Tippecanoe County
Coordinated Human Services Transit Plan

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Prepared by the Area Plan Commission of Tippecanoe County

for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

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Executive Summary

Public transportation is a long-term and growing concern throughout the United States. For many low-income, elderly or disabled individuals, public transportation is the only means for accessing essential services, such as medical care, social services, shopping, government services, and educational facilities. Additionally, public transportation provides a means for those individuals without access to a car to reach employment and job-training opportunities. Federal, state, and local governments, nonprofit organizations, and businesses recognize the importance of public transportation services for low-income, elderly, and disabled individuals by offering assistance, both in financial support and in the delivery of actual transportation.

It is essential to improve transportation for these sensitive populations in order to remove barriers between individuals and the services necessary for them to maintain productive and independent lives. Historically, a major obstacle to improved service has been effective coordination between transit and human services programs. In SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), Congress established new requirements for three programs under the Federal Transit Administration (FTA): Special Needs of Elderly Individuals and Individuals with Disabilities (5310), Job Access and Reverse Commute (5316) (JARC), and New Freedom (5317) programs. These funds are only available for projects that are derived from a locally developed Coordinated Public Transit-Human Services Transportation Plan (Coordinated Human Services Transit Plan). The goal of the Coordinated Services Plan is to create unified transit services for the targeted populations in a region by helping to guide funding for projects that maximize area-wide goals and eliminate redundancy in services offered by various transportation and human service entities. The planning process was enhanced by using APC's Citizen Participation Committee and creating a stakeholder group of public, private and non-governmental organizations called the Forum. Both groups were used extensively to assess needs and develop solutions.

The Assessment of Transportation Needs, Chapter 4, revealed gaps in service as well as the myriad challenges and barriers facing all three special needs populations. Many persons in these groups have difficulty finding affordable transportation whose providers will take them to the businesses and services they need to get to at the appropriate time of day or evening. Because some providers do not offer door-to-door service, accessing some services requires walking from home to a pick up location. Missing sidewalks and sidewalks in need of repair or ramps represent additional challenges to elderly and disabled persons. Many transit operators do not provide transportation to cultural and social events, a serious quality of life issue for these three special needs populations.

Chapter 4 also discusses the challenges faced by the public and nonprofit organizations providing transportation services. The information obtained in this planning process revealed that the number of persons in these groups is growing. An aging population, returning veterans with disabilities and an economic downturn all contribute to

increasing demand on transportation providers. Finding sufficient resources, both financial and human, to meet this growing need is their primary challenge.

Strategies to address the issues identified by providers of transportation services and their clients are found in Chapter 5. The four most often cited solutions are infrastructure improvements (especially sidewalks), education and information, providing additional service, and finding additional financial resources. Forum members also identified other strategies to enhance coordination, improve safety, develop benefit – cost studies, purchase scheduling software, and improve cooperation with the development community.

Chapter 6 makes recommendations for implementation by assigning the identified strategies to appropriate organizations and agencies. Each one will be responsible for determining its capacity for implementation. An annual meeting of Forum members will be organized by the Area Plan Commission's MPO staff to facilitate the exchange of information, identify new challenges and trends, and most importantly, report progress.

Organization of the Coordinated Human Services Transit Plan

On May 1, 2007, FTA issued final planning guidance for Assistance to the Elderly and Persons with Disabilities (Section 5310), Job Access and Reverse Commute and New Freedom programs. It provided an outline for the organization and content of local Coordinated Human Service Transit Plans. FTA recommended that the Plan include, at a minimum:

- An assessment of available service that identifies current transportation providers.
- An assessment of transportation needs for individuals with disabilities, older adults, and persons with low incomes.
- Strategies, activities, and projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- Priorities for implementation strategies.

Tippecanoe County's Coordinated Human Services Transit Plan addresses all of the FTA requirements. Section Two summarizes the three grant programs (Section 5310, 5316, and 5317). Section Three identifies all transportation providers who operate within Tippecanoe County. Section Four assesses the transportation needs of the elderly, disabled and low-income through an overview of the region's socioeconomic characteristics. This was supplemented with the insight and comment of local transportation providers, nonprofit agencies, and the Citizen Participation Committee. Section Five identifies the strategies and activities that address the identified challenges, gaps, and barriers. Section Six contains established priorities.

