smaller communities.
● It should be connected to Cleveland.
● There should be a more positive focus than a negative focus.
● Marketing and advertising of services.
● Diversity in transportation options.
● Involving technology as long as it is simple.
September 13, 2018 – Avon Public Library (Avon)

We had very limited time at this location. It became more of a discussion about the lack of public transit. Many public transportation supporters were in the room. As a result, we skipped many of the questions. Since the discussion focused on getting to work, school and social activities, we had a brief discussion about Enterprise Van Pool and also NOACA’s Gohio Commute.

Where do you or others need transportation?

- Transportation is needed to get to jobs and school.
- My daughter has a disability and she is unable to get to social events.
- There is a serious lack of transportation in Lorain County, especially for our children who are disabled.

What areas are difficult to get to because of transportation issues?

- Work.

What types of transportation do you use?

- Dial a friend or family member.
- Walk.
- There is a transportation service bus for seniors in North Ridgeville.
- My child is disabled and I had a difficult time getting him to school. I had to go through the County government to ask for an Uber gift card. It was a very lengthy process. By the time we were granted the gift card my circumstances changed and I was able to get him where he needed to go.
- Because we live on the border of Lorain County and Cuyahoga County, my son has many activities in Western Cuyahoga County and it is difficult to get him to those events and activities.

What makes using transportation “user friendly” to you?

- It needs to be convenient.
- It needs to be reliable.
- There are some challenges using paratransit services.
**Stakeholder Meeting Discussions**

MOVE Lorain County conducted 11 personal stakeholder conversations about transportation needs and gaps in Lorain County. This is not a comprehensive list of stakeholders as more were desired but there was not enough time to conduct all the interviews. Interviews will continue to take place to help shape the Coordinated Transportation Plan for Lorain County as it continues evolving.

The organizations interviewed are as follows:

- Abbewood – Independent Living Center
- Independence Village – Independent Living Center
- LifeCare Ambulance
- Lorain County Alcohol and Drug Abuse (LCADA) Services
- Lorain County Board of Mental Health
- Lorain County Developmental Disabilities
- Lorain County Public Health
- Lorain County Veterans
- Office on Aging
- Pegasus Transit
- The Lucy Idol Center
- The Nord Center
- Wesleyan Village – Independent Living Center

**Notable Comments & Observations:**

- Medicaid discussion was a part of many of the discussions.
- Many organizations coordinate services with LifeCare.
- Both Veterans and Medicaid transportation can only take people from their home to doctor’s appointments. There may be cases where the patient needs medication (a top 5 “need” on the community surveys) from a local drugstore but transportation offered through Medicaid and Veterans Services are not supposed to take them.
- Break down the proverbial “personal territory” and learn how to collaborate more to expand transportation options.
- People with disabilities and seniors have no options “after hours” and on weekends.
- Transportation for non-emergency and non-essential destinations i.e. department store, grocery shopping, banks, food bank, Jobs & Family Services, Lorain County Community Action Agency, and visiting family is not available.
- Getting people to work and school was a big concern in most of these conversations.
- Dial-a-ride service needs to improve and should not just be for medical appointments.
- Timely service to appointments is important. This includes dropping an individual off at an appointment but also picking them up. When service is not reliable people will skip
appointments. If a person has a mental health issue and skips appointments because of the lack of reliable transportation, this can lead to a serious problem.

- Developing a Lorain County Uber-type service could possibly fill gaps and unmet transportation needs.
- Availability and cost are some of the biggest challenges to providing transportation services in Lorain County.
- It is important to focus on the elderly, disabled and low-income resident of Lorain County and assist them with access to transportation options.
- Seniors (age 60 and older) can receive rides twice a month through the Lorain County Office on Aging, depending on availability.
- Locating funding for transportation services is a challenge.
- Making information available about transportation options could be a huge improvement.
- It is important to foster a culture of collaboration among organizations, non-profits, and businesses so we can provide more transportation options and close the gaps in service.
- The State of Ohio encourages Volunteer Transportation services.
- A program called Circulator could be one solution to some of the transportation needs (www.Circulator.com.)
- Some individuals use 911 if they need transportation. This can be costly to the individual or hospital.
- It is important that we think outside the box and be innovative regarding transportation services for Lorain County.
- In Cuyahoga County, all the senior centers collaborated and created one senior transportation service called Senior Transportation Connection.
- Rural areas need transportation services.
- Pick up and drop off locations need to be comfortable.
- Safe routes throughout the County are a challenge, especially in rural communities.
- Including bike racks on busses would improve transportation options, also incorporating technology too!
- There should be a means of collecting and sharing data regarding transportation in one location.
- There are some transportation services that are reducing their wheelchair van services.
- One service provider has the equipment and technology to expand transportation but is a for-profit organization that is challenged with obtaining funding.
- Residents (Independent Living Center) would like weekend transportation but it is not always offered.
- It would be great if all the communities, especially the senior transportation services, would coordinate services together to provide a transportation system.
Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. These challenges include the following:

The lack of transportation options is a major source of frustration for non-profit organizations, private businesses looking for employees, and medical centers trying to take care of patients. The population of Lorain County is growing older, with a median age rising from 36.5 to 40 between 2000 and 2010. In that same time frame, the demographic between 45-64 grew 31.1% and the demographic over 64 grew 21.2%. As people grow older, it is increasingly difficult to operate a car, so alternative means of traveling are imperative.

In 2014, it was estimated that 14.2% of Lorain County residents lived beneath the federal poverty level; 13% of Lorain County households were reported as not owning a car. At a public transportation forum in 2015, it was reported that in order to successfully own and operate a car, an individual would need to earn $15 an hour.

Many businesses and private organizations realize the need for transportation options to sustain their operations. However, the local public transit system was reduced from 14 to 4 routes by 2010. Although the 2013 League of Women Voters survey indicated that 42% of county residents reported using public transportation to get to work, very few people, especially those who are low-income, can utilize public transportation to get to work with its limited scope of transit routes.

There has been a difference of opinion by voters in the County regarding the use of tax increases to support a transit system due to different political beliefs between rural communities and urban centers. Maintaining a robust, effective, and efficient transportation system requires funding and constant commitment. With funding through the FTA 5310, we can begin to close gaps and unmet needs specifically for seniors and low-income and disabled residents of Lorain County, without increasing local taxes. Moreover, this approach will also serve to establish a foundation for the future construction of a transportation system which can support all county residents who desire alternative transportation options and support economic growth in Lorain County, when people have alternative access to jobs, medical services, and retail shopping areas.
Summary of Unmet Mobility Needs

The following table describes the unmet transportation needs that were identified and the method used to identify and prioritize each need. Needs are listed in order of their rank in highest to lowest priority.

**Exhibit 1: Prioritized Unmet Mobility Needs**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Unmet Need Description</th>
<th>Method Used to Identify and Rank Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Improve awareness of transportation options</td>
<td>Survey and Round Table input</td>
</tr>
<tr>
<td>2</td>
<td>Increase access to grocery stores, and drugstores</td>
<td>Survey and Round Table input</td>
</tr>
<tr>
<td>3</td>
<td>Increase access to doctors and medical services</td>
<td>Survey and Round Table input</td>
</tr>
<tr>
<td>4</td>
<td>Improve transport for elderly and disabled</td>
<td>Survey and Round Table input</td>
</tr>
<tr>
<td>5</td>
<td>Increase ride-share options</td>
<td>Survey and Round Table input</td>
</tr>
<tr>
<td>6</td>
<td>Increase bike paths and bike-friendly roads</td>
<td>Survey and Round Table input</td>
</tr>
<tr>
<td>7</td>
<td>Improve sidewalks for walking-friendly roads</td>
<td>Survey and Round Table input</td>
</tr>
<tr>
<td>8</td>
<td>Develop and implement a Mobility Management Program</td>
<td>Coordinated Plan Planning Committee</td>
</tr>
<tr>
<td>9</td>
<td>Continue 5310 funding</td>
<td>Round Table input</td>
</tr>
<tr>
<td>10</td>
<td>Coordinate county-wide efforts</td>
<td>Survey and Round Table input</td>
</tr>
</tbody>
</table>
V. Goals and Strategies
Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for the Lorain County should address the service gaps and user needs identified in this plan, if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, the MOVE Lorain County developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to 5 of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.
Goal #1: INCREASE AWARENESS OF TRANSPORTATION OPTIONS

Need(s) Being Addressed: The lack of knowledge about available transportation services and options within Lorain County, specifically to access grocery stores, medical appointments, job access, educational opportunities, and social events.

Strategy 1.1:

Develop and manage a “one-stop shop” program to increase awareness and improve access to transportation options in Lorain County. (Customer Service)

Timeline for Implementation: Present to January 2021

Action Steps:

- Develop a full marketing plan to include:
  - Brand/identity creation
  - Distribution/awareness plan: flyers/pamphlets, posts with tear-offs, multimedia, hyperlinking with local community
  - Use of Facebook & Instagram and other social media outlets
- Disseminate information widely and through targeted outlets to educate the community about transportation options to make it easier for people to find services.
- Create a public listing of transportation options to increase awareness of what is available now and a process to update the information.
- Incorporate an automated system, web analytics, count calls, for syncing online data with utilization of services

Parties Responsible for Leading Implementation: Lorain County Mobility Manager, Lorain County Coordinated Transportation Plan Taskforce

Parties Responsible for Supporting Implementation: Ohio Department of Transportation, Federal Transit Administration, United Way of Greater Lorain County, MOVE Lorain County

Resources Needed: Funding, staff time, local cash, technology, training

Potential Cost Range: Dependent on project

Potential Funding Sources: The Lorain County Mobility Management Program

Performance Measures/Targets:

- Number of website visits
- Number of distributed materials
- Number of distribution/partner organization information outlets
Goal: #2 DEVELOPING AND IMPLEMENT A MOBILITY MANAGEMENT PROGRAM

Need(s) Being Addressed: To identify unmet needs and gaps in transportation services to improve access to jobs, medical facilities, educational centers, while also supporting the local economy.

Strategy 2.1:
Create a Lorain County Taskforce on Transportation (now called the Transportation Advisory Committee or TAC Committee), to include non-profit and private organizations together with members of the general public and targeted populations to support the work of the Lorain County Mobility Manager and ODOT Coordinated Transportation Plan Guidelines. (Leadership)

Timeline for Implementation: Present to January 2021

Action Steps:
- Develop a Lorain County Mobility Management Program
- Hire a Full-Time Mobility Manager
- Foster relationships and collaborations between public/nonprofits and private industry; provide transit that benefits them economically (e.g. shopping, services).
- Improve relations/communication between the general public and policy makers.
- Coordinate with non-profits (i.e. United Way), existing transportation providers and employers; agencies i.e. Veterans services, etc. that are serving target markets to assess needs and available services.
- Explore funding/provision of services by private businesses that will benefit department stores, shopping centers, medical providers, schools, and employers to provide services (i.e. shuttles) to connect to existing transportation.
- Increase knowledge of current state/future possibilities

Parties Responsible for Leading Implementation: Lorain County Coordinated Transportation Plan Taskforce

Parties Responsible for Supporting Implementation: Ohio Department of Transportation, Federal Transit Administration, United Way of Greater Lorain County, MOVE Lorain County

Resources Needed: Funding, staff time, local cash, technology, training, software

Potential Cost Range: $100,000

Potential Funding Sources: ODOT 5310, 5311, 5316 Operations, Ohio Developmental Disabilities Council, Private Sector, County Area Foundations, local banks
Performance Measures/Targets:

- Hiring of a full-time Mobility Manager or Consultant
- Level of response from stakeholders
- Increased local funding to support coordinated efforts
- Increased coordination relationships within Lorain County
Goal #3: EXPLORE DATA COLLECTION AND PLANNING SYNERGIES

Need(s) Being Addressed: Reducing the duplication and costs that support planning efforts utilizing existing resources for efficient transportation options.

Strategy 3.1:
Through continually collecting data and planning, identify strategies to eliminate or reduce duplication in services, thereby allowing more efficient utilization of existing resources. (Data Collection & Planning)

Timeline for Implementation: January 2020 – December 2024

Action Steps:
- Identify potential natural synergies
- Explore opportunities to collect data such as number of trips, where people are going, by the transportation provider, hours of services, and utilization rates
- Identify strategies to eliminate or reduce duplication in services.

Parties Responsible for Leading Implementation: Lorain County Mobility Manager

Parties Responsible for Supporting Implementation: Lorain County Mobility Manager, Lorain County Coordinated Transportation Plan Taskforce

Resources Needed: Funding, staff time, local cash, technology, training

Potential Cost Range: Depending on project

Potential Funding Sources: ODOT 5310, 5311, 5316 Operations, Ohio Developmental Disabilities Council, Private Sector, County Area Foundations, Local Stakeholders

Performance Measures/Targets:
- Local Stakeholder Response
- Number of training sessions by stakeholders
- Number of public training sessions
Goal #4: COORDINATE EDUCATIONAL TRAINING PROGRAMS

Need(s) Being Addressed: Reducing training costs incurred by organizations independently paying for transportation driver training. Also, to improve individuals’ comfort levels with utilizing available transportation services through training.

Strategy 4.1:

Establish and coordinate educational training programs for (a) transportation providers to reduce administrative cost, and (b) educate transportation users to improve usage of transportation options. (Transportation Services)

Timeline for Implementation: Present to December 2024

Action Steps:

- Identify potential natural synergies
- Identify common training sessions
- Ensure people providing transportation are culturally competent and trained to provide safe rides to individuals

Parties Responsible for Leading Implementation: Lorain County Mobility Manager

Parties Responsible for Supporting Implementation: Lorain County Mobility Manager, Lorain County Coordinated Transportation Plan Taskforce, United Way of Greater Lorain County, MOVE Lorain County

Resources Needed: Funding, staff time, technology, training

Potential Cost Range: Depending on project

Potential Funding Sources: ODOT 5310, 5311, 5316 Operations, Ohio Developmental Disabilities Council, Private Sector, County Area Foundations, Local Stakeholders & Private Organizations

Performance Measures/Targets:

- Local Stakeholder Response
- Number of training sessions by stakeholders
- Number of public training sessions
Goal #5: EXPLORE TRANSPORTATION PILOT PROJECTS

**Need(s) Being Addressed:** Unavailability of affordable public transportation services connecting residents to job access, health care, social events, and educational opportunities.

**Strategy 5.1:**

Explore opportunities to develop a local innovative pilot program (i.e. local rideshare, volunteer transportation service) utilizing technology accessible to targeted populations to allow: (a) fulfillment of transportation needs cited in the 2018 Transportation Needs survey and (b) improvement of access to local education and job centers. (Transportation Services)

**Timeline for Implementation:** Present to December 2024

**Action Steps:**

- Explore the opportunity for an innovative project that would:
  - Ensure safety and security for riders
  - Give options for “On demand” travel service
  - Promote efficient utilization of resources
  - Strive for fiscally strong system

- Develop a funding pool dedicated to purchasing transportation passes, tickets, tokens, rides, and vouchers for employment access via a participating transportation provider and enhance transportation service levels

**Parties Responsible for Leading Implementation:** The Lorain County Mobility Manager, The Lorain County Coordinated Transportation Plan Task Force

**Parties Responsible for Supporting Implementation:** The Lorain County Coordinated Transportation Plan Task Force, United Way of Greater Lorain County, MOVE Lorain County

**Resources Needed:** Funding, staff time, contract services, publications or printing, local cash, technology, capital needs

**Potential Cost Range:** Depending upon project

**Potential Funding Sources:** ODOT 5310, 5311, 5316 Operations, Ohio Developmental Disabilities Council, Private Sector, County Area Foundations, Local Stakeholders, Private Organizations, State of Ohio general funds, Ohio Elderly and Disabled Fare Assistance Program, Lorain County Jobs and Family Services, Lorain County Board of Mental Health
Performance Measures/Targets:

- Identify possible pilot projects
- Complete at least one budget for the pilot projects
- Determine funding sources to support the pilot
- Expansion of services
VI. Plan Adoption

The Lorain County Coordinated Transportation Plan will be submitted by December 1, 2018 to ODOT. Prior to submissions there will be a 30-day public comment period beginning on October 22, 2018. The MOVE Lorain County Board, along with other community supporters will vote and indicate support of adopting this plan at a public meeting prior to submission.
A RESOLUTION SUPPORTING THE 2019 LORAIN COUNTY COORDINATED TRANSPORTATION PLAN TO BE SUBMITTED TO THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION.

WHEREAS, people with specialized transportation needs have rights to mobility. Older adults, individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services which are provided by public and private transportation systems and human service agency programs are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and

WHEREAS, under the FAST Act, projects funded by Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program must be included in a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS, the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of services to private nonprofit agencies, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to people with disabilities; and

WHEREAS, a local committee with participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers and participation by other members of the public met on Wednesday, November 28, 2018; and

WHEREAS, the local committee reviewed and recommended through consensus a 2019 Lorain County Coordinated Transportation Plan to be submitted to the State of Ohio Department of Transportation.
NOW, THEREFORE, BE IT RESOLVED BY THE MOVE Lorain County:
That this resolution takes effect immediately upon its adoption.

ADOPTED BY THE MOVE LORAIN COUNTY THIS WEDNESDAY, NOVEMBER 28, 2018 AS EVIDENCED BY
THE AUTHORIZING SIGNATURES BELOW.

Victor Leandry, El Centro de Servicios Sociales 11/28/18

Mark Hullman, MOVE Lorain County Treasurer 11/13/18

Frank Whitfield, Lorain County Urban League 11/28/18

Anthony Gallo, Lorain County Chamber of Commerce 11/28/18

Barb Barna, Kendal at Oberlin Resident 4/28/18

Alex Moen, Lorain County Resident 11/28/18

Christine Matusik-Plas, United Way of Greater Lorain County 11/28/18
MOVE Lorain County adopts regional transportation plan
Kevin Martin — The Morning Journal

Nov 28, 2018

Mobility and Opportunity for a Vibrant Economy, also known as MOVE Lorain County, officially adopted its five-year Lorain County Coordinated Transportation Plan.

In a Nov. 28 meeting at the United Way of Greater Lorain County, 642 Broadway in Lorain, MOVE’s Board of Directors signed a resolution supporting the adoption of the 130-page plan to submit to the Ohio Department of Transportation on Dec. 1.

MOVE Lorain County was formed in 2015 following a transportation forum hosted by Lorain County Community College, which was created to address area transportation gaps.

“Since then, our plan has been to keep the conversation of transportation in the forefront and to find ways out of the box where we can be creative and bring more
transportation to Lorain County,” said Victor Leandry, MOVE’s board chair. “It’s been a hard three years in trying to move the needle.

"Everybody sitting at this table knows how challenging it is to deal with transportation. So, it’s not a problem to fix, and it’s very challenging.”

Leandry, who is executive director of El Centro de Servicios Sociales in Lorain, said bringing the community together and addressing transportation for Lorain County and is just the beginning.

“This is a big deal for Lorain County having this coordinated transportation plan," he said. "This is a big step forward. We have a long way to go, but this is a step forward.”

Sharon Pearson, a mobility management consultant with MOVE Lorain County, said there is a strong support for the plan from area nonprofits.

After receiving numerous letters of support from area nonprofit organizations, MOVE Lorain County will head into 2019 hoping to receive funding from the Federal Transit Administration’s 5310 program called Enhanced Mobility of Seniors and Individuals with Disabilities.

This funding targets the needs of underserved populations including seniors and people with physical disabilities.

If approved, the funding will become available in 2020.

During 2019, MOVE Lorain County will focus on creating a database of transportation services and to continue researching a volunteer transportation system, Pearson said.