Grant Program Overview

The three grant programs affected by the Coordinated Human Services Transit Plan share similar overall goals of increasing mobility for sensitive populations, but differ in who they serve. There are two primary distinctions between the Section 5310, New Freedom, and JARC programs. Section 5310 applies only to mobility service for the elderly and persons with disabilities, New Freedom targets services only for persons with disabilities, and JARC targets welfare recipients and other low-income individuals. Section 5310 and New Freedom program funds apply to general mobility in addition to job-related transportation. JARC funding is limited to services that only provide, develop and maintain job-access and job-related transportation.

Assistance to the Elderly and Persons with Disabilities Program (Section 5310)

Section 5310 funds provide transportation services planned, designed, and carried out to meet the special transportation needs of the elderly and disabled in urbanized, small urban, and rural locations. The current designated recipient of the Section 5310 Program funds is INDOT which evaluates and grants Section 5310 to subrecipients statewide.

Congress establishes the allocation levels for the Section 5310 Program through a formula based on each state's population of elderly and disabled individuals. Table 1 shows the levels (as of June 2006) of Section 5310 funding for the State of Indiana through Federal Fiscal Year (FFY) 2009 ending in October 31, 2009. These Figures are subject to change from potential future congressional rescission of funds.

Table 1, Allocations of Human Services Transit Funds for Indiana

Program	FFY '06	FFY '07	FFY '08	FFY '09
Section 5310	$2,281,514	$2,408,422	$2,615,787	$2,750,575
JARC	$1,682,656	$2,428,364	$2,630,728	$2,774,069
New Freedom	$1,159,776	$1,634,380	$1,765,534	$1,866,422

Section 5310 funds are only available to public entities the State approves to coordinate services for the elderly and persons with disabilities; or public entities which certify to the Governor that no nonprofit corporations or associations are readily available in an area to provide the service.

Section 5310 funds can finance no more than 80% of the total eligible capital and administrative costs for approved projects. If the vehicle related equipment and facilities are required by the Clean Air Act or the Americans with Disabilities Act, these funds can finance 90% of the costs.

According to FTA Guidance, the Section 5310 funds are available for capital expenses to support transportation services to meet the special needs of elderly persons and persons with disabilities. Examples of common capital expenses are:

- Vehicles,
- Radios and communication equipment,
- Passenger shelters,
- Wheelchair lifts and restraints,
- Vehicle rehabilitation, manufacture, or overhaul,
- Preventive maintenance, defined as all maintenance costs,
- Extended warranties which do not exceed the industry standard,
- Microcomputer hardware and software,
- Initial component installation costs,
- Vehicle procurement, testing, inspection and acceptance costs,
- Lease of equipment when lease is more cost effective than purchase,
- Acquisition of transportation services under a contract, lease, or other arrangement,
- The introduction of new technology, through innovative and improved products into mass transportation, and
- Transit-related intelligent transportation systems.

The INDOT Public Transit Section manages the Section 5310 Program for the State. This office can provide further information on the Section 5310 Program and the states definition of eligible expenses.

Job Access and Reverse Commute (JARC) Program (Section 5316)

The JARC program supports development and maintenance of job-related transportation services for eligible low-income individuals. The persons and funds are available for transportation services provided by public, nonprofit or private-for-profit operators. For communities or areas in the state with populations under 200,000, INDOT serves as the JARC program manager and selects all subrecipients for projects. Currently, the designated recipient for JARC funding in Tippecanoe County is CityBus.

Congress allocates JARC funds through a formula apportioned by the population of welfare recipients and eligible low-income individuals. On a national level, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. The Lafayette Area does not receive any separate allocation but must apply and compete with other similar urban areas in the state. Table 1 on page 4 summaries the Indiana allocation of JARC funds through FFY 2009. Table 2 presents JARC funding for the State by population. These figures are subject to change from potential future congressional rescission of funds as well as the congressional appropriations process.

Table 2, Apportionment of FFY '06 Population Based Funds for Indiana

Area	JARC	New Freedom
Urbanized Area, Population 200,000 or greater	$462,916	$317,294
Urbanized Areas, Population 50,000 to 199,999	$672,488	$407,634
Non-urbanized Area, Population Less than 50,000	$547,252	$434,848
TOTAL	$1,682,656	$1,159,776

JARC funds can finance 80% of capital expenses, 50% of operating expenses, and up to 10% of the apportionment is available for planning, administration, and technical assistance. Non-U.S. Department of Transportation (U.S. DOT) Federal funds may be used as matching funds, if the funds are permitted for transportation.

JARC funding may be used for a variety of transportation services and strategies that address unmet transportation needs of welfare recipients and eligible low-income individuals. Examples of the types of projects eligible for JARC funds include, but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities,
- Promoting public transportation to low-income workers, including the use of public transportation by workers with non-traditional work schedules,
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals,
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986,
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized and non-urbanized areas to suburban workplaces,
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace, and
- Facilitating public transportation services to suburban employment opportunities.

JARC capital funds may be used for "mobility management." In the final guidance, FTA defines "mobility management" as "short range planning and management activities for projects for improving coordination among public transportation and other transportation services providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a government entity, under this section (other than sections 5309 and 5320); but excluding operating public transportation services." Mobility management activities may not be used for the direct provision and operation of coordinated transportation services, including scheduling, dispatching and monitoring vehicles. FTA proposes the following as eligible mobility management activities:

- The development of coordinated plans,
- The support of state and local coordination policy bodies and councils,
- The maintenance and operation of transportation brokerages to coordinate providers, funding agencies and customers,
- The development and maintenance of other transportation coordinating bodies and their activates, including employer-oriented Transportation Management Organizations, human service organizations customer-oriented travel navigator systems and neighborhood travel coordination activities,
- The development and support of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs, and
- The acquisition of intelligent transportation technologies to help plan and operate coordinated systems including Geographic Information Systems mapping, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer pay systems.

New Freedom Program (Section 5317)

The focus of the New Freedom program is to provide improved transportation services and public transportation alternatives for persons with disabilities. These services extend beyond those required by ADA. FTA defines service beyond ADA requirements to mean services not specifically required in ADA and U.S. DOT implementation regulations. Services funded through the New Freedom program must be in compliance with ADA, and include, but are not limited to job-related transportation services.

On a national level, approximately 60% of the New Freedom funds goes to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas.

INDOT is responsible for managing New Freedom funds allocated to areas with populations under 200,000. See Tables 1 and 2 for the amount of federal funds in the New Freedom program.

New Freedom funds can finance 80% of capital expenses, 50% of operating expenses, and up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. DOT Federal funds may be used as matching funds, if those funds are permitted for transportation use.

Examples of projects and activities that may be funded under the program include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs,

- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including routes that run seasonally,
- Making accessibility improvements to transit and intermodal stations not designated as key stations,
- Supporting voucher programs for transportation services offered by human service providers,
- Supporting volunteer driver and aide programs, and
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.

New Freedom funds may only be used to provide new public transportation services and public transportation alternatives that assist persons with disabilities. New Freedom capital funds may be used for "mobility management" (see above discussion on mobility management under the JARC Program for additional information). New Freedom funds are available to a State or local government authority, nonprofit organization or operator of public transportation services (including private-for-profit operations).

Assessment of Available Services

A variety of transportation services exist within Tippecanoe County. They include public transit, not-for-profit, and private for profit services. The clientele served vary by provider. Some providers only serve specific clientele, while others transport anyone. Some only service a defined geographic area while others have no boundaries.

Identifying all of the transportation providers operating in Tippecanoe County was accomplished using a multi-step process. The provider list used for the development of the Transportation Improvement Program served as the starting point. That list was then reviewed against the phone directory, Polk directory, Journal and Courier Community Connections, and the internet. Phone surveys of nonprofit agencies were also conducted. Additionally, the Citizen Participation Committee and a group of stakeholders, named the Forum Committee for this planning activity, reviewed the list for any missing providers.

Transit Service - CityBus

The primary community transit provider is the Greater Lafayette Public Transportation Corporation, commonly known as CityBus. CityBus serves Lafayette, West Lafayette and a portion of the urbanized area of Tippecanoe County outside the city limits. Its services provide fixed-route bus, supplemental routes, and paratranist service.

CityBus ridership makes it one of the largest transit systems in the state. Overall, CityBus performs better than other transit agencies in many categories. According to INDOTs 2006 report, only the Indianapolis transit system transported more passengers in 2006; CityBus transported 4,353,281 persons. CityBus had the best operating expense per passenger at $1.72 compared to the state average of $3.99. CityBus also had the highest fare recovery at 24% compared to state average of 16%.