Board member Frank Whitfield joked that finally signing the resolution felt like the Declaration of Independence and is an opportunity to put Lorain County’s shared vision for transportation into action through documenting current services and work to promote them.

“What is our shared vision that nonprofits can align with, the government can align with,” asked Whitfield, who is president and CEO of the Lorain County Urban League. "And Sharon (Pearson) and her brilliance found this opportunity with the mobility management plan, and that is what we’re doing.

"This is a great opportunity in Lorain County to come up with a vision that meets the needs of all people, and I’m really excited. I’m proud of the work that’s been done, but we have a year now."
LORAIN — After months of planning and meetings, MOVE Lorain County officially adopted its coordinated transportation plan.

Mobility and Opportunity for a Vibrant Economy met Wednesday afternoon at United Way of Greater Lorain County to officially adopt the plan before submitting it to the Ohio Department of Transportation by Saturday’s deadline. The coordinated transportation plan will be submitted to ODOT as a part of an application for grant money to fund it.

The plan hopes to create a mobility manager program, which would act as a conduit for all the transportation programs in the county, connecting residents to the different nonprofits.

“I’m very excited and I am confident that we’re going to be able to get some funding here in Lorain County to be able to do what I think MOVE always originally wanted to do,” MOVE consultant Sharon Pearson said, “which is to try and figure out solutions to some of the transportation problems in Lorain County.”

Five to six letters of intent, which allow the organization to apply for grant funding in January, were submitted to ODOT, Pearson said.

“Older adults, individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives,” the letter read.

“These services which are provided by public and private transportation systems and human service agency programs are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities.”

The grant awards are expected to be announced by early spring, with recipients getting the funds by January 2020.

Contact Bruce Walton at (440) 329-7123 or bwalton@chroniclet.com. Follow him on Facebook @BWalton440 or Twitter @BruceWalton.
Appendix A: List of Planning Committee Participants

The planning committee consists of representation from local agencies as well as participation of individuals with disabilities, older adults, and members of the general public. More information about the planning committee is available upon request by contacting Sharon Pearson, MOVE Lorain County Consultant.

Agency Representation

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
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<tbody>
<tr>
<td>William Oliver</td>
<td>Carlisle Township Trustees</td>
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<tr>
<td>Pam Fechter</td>
<td>City of Avon</td>
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<tr>
<td>Councilperson Marcus</td>
<td>City of Elyria</td>
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<tr>
<td>Madison</td>
<td></td>
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<tr>
<td>Council Member Brenda</td>
<td>City of Elyria</td>
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<tr>
<td>Davis</td>
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<tr>
<td>Mayor Holly Brinda</td>
<td>City of Elyria</td>
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<tr>
<td>Phillip Dore</td>
<td>City of Lorain</td>
</tr>
<tr>
<td>Jeff Armbruster</td>
<td>City of North Ridgeville</td>
</tr>
<tr>
<td>Carrie Handy</td>
<td>City of Oberlin</td>
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<tr>
<td>Mayor John Hunter</td>
<td>City of Sheffield Village</td>
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<tr>
<td>Cindy Andrews</td>
<td>Community Foundation of Lorain County</td>
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<tr>
<td>Nick Turner</td>
<td>Congresswoman Marcy Kaptur Office</td>
</tr>
<tr>
<td>Victor Leandry</td>
<td>El Centro</td>
</tr>
<tr>
<td>Jim Wall</td>
<td>Elyria City Schools Superintendent Office</td>
</tr>
<tr>
<td>Rae-Lin Jones</td>
<td>Enterprise Rideshare</td>
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<tr>
<td>Sherman Jones</td>
<td>Facilitator</td>
</tr>
<tr>
<td>Karen Kilgo</td>
<td>Flat Rock Homes</td>
</tr>
<tr>
<td>Megan Pettibone</td>
<td>Green Circle Growers</td>
</tr>
<tr>
<td>Ed Harder</td>
<td>Kendal at Oberlin</td>
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<tr>
<td>Barbara Thomas</td>
<td>Kendal at Oberlin</td>
</tr>
<tr>
<td>Cynthia Kushner</td>
<td>LCCC Administration</td>
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<tr>
<td>Selina Gaddis</td>
<td>LCCC Administration</td>
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<tr>
<td>Anthony Rumph</td>
<td>LCCC Student</td>
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<tr>
<td>James Johnson</td>
<td>LCCC Student Senate</td>
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<tr>
<td>Sijoon Jude Jeon</td>
<td>LCCC Student Senate</td>
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<tr>
<td>Danielle Porter</td>
<td>LCCC Student Senate</td>
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<tr>
<td>Eric Skinner</td>
<td>LCCC Student Senate</td>
</tr>
<tr>
<td>Amy Szmania</td>
<td>LCCC Wellington Campus</td>
</tr>
<tr>
<td>Nicholas Vaughn</td>
<td>LifeCare Ambulance</td>
</tr>
<tr>
<td>Don Schiffbauer</td>
<td>Lifecare Ambulance</td>
</tr>
<tr>
<td>Cheryl Gorham</td>
<td>Linking Employment, Abilities, and Potential (LEAP), Inc.</td>
</tr>
<tr>
<td>Thomas Stuber</td>
<td>Lorain County Alcohol and Drug Abuse Services (LCADA),</td>
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<tr>
<td>Jeff Miller</td>
<td>Lorain County Board of Developmental Disabilities</td>
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<tr>
<td>Kathleen Kern</td>
<td>Lorain County Board of Mental Health</td>
</tr>
<tr>
<td>Tony Gallo</td>
<td>Lorain County Chamber/MOVE Lorain County Board</td>
</tr>
</tbody>
</table>
In addition to participants listed above, the planning committee also included representation of older adults, people with disabilities, and members of the general public. In addition to hosting a planning committee, MOVE Lorain County and other planning committee members also conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. More information about these efforts that occurred is available upon request. To request additional information please contact:

Sharon Pearson
MOVE Lorain County
PHONE: 440-707-6477
Email: MOVELorainCounty@gmail.cm
Appendix B: List of Annual Reviews and Plan Amendments

It is required that this plan be reviewed by the planning committee annually. For more information on when the next annual review will occur, how to be involved in the annual review process or to request information on how to make changes or corrections to this plan between annual reviews, please contact:

Sharon Pearson
MOVE Lorain County
PHONE: 440-707-6477
Email: MOVELorainCounty@gmail.cm

Annual Review

Provide a brief description of any annual reviews that have occurred, including a summary of the review meeting and a brief summary of any changes were made.

Amendment

If the plan has been amended between annual reviews, include that information here.

**Amended December 2020 – Appendix L**

- Quarterly 2020 Reports Through 3rd Quarter 2020
- Updated Transportation Provider List
- 2020 News Reports
- 2020 Transportation Advisory Committee (TAC) Meetings
- 2020 Transportation Needs Survey Results
- Pilot Project Summaries
- Coordinated Transportation Plan Updated Goal Status
- 2021 Lorain County Mobility Management Goals
- Opportunities to Close the Gap on Unmet Transportation Needs
Appendix C: Definitions

There are several terms used throughout the plan that may be unique to transportation providers or human service agencies. The terms are defined here for reference.

**Coordination** – Collaborative efforts toward understanding and meeting the mobility needs in the most appropriate, cost effective, and responsive manner.

**FAST Act** – Congress established the funding for Federal Transit Administration programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020.

**Gaps in Service** – A break in the continuity of available transportation resources such as a break between hours of operation or a break between two or more geographic areas.

**Lead Agency** – The organization responsible for facilitating outreach; composing a plan that meets the requirements of current Federal and State legislation; maintaining documentation from the planning process and making it available upon request; and leading stakeholders through annual reviews, amendments, and updates of the plan. The Lead Agency also is responsible for submitting the adopted Coordinated Plan and all amendments or updates to participating stakeholders and ODOT.

**Planning Committee** – (indicate if the planning committee has another formal name) The Planning Committee is composed of key community stakeholders. The Planning Committee members agree to actively participate in the planning process and act as the plan advisory and adopting entity.

**Ridership** – The total number of passengers who boarded transportation vehicles are counted each time they board a vehicle.

**Section 5310 Program** – Enhanced Mobility of Seniors & Individuals with Disabilities (49 U.S.C. 5310) provides Federal formula funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

**Section 5311 Program** – The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

**Section 5307 Program** – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.

**Transportation** – Transportation is broadly defined to include traditional transit, human service agency services, on-demand (taxi-like) services, bicycle and pedestrian programs and amenities.
**Unmet Transportation Needs** – Transportation that is wanted or desired but is not currently available.
Appendix D: Invitation Letter

MOVE Lorain County

c/o Sharon Pearson, Mobility Management Consultant
264 North Pleasant Street
Oberlin, OH  44074
Email: moveloraincounty@gmail.com
Phone: 440-707-6477
Website: www.MOVE Lorain County.org

May 7, 2018

Greetings!

MOVE (Mobility and Opportunity for a Vibrant Economy) invites you as a representative of your organization to participate with us in a planning committee to develop a new type of transportation system for Lorain county. This model was developed by the Ohio Department of Transportation (ODOT) to assist small urban and rural communities like those in Lorain County to develop their own plans that would address specific, local transportation needs. Called a “Coordinated Transportation Plan”, this model for transportation planning has been successful in improving modes and convenience of transportation for similar communities in Southern Ohio. Moreover, the plan has been successful in reducing costs and increasing access to modes of transportation appropriate for older adults, people with disabilities, and other populations without readily available transportation.

The goal of our Coordinated Transportation Plan is first to identify a realistic view of Lorain County’s transportation strengths and needs. A second goal is to establish a single location for a multi-organizational bank of transportation data that will be accessible to all groups and residents in Lorain County. Finally, and most important, our goal is to devise plans that would improve modes of transportation for all Lorain County residents.

Developing this plan would involve considering many types of transportation such as biking, walking, ridesharing, and public transit. Doing so necessitates participation by a range of organizations, including, but not limited to, municipal governmental agencies, non-profits, and for-profits. Working together, these organizations and agencies can better identify transportation needs and suggest ways of meeting those needs. Representatives that have already agreed to participate include: Victor Leandry, El Centro De Servicios, Inc; Bill Harper, United Way of Lorain County; Tony Gallo, Lorain County Chamber of Commerce; Frank Whitfield, Lorain County Urban League; Dr. Kathleen Kern, Board of Mental Health; Jadera Patton, Neighborhood Alliance; and Mark Hullman, MOVE Lorain County.

This is an exciting opportunity for your organization to offer help in identifying transportation needs and working toward solutions. Your input is valuable. Your time is valuable. The planning committee will meet no more than five times in the next eight month period.

Please join us with others at the initial planning committee meeting:
May 24, 2018  
2:00 to 4:00 pm  
Lorain County Community College  
Spitzer Conference Center Rooms 207/208  

We look forward to seeing you on May 24, 2018. Please RSVP by May 18, 2018 to Sharon Pearson at by email: moveloraincounty@gmail.com or by phone at 440-707-6477. If you have any questions or require additional information, please contact Sharon Pearson.  

We look forward to seeing you.  

Sincerely,  

Sharon Pearson,  
Mobility Management Consultant  
MOVE Lorain County  

cc: MOVE Lorain County Board
Appendix E: Meeting Agendas

Lorain County
Coordinated Transportation Plan

Meeting 1: Establishing the Planning Approach
Thursday, May 24, 2018, 2:00 – 4:00 pm
Lorain County Community College
Spitzer Center Rooms 207/208

Objectives:
- Understand MOVE Lorain County’s Mission & Vision
- Understand the importance of a Coordinated Transportation Plan
- Provide an overview of the planning approach
- Explain the asset inventory and needs assessment data collection process
- Identify representatives to serve as agency contacts

I. Welcome
   - Victor Leandry, Chair of MOVE Lorain County
   - Sherman Jones, Facilitator

II. Participant Introductions

III. Overview of Coordinated Transportation Plan & History
    - Sharon Pearson, MOVE Lorain County Mobility Management Consultant
    - Barb Barna, Coordinated Transportation Plan Steering Committee Member

IV. Participant Engagement – Sherman Jones, Facilitator

V. Next Steps, Questions, and Adjourning Meeting
   - Homework – Asset Inventory
     By Alex Moen, Coordinated Transportation Plan Steering Committee Member

...
Lorain County
Coordinated Transportation Plan

Meeting 3: Preparing for Community Input
Thursday, August 30, 2018; 2:00 – 3:30 pm
Lorain County Community College
Spitzer Center Rooms 114

Objectives:
- Review of where we are in the planning process
- Review Survey Information collected through Needs Assessment
- Examine Transportation Options
- Brainstorm Transportation Goals

I. Introduction of Participants (15 Minutes)

II. Summary of the June 28th Meeting (10 Minutes) - Sherman Jones, Facilitator

III. What did the Needs Assessment and One on One Interviews reveal? (10 Minutes) – Sharon Pearson, Mobility Management Consultant

IV. Presentation: GoHio Carpool – Beverly Burtzlafl, NOACA (15 Minutes)

V. Presentation: Enterprise Rideshare – Rae-Lin Jones, Enterprise (15 Minutes)

VI. Roundtable Discussions (25 Minutes) – Sherman Jones, Facilitator

VII. Next Steps, Questions, and Adjourning Meeting (5 minutes)
Lorain County
Coordinated Transportation Plan

Meeting 4: Preparing for Community Input
Thursday, September 27, 2016; 2:00 – 4:00 pm
Lorain County Community College
Spitzer Center Rooms 114

Objectives:
- Review the Coordinated Transportation Plan Process
- Prioritize categories of need for targeted populations in Lorain County
- Brainstorm potential strategies to address needs and establish action plan steps
- Review the Planning Process and Timeline for Completion

I. Introduction of Participants
II. RECAP: Coordinated Transportation Plan Process
III. Summary of the August 30th Meeting
IV. RECAP: What did the Needs Assessment and One on One Interviews reveal?
V. Roundtable Discussions: Coordination Strategies
VI. Roundtable Report Out
VII. Next Steps, Questions, Signed Commitment, and Adjourning Meeting

October 5 – Letter of Intent Due for FTA 5310 for Organizations & Coordinated Transportation Plan
October 22 – Draft of Coordinated Transportation Plan for 30 Day Public Review
Late November – MOVE Lorain County Adopts Coordinated Transportation Plan
December 1 – Final Plan Submitted
January 2 – March 1, 2019 – FTA 5310 Applications Available

...
Appendix F: Meeting Summary & Minutes

Lorain County
Coordinated Transportation Plan Meeting Summary

Meeting 1: Establishing the Planning Approach
Thursday, May 24, 2018; 2:00 – 4:00 pm
Lorain County Community College
Spitzer Center Rooms 207/208

How many individuals in this room have used public transportation before? – Everyone raises their hands.
How many individuals have used public transportation in Lorain County? – Only about half of the hands in the room are raised.
How many individuals know people who are regular users of Lorain County public transportation? – Less than a quarter of the hands in the room are raised.

Discussion question 1: What are the opportunities for transportation services in Lorain County?

a. Technological Advances- mode of transportation, or method used to route transportation options where people need it.
b. Bridge The Great Divide- between those who have personal vehicles, and those who do not/choose not to.
c. Opportunity to assist service organizations to serve their communities better.
d. Educate people on how to use transportation, possibly through development days.
e. Educate people on bike lanes! What are the usage/benefits?
f. Utilize idle vehicles so that the maximum amount of riders can be served. Also cross ridership whereby Agencies pick-up more than just their own service users.
g. Explore models of transportation services provided in other communities.
h. Improve the usage and rider experience of current services.
i. Collaborate with like organizations to leverage resources and lower expenses.
j. On-demand medical transit. Transport: adults and kids to school, seniors to supermarkets/shopping, individuals to jobs utilizing structured routes.
k. An opportunity to focus on transportation needs in communities outside of urban hubs.
l. An opportunity to focus on younger generations and their mobility needs.
Discussion Question 2: What are the potential gaps and unmet needs as related to transportation services in Lorain County?

a. Basic needs: 65+ don’t have adequate access to their own neighborhoods
b. Gaps of service delivery re: on-time reliability
c. Lack of dedicated general funding
d. Lack of pressure on Columbus and ODOT to support transportation and transportation funding in areas such as ours. Most funding dedicated to larger big city urban centers.

Discussion Question 3: Who is not at the table that should be included?

a. LCCC Representatives
b. Workforce Development, Job and Family Services
c. Labor Unions
d. Senior Living Organizations
e. State Representatives
f. Community members re: riders/end users
g. Large County Employers
h. Young People (Millennials)
i. Religious Organizations

Discussion Question 4: How can the community and constituent groups best be engaged?

Rich discussion was enjoyed by attendees with several best practice ideas shared. This question will be continued and examined more closely in future meeting discussions. • • •
Lorain County
Coordinated Transportation Plan- Notes
Meeting 1: Establishing the Planning Approach
Thursday, June 28, 2018; 2:00 – 3:30 pm
Lorain County Community College
Spitzer Center Rooms 114

Objectives:

- Collect completed transportation services surveys.
- Create an end goal vision
- Establish process for engaging targeted populations
- Develop FAQs for the Coordinated Transportation Plan

I. Introduction of Participants

II. Summary of the May 24th Meeting
   Recap of the first meeting, see notes from May 24, 2018 meeting for information covered.

III. What is the end goal?
   The goal is to coordinate services, possibly through a one-call/click system. This is the reason we are asking for organizational asset forms. The final product should be stress free, personal, and on demand. The current idea for the Lorain County Coordinated Transportation Plan is that we will create a low tech version of a one click transportation system database.

   Informative video demonstrating a one—call/click system is shown. You can view this video by accessing the power point from the June 28, 2018 meeting.

IV. Questions about the Coordinated Transportation Plan

Q: Has there been any discussion on expanding LCT? Is there a limit on how far LCT can expand, the amount of available routes?

Q: What will be the cost for individuals who receive transportation services and how is affordability being addressed throughout the coordinated transportation plan?

Q: At this point how do we make something happen regarding transportation? How do we help people?

Q: How can employers become more involved?

Q: Is there any thought to entities contributing to a pot and having a priority service for their constituents?
Q: How does this plan differ from 211? Can we reduce duplication?

Q: Would you be able to take requirements of the coordinated plan so we can all see it? Interactive map?

Q: Are we able to connect our plans with our bordering counties?

Q: What do you see already as what we would consider as the low hanging fruit? Short term successes?

Q: Is there a thought pro move to a needs based to a want based transit program?

We need to value transportation that may require an investment-

Q: Are we looking at all areas/modes/forms/demographics for transportation?

V. Roundtable Discussions (30 Minutes) – Sherman Jones, Facilitator

Roundtable question: What input do you have the needs survey?

• Give a range for the low-income question.
• Look at identifying major locations underneath “places I need to go”
• Include Uber/Lyft
• Refine the age ranges
• Create different questions to target different groups
• Included a student and unemployed option
• An option to opt into working with this group to help develop the plan
• Include a question that asks if they are interested in using public transportation even if they do not right now?

• Include this question- What type of transportation would you use?
• Ask where the individual lives, or ask for the zip code
• Should there be a question asking if the person is retired?
• Do we need to know the persons sex/gender?
• We should include a household size question
• Can individuals complete a survey on behalf of a household?
• Add a question about how they want to access transportation information

VI. Next Steps, Questions, and Adjourning Meeting (5 minutes)

There will be 1-hour public meetings held at various locations in the county in July and August. The next planning meeting is on August 30 at 2 p.m. at Lorain County Community College.