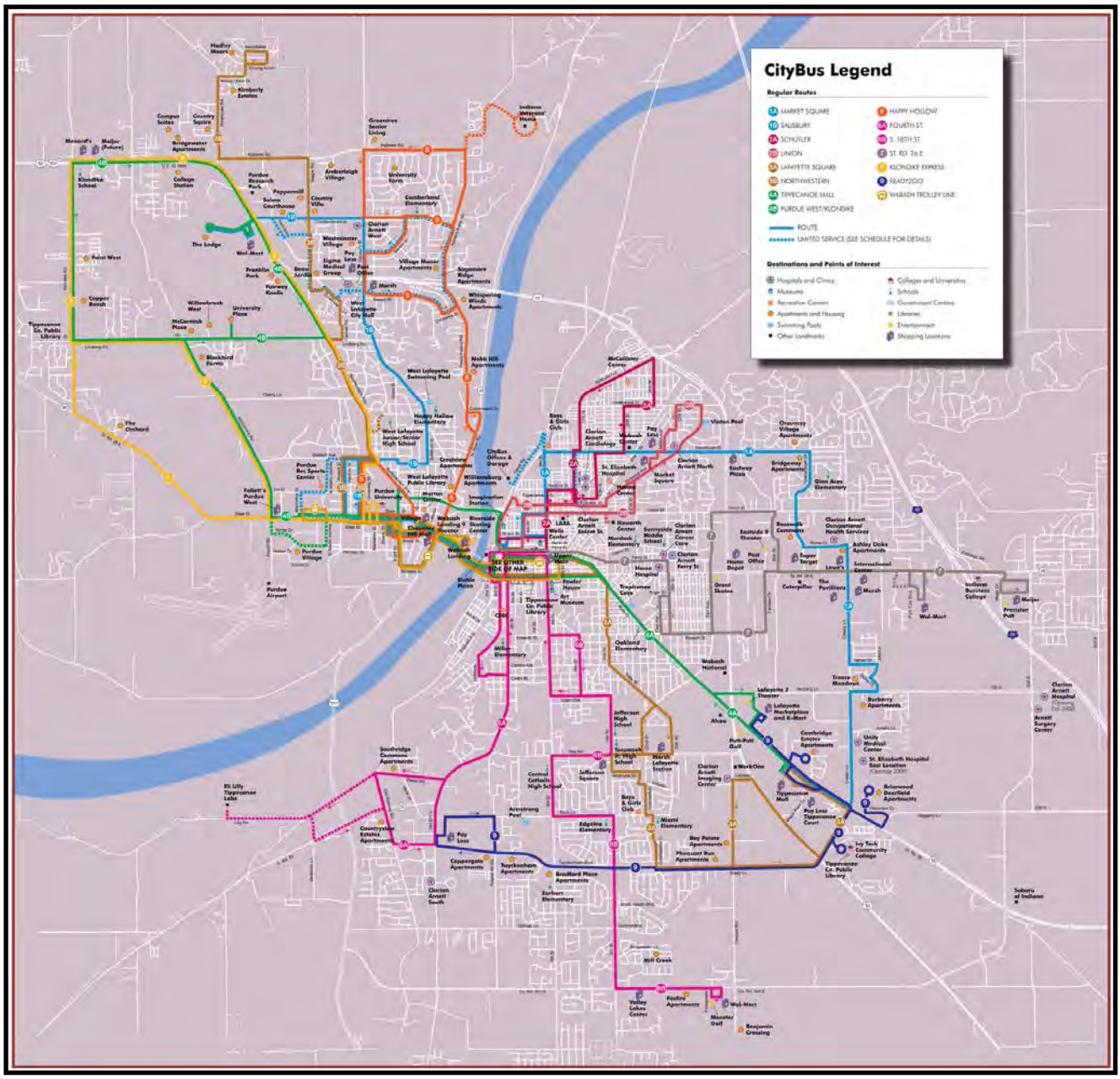
Fixed Route Service

CityBus operates two styles of fixed route service. The main service is a point/radial system where routes begin and end at Lafayette's downtown Riehle Plaza. The other fixed route system is around the Purdue Campus. This loop system mainly traverses around and through campus. **Figure 1** illustrates the community wide routes and **Figure 2** illustrates the Purdue routes.

Service hours vary by route. Most service begins at 6:00 a.m. and runs through 6:00 or 7:00 p.m. Half of the routes provide later service till 9:00 p.m. (Market Square, Salisbury, Schuyler, Lafayette Square, Tippecanoe Mall, and Klondike). CityBus also provides Saturday service (eleven routes), and some Sunday service (five routes).

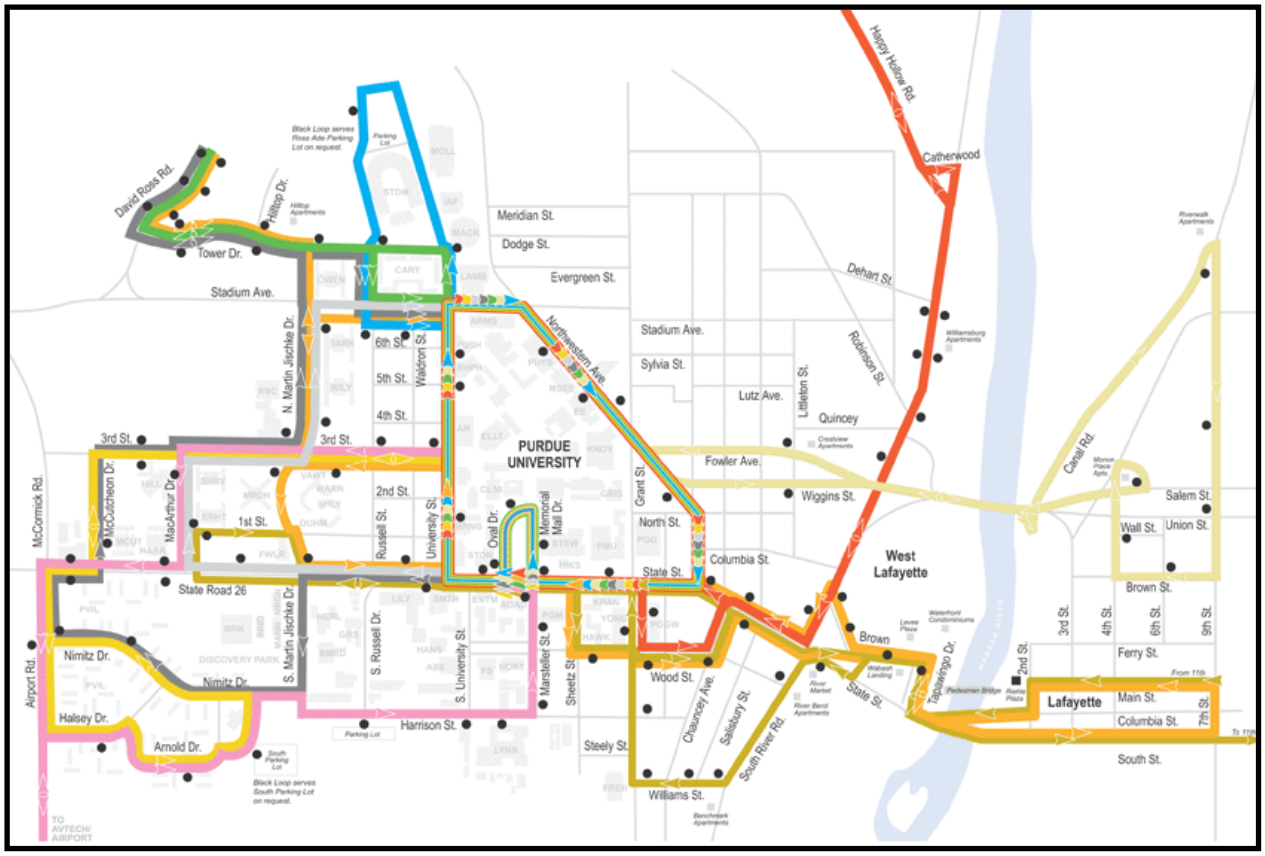
The Campus Loop system operates during the fall and spring Purdue semesters. Many of the routes operate Monday through Friday. Service begins around 7:00 a.m. and several

Figure 1
CityBus Fixed Routes



Map courtesy of CityBus
This map and other route maps are available at gocitybus.com

Figure 2
Campus Loop Map



Map courtesy of CityBus
This map and other route maps are available at gocitybus.com

routes operate till 6:00 p.m. (Silver Loop, Bronze Loop, Rose Ade, and South Campus). However two routes run till midnight (Gold Loop, and Tower Acres). Two campus routes (Black Loop and Night Rider) only operate on Saturday and Sunday and during the evening hours.

Paratransit Service ACCESS

CityBus also provides complementary paratransit service known as ACCESS. This service provides services for persons who cannot use fixed route buses due to disabilities. The service operates the same hours and destinations served by fixed route buses and provides curb-to-curb service to any location within ¾ mile of a fixed route.

Trolley

Everybody rides free! The trolley travels through downtown Lafayette, West Lafayette, Wabash Landing, and part of Purdue Campus. Destinations include hotels, restaurants,

shops, day care, and cultural, arts and entertainment venues. The free Trolley operates Monday through Saturday from 7:30 a.m. to 6:00 p.m.

Express Train (to College Station)
This route provides service between College Station (an apartment complex located just off of US 52 west of Morehouse Road) to Purdue University. This is an express route with stops only at College Station and designated CityBus stops around the Purdue campus.