Next steps include finalizing and distributing the Needs Survey to the community in person and digitally. Members of the planning committee will be asked to submit at least 10 completed Needs Surveys by August 1, 2018.
Lorain County
Coordinated Transportation Plan
Meeting 3: Preparing for Community Input Notes
Thursday, August 30, 2018; 2:00 – 3:30 pm
Lorain County Community College
Spitzer Center Rooms 114

Objectives:

- Review of where we are in the planning process
- Review Survey Information collected through Needs Assessment
- Examine Transportation Options
- Brainstorm Transportation Goals

I. Introduction of Participants
II. Summary of the June 28th Meeting
   A summary of the previous meeting can be found in the notes from the June 28th planning meeting.

III. What did the Needs Assessment and One on One Interviews reveal? Sharon Pearson shared what the Needs Assessment and One on One Interviews revealed. To see the results from the one on one interviews and needs assessments view the handouts from the August 30th planning meeting.
Attendees were asked to share their thoughts and takeaways on the survey results.

Table 1- Half of the respondents had no idea about alternate transportation options. There were also more millennial respondents than expected.

Table 2- Many of the respondents wanted a newsletter mailed to them detailing transportation options in the county. Pointed out how common social isolation is in southern Lorain County.

Table 3- Adequate representation of several generations.

Table 4- The Needs Survey revealed similar results to a study recently completed at Lorain County Community College of their students without transportation. Table 5- School and work were not listed in the top five locations that respondents needed to go. In response to the notable comments from the survey results, they asked what can we do to interact with people when they are on public transportation? Table 6- Satisfied with the amount of total respondents.
IV. **Presentation: Gohio Carpool** –
Beverly Burtzlaff from NOACA discussed the Gohio Carpool program. Gohio Commute, a smarter way, is a trip planning and ride matching program designed to help people commute to work or school. It also matches up riders with other riders who are going to similar places or have similar routes.

For more information on Gohio Commute visit this website [https://gohiocommute.com/#/](https://gohiocommute.com/#/), or review the PowerPoint from the August 30, 2018 Coordinated Transportation Planning Meeting.

V. **Presentation: Enterprise Rideshare** –
Rae-Lin Jones from Enterprise car rentals spoke about a new Enterprise rideshare program. This commuter program can be shared by 5-10 employees to go to work throughout the week. Since it is a rental vehicle the coordinator of the carpool receives 200 miles of personal mileage on the vehicle as well.

VI. **Roundtable Discussions**
The tables were asked to discuss and share what goals the coordinated transportation planning committee should create and how to complete those goals.

- **Table 1**- Model something after the Columbus Lime Motorized Scooter and Bike Service where you pay by the mile.
- **Table 2**- Implementing an app that connects to United Way’s 211 program that is user friendly.
- **Table 3**- Explore strategic partnerships with hospitals and healthcare facilities. **Table 4**- Creating a year-round bike share program as well as a volunteer driver program. Possibly utilizing students for these two services.
- **Table 5**- Find a way to fight the stigmas against using public transportation. How do we brand or market our transportation so that is appealing and useful to everyone? We should also address the concerns some people might have about riding with someone they don’t know.
- **Table 6**- Utilize the website to share more ideas about transportation and mobility. Ensure that the program we use is accessible and user friendly.

VII. **Next Steps, Questions, and Adjourning Meeting**
At the next meeting we will be setting the goals of the Coordinated Transportation Plan. The next meeting is scheduled for Thursday September 27 at 1:00 p.m. at LCCC.

**Upcoming Public Meetings:**
- **Thursday, September 6, 2018 @ 6 pm** – Ohio Business College
- **Monday, September 10, 2018 @ 6:30 pm** – First Church of Oberlin UCC – JFO Room
- **Thursday, September 13, 2018 @ 7 pm** – Avon Public Library
Lorain County
Coordinated Transportation Plan - Notes

Meeting 4: Preparing for Community Input
Thursday, September 27, 2018; 2:00 – 4:00 pm
Lorain County Community College
Spitzer Center Rooms 114

Objectives:
● Review the Coordinated Transportation Plan Process
● Prioritize categories of need for targeted populations in Lorain County
● Brainstorm potential strategies to address needs and establish action plan steps
● Review the Planning Process and Timeline for Completion

I. Introduction of Participants

II. RECAP: Coordinated Transportation Plan Process
Information shared on the process of creating the coordinated plan can be found in the power point from the September 27, 2018 planning meeting.

III. Summary of the August 30th Meeting
The notes from the August 30, 2018 planning meeting were shared.

IV. RECAP: What did the Needs Assessment and One on One Interviews Reveal?
Sharon Pearson shared what she learned in one on one meetings with organizations around the county. More information about what was found in these meetings can be found in previous meeting notes.

V. Roundtable Discussions: Coordination Strategies
Everyone was given the opportunity to brainstorm two major initiatives that they felt the coordinated plan should address at their tables of eight people. Each table was then asked to explain their two initiatives. Individuals were asked to pick five initiatives and goals suggested by each table that they felt would be best included in the plan.

Once the top five initiatives were identified, each table was asked to further brainstorm the action steps to accomplish the initiative and create the goal for the initiative.

VI. Roundtable Report Out
The goals that were identified and their action steps are as follows:

VII. Next Steps, Questions, Signed Commitment, and Adjourning Meeting
MOVE Lorain County

c/o Sharon Pearson, Mobility Management Consultant
264 North Pleasant Street
Oberlin, OH 44074
Email: moveloraincounty@gmail.com
Phone: 440-707-6477
Website: www.MOVELorainCounty.org

July 16, 2018

MOVE’s Transportation Survey & Public Meeting Schedule
Press Release

MOVE (Mobility and Opportunity for a Vibrant Economy) invites all those who live, work and play in Lorain County to participate in either the Transportation Survey or Public Meetings that are being scheduled throughout Lorain County. Your participating will assist MOVE Lorain County with achieving three goals. One is to identify a realistic view of Lorain County’s transportation strengths and needs. A second goal is to establish a single location for a multi-organizational bank of transportation data that will be accessible to all groups and residents in Lorain County. Finally, and most important, our goal is to devise plans that would improve modes of transportation for all Lorain County residents.

Developing this plan would involve considering many types of transportation such as biking, walking, ridesharing, and public transit. Doing so necessitates participation by a range of people, especially seniors, people with disabilities, low-income folks, and those that would prefer to have transportation choices. Your input is valuable. Your time is valuable. We encourage you to complete a Transportation Needs Survey by visiting MOVE’s website at: www.MOVELorainCounty.org under the Coordinated Transportation Plan tab. We are looking for your response by August 15. It should take about 10 minutes to complete. Or please join us at one of these public meetings:

**Monday, July 30, 2018; 5:30 pm**
Lorain County Urban League — Annual Meeting
Location TBD (I should know tomorrow where this being held)

**Wednesday, August 1, 2018; 6:00 pm**
Lorain County Community College – Wellington Center

If you have any questions or require additional information, please contact Sharon Pearson by email at MOVELorainCounty@gmail.com or by phone at 440-707-6477. We look forward to your participating.
Public Meeting
On County Transportation Needs

Lorain County Community College - Wellington Center
Wednesday, August 1, 2018 @ 6 pm

Transportation is an issue for many agencies and residents in Lorain County. MOVE Lorain County is working on a Coordinated Transportation Plan that will create a database of available services that can be shared with the general public. In addition, we are seeking to understand the unmet needs and gaps that exist even though we have these services. In association with Lorain County Community College Wellington Center, MOVE Lorain County invites the general public, and especially those who live in rural communities to this public meeting.

This is one of a series of public meetings that are taking place throughout Lorain County. Your participation assists with retaining federal funds in Lorain County.

If you are unable to attend, we also have an online survey that you can complete by visiting our website at: www.MOVELorainCounty.org. Click on Coordinated Transportation Plan and scroll to the bottom to complete the survey. The survey will take about 10 minutes to complete.

For questions contact Sharon Pearson by email at MOVELorainCounty@gmail.com or by phone at 440-707-6477
Transportation is an issue for many agencies and residents in Lorain County. MOVE Lorain County is working on a Coordinated Transportation Plan that will create a database of available services that can be shared with the general public. In addition, we are seeking to understand the unmet needs and gaps that exist. In association with United Way of Greater Lorain County, MOVE Lorain County invites the general public to this meeting to understand transportation needs.

This is one of a series of public meetings that are taking place throughout Lorain County such as in the Avon, Sheffield/Elyria, and Oberlin areas to name a few. Your participation assists with retaining federal funds in Lorain County.

If you are unable to attend, we also have an online survey that you can complete by visiting our website at: www.MOVELorainCounty.org, there is a link on the home page to the survey. The survey will take about 10 minutes to complete.

For questions contact Sharon Pearson by email at MOVELorainCounty@gmail.com or by phone at 440-707-6477
Public Meeting
On County Transportation Needs

Ohio Business College
5095 Waterford Drive, Sheffield Village, Ohio
Thursday, September 6, 2018 @ 6 pm

Transportation is an issue for many businesses, residents, and organizations in Lorain County. MOVE Lorain County is working on a Coordinated Transportation Plan that will create a database of available services that can be shared with the general public. **WE NEED YOUR HELP!** In association with Ohio Business College, MOVE Lorain County invites YOU to this meeting to helps us understand the unmet needs and gaps that exist in Lorain County.

This is one of a series of public meetings that are taking place throughout Lorain County such as in the Avon, Sheffield/Elyria, and Oberlin areas to name a few. Your participation assists with retaining federal funds in Lorain County.

**PLEASE REGISTER FOR THIS EVENT ON OUR WEBSITE AT** [www.MOVELorainCounty.org](http://www.MOVELorainCounty.org)

For questions contact Sharon Pearson by email at MOVELorainCounty@gmail.com or by phone at 440-707-6477
Public Meeting
On County Transportation Needs

First Church UCC in Oberlin
106 N. Main Street, Oberlin, Ohio
Monday, September 10, 2018 @ 6:30 pm

Transportation is an issue for many businesses, residents, and organizations in Lorain County. MOVE Lorain County is working on a Coordinated Transportation Plan that will create a database of available services that can be shared with the general public. WE NEED YOUR HELP! In association with Ohio Business College, MOVE Lorain County invites YOU to this meeting to helps us understand the unmet needs and gaps that exist in Lorain County.

This is one of a series of public meetings that are taking place throughout Lorain County such as in the Avon and Sheffield/Elyria areas to name a few. Your participation assists with retaining federal funds for transportation in Lorain County.

PLEASE REGISTER FOR THIS EVENT ON OUR WEBSITE AT www.MOVELorainCounty.org

For questions contact Sharon Pearson by email at MOVELorainCounty@gmail.com or by phone at 440-707-6477
Public Meeting
On County Transportation Needs

Lorain Public System Library - Avon Branch
37485 Harvest Drive, Avon, Ohio
Thursday, September 13, 2018 @ 7:00 pm

Transportation is an issue for many businesses, residents, and organizations in Lorain County. MOVE Lorain County is working on a Coordinated Transportation Plan that will create a database of available services that can be shared with the general public. WE NEED YOUR HELP! MOVE Lorain County invites YOU to this meeting to help us understand the unmet needs and gaps that exist in Lorain County.

Your participation assists with retaining federal funds for transportation in Lorain County.

PLEASE REGISTER FOR THIS EVENT ON OUR WEBSITE AT www.MOVELorainCounty.org

For questions contact Sharon Pearson by email at MOVELorainCounty@gmail.com or by phone at 440-707-6477
Appendix H: Asset Inventory Form

Coordinated Transportation Plan - Organizational Asset Form

Section 1: General organizational Information

1. Name of your organization, and contact information

<table>
<thead>
<tr>
<th>Organization</th>
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<tbody>
<tr>
<td>Name</td>
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<tr>
<td>Address</td>
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<tr>
<td>City, State</td>
<td></td>
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<tr>
<td>Zip Code</td>
<td></td>
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<tr>
<td>Telephone Number</td>
<td></td>
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<tr>
<td>Email Address</td>
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<tr>
<td>Survey Respondent</td>
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<tr>
<td>Name</td>
<td></td>
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<tr>
<td>Telephone Number</td>
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<tr>
<td>E-mail Address</td>
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</tbody>
</table>

2. What Services does your organization provide? Please check all that apply

- □ Transportation
- □ Health Care
- □ Nutrition
- □ Mental Health Counseling
- □ Adult Daycare
- □ Childcare
- □ Rehabilitation
- □ Job Training
- □ Income Assistance
- □ Residential Facilities
- □ Recreation/Social
- □ Information/Referral
- □ Other: _______________________

3. Please estimate the number of customers your organization has served in the past twelve (12) months?

Number of Customers: _______________________

4. Which demographic category is your organization’s primary customer? Please check all that apply

- □ Elderly (age 65 and older)
- □ Low-income (income below 150 percent)
- □ Disabled (physical, mental, visual, or other disability)
- □ Other: _______________________

5. Does your organization transport Lorain County clients beyond Lorain County borders? Please check yes or no

- □ Yes
- □ No
If you answered yes, please list the destination, location, and type of client in that table below:

<table>
<thead>
<tr>
<th>Destination</th>
<th>Location</th>
<th>Clients (elderly, low-income, disabled, or other)</th>
</tr>
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<tbody>
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</table>

Section 2: Description of Transportation Services

6. In what manner does your organization provide transportation services? Please check all that apply

- Personal vehicles or agency staff
- Agency staff using agency owned vehicles
- Pre-purchased tickets, vouchers, passes for other modes of transit
- Reimbursement of mileage or auto expenses paid to clients
- Volunteers
- Information about and referral to other community transportation resources
- Other: __________________________
  __________________________

7. Out of the total number of clients served in the last twelve months what numbers of your transportation clients require special equipment or assistance for their services listed below?

<table>
<thead>
<tr>
<th>Client Requires:</th>
<th>Number of Clients:</th>
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<tbody>
<tr>
<td>Wheelchair Lifts</td>
<td></td>
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<tr>
<td>Car Seats</td>
<td></td>
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<tr>
<td>Personal Care Attendants</td>
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<tr>
<td>Curb to Curb Service (i.e. drivers will assist passengers to the curb of their origin or destination)</td>
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<tr>
<td>Door to Door service (i.e. drivers will assist passengers to the entrance of their origin or destination)</td>
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<tr>
<td>Other requirements (please specify):</td>
<td></td>
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</tbody>
</table>

8. If you indicated in the table above that your organization’s clients require personal care attendant services, how does your organization meet these needs? Please check all that apply.

- In-house
- Contract: If marked, please list contractors: __________________________
- Referral
- Other: __________________________
  __________________________
9. Does your organization provide transportation services to clients? Please mark ‘yes’ or ‘no’ for each purpose listed below. If yes, please indicate the estimated number of trips per month for each purpose. (A transportation trip is defined as a one-way trip in a transit vehicle starting at one point, and ending in another point.)

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Yes</th>
<th>No</th>
<th># of Trips per Month</th>
<th># of Trips per year</th>
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</thead>
<tbody>
<tr>
<td>Program at your agency</td>
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<tr>
<td>Program at another agency</td>
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<tr>
<td><strong>Health Related</strong></td>
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<tr>
<td>Medical Appointment</td>
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<tr>
<td>Mental Health Counseling</td>
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<tr>
<td>Adult Daycare</td>
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<tr>
<td><strong>Employment/Income</strong></td>
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<tr>
<td>Employment</td>
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<tr>
<td>Job Training</td>
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<tr>
<td>Education</td>
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<tr>
<td>Income Maintenance (food stamps/social security office/cash assistance)</td>
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<tr>
<td>Childcare</td>
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<tr>
<td><strong>Personal/Social</strong></td>
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<tr>
<td>Shopping/Personal Business (e.g. grocery store or bank)</td>
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<tr>
<td>Residential (trips supporting activities of group residences and group home residents)</td>
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<tr>
<td><strong>Other</strong></td>
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</table>
Section 3: Organizational Transportation Resources

10. What transportation resources does your agency operate? Please check all that apply and fill out the table below

- Cars
- Minivans
- Standard Passenger Vans
- Converted Vans (wheelchair lift, raised roof, etc.)
- Buses
- Four-wheel drive vehicles
- Other: __________________________
- My agency does not have any vehicles

<table>
<thead>
<tr>
<th>Year</th>
<th>Vehicle Make</th>
<th>Vehicle Type (see above)</th>
<th>Capacity</th>
<th>Own or Lease</th>
<th>Special Equipment</th>
<th>Current Mileage</th>
<th>Miles traveled in 2017</th>
<th>Condition (excellent, good, fair, or poor)</th>
<th># of days on the road in 2018</th>
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</tbody>
</table>

11. How are your organization’s transportation services funded? Please check all that apply

- FTA Section 5310 (Elderly)
- FTA Section 5316 (JARC)
- FTA Section 5317 (New Freedom Program)
- FTA Section 5311
- FTA Section 5307
- Title IIIB
- Title IIC
- Title V
- Title XX
- Community Services Block Grant Fund
- Non-emergency Medicaid
- Workforce Investment Act (WIA)
- Public Levy
- County Commissioners
- Passenger Fares
- Donations
- Grants from Charity Organizations
- Other: __________________________

12. How does your organization maintain its vehicle fleet? Please check all that apply

- Perform on-house maintenance
- Contract to outside vendor
- Other: __________________________

13. Does your organization offer transportation services 24 hours a day, seven days a week?

- Yes
- No

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If you answered “no” to the last question please list the hours of your organization’s transportation services in the table below.

<table>
<thead>
<tr>
<th>Days</th>
<th>Hours of Operation</th>
</tr>
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<tbody>
<tr>
<td>Monday</td>
<td></td>
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<tr>
<td>Tuesday</td>
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<tr>
<td>Wednesday</td>
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<td>Thursday</td>
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<tr>
<td>Friday</td>
<td></td>
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<tr>
<td>Saturday</td>
<td></td>
</tr>
<tr>
<td>Sunday</td>
<td></td>
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</tbody>
</table>

14. How are clients’ transportation services scheduled?
   □ Standing order trips (regularly scheduled trips)
   □ Demand Responsive (one-time client trip based on client request)
   □ Advanced reservation: please specify (e.g. 24-hour notice)
   □ Other:

15. What tools and technology does your organization use for scheduling, dispatching, and securing reservations?

<table>
<thead>
<tr>
<th></th>
<th>Scheduling Vehicles</th>
<th>Dispatching Drivers</th>
<th>Securing Reservations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-Way Radio</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Cell Phones</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Pagers</td>
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<td></td>
<td></td>
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<tr>
<td>On-line computer system</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Telephone</td>
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<tr>
<td>Other:</td>
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</tbody>
</table>

16. How does your organization track the transportation services it provides? Please check all that apply
   □ Paper/pencil driver logs
   □ Computer system, Pleas list software used:
   □ Other:

   ____________________________________________
   ____________________________________________
17. Does your organization require any special training for your drivers/employees? Please check all that apply

☐ Yes  ☐ No

18. If you answered yes to the above question, what type of training does your organization require? Please be specific

☐ CPR  ☐ Other: ___________________

☐ CDL

☐ First Aid

Section 4: Collaboration

19. In what ways does your organization currently partner with other transportation providers to deliver services to Lorain County residents? Please mark yes or no in the below collaboration table. If yes is marked, please name the partner

<table>
<thead>
<tr>
<th>Type of Collaboration</th>
<th>Yes</th>
<th>No</th>
<th>Partner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joint Grant Application</td>
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<tr>
<td>Purchase Transportation for Clients</td>
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<td>Refer Clients to Other Agencies</td>
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<tr>
<td>Other:</td>
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</tbody>
</table>

Thank you very much for participating in this survey! Please submit the completed document to Sharon Pearson at moveloraincounty@gmail.com by June 28, 2018. Also, please sign the below to signify that you are understanding of the expectations of your involvement in the Coordinated Transportation Planning Committee.

__________________________  __________________________
Signature                  Date
Appendix I: Public Needs General Survey

Transportation Needs Survey
Your participation is greatly appreciated!

**Must be completed by August 15, 2018**

1. I am *(Please check)*:
   - ___Age 0-15
   - ___Age 16-25
   - ___Age 26-45
   - ___Age 46-55
   - ___Age 56-64
   - ___Age 65+

2. Zip code: ____________

3. I am employed *(please check all that apply)*:
   - ___Full time
   - ___Part time
   - ___Unemployed
   - ___Student
   - ___In Lorain County
   - ___Outside Lorain County
   - ___None of the above
   - ___Prefer not to say

4. Do you consider yourself a person with a disability *(please check one)*? (physical, mental, visual, or other disability)
   - ___Yes
   - ___No
   - ___Prefer not to say

5. If you answered yes to the above question, please list any mobility assistance you require *(please list)*:

6. Do you consider yourself a person of low income *(please check one)*?
   - ___Yes
   - ___No
   - ___Prefer not to say

7. Places I need to go *(check all that apply)*:
   - ___To work
   - ___To school
   - ___To college
   - ___To the doctor
   - ___To the hospital
   - ___To childcare
   - ___To a grocery store
   - ___To a drugstore
   - ___To a department store
   - ___To a restaurant
   - ___To visit friends and family
   - ___To court
   - ___To job and family services
   - ___To the social security office
   - ___Ohio Means Jobs
   - ___The Office of Aging
   - ___Food Assistance
   - ___Other, please list: ____________________________

8. Places I would like to go in Lorain County *(please list)*:


9. How do you get to your destination (Check all that apply)?
   ___ I walk
   ___ I ride a bicycle
   ___ I call public transportation
   ___ I drive my own car
   ___ I borrow a car
   ___ I call a friend
   ___ I call a family member
   ___ I call a social service provider
   ___ An app such as Uber or Lyft
   ___ I call a taxi
   ___ School Bus
   ___ Other, please list:

10. How often do you need a ride from somebody else? Please list amount of times a week or month.


11. Are you aware of transportation services available to the citizens of Lorain County (please check one)?
   ___ Yes, I am aware of: ____________________________    ___ No

12. What would help you understand what transportation services are currently available in Lorain County (check all that apply)?
   ___ Website
   ___ Newsletter
   ___ App
   ___ Other: ____________________________

13. Do you use public transportation within Lorain County (please check one)?
   ___ Yes, I use: ____________________________
   ___ No
   ___ I am interested in using public transportation even though I do not require it at this time.

14. What type of transportation would you use (please check all that apply)?
   ___ Bike Share
   ___ Ride Share
   ___ Walking
   ___ Car Pooling
   ___ Bus
   ___ Other: ____________________________

15. In your opinion, what improvements should be made to the current transportation services in Lorain County?


16. If you do not use Lorain County’s transportation services, please say why?


Thank you! For information or questions contact Sharon Pearson at moveloraincounty@gmail.com or 440-707-6477
Appendix J: Newspaper Coverage

LOCAL NEWS

MOVE Lorain County aims to create transportation database

By Carissa Woytach | The Chronicle-Telegram

Published on Aug. 2, 2018 | Updated 7:16 a.m.

WELLINGTON — MOVE Lorain County again is trying to fill gaps in area transportation services but is not proposing a specific transit line or tax increase as it did in 2016.

After going quiet for close to two years, Mobility and Opportunity for a Vibrant Economy (MOVE) Lorain County is working to create a coordinated transportation plan to submit to the Ohio Department of Transportation in hopes of securing federal funding through the agency for a transportation database and possible expansion of other services in the county, according to mobility management consultant Sharon Pearson.

Originally, the group had asked commissioners to place a 0.25 percent sales tax increase on the ballot to fund increased bus transportation, but commissioners instead placed a 0.25 percent sales tax increase on the ballot that would have been split between transportation needs and other county costs. Residents voted against the tax increase in November 2016, and commissioners passed the increase that December, saying otherwise some staff, including 10 to 12 sheriff's deputies, would be laid off.

After the idea of a sales tax measure for MOVE was shot down by commissioners, the group refocused before looking to its current project.

“This is completely different (than the 2016 initiative) because this is not about a sales tax,” she said. “This is about what resources do we currently have, how can we promote that and what can we do to enhance the unmet needs and gaps in the county.”

MOVE Lorain County is cataloging all the transportation services in the county, including nonprofit services like transportation provided by
Murray Ridge, as well as age- and location-specific buses and vans. It also is looking at rideshare companies like Uber, Lyft and Via, along with Amtrak, possible bike sharing and volunteer transportation services.

**Coverage gaps**
While cataloguing the services available in Lorain County, MOVE is looking at where those services are falling short. One of several public input meetings the group plans to have was held Wednesday at the Lorain County Community College Wellington Center, highlighting that rural residents’ needs would be taken into account in the county’s coordinated transportation plan.

“What I’ve seen in the past when we start talking about public transit is it ends up being rural versus urban centers,” Pearson said. “No matter how much money we put into a public transit system, I don’t think it’s ever going to be enough to get a full system that would come all the way to Wellington. … I want to keep in mind the people in the southern (part of the) county have needs, in fact what I read is that the transportation costs for people who live in rural communities is much higher than those that live in urban centers.”

Residents in attendance stressed their need for transportation to doctors’ appointments and ongoing medical care in Lorain and Elyria — something they have trouble reaching if they are unable to drive themselves.

In a presentation about MOVE’s work, board member Barb Barna, of Oberlin, said transit in Lorain County is underserved, with the county having several high-need populations including low-income individuals, seniors and individuals with disabilities. She said they are looking at plans used in other counties in Ohio, which will focus on rural and urban areas.

“We’re not the first people to use this plan,” Barna said. “This plan has been used in southern Ohio counties and has been successful in reducing costs and increasing transportation access, so there are models for us to look at and that’s exactly what we’re doing here.”

Needs surveys are available at MOVELorainCounty.org, and must be completed by Aug. 15. Questions address topics like residents’ employment and income level, disabilities, possible destinations, and how they would like to get information on services available in the county.

The organization plans to have more public meetings, possibly in Lorain and Avon, to get further input from residents. Times and locations for those meetings have yet to be determined, Pearson said.
End goal
While MOVE looks at services and needs in the county, its end goal is to submit a coordinated transportation plan to ODOT by mid-November for consideration. If approved, the group would be able to apply for grants starting next year, with an end goal of creating a “one-call, one-click system” to provide residents information about transportation in the county.

“The final product we want is something that should be transportation systems that are stress-free, and that are on-demand,” Barna said. “So this is a slightly different attitude than what the conventional public transportation schedules use now.”

Pearson said regardless of whether the organization is able to expand a transportation system in the county, it plans to provide the database. While the database could be available sooner — possibly through United Way’s 211 hotline — she said the earliest a transportation system could be set up is January 2020, due to the timeline surrounding federal dollars. If the group’s eventual plan is approved, 80 percent of it will be funded by federal grants, with 20 percent picked up locally by municipalities, private or nonprofit funding. Transportation systems could include walking, biking, and bike or ride-sharing, but the group is not looking to add a bus route.

“Right now we get a lot of people who say ‘Oh, there’s no transportation.’ So we’re trying to answer the question is that true? What does exist?” Pearson said. “So that’s why we’re doing the asset surveys and one-on-one interviews with various people, trying to understand what people are doing. ... I think that the one thing that’s going to definitely come out of this is a database of services that are currently available. Once we know what that is, then we can begin to look at the unmet needs and gaps that exist.”

Contact Carissa Woytach at 440-329-7245 or cwoytach@chroniclet.com.
MOVE Lorain County makes good move for public transit system | Editorial

An expanded Lorain County transit system is a must for residents.

Thanks to MOVE (Mobility and Opportunity for a Vibrant Economy) Lorain County, the group is keeping the issue on the front burner since its origin in 2015.

At a public forum Aug. 1 at the Lorain County Community College Wellington Center, representatives from MOVE Lorain County solicited feedback from community stakeholders on what a Lorain County coordinated transportation plan would look like.

And it's no surprise that Lorain County's diverse transportation needs continue to be the subject of ongoing community consultation.

MOVE Lorain County is gathering feedback through a survey and community forums and will submit a mass transit system proposal to the Ohio Department of Transportation in November.

Sharon Pearson, a mobility management consultant with MOVE Lorain County, said the group is strategically reaching out to all corners of the county and demographic groups to develop a targeted transportation strategy.

Pearson said the transportation department is looking at communities with transportation issues, specifically those with rural aspects to them.
One feature MOVE Lorain County is working on is a one-call, one-click system which could compile all available transportation services presently available in Lorain County, enabling users quick access to local services and the agencies providing them.

Barb Barna, a MOVE Lorain County board member, said the lack of transportation options in the area is an issue for economic development and employers with key destinations not being served.

As more and more jobs come to the suburbs and fewer people driving, mass transportation is vital for residents getting to and from work.

It’s no secret cities with economic growth need employees.

**Do the math.**

Lorain and Elyria and cities with the largest number of residents in the county, possibly will have the most people looking for work.

And to find employment, they may have to travel to Avon, Avon Lake or North Ridgeville, the cities with the most available jobs.

MOVE Lorain County says the jobs are going unfilled because people don’t have transportation to get to them.

There are many reasons people don’t own vehicles.

In a Jan. 23 report, MOVE Lorain County said a resident must earn $15 an hour to “effectively own and operate a car and maintain a normal standard of living,” but many of the current jobs available in the county only pay $12.85; 15 percent below what is needed.

Owning a car also means that one has to have money for insurance, maintenance and of course, gasoline.

And not everyone can afford ride sharing services such as Uber and Lyft.

Barna said transportation in Lorain County is not very good, and it needs to change.

Lorain County needs to expand transportation alternatives to attract, develop and maintain a workforce.

If there is a good transportation system in the county, Barna said companies want to know about it to get workers to their jobs.
Also, Barna said funding issues have become a central focus with transit losing federal funding due to a lack of matching local investments and limited state funding support with Ohio being one of the lowest states in terms of supporting public transportation.

Stakeholders in attendance for the meeting at LCCC Wellington cited concerns about the ability to get to medical appointments across the county and specialized support for those with mobility issues.

MOVE Lorain has put together a list of goals for improved transportation including to identify community resources for transportation and mobility and to identify the gaps and unmet needs.

The group also is encouraging residents to participate in the Lorain County Transportation Needs Survey, which is available until Aug. 15 and can be accessed at www.moveloraincounty.org.

The survey has 16 questions including asking people if they use public transportation, if they are interested in public transportation and what improvements are needed for better public transportation.

An improved public transit system is crucial for Lorain County.
Public transportation options aren’t meeting the needs of the area’s most vulnerable residents, according to one group trying to fill in some of those gaps.

MOVE Lorain County, or Mobility and Opportunity for a Vibrant Economy, was established in 2016 by area officials including Oberlin City councilwoman Sharon Pearson, county commissioner Matt Lundy, and former commissioner Betty Blair.

The group held its first public meeting in southern Lorain County Aug. 1 at the LCCC Wellington Center.

A survey meant to gauge residents’ needs is underway and runs through Aug. 15. It can be found at www.goo.gl/kmSSV9. You can also answer questions by calling Pearson at 440-707-6477 or emailing moveloraincounty@gmail.com.
Results will be used to create what MOVE is calling a coordinated transportation plan, which will be submitted to the state in hopes of expanding Lorain County’s options and an avenue toward federal funds over the next five years.

Helping seniors, those with disabilities, and residents in lower income brackets has been MOVE’s main focus.

For many residents living paycheck to paycheck, a broken down car can lead to sudden financial ruin, Pearson said — and owning and maintaining a car can prove to be quite difficult for anyone making under $15 an hour.

“Once you factor in payments, insurance, and maintenance, a car can cost you around $9,000 a year,” she said. “Data also shows the cost of transportation is higher in rural areas as opposed to urban areas. We just want to ask people what they want and what they need.”

Establishing a volunteer network of drivers is one idea Pearson plans to put before state officials.

Other initiatives discussed have involved biking, ride sharing, and car sharing.

In 2016, MOVE lobbied county commissioners to dedicate revenue from a 0.25 percent sales tax increase to expanding Lorain County Transit busing services, but that effort failed.

LCT bus routes have not reached Wellington since at least 2008, according to Pearson.

“We don’t want this to be a rural vs. urban discussion,” Pearson said. “Southern Lorain County is a different world compared to an Avon Lake. The issue of mobility is vital in a healthy economy and society and that should apply to all residents.”
MOVE Lorain County looks for transportation solutions
by Kevin Martin
Sep 13, 2018

MOVE Lorain County hosted a public input session at the Avon Public Library on Sept. 13 focusing on local transportation needs.
MOVE Lorain County hosted a public input session at the Avon Public Library on Sept. 13 focusing on local transportation needs.

**MOVE Lorain County** held its final public input session seeking feedback on local transportation needs Sept. 13 at **Avon Public Library**.

With ridership for **Lorain County Transit** down, the organization funded through the **Community Foundation of Lorain County** is looking at ways to understand service gaps and diversify local transportation options.

Sharon Pearson, a mobility management consultant with MOVE, said the time is now to take transportation needs seriously with Lorain County growing.

Pearson cited statistics indicating Lorain County is gaining about 1,000 people each year, making it one of the fastest-growing counties per capita in Northeast Ohio, just behind Medina out of counties including Summit, Portage and Cuyahoga.
“The growth is just going to continue. But we only have so many roads so I see the need for transportation is going to grow and it’s not going to lessen,” Pearson said. “So that is something I think is very important for us to consider and take a look at. We can’t wait for other people to get public transit back.”

Ridership with Lorain County Transit has declined from 850,000 annually, down to around 80,000. Following the housing crash, the Lorain County commissioners were forced to cut back on public transit.

Without a dedicated sales tax in support of Lorain County transportation infrastructure, Pearson stressed it was difficult to address dedicated public transit without one and MOVE is instead focusing on building upon transportation services already in existence along with promoting ride-sharing and carpooling.

MOVE will be submitting a plan to the Ohio Department of Transportation in November for a coordinated transportation plan seeking to address gaps over the next two to five years, focusing on underserved populations such as individuals with disabilities and those living in rural areas.

“We are looking at what else we can do in Lorain County. There is such a strong need that we cannot wait for someone else to do it,” Pearson said.

Elyria resident Jeff Baxter saw numerous possibilities for local transit.

“The transportation system I think we need in Lorain (County) is very broad. It’s got to cover the disabled, the low income. It’s got to cover me and you as well. And it’s got to cover employees, shopping centers with shoppers and the return trips as well,” Baxter said.

Baxter stressed transportation funding has always been the real problem and added Lorain County should look at partnerships with larger employers such as The Cleveland Clinic and Lorain County Community College to help fund the system such as surcharges for students who use a dedicated public transit system.
County transportation group starts creating plan

By Carissa Woytach | The Chronicle-Telegram

Published on Aug. 31, 2018 | Updated 11:13 a.m.

ELYRIA — The county’s coordinated transportation plan is chugging along, with a group meeting Thursday highlighting the findings from a community-needs survey and presenting available ride-sharing options.

Mobility and Opportunity for a Vibrant Economy (MOVE) Lorain County is working to fill gaps in the county’s transportation services.

After going dormant for two years after controversy with county commissioners over funding transportation through a sales tax, the group is looking to connect residents with services like transit lines and ride-share programs, while possibly adding initiatives to fill residents’ needs.

To meet those needs, the group is creating a coordinated transportation plan, with input from residents, nonprofits, businesses and other entities, to be submitted to the Ohio Department of Transportation later this year.

“What this plan, what members of this committee tried to do is bring together all of those different ideas, those different leaders, those different organizations that all have a view, all have an idea, all have a thought on what needs to be done and how it needs to be done, bringing together so that we can have an effective, efficient process that helps our community, our people, move forward,” facilitator Sherman Jones said.

Survey findings
Resident’s needs were identified for the plan through a survey, answered by 691 residents, from children to senior citizens. Mobility management consultant Sharon Pearson presented the results to stakeholders Thursday afternoon at the group’s third formal meeting.

Of the close to 700 who took the survey, the largest age groups were 26- to 45-year-olds with 208, then 65-plus with 121 and ages 46 to 55 with 129.

While many aspects of the results weren’t surprising to attendees — such as close to half the respondents were unaware of their transportation options in the county — other answers were less obvious. For example, the top five places respondents said they need to go to were the grocery store, doctor,
drugstore, family and friends, and a department store. School and work, though included in the original survey, didn’t crack the top results.

“What I’m also finding from my one-on-ones and even through this survey’s results is that what is missing is the quality of life,” Pearson said. “There’s a lot of comments about people wanting to go to the Metro Parks, visit family, without transportation services we’re not able to provide that to people.”

She said current services, like those through Medicaid or Veterans Affairs, only take people to their doctor’s appointments — not shopping or other destinations.

“But yet if you look at this survey, where is the No. 1 place that people need to stop? (Grocery) store,” she said. “But they’re not going to be able to if they use Medicaid services — that’s very, very interesting.

Respondents also answered that the majority of them are using their own cars to get to where they need to go — with walking, calling a family member or friend, or biking, also being used.

The top five ZIP codes to respond to the survey were in Lorain, Elyria, Oberlin, Amherst and Wellington — with the group also receiving between one and 11 surveys from Avon, Vermilion, North Ridgeville, Kipton, Grafton, LaGrange, Sheffield and Sheffield Lake.

In terms of economic status, 145 participants self-identified as low income; 272 respondents listed themselves employed full time, while 61 were part time and 121 preferred not to answer. Another 272 had an unspecified, self-reported disability.

**Other presentations**

Beverly Burtzlaff, air quality planner for Northeast Ohio Areawide Coordinating Agency, presented the organization’s Gohio Commute program.

The NOACA serves as a transportation and environmental planning agency for Cuyahoga, Geauga, Lake, Lorain and Medina counties. One of several in the state, the federally funded organization monitors air quality and sponsors projects to address transportation needs in the area it serves.

Gohio Commute encourages carpooling for work by matching groups of drivers and riders together by location. The online tool, gohiocommute.com, allows users to track the amount of carbon-dioxide emissions in car trips, and calories burned on bike rides, among other features.
Another commuter-focused program, Enterprise Rideshare, gave a short presentation on its services. Rae-Lin Jones, Rideshare sales executive, said the program allows roughly seven to 15 co-workers to meet together at a central location and split a monthly rental fee to commute in a newer-model van or SUV. The group would share driving responsibilities, and it is designed for longer commutes.

Looking ahead, MOVE will try to prioritize its goals for the next five years, solidifying what will be included in the final coordinated transportation plan. It hopes to have a draft together by Oct. 1, with the final product done a month later. The plan will go to the Ohio Department of Transportation Nov. 18, vying for money to expand or add services and meet goals outlined for the county.

“There’s an African proverb that says, ‘If you want to go fast, go alone. If you want to go far, go together,’” Jones said. “What we’re trying to do here is to coordinate the plan to go together and not have to re-create any steps along the way and to get where we need to go.”

The next public meetings are 6 p.m. Thursday at the Ohio Business College, 5095 Waterford Drive, Sheffield; 6:30 p.m. Sept. 10 at First Church in Oberlin, 106 N. Main St.; and 7 p.m. Sept. 13 at Avon Public Library, 37485 Harvest Drive. For more information, visit moveloraincounty.org.
MOVE Lorain County's Coordinated Transportation Plan moves forward

By Kevin Martin kmartin@morningjournal.com @MJKevinMartin1 on Twitter
Oct 3, 2018

A plan to improve Lorain County transportation is moving forward.