Purdue Football Trolley
CityBus provides supplemental service on the Wabash Trolley Line on football Saturdays in September, October and November. Additional vehicles operate on the Wabash Trolley Line and serve downtown parking for two hours before and after the game. The route deviates to serve a stop at Third and University.

Non Profit Transportation Provider Survey

Tippecanoe County Council on Aging
The Tippecanoe County Council on Aging, Inc. (TCCA) is a private, not for profit, organization serving persons aged 60 and older. Programs offered include the Senior Center, Care-A-Van service, senior housing assistance repair program, and the cooperative transportation program (CTP).

Its mission is to provide facilities, programs and services for and with active older adults to assist them in finding the highest quality of life that includes good health, social interaction with others of all ages, access to needed goods and services, and a safe living environment that encourages and increases their independence in the community.

The Care-A-Van service is a specialized "door through door" assisted transportation system that serves seniors 60 and older and disabled citizens of all ages throughout Tippecanoe County. It provides transportation using lift-equipped vans to medical appointments, pharmacies, congregate meal sites, community centers, grocery stores, the Senior Center and social service agencies. All appointments are set Monday through Friday between 9 a.m. and 3 p.m. For seniors age 60 and older or disabled persons who live within Tippecanoe County there is no fee. Donations of $2.00 to $3.00 for each one way trip are encouraged. Medicaid is also accepted.

The Cooperative Transportation Program (CTP) provides transportation service for United Way agencies through a coordinated and centralized transportation system. CTP transports United Way agency employees and participants to agency programs and functions. The service is available seven days a week from 8 a.m. to midnight depending upon availability of vans and drivers. The County Council on Aging supplies the van, gas

and driver. Scheduling is based on a first come, first served basis. Participating agencies are encouraged to schedule at least a week in advance.

Service Area: Tippecanoe County
Vehicle Fleet: Five vehicles. (Five lift equipped and one ramp equipped)
Operation Time: Mostly Monday through Friday from 8 to 5

Area IV Agency on Aging and Community Action Programs

The agency is a not-for-profit organization committed to providing a better quality of life for elderly, disabled and disadvantaged citizens of all ages living in the counties of Benton, Carroll, Clinton, Fountain, Montgomery, Tippecanoe, Warren and White. The agency advocates for services that address the needs of the most frail, vulnerable elderly, disabled and disadvantaged persons of all ages who are economically deprived. Needs are met through a coordinated system of services and cooperative efforts with public, private and voluntary organizations.

Through a partnership with one county and six town councils, volunteers provide affordable, cost effective, public transportation to persons living in Benton County (HOPE Transit), Boswell (Boswell Area Transit Van), Brookston (Brookston & Chalmers Community Van), Clarks Hill (The Friendship Express), Hillsboro (Reach Out Community Van), Rossville (Rossville Area Transit), Waveland (Omni Express) and immediate surrounding areas. Lift vans are available.

In Tippecanoe County, the Friendship Express serves the towns of Clarks Hill, Stockwell and Romney, and all of Lauramie Township in rural Tippecanoe County. The service is based out of Clarks Hill with trips to Frankfort and Lafayette. It is available for persons who are 60 and older, persons with mobility impairments and eligible Medicaid recipients. The service also transports the general public. Service is available for any day and any time but is limited by driver availability. They have one raised roof lift equipped van.

Service Area: Lafayette and Frankfort
Vehicle Fleet: One lift equipped vehicle
Operation Time: Twenty hours a day, seven days

Community & Family Resource Center

The Center's mission is to offer services that improve the quality of life of individuals, families and children. This is accomplished through numerous services and programs. At the Southside Community Center, programs include: youth development, Hispanic outreach and food pantry, child abuse prevention, and family preservation. At the Counseling Center, therapists assist clients recover from childhood traumas. Other programs include: parental stress, parent mediators, and individual and group therapy. The Head Start/Early Head Start Center gives preschool-aged children of low-income families the support to meet the children's emotional, social, educational health and nutritional needs.

The Center provides transportation services mainly to children in the Head Start and Early Start programs. They also provide transportation services for summer camps.

Service Area: Primarily Lafayette and West Lafayette area
Vehicle Fleet: Five 24 passenger mini-buses & one full size 66 passenger school bus
Operation Time: Generally Monday through Thursday, and for summer camps

Hanna Center

The mission of Hanna Community Council, which preserves the heritage of Lafayette's black community, is to provide a gathering place, celebrate cultural differences, and provide social services that improve the quality of life.

The Center provides a number of programs including senior activities, senior meals, tax assistance, after-school programs for children ages five to twelve, summer food service for children, mentors, tutoring services, senior/disabled home care, food pantry, job search and development services.