Mobility and Opportunity for a Vibrant Economy, also known as MOVE Lorain County, hosted its final coordinated transportation meeting Sept. 27 at Lorain County Community College, 1005 N. Abbe Road in Elyria.

The months-long public input process has sought to elicit feedback from a broad and diverse segment of Lorain County on local transportation needs to understand where the gaps in service are.

In the process of developing a five-year plan on Lorain County transportation needs, area stakeholders presented a series of goals in the final opportunity to provide feedback.
The Lorain County Coordinated Transportation Plan wants to build upon present services available and increase public awareness and build toward improvements.

In developing a series of goals in key focus, MOVE wants to establish a Lorain County specific transportation plan targeting: marketing/promotion of transportation options; developing relationships and partnerships between the community and public/private entities; data collection; and modernizing transportation services.

In doing so, Sharon Pearson, a mobility management consultant with MOVE, said the plan is placing emphasis on the elderly, people with disabilities and those living in rural areas.

"How can we work with local leaders," Pearson said. "There’s data collection and planning. We need to continue to gather data on services and information on trips.

"Because that’s when the coordination actually begins; when we have all this data. We’ve been collecting some of this for the Coordinated Transportation Plan, but we’re not done and we will continually work on gathering this data, and we need to figure out how we’re going to do that."

**The draft**

A draft of the plan will be completed by Oct. 22 at which point a 30-day public review period will open allowing citizens to read the plan and provide additional comments and feedback.

MOVE will seek letters of support from agencies and organizations during this period, Pearson said.

MOVE also has explored looking at integrating local ride sharing options including Gohio Commute and Enterprise Rideshare in expanding on the possibilities of what Lorain County transportation could look like, she said.

"One of the other things that we’re going to probably want to do, which is a question that the Coordinated Transportation Plan asks, is what other innovative transportation things can we come up with that is unique to Lorain County?" Pearson asked.

The final draft of the plan will be presented to be the Ohio Department of Transportation in late November and officially submitted by Dec. 1.

A transportation survey sent out to Lorain County residents with 691 respondents provided some unexpected results.
In the category ranking the top five places respondents need to go, work and school did not factor in. The top places were going to the grocery store, visiting a doctor, going to a drug store, visiting family and friends and getting to a department store.

In terms of locations people want to travel to, respondents emphasized social activities, citing parks, including Lakeview Park and Lorain County Metro Parks, in addition to Avon Commons and Oberlin.

Additionally, 335 respondents were unaware of transportation services available in Lorain County.
Appendix K: Letters of Support

AgriNomix
City of Avon
City of Lorain Veterans Council
City of Oberlin
Community Foundation of Lorain County
Educational Service Center of Lorain County
Kendal at Oberlin
The LCADA Way
LEAP, Inc. – Linking Employment, Abilities, and Potential
Lifecare Ambulance
Lorain County Board of Mental Health
Lorain County Board of Developmental Disabilities
Lorain County Metropolitan Housing Authority
Lorain County Office on Aging
Lorain County Public Health
Lucy Idol Center
MOVE Lorain County Board Resolution
Neighborhood Alliance
The Nord Center
Oberlin Center for the Arts
Oberlin College Bonner Center for Service & Learning
Second Harvest Food Bank of North Central Ohio
Wesleyan Village
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### Section 1: 2020 Letter of Intent and Quarterly Reports through October 2020

#### a. Letter of Intent for 2021 Lorain County Mobility Management Program

**Form Name:** Master Letter of Intent  
**Submission Time:** February 11, 2020 1:28 pm  
**Organization Name:** United Way of Greater Lorain County

<table>
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<tr>
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<th>Christine Matusik-Plas</th>
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<tr>
<td>Contact Title</td>
<td>Community Impact Director</td>
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<tr>
<td>County Population</td>
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<tr>
<td>Agency Type</td>
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<td>What program are you applying for?</td>
<td>Mobility Management</td>
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| What project types do you intend to apply for? (Check all that apply) | Operating Assistance (expansion of service or maintaining existing service)  
Equipment  
Computer Hardware and/or Software |
| Please select the segments of the population you serve (Check all that apply) | Low Income  
Seniors  
Individuals with Disabilities |
<p>| Is your agency registered with SAM (System for Award Management)? | Yes |</p>
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<td>Did your agency participate in the coordinated planning process for the project(s) included in your letter of intent?</td>
<td>Yes</td>
</tr>
<tr>
<td>The project(s) listed in the letter of intent are included in a locally developed, coordinated public transit-human service transportation plan</td>
<td>No</td>
</tr>
</tbody>
</table>
Please provide a description of the project(s) you are requesting

United Way of Greater Lorain County is proposing five goals under this Letter of Intent that originate from the Lorain County Coordinated Transportation Plan and reflect the 5-Year Mobility Management Plan.

1-Develop and manage a "one-stop shop" that increases awareness and improves access to transportation options in Lorain County, particularly targeting persons with disabilities and senior citizens. This involves, in part, expanding the use of 211 to increase awareness of options and connection of riders to rides.

2-Facilitate a Lorain County Taskforce on Transportation, renamed the Transportation Advisory Committee (TAC), to support the work of the Mobility Manager in meeting the goals of the Transportation Plan. This Committee includes members of the targeted population, non-profit and for-profit organizations, and representatives of municipalities.

3-Collect and analyze transportation and rider need data continually, and thereby identify strategies to reduce duplication of services and share resources, increasing overall existing transportation resource efficiency.

4-Establish and coordinate educational programs for (a) transportation providers to reduce administrative costs, and (b) transportation users to improve and increase usage of existing transportation options.

5-Explore opportunities to develop innovative pilot projects utilizing technology accessible to target populations that allow (a) fulfillment of transportation needs cited in the most recent Transportation Needs Survey and (b) improved access to medical, education, and employment centers.

What is the estimated amount of Mobility Management funds you are requesting to complete your project(s)?

$100,000
Are you proposing any new or innovative best practices? If so, please describe the practice, how it will increase coordination, how it will achieve mobility management program goals, and how you will measure outcomes.

This Letter of intent proposes two new practices: the expansion of a new pilot project linking disabled persons with rides to medical appointments, and exploration of a bus spur linking existing transit to riders in outlying areas in need of transportation to employment.

The Mobility Manager employed by United Way is currently piloting Circulation Health, a project utilizing an innovative software platform that allows medical personnel to schedule rides to medical appointments for elderly or disabled patients that have no transportation. This project will allow the Mobility Manager to link rides to those who need them while identifying and tracking neighborhoods with high transportation needs to better coordinate existing resources, key goals of the Lorain County Coordinated Transportation Plan. Rides are tracked in real time, with notification at driver dispatch, rider arrival, and return appointment; appointment no-show rates are tracked with medical staff; rider satisfaction is tracked at the time of ride; and aggregate data collected will be shared with partners.

The Mobility Manager is also proposing to explore two new projects that would link rural riders with employment opportunities. These involve creating bus spurs that extend existing municipal-only lines in the southern part of Lorain County with fixed transit routes in the employment corridor. Transit routes would be slightly extended for the purpose of the project; once in the employment corridor, an additional existing free bus loop would further expand rider employment options. This project would address Coordinated Transportation Plan goal 5, employment, and increase coordination with existing transportation options. Outcomes would be measured by increased ridership to places of employment.
Please give an update on the status of your goals for the quarter.

One-Stop-Shop Goal: The partnership between MOVE Lorain County and United Way of Greater Lorain County (UWGLC), the Lorain County Mobility Management Program, has been placed at UWGLC. This partnership allows for an integrated and intimate connection with the 2-1-1 system for Lorain County. The 211 system is available online, and by phone in several languages, including Spanish, it is the primary source of our "one-stop-shop" for people seeking transportation services from non-profit organizations. Also, I am developing a hard copy comprehensive and vetted transportation provider list for distribution. The first draft was March 31st; however, this project has stalled because of the COVID-19 pandemic and due to some transportation providers shutting down. The first draft includes 25 transportation providers primarily consisting of government agencies, senior centers, and established for-profit services. There are 8 to 10 more transportation providers that could be added to the list once vetted. The goal of the vetting process is to understand the willingness to transport the public and proper basic legal documentation for the safety of those being transported.

Lorain County Transportation Taskforce: This task force is called the Lorain County Transportation Advisory Committee (TAC). This group met this past December 2019 with over 20 participants. And the March 24th has been postponed until the Spring due to COVID-19. Depending on the timeframe of the "shelter at home" order, we may need to schedule a virtual meeting.

Reduce duplication and increase efficiency: Lorain County Commissioner Sweda has suggested she and I work together and develop a Lorain County Transportation Council.
Those who serve on this Council should have a broad representation of people such as seniors, people with disabilities, low-income, rural communities, and the Lorain County workforce. Secondary areas for representation include transportation advocates, government organizations, healthcare, and educational centers.

Establish and coordinate educational training programs. The CarFit Training scheduled for April 6th that I planned to attend was postponed due to COVID-19. Meanwhile, I registered with Easter Seals for the Travel Training Certification. I have two years to complete this training. I am developing a method to communicate the Lorain County Mobility Management Program through some type of newsletter and the MOVE Lorain County website.

Explore opportunities to develop a local innovative pilot program. Before beginning my position as the Mobility Manager on January 3rd, 2020, I was working part-time at UWGLC to flush out a pilot project using an online scheduler and Lyft transportation to transport patients to medical appointments. This pilot project focuses on supporting patients with a lack of transportation options by offering access to mental and behavioral health medical appointments. The project officially launched on February 10th but was brought to a halt the week of March 16th due to COVID-19. It seems that both riders and users of the software program are generally happy with the pilot project. As a result, we are looking to expand this pilot to include two other organizations.

We are developing a questionnaire to solicit feedback to obtain documented rider satisfaction. The software platform indicates a 75% rider connection success rate (i.e., riders that did not cancel and successfully made it to their medical appointment). This pilot was on track to provide about 1/3 more rides in month 2 with an 82% success rate by providing over 200 rides. When possible, we are planning to add two other organizations to the pilot.

Are there any other projects that you are working on? Please summarize the details here.

The Lorain County Mobility Management Program is slightly complicated because a portion of the County transportation efforts along with the Lorain County Transit System falls under our Metropolitan Planning Organization (MPO), known as the Northeast Ohio
Areawide Coordinating Agency (NOACA). NOACA has a Mobility Management Program that covers a 5-county region area.

Christine Matusik-Plas and I met with Grace Gallucci, Executive Director of NOACA, to discuss how we can collaborate with the two Mobility Management Programs. Gallucci admitted that NOACA would never have the capacity to work as closely with residents. So therein lies the opportunity for collaboration. One method the Lorain County Mobility Management Program plans to use is the Gohio Commute platform. There are some organizations signed up, but they have not been using it. It was suggested that the Lorain County Mobility Management Program develop a document about how NOACA can assist and support effective and efficient transportation options in Lorain County. A written agreement between the two programs can be based on this agreed-upon list of suggestions.

There is confusion about the Lorain County Mobility Management and NOACA Mobility Management Program. Also, there is a lack of understanding about the role of the Mobility Manager and the 5310 funded vehicles in Lorain Count. So, I am working to improve relationships with the Lorain County Commissioners as well. I had the pleasure to meet with Commissioner Lundy to discuss the Lorain County Mobility Management and brought some clarity and understanding about the position. I have regular meetings with Commissioner Sharon Sweda. These discussions are moving toward a greater understanding that increases transportation options and improved efficiency for all of Lorain County residents.

<table>
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<td>How many individuals were provided individual-person-centered (one-on-one) transportation training?</td>
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Describe any Successful Tasks: First, Kendal at Oberlin, a senior independent living center, sponsored a Senior Transportation Forum on Friday, November 15, 2019, in conjunction with MOVE Lorain County. We asked staff and administration from 32 senior facilities, and organizations to participate in a senior transportation survey so we could understand senior transportation needs and gaps of services. We learned from the survey that it mostly matched the results of the general population's survey results in the 2018 Lorain County Coordinated Transportation plan.

Describe any challenges you faced: During Ohio Loves Transit Week, I rode every fixed route because I had never been on the bus in the County. I mentioned this goal to Commissioner Sweda, and she offered to join me. We took a 20-minute ride with newspaper reporters and photographers. The publicity led to several great conversations about the Lorain County Mobility Management Program with an opportunity for future collaboration with the Lorain County Commissioners and others.

It has been a challenge to get plugged into the community and be of assistance during the COVID-19 pandemic. I am developing a transportation provider resource list, which has yet to be completed since some of the providers shut down. Also, I have not been in my position long enough to be recognized as a trusted resource. Consequently, I have not been privy to many of the transportation efforts that are taking place during the pandemic. I am using this time to read and learn more about this position so I can grow my knowledge and level of influence for the future.

What activities have you participated/hosted to update your coordinated plan? The first Transportation Advisory Committee, scheduled for March 24, was postponed until late Spring. Meanwhile, in 2019 two events were held supporting the Lorain County Coordinated Transportation Plan.

On December 10, we held a Transportation Advisory Council (TAC) meeting to update participants about the Lorain County Mobility Management Program. This update included an overview of the Ohio
Mobility Management Program, the Coordinated Transportation goals, the Lorain County Mobility Management Program, and the status of the Circulation Health pilot project. One outcome from the meeting was the ability to link a transportation provider (Share) to an unresolved need. There were two students with disabilities in North Ridgeville who have been struggling to attend classes at Bowling Green State University Firelands Campus in Erie County. I mentioned this challenge at the meeting, and Share offered assistance.

What meetings did you attend or host this quarter?

- A variety of meetings associated with Circulation Health to launch this pilot project to assist those with mental and behavioral health access care.
- All MOVE Lorain County Board Meetings.
- A few meetings at NOACA, our MPO. One was to learn more about Gohio Commute and the other was a meeting with Grace Gallucci about how the Lorain County Mobility Management Program can work closely with NOACA's Mobility Management Program.
- Meetings with Kendal about their FTA 5310 Vehicle on how to make the best use of it.
- I serve on the Lorain County Chamber Board of Directors and the Executive Board of Directors. This helps me access businesses to discuss workforce transportation.
- Presented at the Homeless Task Force
- Presented to Oberlin College Environmental Studies and met with key individuals at Oberlin College.
- Lorain County Connects meetings, which is a group that meets to discuss active transportation in Lorain.
- Oberlin Safe Routes to Schools meetings
- Representatives from the Lorain County Veterans Council
- Congressman Robert Gibbs, Field Representative Jennifer Kiko.
- Met with Lorain County Commissioner Sharon Sweda and Commissioner Lundy several times.
- Presented to the Uninsured Coalition
What tools/methods did you create/use THIS QUARTER to communicate with the public about mobility management services?

- Website
- Attend public events
- Newspaper, TV, Radio, Podcasts
- Word of Mouth
- Promotional Items
- Attend Community Meetings
- Social Media
- Other: Gave out a lot of business cards.

Are there any new mobility management practices that you are looking to implement? If so, explain.

During the second quarter, the focus is on supporting workforce employment. Workforce transportation is a repeated topic that can encourage collaboration to build an effective and efficient transportation system through the lens of assisting people with disabilities, seniors, low-income, and residents in the rural communities, as the foundation for an overall system that can stimulate the county's economy.

In addition to working with the Lorain County Commissioners, the second quarter focus on workforce transportation allows for collaboration with NOACA’s Gohio Commute and Employer Commuter Challenge held each year. Neither Gohio commute nor the federal commute fringe benefit program is used or even known about by most businesses and organizations in Lorain County. Working with NOACA and the Gohio Commute program is an opportunity for building partnerships for effective and efficient transportation systems.
Website

www.MOVE LorainCounty.com - This website has been down for a while and was recently revived at the end of this quarter, so we did not have any visitors. I am updating this website as the main source of information.

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<th>Analytics- total</th>
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<tr>
<td># of new visitors</td>
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Do you have one or more stories to tell this quarter? Use this box to share.

This was prior to the start of the quarter but I believe the results were during the quarter. At a TAC meeting, I expressed the need for two disabled students in December that needed assistance with getting to the BGSU Campus in Erie County. Mike Bass, a representative from SHARE offered to be of assistance. I put him in touch with my contact at BGSU and they were able to get the students transferred.

This was such a great story for me because I received messages repeatedly asking me to assist with these efforts. Even State Rep Nathan Manning’s office called me to get this taken care of and I did not have a good list of transportation providers at the time. I was so glad when this issue was resolved.

Best Social Media Post of the quarter

My best social media post was when a community member - LeighAnn Arroyo rode the bus with me during Ohio Loves Transit. She shared this post a lot and it had over 1,400 views:

https://www.facebook.com/LorainCountyMobilityManagement/posts/123281045897080
c. Second Quarter ODOT July Report

Form Name: Mobility Management Report
Submission Time: July 30, 2020 2:56 pm
Name: Sharon Pearson
Organization: United Way of Greater Lorain County
Reporting Period: 2020 2nd Quarter (Due 7/30/20)

Please give an update on the status of your goals for the quarter.

One-Stop-Shop Goal: Finalizing the Lorain County Transportation list has been delayed since many of the listed organization specifically provide services to seniors or people with disabilities. Many of these services have ceased operations. However, we are working on a process to add transportation entrepreneurs to the list that meet specific criteria.

Meanwhile, we are encouraging people to contact 2-1-1 for transportation needs. If needs go unmet they are recommended to the appropriate organization for assistance. If there are no organizations to address the unmet needs they are sent to the Lorain County Mobility Manager to determine if it can be addressed. Regardless, we do not have many options available yet and are still working to build resources.

Lorain County Transportation Taskforce: We held a virtual meeting on Thursday, May 28th. There are about 33 people who attended this meeting at one point or another. The meeting was recorded and made available to all attendees or those interested. At this meeting we heard from the Paradox Prize Winner - Let's Get to Work Lorain County; the NOACA Mobility Management Program; and the NOACA Gohio Commute along with status update from the Lorain County Mobility Management.

Reduce duplication and increase efficiency: As a result of attending the Virtual Shared Use Mobility Conference that took place May 2020, Tanya Castle from Spare Labs contacted me about the technology platform they present to
communities. This led to her recommending the CTAA Inclusive Mobility on Demand Grant, which we are exploring in the third quarter of the grant.

Establish and coordinate educational training programs. There is not much movement on this goal. However, Sharon Pearson was able to successfully complete her Introduction to Travel Training program.

The 2018 Lorain County Transit Redevelopment planned suggested to the Lorain County Commissioners that a Travel Training program be developed. In addition, the 2015 Lorain County Transportation Barriers Assessment also states that people do not ride the bus because they do not know how to use it. Offering this training is beneficial once people are comfortable with using public transportation.

Explore opportunities to develop a local innovative pilot program. As a result of Covid-19 the Circulation pilot project has been limping along. This is due to the medical facility moving to tele-health services and the lack of available drivers. However, we are attempting to expand the service to a new organization. We hope to expand it further once the covid-19 pandemic has subsided and there is an increase in available Lyft drivers.

Are there any other projects that you are working on? Please summarize the details here.