The Center provides transportation services mainly to seniors, students, and low-income persons. Most of the transportation services involve youth. They also provide transportation services for home care seniors.

Service Area: Lafayette
Vehicle Fleet: One 15 passenger van
Operation Time: Monday through Friday, during the day and after school

Lyn Treece Boys and Girls Club

The mission of the Boys and Girls Club is to inspire and enable all young persons, especially those from disadvantaged backgrounds, to realize their full potential as productive, responsible, and caring citizens.

The organization provides developmental and recreational programs and opportunities for boys and girls with special emphasis on disadvantaged youth. Activities and programs for after-school or during the day in the summer include: sports, social events, cultural enrichment, leadership development and academic tutoring.

The Club transports children from school to its facilities Monday through Friday. No fare is collected. The program transports roughly 80 to 90 children during the peak times.

Service Area: Lafayette
Vehicle Fleet: Two 15 passenger van
Operation Time: Monday through Friday

Mental Health America of Tippecanoe County, Inc.

Mental Health America (MHA) is one of 340 affiliates of the National Mental Health America organization working to improve the mental health of all Americans. The local

MHA provides information and referrals, educational programs, support groups, mentoring programs, supportive housing, a homeless shelter, case management and is the community's resource for mental health information.

The MHA does not currently provide transportation services, however, as a United Way agency, they do rely on the Tippecanoe County Council on Aging for transportation services.

Red Cross

The American Red Cross provides relief to victims of disasters and help people prevent, prepare for, and respond to emergencies. The Tippecanoe County Chapter trains relief workers to help the community in time of need. Services are also provided for many disasters such as house fires, natural disasters and toxic chemical spills. The Red Cross provides direct financial assistance for victims to replace basic human needs in emergence situations. Support is also provided to emergency personnel responding to disasters. Some of the programs offered include water safety, health and safety training, and baby sitting training.

The Red Cross provides transportation services for residents of Tippecanoe County to out-of-town medical appointments in Indianapolis, Marion, other locations in Indiana, and Danville Illinois. The transportation program originated to carry military veterans to medical appointments but expanded to include the general public.

Service Area:	Local client pick up for out-of-town trips
Vehicle Fleet:	One 7 passenger van
Operation Time:	Monday through Friday

Girl Scouts of Central Indiana

Girl Scouts of Central Indiana is dedicated to building girls character and skills for success in life. In partnership with adult volunteers, girls develop qualities such as: leadership, strong values, social conscience, and conviction about their own potential and self-worth.

The Girl Scouts do not provide transportation services.

Salvation Army

The Salvation Army has had a presence in Tippecanoe County since 1897 and operates social service programs including a family emergency shelter, along with character building, religious activities and summer camps for all ages in addition to seasonal events.

The Salvation Army does provide transportation services, but it is client specific. Services are mostly to group activities such as camp. Transportation is also provided to bell ringers over a six week Christmas period. On rare occasions, the vans are used for emergency transportation.

Service Area: Lafayette/West Lafayette
Vehicle Fleet: Two 7 passenger van
Operation Time: Depends on season and type of trip

Tippecanoe County Child Care, Inc.

The Tippecanoe County Child Care (TCCC) mission is to provide resource assistance and child care services through quality care for children at affordable prices for working parents. The TCCC operates five child care centers in Lafayette and West Lafayette. Before and after school programs at Miller and Earhart Elementary are also offered. The ConneXions program provides resources and referral services that support parents in search of child care and to childcare providers who need professional support and technical assistance.

The TCCC does not provide transportation services. They rely on CityBus for needed transportation.

Wabash Center

Wabash Center provides services for people with disabilities to reach their full potential. To meet that mission, they offer a varity of programs including adult day services, assisted living services, EmployAbilities, Greenbush Industries, and Kids Connection. The adult day services provide a comprehensive program to help disabled adults with learning, educational and pre-vocational skills. The assisted living services help persons through supported living, group homes and in-home services. EmployAbilities match employees with employers to provide long-term placement for persons with disabilities. Greenbush Industries employ a workforce of adults with disabilities. The industries offer commercial subcontracting service to business and industry statewide. Kids Connection provides early childhood education and quality care.

Wabash Center provides extensive transportation services to participating individuals. Depending on the program, the services operate at any time of the day and any day of the week. The type of trips vary but include transporting children who participate in Kids Connection on field trips and outings, to transporting other participants from home to work, grocery shopping, doctor appointments, and outings.