The Lorain County Mobility Management Program is supporting the Paradox Pilot Project Winners - Lets Get to Work Lorain County, which is going to be lead by the City of Oberlin. Here is a video of this project: https://www.youtube.com/watch?v=Z9a0PuPZaCI. This support includes developing an Employer Toolkit that includes all available resources i.e. Gohio Commute, Commute with Enterprise, and the Federal Commuter Benefit information. We realize that many employers are not aware of these options. For this 9 to 12 month pilot to be sustainable we must use these resources.
Older adults without disabilities 32

Older adults with disabilities 1

Other individuals with disabilities 18

How many individuals were provided individual-person-centered (one-on-one) transportation training? 0

How many individuals were provided information and a referral? 0

Describe any Successful Tasks: As a result of the pandemic some grocery stores or shopping centers with groceries have designed the 1st hour of the stores opening to seniors and the vulnerable population during the pandemic, we developed a new short-term pilot project. We are using 5310 vehicles from Lorain County Alcohol and Drug Abuse (LCADA) Services to transport seniors from one high-rise (Oberlin Manor) to select places to assist them with obtaining groceries. At first, we selected two locations, but they requested a third location. This new location is extremely popular among the seniors. We work closely with the building manager who lets me and the LCADA dispatcher know how many people have signed up each day. Due to the size of the vehicle and based on social distancing suggestions from the Lorain County Public Health Department, we allow no more than 3 people each day seated staggered on the bus and they must wear face coverings. This program has been operating since April 21st. We attempted this pilot project with another facility but with no specific person to coordinate efforts on site, it was not successful. For a short period of time we also offered personal shopping to the other facility, but it did not workout either. They key to success is to involve willing and engaged partners that are on site to coordinate efforts.
Describe any challenges you faced:

The challenge as with all the other Mobility Manager is the covid-19 pandemic. The Lorain County Public Health Department encourages social distancing such as on a 14-passenger bus, there should be no more than 3 people. Also, over half of the organizations on our transportation provider list serve seniors or people with disabilities and they have temporarily ceased operations. So, promoting these transportation options are challenging.

What activities have you participated/hosted to update your coordinated plan?

During the 3rd quarter we will send out transportation surveys again. Also, we will hold our 2nd TAC meeting to discuss the survey draft before sending them out to the public. Our goal is to have responses back by the October TAC meeting so we can evaluate them.

What meetings did you attend or host this quarter?

- I attend the MOVE Lorain County Board Meetings.
- I serve on the Lorain County Chamber Board of Directors and the Executive Board of Directors. This helps me access businesses to discuss workforce transportation.
- Attend the Monthly Uninsured Coalition Meetings
- Lorain Connected (Active Transportation Meeting facilitated by Lorain County Public Health - LCPH)
- Oberlin School Travel Plan Meetings (Facilitated by LCPH)
- Elyria Active Transportation (Facilitated by LCPH)
- Attend the United Way of Greater Lorain County Advocacy Committee meetings.
Their focus is on advocating for transportation.
- Attending a variety of virtual webinars and trainings.

What tools/methods did you create/use THIS QUARTER to communicate with the public about mobility management services?
- Website
- Attend public events
- Newspaper, TV, Radio, Podcasts
- Word of Mouth
- Attend Community Meetings
- Social Media

Are there any new mobility management practices that you are looking to implement? If so, explain.
Due to covid-19, it is a challenge to be motivated or inspired to think about any new mobility management practices, besides creating newsletters to keep the public informed. We plan to have two - one for the public and one for transportation providers/community partners.

Website
I added Covid-19 resources tab to the website. Also, I have been promoting more biking and walking information since we headed into summer. Our website is [www.MOVELorainCounty.org](http://www.MOVELorainCounty.org)

Analytics- total # of website visitors this quarter? 40

Analytics- total # of new visitors 27
COVID-19 State Health Emergency:

I'm very proud of working with FTA 5310 vehicles from LCADA to pick up seniors from a high rise and take them shopping to 3 different stores. Based on the suggested requirements from the local health department only 3 people can sign up at a time. All must wear facing coverings. It seems to be a good program for the drivers of LCADA as it appears, they are really enjoying helping this group of people from this senior apartment complex. We initially had 2 stores, but the residents requested a 3rd store, so we made that happen and it is the most popular one of the three visits. Funding that United Way of Greater Lorain County received is being used to pay for this service at cost.

2020-2021 CARES ACT Funding

We are not eligible for this funding.

Do you have one or more stories to tell this quarter? Use this box to share.

Nothing in addition to our senior transportation pilot using FTA 5310 vehicles that was mentioned above.

Best Social Media Post of the quarter

The most popular post was the one about the Pop-Up Covid-19 Testing Centers. However, usually the
https://www.facebook.com/LorainCountyMobilityManagement/posts/171989361026248

The Active Transportation Video was very popular:
https://www.facebook.com/watch/?v=253472575938776
d. Third Quarter 2020 ODOT October Report

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<tr>
<td>Name</td>
<td>Sharon Pearson</td>
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<tr>
<td>Organization</td>
<td>United Way of Greater Lorain County</td>
</tr>
<tr>
<td>Reporting Period</td>
<td>2020 3rd Quarter (Due 10/30/20)</td>
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Please give an update on the status of your goals for the quarter.

One-Stop-Shop Goal: As a result of the ODOT Transportation Provider project, I was able to obtain a few more transportation providers for my list.

Are there any other projects that you are working on? Please summarize the details here.

This list is now on the www.MOVELorainCounty.org website and we are constantly promoting that as the place to visit to learn about transportation options. The MOVELorainCounty.org website was also added to 2-1-1 so that those transportation providers that are for-profit will obtain exposure.

Lorain County Transportation Taskforce: The last TAC meeting was held on August 27th. There were about 25 people in attendance at this meeting. I always receive compliments about how engaging the meeting is because I use Mentimeter to engage attendees at the beginning of the meeting. Also, I update them on the Mobility Management Program, use video, and have a guest speaker. As a result of no in-person meetings, this allows us to use Zoom and record the meeting. The replay is added to the MOVE website for review by the public at any time.

Reduce duplication and increase efficiency: We applied for the CTAA grant with the hopes of developing innovative solutions to support our most vulnerable populations. We were among 11 applicants and were unsuccessful. As a result of placing a blurb in the monthly newsletter about this project, they informed me that we might be able to move forward with the system they currently have with little cost. And we can use vehicles sitting idle as a part of the program. This is how we can reduce duplication and increase the efficiency of transportation
options in Lorain County, while also keeping funding within the County.

Establish and coordinate educational training programs. There has not been much movement on this because of Covid-19. However, we do have plans to hold an event with at least 50 people to educate them about transportation options. A representative from a business that supports seniors approached me about getting involved with my efforts. I mentioned my idea about a virtual conference, and he is excited about it.

Explore opportunities to develop a local innovative pilot program. We are looking to work with a local provider to develop a transportation network of vehicles within Lorain County to transport people to medical appointments, grocery stores, and to work.

I am continuing to develop the Employer Transportation Toolkit to support the "Let's Get to Work Lorain County" Paradox Prize program. This toolkit is like the one that Mid-Ohio Regional Planning Commission (MORPC) put together, which was very comprehensive. Most employers in Lorain County have no idea about the available options so we are hoping this toolkit will be of assistance.

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<td>How many individuals were provided information and a referral?</td>
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<tr>
<td>How many individuals were provided individual-person-centered (one-on-one) transportation training</td>
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What meetings did you attend or host this quarter?
- All MOVE Lorain County Board Meetings.
• I serve on the Lorain County Chamber Board of Directors and the Executive Board of Directors. This helps me access businesses to discuss workforce transportation.

• Lorain County Connects meetings, which is a group that meets to discuss active transportation in Lorain.

• Oberlin Safe Routes to Schools meetings

• Elyria Active Transportation Planning Meetings

• I am an active participant in the ODOT Social Media, Welcoming, and Advocacy Committees

• I held an engaging Zoom meeting on Thursday, August 27. Here is a link: https://youtu.be/tilLo2yG32A

• I spent most of July working on the CTAA Inclusive Mobility for All Grant.

• So there were a lot of meetings with our potential Transportation Planner.

• I met with the outreach person from a local senior facility.

• I also met with a lawyer who works with seniors. He is interested in expanding his business into Lorain County and has offered to partner with the Mobility Management Program.

• I met with a young mother who loves to bike in Elyria. She offered to write blog posts for our website at no cost. She was excited when we promoted it. It also made one of her friends more interested and so we are meeting to discuss how she can get involved with writing articles too!

• I attended a few regional economic development meetings to hear if they would mention transportation. They did not but
they did mention a desire for equity. However, they will not get to equity until they address transportation. This has allowed me to reach out on behalf of the ODOT Mobility Managers and start this conversation.

- I’ve spoken twice to two different Oberlin College Environmental Studies classes.
- I had a meeting with a church representative about volunteer transportation

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<tr>
<th>What tools/methods did you create/use THIS QUARTER to communicate with the public about mobility management services?</th>
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<tbody>
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<td>• Attend public events</td>
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<td>• Newspaper, TV, Radio, Podcasts</td>
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<td>• Word of Mouth</td>
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<td>• Send Newsletters</td>
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<td>• Promotional Items</td>
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<tr>
<td>• Attend Community Meetings</td>
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<td>• Social Media</td>
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Are there any new mobility management practices that you are looking to implement? If so, explain.

As a result of not being awarded the CTAA Grant, we are starting a conversation with LifeCare Ambulance which has an incredible dispatch system that can be used with other vehicles in our area via a phone or tablet. The results of COVID-19 have emphasized the need to be in control of vehicles being used. Currently we are working with a great program called Circulation that uses Lyft services. However, since COVID-19, we've seen fewer available vehicles in our area. Lyft drivers desire to reside in areas that are busy. So, they tend to hover around the Cleveland area for business due to demand. By utilizing our own dispatching system and available vehicles which could include FTA 5310 funded vehicles, we could have more control and develop a robust transportation network. We are all excited about the possibility of this effort.
<table>
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<td>● I added the list of Transportation Providers:</td>
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<td>● <a href="https://www.moveleanoraincounty.org/coordinated-transportation-plan">https://www.moveleanoraincounty.org/coordinated-transportation-plan</a></td>
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<td>● I have two people who have volunteered to write blogs:</td>
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<th>COVID-19 State Health Emergency:</th>
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<tbody>
<tr>
<td>I have an awesome relationship with our Public Health Department and share a lot of their information, especially as it relates to Covid-19.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2020-2021 CARES ACT Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>We did not receive CARES Act funding.</td>
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<table>
<thead>
<tr>
<th>Do you have one or more stories to tell this quarter? Use this box to share.</th>
</tr>
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<tbody>
<tr>
<td>As a result of promoting the 2020 Lorain County Transportation Needs Survey, I received about 3 calls from older adults in need of transportation. One gentleman stood out. I specifically remembered his last name was Noffsinger because he told me that when he sings Karoake, he always tells the guy &quot;He is No F’in Singer.&quot; LOL! He is 75 or 80 years old and last fall had to be without a car for 5 months. He needs to get to a doctor's appointment to get a shot in his back. He was unable to go because he did not have transportation, nor did he know about what was available. I was able to identify that he lived closed to the transit route. Also, I was able to let him</td>
</tr>
</tbody>
</table>
know he can request a paratransit ride for as little as a $1 each way. He was not aware of this. He also offered to let others know about the service. He informed me that when he didn't have a vehicle how expensive it was to take a transportation provider. It would have cost him over $100 roundtrip to drive him about 20 miles. He pays $400 in rent and his income is a little over $800 so that would not work for him. He was such a pleasure to speak to.

**Best Social Media Post of the quarter**

This is the post that I created encouraging people to participate in the 2020 Lorain County Transportation Needs Survey.

**Personal Development**

**Learning Objectives**

I started to take Introduction to Human Centered Design. However, due to my vacation and current workload, I have been unable to keep up. This class was recommended by CTAA and IDEO.org. I am taking a personal class through MindValley.com called Speak & Inspire. It is about learning how to inspire when I speak and get out of my own way. This class is by Lisa Nichols. United Way is offering a Lunch and Learn series about Difficult Conversations each Thursday for 6 weeks. I am participating when I can in this training as well.
## Section 2: 2020 Lorain County Updated Transportation Provider List

*Updated as of October 2020*

<table>
<thead>
<tr>
<th>Provider</th>
<th>Service Description</th>
<th>Contact Person</th>
<th>Phone/Email/Website</th>
<th>Hours of Operation</th>
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<tbody>
<tr>
<td>Flat Rock Homes, Inc.</td>
<td>HST, Elderly/Disabled (For Program Participants ONLY!)</td>
<td>Karen Kilgo</td>
<td>419-483-7330 x1104, <a href="mailto:kkilgo@flatrockhomes.org">kkilgo@flatrockhomes.org</a></td>
<td>24/7 (closed program)</td>
</tr>
<tr>
<td>Home Instead Senior Care</td>
<td>Essential Transport (For Program Users Only)</td>
<td>Marny Fannin &amp; Kim Th</td>
<td>440-353-3080 <a href="mailto:marny.fannin@homeinstead.com">marny.fannin@homeinstead.com</a></td>
<td>M-Su 24 hours</td>
</tr>
<tr>
<td>LifeCare Ambulance, Inc.</td>
<td>Emergency Transportation; Elderly and Disabled (E&amp;D); Veteran Transportation</td>
<td>Joseph Spriestersbach</td>
<td>440-365-1147 <a href="mailto:JSpriestersbach@lifecareambulance.com">JSpriestersbach@lifecareambulance.com</a></td>
<td>M-Su 24 hours</td>
</tr>
<tr>
<td>Lynx EMS LLC</td>
<td>Emergency Transportation</td>
<td>Stephen Roberts</td>
<td>513-978-6383 <a href="mailto:stephenroberts@lynx911.com">stephenroberts@lynx911.com</a></td>
<td>24/7 24 Hours</td>
</tr>
<tr>
<td>Open Arms Transportation</td>
<td>NMT/NEMT</td>
<td>Thelma Lambkins</td>
<td>216-339-0037 <a href="mailto:openarmstransportation@yahoo.com">openarmstransportation@yahoo.com</a></td>
<td>Monday - Saturday 6:30 am until 6:30 pm</td>
</tr>
<tr>
<td>Our Lady of the Wayside</td>
<td>HST</td>
<td>Terry Davis</td>
<td>440-934-6007 <a href="mailto:tdavis@thewayside.org">tdavis@thewayside.org</a></td>
<td>Mon - Friday 9 am and 4 pm</td>
</tr>
<tr>
<td>Physicians Ambulance Svc., Inc., DBA Physicians Medical Transport Team</td>
<td>NMT/NEMT</td>
<td>Scott D. Wildenheim</td>
<td>216-870-0181 <a href="mailto:swildenheim@physiciansambulance.com">swildenheim@physiciansambulance.com</a></td>
<td></td>
</tr>
<tr>
<td>Provide A Ride</td>
<td>NMT/NEMT</td>
<td>Mike Simms</td>
<td>888-288-7050</td>
<td>M-Su 24 hours</td>
</tr>
<tr>
<td>Vermilion Share A Ride Program</td>
<td>Elderly and Disabled (E&amp;D)</td>
<td></td>
<td>855-612-5176</td>
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</tr>
<tr>
<td>Visiting Nurse Association of Ohio</td>
<td>Elderly and Disabled (E&amp;D); Essential Transport</td>
<td>Home Assist VNA</td>
<td>216-931-1500 <a href="mailto:Marketing@vnaohio.org">Marketing@vnaohio.org</a></td>
<td>M-Su 24 hours</td>
</tr>
<tr>
<td>Alpha Care LTD</td>
<td>NMT</td>
<td>Todd Roby</td>
<td>440-225-8402 <a href="mailto:troby@alphacarelorain.com">troby@alphacarelorain.com</a></td>
<td>Mon - Friday 7 am - 5 pm</td>
</tr>
<tr>
<td>City of Amherst</td>
<td>Elderly and Disabled (E&amp;D)</td>
<td>Carrie Adams</td>
<td>440-988-2817 <a href="mailto:officeonaging@amherstohio.org">officeonaging@amherstohio.org</a></td>
<td>M-F 9 am - 2 pm</td>
</tr>
<tr>
<td>City of Avon</td>
<td>Elderly and Disabled (E&amp;D)</td>
<td>Caryn Tovtin</td>
<td>440-934-7433 <a href="mailto:caryntovtin@hotmail.com">caryntovtin@hotmail.com</a></td>
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<tr>
<td>City of North Ridgeville</td>
<td>Elderly and Disabled (E&amp;D) over the age of 60</td>
<td>Kitty Wawszkiwicz</td>
<td>440-353-0857 <a href="mailto:kwawsk@nridgeville.org">kwawsk@nridgeville.org</a></td>
<td>M-F 8a-4:30p</td>
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<tr>
<td>Organization Name</td>
<td>Service Type</td>
<td>Contact Person</td>
<td>Phone Number</td>
<td>Email</td>
</tr>
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<td>-------------------------------------------</td>
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<tr>
<td>City of Wellington Elderly and Disabled</td>
<td>Elderly and Disabled (E&amp;D)</td>
<td>Marla Lent</td>
<td>440-647-4626 ext 5</td>
<td><a href="mailto:mlent@villageofwellington.com">mlent@villageofwellington.com</a></td>
</tr>
<tr>
<td>El Centro de Servicios Sociales Elderly and Disabled (E&amp;D)</td>
<td>Marla Lent</td>
<td>440-277-8235</td>
<td></td>
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</tr>
<tr>
<td>Goodwill Industries of Lorain County</td>
<td>Elderly and Disabled (E&amp;D)</td>
<td></td>
<td>440-244-3174</td>
<td></td>
</tr>
<tr>
<td>Kendal at Oberlin Elderly and Disabled</td>
<td>Elderly and Disabled (E&amp;D)</td>
<td>Ed Harder</td>
<td>440-775-9832</td>
<td><a href="mailto:eharder@kao.kendal.org">eharder@kao.kendal.org</a></td>
</tr>
<tr>
<td>Lorain County Board of Developmental Disabilities Elderly and Disabled (E&amp;D) (For Medicaid Waiver Recipients Only)</td>
<td>Jeff Miller</td>
<td>440-324-2366</td>
<td><a href="mailto:jmiller@mrpcinc.com">jmiller@mrpcinc.com</a></td>
<td></td>
</tr>
<tr>
<td>Lorain County Jobs and Family Services HST</td>
<td>Elderly and Disabled (E&amp;D)</td>
<td></td>
<td>440-284-4446</td>
<td></td>
</tr>
<tr>
<td>Lorain County Office on Aging Elderly and Disabled (E&amp;D)</td>
<td>Marlene Calco</td>
<td>440-326-4826</td>
<td><a href="mailto:mcalco@lcooa.org">mcalco@lcooa.org</a></td>
<td></td>
</tr>
<tr>
<td>Lorain County Transit Public Transit</td>
<td>Elderly and Disabled (E&amp;D)</td>
<td>Pam Novak</td>
<td>440-329-5525</td>
<td><a href="mailto:pnovak@loraincounty.us">pnovak@loraincounty.us</a></td>
</tr>
<tr>
<td>Lorain County Veterans Services Veteran Transportation (For Veterans Only)</td>
<td>Howard Hixon</td>
<td>440-284-4624</td>
<td><a href="mailto:vetstransportation@loraincounty.us">vetstransportation@loraincounty.us</a></td>
<td></td>
</tr>
<tr>
<td>Lorain Senior Center Elderly and Disabled (E&amp;D)</td>
<td>Jeanne</td>
<td>440-288-4040</td>
<td><a href="mailto:lorainseniors@centurytel.net">lorainseniors@centurytel.net</a></td>
<td></td>
</tr>
<tr>
<td>Lucy Idol Center Inc. Elderly and Disabled (E&amp;D)</td>
<td>John &quot;Tad&quot; Peck</td>
<td>440-967-6724</td>
<td><a href="mailto:contact@lucyidolcenter.org">contact@lucyidolcenter.org</a></td>
<td>M-Sa 7am - 5pm, Sat as needed</td>
</tr>
<tr>
<td>North Ridgville Seniors, Inc. Elderly and Disabled (E&amp;D)</td>
<td>John &quot;Tad&quot; Peck</td>
<td>440-353-0857</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The AbbeWood Elderly and Disabled (E&amp;D), HST</td>
<td>Wayne Russell</td>
<td>440-366-8980</td>
<td><a href="mailto:wkrussell@centurypa.com">wkrussell@centurypa.com</a></td>
<td>M-F 8:30am - 4:30pm</td>
</tr>
<tr>
<td>The LCADA Way Elderly and Disabled (E&amp;D)</td>
<td>Ruby Foster</td>
<td>440-989-4907</td>
<td><a href="mailto:rfoster@thelcadaway.org">rfoster@thelcadaway.org</a></td>
<td>M-F 7-3p</td>
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<tr>
<td>The Learning Farm NMT</td>
<td>Barbara Taylor</td>
<td>440-821-6795</td>
<td><a href="mailto:baypoint39@aol.com">baypoint39@aol.com</a></td>
<td></td>
</tr>
<tr>
<td>The Nord Center</td>
<td>Melissa Beck</td>
<td>440-233-7232</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wesleyan Village Private Transportation</td>
<td>Donna Gibbons</td>
<td>440-284-9258</td>
<td><a href="mailto:dgibbons@villageliving.org">dgibbons@villageliving.org</a></td>
<td>Sun-Fri 7am - 5pm (M-F), 8:30am - 12:30pm (Sun)</td>
</tr>
<tr>
<td>YWCA Elyria HST (For Program Participants Only)</td>
<td>Jeanine Donaldson</td>
<td>440-322-6308</td>
<td><a href="mailto:jpd@elyriaywca.org">jpd@elyriaywca.org</a></td>
<td>24 hours</td>
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</table>
Section 3: News Reports

Lorain County Mobility Management

August 26

State Representative Gayle Manning

August 26

Yesterday, I had the opportunity to have a virtual meeting with President Ryan Aroney and Mobility Manager Sharon Pearson of United Way of Greater Lorain County to discuss transportation. I’d like to congratulate United Way for receiving a grant from the Ohio Department of Transportation to continue the Lorain County Mobility Management initiative.

The Ohio Council of YWCA’s hosted a Women’s Legislative Reception. I am thankful for the opportunity to attend. I enjoyed the discussion last evening.

United Way of Greater Lorain County

361 followers
1mo • 😊

This week TRANSPORTATION has been a recurring theme for the challenges our community faces. Let’s hear from Lorain County Mobility Manager, Sharon Pearson.

“I remember growing up, you had to have a car. So that’s why I’m very passionate about the work I do now.”

DAY THREE | STOP ONE: Elyria Transportation Center
Lorain County Mobility Management

FEATURING: Sharon Pearson, Lorain County Mobility Manager

Do you want to help increase access to transportation options in Lorain County? Visit https://lnkd.in/gPS-jsw
Lorain County commissioner, mobility manager ride on bus route

By Jordana Joy jjoy@morningjournal.com @MJ_JordanaJoy on
Twitter Jan 27, 2020

A handful of bus riders met county representatives Jan. 27 during a ride through Lorain and Elyria.

Lorain County Commissioner Sharon Sweda and Sharon Pearson, Lorain County mobility manager with United Way of Greater Lorain County, rode on the Lorain County Transit Route 1 bus line in an effort to better understand transportation needs in the county.

In speaking with a bus driver and riders during a short stint on the bus, Sweda said she was impressed by the bus line’s accessibility and lively atmosphere.
She said she decided to join Pearson in her plans to ride the buses after consistently meeting with her for over a year.

"You can't talk about it if you don't really know it intimately," Sweda said. "So, I said, 'Well, I'm going to ride with you.'"

The main issue with public transit is the lack of state funding that would pull different resources and transportation expansions together, the commissioner said.

"The point is that so many different organizations are talking about transportation, and yet we aren't connecting any dots," Sweda said. "They're all working in little silos rather than working together, and I think that stems a lot from the fact that we don't have the good state funding to draw it all together and create the guidelines and the working structure."

Pearson said only three percent of state funds are allocated to transportation.

"One of the things that we found out is a lot of people aren't aware of all the options that exist," she said on the state of transportation services in the county. "One of my primary jobs is to make a list of all the transportation jobs that are out there."

Pearson also works with the community to test pilot projects to see what sticks for transportation services.

A recent addition to transportation services was provided in partnership with Lorain County Veteran Services, which now allows those who served the country to ride on any route at any time for free.

In the first month of service after its implementation Nov. 11, Sweda said veteran ridership improved 33 percent and was up to 40 percent by the end of 2019.

"We had 215 fixed route riders and 59 dial-a-ride, so that made 274 just from Nov. 11 through the end of the year," she said.

The county is looking to involve Second Harvest Food Bank of North Central Ohio with implementing bus stops at its city pantry outreach food drop points.

"From time to time, they go into the community because the community can't always get to the food bank," Sweda said. "The problem that we have is while they may get there, they're walking with groceries and no transportation to carry all those groceries.

"... It's small steps, but it's ways to expand what we got going."

Sweda said better public transit can keep senior citizens independent, take transportation burdens off families and improve access for residents.

Jordana Joy
@MJ_JordanaJoy on Twitter

A new mobility management program has launched in Lorain County to coordinate existing transportation options.

The Lorain County Mobility Management Program is an impact initiative of United Way of Greater Lorain County in partnership with MOVE Lorain County and funding from the Ohio Department of Transportation, according to a news release.
Sharon Pearson was hired as the Lorain County mobility manager to identify community resources for transportation, analyze gaps and unmet needs within those resources and determine the best approaches to address those gaps and unmet needs, the release said.

Pearson will serve as one of over 30 mobility managers across the state of Ohio.

She has worked on transportation efforts in Lorain County since 2012, when she worked for the Oberlin Project, an effort to improve the resilience, prosperity and sustainability of the city.

Pearson is one of the founding members of MOVE Lorain County and was hired as a consultant for the organization from October 2017 through December 2019.

“I know first hand what it is like to be without a car of my own," she said. "It was a very stifling feeling not being able to go where I needed and at the times I needed to go.

“It is important to understand the transportation needs in Lorain County and to promote options that fit those needs. It is also crucial to develop pilot projects to determine long term solutions that improve the quality of life and health for residents, while also supporting the activities that increase economic activity throughout Lorain County.”

The goals of the Lorain County Mobility Management Program are to increase awareness of transportation options, ensure transportation options are included in planning efforts, collect transportation data, coordinate educational training programs and develop pilot projects that improve unmet needs and gaps in transportation services, the release said.

The Mobility Management program focuses on seniors ages 65 and older, people with disabilities and low-income residents.

“We’re proud to host the Lorain County Mobility Management Program and continue our partnership with MOVE Lorain County,” said United Way of Greater Lorain County president and CEO Ryan Aroney. “We consistently hear from our community that transportation is one of the biggest barriers to success and this new initiative allows us to thoughtfully align the resources that are already available, collect and study data that will show the areas of greatest need, and then work on a plan to fill in gaps.”
The Lorain County Mobility Management Program will kick off efforts by participating in the “Ohio Loves Transit” Campaign from Feb. 10-14 in association with the Ohio Public Transit Association.

The goal of this state-wide campaign is to highlight the role of transit as an economic engine in many communities throughout Ohio.

Although Lorain County’s transit route currently is limited, it benefits nearly 50,000 people in Lorain County every year.

To keep updated about the Lorain County Mobility Management Program and its role in the “Ohio Loves Transit” campaign, visit uwloraincounty.org.

Staff report
@MorningJournal on Twitter

FEATURED ARTICLE on SUNDAY

MOVE Lorain County founder takes social justice approach to transportation

By Jordana Joy jjoy@morningjournal.com
@MJ_JordanaJoy on Twitter Jul 25, 2020

Sharon Pearson, mobility manager of United Way of Greater Lorain County, has a strong past in the city of Oberlin. Raised city, she has also worked more than two decades for the city, Oberlin College and on other projects. She stands under the pavilion at the Oberlin Underground Railroad Center, a project she helped organize.

Jordana Joy - The Morning Journal

For Sharon Pearson, serving under-represented groups and those needing transportation goes hand-in-hand.

Raised in Oberlin and having dedicated decades of her career to the city, Pearson has recently undertaken a county-wide approach to her need to help others.
After working for the city of Oberlin for over two decades, Pearson is now with United Way of Greater Lorain County as the Lorain County mobility manager to help improve transit.

Her passion regarding transportation started when she started in 2011 with The Oberlin Project, where she was a program coordinator and undertook sustainable transportation in the city.

Pearson said she has made an effort to bring a social justice lens to the work she does with transportation.

"It's not the easiest thing to always work on, but I always find it to be probably the most fulfilling to me," she said.

**Oberlin upbringing**

Pearson's parents, Jim and Loris, came to Oberlin when Jim had the opportunity to be an air traffic controller at the Cleveland Air Route Traffic Control Center in the 1960s.

Growing up, Pearson said her education in middle school sparked her interest in equity issues.

Particularly in seventh grade, she learned that Oberlin College was the first in the nation to adopt a policy to admit African Americans and award degrees to women.

That information, Pearson said, was powerful to learn.

It was early in her career that she then took on a part-time position with the city of Oberlin, working up from a secretary for the buildings and grounds director to office manager for the administration.

Pearson said she also had an opportunity to work as a prevailing wage coordinator for the city, making her responsible to be sure contractors were paying employees well and advocated for minority-owned businesses.

This work was some of her proudest with the city, she said.

"I got to be known as a very, very tough prevailing wage coordinator, because I made sure those contractors were paying those wages," Pearson said.
Additionally, she served on Oberlin City Council for six years until 2019.

When she worked for The Oberlin Project through Oberlin College, Pearson said it was important for her to understand the pressures of the people she was serving.

Having moved into downtown Oberlin at the time with her offices across the street, Pearson sold her car and biked, walked or carpooled for three or four years.

"I really forced myself to understand what it was like to live without a car, even though I could afford one," she said.

Projects for the underdogs

One of the biggest projects Pearson said she has worked on is the Oberlin Underground Railroad Center, which will serve as a community gathering space once completed.

"I knew I had to be a part of that project because I was able to not just learn about history, but really give homage to history by being involved in that project," Pearson said.

At the time she got involved in 1999, she said many committees were involved in the creation of the project, which sparked controversy on its proposed location.

Pearson said she remembers sitting in at the council meeting that discussed the issue, with arguments for the African American and slave rescuers' sides.

"It was very explosive, but it was very interesting at the same time, where people were being honest about minorities in the community and how they were being viewed," she said.

Pearson said the project's decided location at 265 S. Main St. in Oberlin was an appropriate one, since the neighborhood it has been built in was historically Black.

"I was really just excited about that," Pearson said. "People truly learn their sense of place, and by learning history so that it resonates with you, you want to stay and be part of a change."
She said Juneteenth and Kwanza events have been recommended to be held at the facility.

**Working now**

Now, Pearson takes this work that started in Oberlin and has brought it to the county, hired on as a mobility management specialist to improve transportation where it needs it most.

Pearson said lack of reliable transportation can cause locals loss of job opportunities and unemployment, among other factors.

She said those who need these services most are often voices heard the least, which is why she has dedicated her career to understanding and addressing those concerns.

While it remains hard work and is challenging at time, Pearson said she doesn't view it that way.

"I've never looked at it that way," she said. "I've looked at it as if I don't do it, who will do it?"

Jordana Joy
@MJ_JordanaJoy on Twitter

**FEATURED ARTICLE**

**United Way of Greater Lorain County adapts to pandemic, promotes county**

By Richard Payerchin rpayerchin@morningjournal.com
@MJ_JournalRick on Twitter Oct 16, 2020

Norma Sanchez, left, volunteer engagement manager for United Way of Greater Lorain County, speaks with agency President and CEO Ryan Aroney on Oct. 15, 2020, to prepare for a volunteer event scheduled for Oct. 17. The clothing there was donated for United Way's Collect, Sort, Deliver Impact Initiative partnership with the Lorain Public Library System to provide clothing for people to wear for job interviews. This month, United Way published its annual report and created an online pep rally with agency partners.

Richard Payerchin - The Morning Journal
United Way of Greater Lorain County ended its fiscal year with adaptation to a global pandemic and began its next fundraising campaign with a celebration of local success stories.

October was homecoming month for the agency, 642 Broadway in downtown Lorain.

This month, United Way of Greater Lorain County published its annual report for its 2019 fiscal year that ended June 30.

The agency also had an online pep rally and staff confirmed plans to continue looking for ways to serve the community during the novel coronavirus pandemic.

The COVID-19 shutdowns and stay-at-home restrictions of March arrived as United Way was heading into the final quarter of its fiscal year.

“Like everybody, it was just a big adjustment,” said agency President and CEO Ryan Aroney, who worked as United Way’s marketing and engagement director and took over the leadership role Dec. 1.

“There’s been, how do we deliver the services in a new way?” Aroney said.

The first action was to ensure people had a way to find accurate information about services available.

From March to June, United Way’s 211 information line fielded 926 calls related to specific needs of COVID-19, according to the annual report.

The agency’s United Community Assistance Network, or UCAN program, offers year-round access to emergency financial help for rent, utilities or other emergency basic needs of families.

It was built to respond to crisis situations.

“We never knew it would be a global health pandemic,” Aroney said.

UCAN helped 97 households avoid utility shutoffs.

The pandemic pushed back the federal income tax filing deadline from April 15 to July 15.
United Way’s Free Tax Prep Coalition helped local taxpayers save $413,322 in tax preparation costs and bring back more than $1.86 million in tax refunds to contribute to the local economy, according to the annual report.

Homecoming

The COVID-19 pandemic forced United Way of Lorain County to suspend this year’s annual campaign kickoff.

The event traditionally is a community party with campaign leaders, staff, students and area business representatives gathering at Mike Bass Ford in Sheffield Village.

Staff did not want to cancel it, but knew it could not happen this year, said Ashley Renée Hampson, marketing and engagement director for United Way.

They considered ways to reinvent the party for the current times, while capturing the spirit of the kickoff, which also coincides with football season.

That led to the Homecoming Week with United Way publishing its own “Pep Rally” video with highlights from local game changing partners, Hampson said.

“We wanted to highlight those super awesome people that impact our community in a variety of ways,” she said.

Social distancing and masks may slow the spread of COVID-19, but did not stifle the enthusiasm for agency partners, Hampson said.

With a number of people working from home, the video created a unique opportunity to connect with people in a more personal way, she said.

“When we started reaching out to our partners, we were blown away by how interested everyone was in doing it,” Hampson said.

All on board

The video includes some lighthearted moments, but participants said transportation remains Lorain County’s biggest challenge for people in need.

COVID-19 added another level of difficulty to help people get around, find out the needs and let them know about existing resources, said Sharon Pearson, a public transit advocate, who this year started as the agency’s mobility manager.
“People know that there’s an issue, but many people have just sat at home suffering and not knowing where to go,” Pearson said.

United Way and The LCADA Way worked with Lorain County Public Health to use LCADA Way vehicles to take three people shopping during designated senior shopping times on Tuesdays, Wednesdays and Thursdays, she said.

The project worked and showed transportation programs sometimes need creativity, not necessarily a fleet of new buses, to help, Pearson said.

Also, United Way of Greater Lorain County is conducting a new transportation survey to create a new mobility management plan.

<table>
<thead>
<tr>
<th>More Information: United Way of Greater Lorain County</th>
</tr>
</thead>
<tbody>
<tr>
<td>To learn more</td>
</tr>
<tr>
<td>United Way of Greater Lorain County is headquartered at 642 Broadway, Lorain. The agency can be reached by calling 440-277-6530 or visiting uwloraincounty.org.</td>
</tr>
</tbody>
</table>
| The agency’s annual report was published online in an interactive format with links to more information about its programs.
| Ryan Aroney, agency president and CEO, will host an online chat about United Way’s Middle School Community Collaboratives. The session will be 12:15 to 1 p.m. Oct. 22 via the agency’s YouTube channel.
| United Way of Greater Lorain County currently is conducting an online transportation survey to develop the Lorain County Mobility Management program.
| The free survey is for anyone who wants to weigh in about transportation issues in Lorain County. |
Richard Payerchin

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Richard Payerchin covers Lorain City Hall, business news and other interesting stories for The Morning Journal. Reach the author at rpayerchin@MorningJournal.com or follow Richard on Twitter: @MJ_JournalRick.

Social Media Strategy:

Currently the Lorain County Mobility Manager posts on Facebook, Twitter, and LinkedIn along with the MOVE Lorain County Facebook page. The structure posts for each week (which adjust from time to time) are as follows:

- Saturdays – Senior, People with Disabilities or Covi-19 Safety Posts
- Sundays – Food or Grocery Shopping Options
- Mondays – Mobility Management Mondays: Mobility Management Awareness Facts and Info
- Tuesdays – Ohio Mobility Management Posts
- Wednesdays – Workforce Wednesdays: Workforce Transportation Information
- Thursdays – Thank You Thursdays or Transportation Provider Spotlight
- Fridays – Fun Fact Fridays or General Transportation Information
Section 4: 2020 Transportation Advisory Committee (TAC) Meetings

As a result of Covid-19, we scheduled three of the four TAC meetings.

All the 2020 Transportation Meetings were recorded. They are as follows:

1. Thursday, May 28, 2020
2. Thursday, August 27, 2020
3. Thursday, November 12, 2020*

The November 12th meeting was essentially a Transportation Coordinated Planning meeting. We reviewed the results of the 2020 Transportation Needs survey and the updated structure for the 2020 Lorain County Coordinated Plan.

Links to these recorded meetings are sent out via eNewsletter and email. They are also posted on Facebook and on the MOVE Lorain County website. Here is a link to all our 2020 TAC/TCC meetings:

https://www.moveloraincounty.org/coordinated-transportation-plan
Section 5: 2020 Transportation Needs Survey Results

In 2020 we had 288 respondents to the Transportation Needs Survey. In 2018 we had 691. We believe that participation was lower this time around due to several factors: Covid-19; the election and the Census. However, we were able to secure most of the responses from seniors, people with disabilities and low-income. This is due in part to our partners at Neighborhood Alliance. They provide over 500 meals to people at their homes. We were able to secure about 100 survey responses. Also, we had assistance from Kenda at Oberlin and the Office on Aging which secured another 75 responses. We obtained nearly 100 electronic survey responses.

The other column is high due to many people skipping the question on the paper surveys; so, there is not many additional other responses in that column.

When we complete the survey again here are some areas of improvement:

- We found that many people responding on paper skipped the Zip Code question. We need to make that more prominent.
- We did not include “retired” as a current employment status. So many of the respondents that retired unemployed or non-of the above are merely retired.
- Many survey respondents stated that a taxi service or private transportation is expensive. There should be a follow up question asking what a fair cost for one way and round-trip transportation.
- We should identify more channels and outlets to distribute the transportation survey in the future.
Here are the 2020 Transportation Needs Survey Results
Do you consider yourself a person with a disability?

Answered: 288  Skipped: 0

- Yes: 30%
- No: 60%
- Prefer Not to Say: 10%
- Other (please specify): 0%

2020 Lorain County Transportation Survey

Do you consider yourself a person of low income? (Check One)

Answered: 288  Skipped: 0

- Yes: 30%
- No: 60%
- Other (please specify): 10%

2020 Lorain County Transportation Survey
Places I need to go (Check All That Apply):
Answered: 288  Skipped: 0

Which of the following statements are true for you? (Check all that apply)
Answered: 288  Skipped: 0
Over the next 1-3 years, to which of these destinations do you anticipate needing transportation because you will be unable to get there? (Check All That ...)

- Shopping, Grocery Store, Bank: 40%
- Medical/dental appointments: 50%
- Social outings (friend or relative’s home, restaurant, sports): 30%
- Religious services: 20%
- School: 10%
- Work: 5%
- None of the above: 10%
- Other (please specify): 5%

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How do you prefer to receive information about available transportation services in Lorain County? (Check All That Apply)

- Website: 60%
- App: 20%
- Newsletter: 30%
- Newspaper: 10%
- Other (please specify): 5%
Are you aware of transportation services available in Lorain County? (...)
Answered: 288  Skipped: 0

2020 Lorain County Transportation Survey

Have You heard about the Lorain County Mobility Management Program? (Check One)
Answered: 288  Skipped: 0

2020 Lorain County Transportation Survey
Section 6: Pilot Project Summaries

a. Circulation Pilot Project

The service fee and management of this pilot project is funded by The Nord Family Foundation. The actual ride cost is paid for by The Nord Center. This was an idea of the Nord Family Foundation. They believed that United Way of Greater Lorain County would be the ideal organization to manage this pilot program. Initially we were hoping that Medicaid funds could be used to support the transportation cost. However, current Ohio regulations only allow a specific group of registered transportation providers.

Prior to starting Sharon Pearson, spoke with a representative from St. Vincent’s Hospital in Cleveland about their experience with using this service. They found that the success rate was 70 – 80% versus clients using other methods of transportation which was 30 – 40% success rate.

We started this program February 10, 2020. In the first month there were 142 successful rides. During that time ride success was 72.8%. A handful of clients that rated the system have given it 5-stars. The accounting portion of this pilot is much easier for The Nord Center to manage so staff is happy as well.

Due to Covid-19, there has been a decline in in-person appointments. Since February 10, 2020 there have been 339 client rides at a 75.2% success rate.

**Pilot Pros:** Through Circulation the staff at Nord can track and determine if a client has been picked up. They will also be alerted if the location of the client. A heat map can be created to determine where people are coming from. This can assist with determining where new facilities or transportation services are needed. The staff is happy with the simplified accounting. The clients are happy with the personal service.

**Pilot Cons:** We are not in control of the Lyft vehicles which can pose a few issues. The further away from Cleveland and more into rural areas can pose a problem for finding available vehicles. Lyft drivers only make money when they are transporting. The Lyft may not have the patience to wait for a person to respond before taking off. This means the Nord Center staff must rebook in the system...
which is easy to do to find another driver. However, since Covid-19, there may not be as many drivers available.

**Possible Solution:** We learned that utilizing vehicles that we do not control like Lyft and Uber during bad weather or times of a pandemic can reduce service if no vehicles are available. So it is important to continue using technology and work with a local organization like LifeCare Ambulance Services, using their dispatching system to utilize existing and idle vehicles such as FTA 5310 vehicles, church vans, taxi companies and other human health and service agency vehicles to transport people. This is not an effort to take over transportation but enhances our current transportation system. Also, it will keep transportation funding circulating within Lorain County and we have more control over available vehicles. If no vehicles are available, then we could also use transportation network providers as a backup. And these vehicles can easily access rural communities and possibly cross over into Cleveland for much-needed medical appointments.

b. Senior Shopping Pilot

As a result of Covid-19, many seniors were having trouble with accessing food. This is due to friends and family keeping a safe distance from this vulnerable population. So, we developed a plan to work with the Office on Aging and the Lorain County Alcohol and Drug Abuse Services known as LCADA (former recipient of FTA 5310 funding for vehicle) to provide transportation services to a specific senior apartment complex. Staff consulted with the Lorain County Public Health to determine the safest method to provide this service for this vulnerable population.

It was agreed that all participants must sign up ahead of time. Every Monday the apartment complex manager emails me and LCADA (vehicle operator) how many people each day will be shopping. We allow 3 people on a 14-passenger vehicle with masks that sit socially distant. The travel days are Tuesday, Wednesday, and Thursday during the senior shopping, compromised immune system, or vulnerable population shopping hours, which usually are the first hour of the store opening. Initially we had services on Monday to Apple Market and Tuesday to Flinger’s. However, it was suggested that seniors be transported to a cheaper
shopping store, so Apples was replaced by Marc. Also, there was a request for seniors to shop at Dollar General. Since that request has been made, the Dollar General has been the most successful shopping day.

This pilot was funded because of a grant from NiSource – Columbia Gas. The drivers are happy to support seniors in the community. The seniors from the apartment building are happy to get out in the community to pick up necessities. The vehicle is also equipped for people who may have a wheelchair. Since April 21, we have provided 79 rides for the seniors of the Oberlin Apartment High Rise in Lorain.

**Pilot Pros:** The program is moving along well. At times seniors have spoke up about their needs and we were able to add Dollar General on the list, which is the most popular shopping day. This pilot has provided us the evidence that we can collaborate in non-traditional methods on transportation projects and using idle vehicles to create a transportation network.

**Pilot Cons:** If one of the three of us is not available, we may forget to email about the numbers of people for each week. Or someone forgets to email all three of us about whether trips are needed or not. In October, the requests for trips slowed down. So when people were ready to go shopping, an email was sent to me but not to LCADA and so no bus showed up that week. I am making an effort to fix this issue by adding a calendar reminder each Monday for the three of us that must communicate. But the use of technology such as with Circulation would greatly improve this service.

**Possible Solution:** The LifeCare Pilot could possibly be the missing technology piece we need for a smoother process. However, this small pilot, that was developed because of COVID-19, showed us that we can create a transportation network to support the most vulnerable population at a low cost or no cost, with funding support.

c. LifeCare Dispatching Pilot

The Lorain County Mobility Management Program in association with United Way applied for the CTAA Inclusive Mobility for All Grant. We enlisted the expertise of
Tim Rosenberger of Parsons Brinkerhoff, a Transportation Planning and Consulting firm from Cleveland, Ohio. He is also the consultant that assisted Lorain County Commissioners with the 2018 Lorain County Transit Redevelopment Plan. One win for this project was that we secured a Letter of Support from the Lorain County Commissioners, which was a huge step in the right direction and moving toward creating a collaborative spirit regarding transportation needs. Unfortunately, we were not awarded the grant, although we were only 1 of 11 from within the United States that applied.

Through the monthly Lorain County Mobility Management eNewsletter, Joe at LifeCare took notice of this project. He informed me he thought it was an interesting project and it could be something that LifeCare could use their customized dispatching software to recreate and connect with idle vehicles in Lorain County through a cell phone or tablet. This led us to further conversations, which resulted in the development of a small pilot with The Nord Center.

Our goal is to start off using LifeCare vehicles to fully understand how this local transportation technology can operate with a few test runs of clients for the Nord Center. Next, we expect to expand this service to include LCADA vehicles for a test run. Once we work through any issues, we can possibly expand this service to include other vehicles and other organizations that need transportation solutions.

**Pilot Pros:** We will have more control over vehicles and can have transportation options also available in rural communities. This is important because we have learned through the Circulation pilot that uses Lyft that during wintery days and the pandemic that at times it could be a challenge using services that are not within our efforts to control. In addition, drivers will be familiar with Lorain County and its people. Another important factor is transportation funding will continue to circulate within Lorain County because of developing a transportation network using Lorain County vehicles. If we need to change anything with the technology that LifeCare can make those changes to the dispatching software to fulfil those needs. This is not an effort to take over the current transportation network but to enhance what is already available.

**Pilot Cons:** This is in the discussion phase at this moment. The question is how inexpensive can rides be priced. During the November 12 TAC meeting, it was
suggested that a transportation fare of $2.50 one way or $5.00 roundtrip would be a fair price to pay. Perhaps there is funding to support this program as we expand. How can we build a network of willing partners, such as organizations that already have FTA 5310 vehicles but have not had to share their vehicle, so they can be used as a part of this transportation network? How can we develop a shared ride so vehicles are not picking up one person at a time and comply with HIPPA laws. We need to be effective and efficient with this on-demand ride service, while also being sustainable and reducing vehicle pollution.

**Pilot Solution**: We need to move forward on this pilot to work out any issues. We already know that Mercy Hospital was spending $60,000 a year on taxi vouchers. That is just one of three major hospital systems. We also know that UH Hospital will have transportation needs as well, which is another opportunity to network with them. There is money going into the system. However, we may be able to apply for CTAA grant or other special transportation functions in the future.

d. Paradox Prize – Let’s Get to Work Pilot Support

The City of Oberlin and others combined 5 Paradox Prize applications to develop the Let’s Get to Work Pilot Program. This is not a pilot project that was generated by the Lorain County Mobility Management Program. However, this is a project that has been promoted and supported by the Mobility Manager. This program was scheduled to begin in September. However, due to COVID-19, it has been delayed until January 2021.

This pilot is a collaborative effort among 11 different partner organizations who represent government, social service agencies, transit, employers, and educational institutions. The goal is to develop a 24/7 workforce transportation solution consisting of three components - expansion of daily transit service, new nighttime service and carsharing. The common service area (touches 8 political subdivisions in Lorain County).

The City of Oberlin (pilot leader) surveyed 90 employers pre-Covid-19 and learned there were 690 jobs available. According to Ohio Means Jobs Lorain County – 1500 employers in service area with 1279 job postings pre-Covid-19. Also, at this
time Ohio Means Jobs Lorain County said there were 3,998 people seeking a Job and receiving unemployment compensation. Pilot partner agencies have at least 225 people who need to get to work.

**Pilot Pros:** The workforce transportation issues are a major barrier especially to low-income and people of color. Many businesses are struggling to find workers that have reliable transportation. This is a great opportunity to assist with filling the 400 jobs that will be developed because of the development of Carvana, which is in the service area of this pilot. Workforce dollars might be able to be used to support a route for this pilot project for people living in the service area. In addition, the City of Oberlin is leading this charge with addressing the environmental aspects of transportation by including electric shared-use vehicles through SWAY that can be used to transport people between 6 and 9:30 pm when the Lorain County Transit service is not operating. This is an opportunity to understand electric vehicle range anxiety, charging station usage, and just the acceptance of green and clean transportation vehicle usage.

**Pilot Cons:** Many employers are not aware of this pilot. They are also not aware of the available options to assist them with helping ideal candidates access jobs using reliable transportation. This pilot has funding for only 9 months but they hope to expand it for 12 months or longer. They need another $20,000 to support the full pilot proposal and extend it to 12 months. The goal is if this pilot is successful that it become a regular route. One of the factors that could slow down this process is that there has been a change of leadership with the Lorain County Commissioners. A new relationship must be built with the incoming leadership to gain LCT support and possibly workforce dollars to support this transportation pilot project.

**Pilot Solution:** The Lorain County Mobility Management Program is developing an Employer Transportation Toolkit to assist area employers with understanding the transportation options that are available. It is important to develop a good working relationship with the two new Lorain County Commissioners to help them understand the Lorain County Mobility Management Program and the various pilots being operated to support economic growth within Lorain County.
With enough support, possibly we can find the funding to secure the additional $20,000 needed for this the success of this important pilot.
Section 7: Coordinated Transportation Plan Updated Goal Status

1. Increase Awareness of Transportation Options

Established Deadline: January 2021

Action Steps:

- Develop a full marketing plan to include:
  - Brand/identity creation
  - Distribution/awareness plan: flyers/pamphlets, posts with tear-offs, multimedia, hyperlinking with local community
  - Use of Facebook and other social media outlets
- Disseminate information widely and through targeted outlets to educate the community about transportation options to make it easier for people to find services.
- Create a public listing of transportation options to increase awareness of what is available now and a process to update the information.
- Incorporate an automated system, web analytics, count calls, for syncing online data with utilization of services

Performance Measures/Targets:

- Number of website visits
- Number of distributed materials
- Number of distribution/partner organization information outlets

Goal Completion: 30%

Reason: A log has been developed and brand awareness is created through social media, but it is not a true marketing plan, which we should develop for the Mobility Management Program. Our 2020 Transportation Needs Survey still indicates that more than half of people are not aware of current options. Visits to the websites and Facebook are increasing. I do not believe that Instagram is where our target market is and should not be a social medial channel to focus on at this time. We need to create a physical information packet for those who do not have access to technology. So it is important to determine some distribution channels/outlets for information. But we must continually explore these options to increase awareness. This will be easier once the pandemic is over.
2. Developing & Implement a Mobility Management Program

Established Deadline: January 2021

Action Steps:

- Develop a Lorain County Mobility Management Program
- Hire a Full-Time Mobility Manager
- Foster relationships and collaborations between public/nonprofits and private industry; provide transit that benefits them economically (e.g. shopping, services).
- Improve relations/communication between public and policy makers.
- Coordinate with non-profits (i.e. United Way), existing transportation providers and employers; agencies i.e. Veterans services, etc. that are serving target markets to assess needs and available services.
- Explore funding/provision of services by private businesses that will benefit department stores, shopping centers, medical providers, schools, and employers to provide services (i.e. shuttles) to connect to existing transportation.
- Increase knowledge of current state/future possibilities

Performance Measures/Targets:

- Hiring of a full-time Mobility Manager or Consultant
- Level of response from stakeholders
- Increased local funding to support coordinated efforts
- Increased coordination relationships within Lorain County

Goal Completion: 70%

Reason: The development of the Lorain County Mobility Management Program will be ongoing. There will always be a need to foster relationships. Despite the Covid-19, most of the action tasks have been completed. An area of focus is continuing to nurture relationships and increasing knowledge of current state/future possibilities. Also increased local funding support is important as well.
3. Explore Data Collection & Planning Synergies

Established Deadline: December 2024

Action Steps:

- Identify potential natural synergies
- Explore opportunities to collect data such as number of trips, where people are going, by the transportation provider, hours of services, and utilization rates
- Identify strategies to eliminate or reduce duplication in services.

Performance Measures/Targets:

- Local Stakeholder Response
- Number of training sessions by stakeholders
- Number of public training sessions

Goal Completion: 30%

Reason: We are beginning to explore planning synergies with small pilot projects such as Circulation, LCADA/Senior bus pickups, and LifeCare Ambulance dispatching. Due to Covid-19 we are limited on our scope for the moment. Starting in December, we will have an operating pilot that may be the basis for expanding this goal.
4. Coordinate Educational Training Programs

Established Deadline: December 2024

Action Steps:

- Identify potential natural synergies
- Identify common training sessions
- Ensure people providing transportation are culturally competent and trained to provide safe rides to individuals

Performance Measures/Targets:

- Local Stakeholder Response
- Number of training sessions by stakeholders
- Number of public training sessions

Goal Completion: 10%

Reason: I have become a travel trainer, which is specifically mentioned as a benefit to Lorain County Transit in the 2018 Lorain County Transit Redevelopment Plan. However, due to COVID-19 we have not addressed collaborative training sessions for various organization drivers. We learned that LifeCare can offer training services. This is an area to explore further in 2021 to assist with reducing costs for driver training through a collaborative approach. Meanwhile, we will seek ways to virtually assist people with understanding how to use available services in a safe manner. Various transportation surveys and reports dating back to 2015 and including the 2020 Transportation Needs survey indicates that understanding how to use available services is an issue. We can begin to address this in the Employer Transportation Toolkit and the physical transportation options brochures that are being developed.
5. Explore Transportation Pilot Projects

Established Deadline: December 2024

Action Steps:

- Explore the opportunity for an innovative project that would:
  - Ensures safety and security for riders
  - Give options for “On demand” travel service
  - Promote efficient utilization of resources
  - Strive for fiscally strong system

- Develop a funding pool dedicated to purchasing transportation passes, tickets, tokens, rides, and vouchers for employment access via a participating transportation provider and enhance transportation service levels

Performance Measures/Targets:

- Identify possible pilot projects
- Complete at least one budget for the pilot projects
- Determine funding sources to support the pilot
- Expansion of services

Goal Completion: 15%

Reason: We have successfully identified and launched pilot projects in 2020. We launched Circulation February 2020. As a result of Covid-19, we launched a small pilot with a senior apartment building and LCADA in a safe manner, using Lorain County Public Health Guidelines. And we plan to launch a pilot with LifeCare Ambulance Services that will allow us to use idle vehicles and FTA 5310 vehicles to create a transportation network utilizing their dispatching services. This latest pilot project can expand transportation service while also keeping all the money for transportation circulating locally. We need to eventually include and user friendly “on-demand” process and payment system. In addition, we need to identify potential and current funding circulating in the County to support transit and encourage redirection of those funds to support this in-County transportation network.
Section 8: 2021 Lorain County Mobility Management Goals

- **Travel Training**: Increase travel training presentations 50% by June 2021. (Presentations, Speakers Bureau; Senior Facilities, CarFit opportunities)

- **Awareness**: Increase awareness of transportation options that can lead to pilot projects and solutions that improve transportation services. Work with Buckeye Health (and others) on an event with at least 50 people by December 2021.

- **Collaboration & Workforce**: Promote Gohio Commute and encourage 10 Lorain County organizations to become active participants.

- **Education**: Attend at least 3 major conferences to support efforts to improve transportation opportunities in Lorain County.

- **Rural Communities**: Increase engagement and understanding of the senior and disabilities population of rural communities by 25% through targeted surveys and engagement.
Section 9: Opportunities to Close the Gap on Unmet Transportation Needs

As a result of the 2020 Transportation Needs Survey, our ODOT virtual site visit with Oliva Hook on November 17, 2020; and after serving as the Mobility Manager since January 2020, here are some opportunities to proactively close the gap on unmet transportation needs:

- Possibly create a formal Transportation Advisory Committee (TAC) Group in 2021 with designated representatives from various groups affiliated with Lorain County. Specific User Groups to target for the TAC Committee are:

  o Medical & Food Committee – To understand the needs and concerns as to how to connect the most vulnerable populations with food and medical appointments, especially due to the pandemic. These are the two greatest needs that we have found over the past 3 years based on community transportation needs surveys. We must continue these types of discussions to close the gap on these unmet transportation needs. There could be a committee that already exists that I can plug into such as the United Way of Greater Lorain County UCAN or the Collaboratives so there is not a need to develop another committee to manage.

  o Rural County Representation: One of the other major goals, which is also been a challenge to organize and penetrate is the rural transportation needs. There should be a committee dedicated to these needs. Perhaps this could be a discussion topic on the quarterly TAC meetings, or it could be a specific group. Either way, it is especially important for us to hear the voices of the rural community.

  o Subgroup possibilities:

    ▪ Transportation Provider Meetings – To assist with building collaboration. Assist with vetting the Lorain County Mobility Management brochure. To groom for inclusion in the LifeCare
Ambulance Transportation Network. To understand the needs of the providers and to make sure to serve as the liaison between the public and the transportation providers.

- **Workforce Transportation Meetings** – To address the needs of employers within Lorain County and assist them with obtaining a diverse yet reliable employees which could increase economic development opportunities for Lorain County. MOVE Lorain County can play a major role along with the Let’s Get to Work Lorain County Pilot Project. They can review the Employer Transportation Toolkit booklet.

- **Transportation Forum/Event Committee**: It appears a few people know and understand all the various resources that are available to Lorain County. It would be wise to hold a meeting to distribute this information to community leaders more broadly. This could be a joint effort with MOVE Lorain County since per their by-laws, they are to hold an annual meeting in the 4th quarter of each year.