Service Area: Tippecanoe County
Vehicle Fleet: Twenty 12 and 15 passenger vans
Operation Time: Twenty-four hours a day, seven days a week

YMCA

The YMCA's mission is to build strong kids, strong families, and strong communities by offering programs that develop a healthy spirit, mind, and body. Centered on the core values of caring, honesty, respect, and responsibility, the YMCA is an inclusive organization for all ages, incomes abilities, races, religions, ethnicities, and genders. The YMCA assesses the needs in the community in an effort to provide programs that address identified gaps in services for kids and families.

The YMCA provides transportation services to program participants but not to the general public. Transportation includes taking teens to various locations, transporting seniors, and transporting children from school to the YMCA and to summer camps.

Service Area: Both cities, and a portion of Tippecanoe County
Vehicle Fleet: One 22 passenger minibus and three 14 passenger minibuses
Operation Time: Monday through Friday, 7 a.m. to 4 or 5:30 p.m.

YWCA

The YWCA mission is to eliminate racism and empower women. The YWCA provides safe places for women and girls, builds strong women leaders, and advocates women's rights and civil rights. It strives to enrich the lives of women and their families and to foster a community that celebrates the rich diversity of its members.

The YWCA offers a wide-range of programs. Several focus on domestic violence, intervention and prevention. Other programs focus on exercise and health including aquatics and screenings. Several programs involve job training and career counseling. Education programs are also offered including baby wellness and early childhood development. They also have programs for youth and teens.

The organization does provide transportation services. It is client specific and not open to the general public. Trip purposes include domestic violence and cancer treatment for women. The YWCA also provides CityBus tokens to its clients.

Service Area: Ranges from a six county area to a 23 county area
Vehicle Fleet: One 9 passenger van
Operation Time: Available twenty fours hours, seven days of the week

American Cancer Society

The American Cancer Society (ACS) is a nationwide community-based voluntary health organization dedicated to eliminating cancer as a major health problem by preventing cancer, saving lives and diminishing suffering from cancer, through research, education, advocacy, and service.

ACS in Tippecanoe County provides very limited transportation services for its Road to Recovery program. The transportation provided is volunteer based and relies solely on the volunteers' donation of time, vehicle, fuel and insurance.

Service Area: Tippecanoe County
Vehicle Fleet: None – Dependent on volunteer vehicle
Operation Time: Dependent on volunteer driver

Lafayette Urban Ministry

The Lafayette Urban Ministry is a nonprofit organization which provides assistance and relief to Lafayette's needy children and families. For over 30 years, LUM has worked to provide hope and self-respect to low-income persons in the Greater Lafayette area. The organization plays an active role in challenging social injustices and improving the quality of life for the poor.

LUM programs serve the needs of children, families, and others in the community throughout the year. Some of the programs offered include: after school, summer camp, financial assistance, food pantry, homeless shelter, legislative advocacy, Christmas Jubilee, RESPECT program for teen girls, community Thanksgiving dinner and tax filing assistance.

The organization provides transportation services, but it is client specific and not open to the general public. Transportation is provided to children from school to after school programs.

Service Area: Lafayette School Corporation
Vehicle Fleet: Two 15 passenger vans
Operation Time: After school during the week

Veterans Services

The Veterans Services Office assists veterans in obtaining federal and state VA benefits including compensation, medical, pension and education. Other services provided include burial costs, paid education for children, license plates and tax deductions. The office also plays an integral part in organizing ceremonies on Memorial Day, Veteran's Day, and Pearl Harbor Day.

VSO provides van services for veterans who need transportation to either the Indianapolis or Danville Veterans Medical Centers.

Service Area: Tippecanoe County to Indianapolis and Danville, Illinois
Vehicle Fleet: One 7 passenger van
Operation Time: One trip per day; Monday and Tuesday to Indianapolis, and Wednesday and Thursday to Danville

Indiana Veterans Home

The Veterans' Home is a licensed long-term care facility operated by the Indiana Department of Veteran Affairs and not by the Veterans Benefits Administration. The Veterans Benefits Administration does provide substantial grant funding and hospital service for the Indiana Veterans' Home. The Home provides modern comprehensive health care, residential (assisted) care, and independent living/residential services. In addition, it offers physical and occupational therapy, speech pathology and audiology, and limited hours for medical consultation in areas like pulmonology, immunology, rehabilitation

medicine, infectious disease, and internal medicine. It also provides nursing, social, dietary and other services.

Service Area: Tippecanoe County, Indianapolis and Danville Illinois
Vehicle Fleet: Three 15 passenger vans and two full size buses
Operation Time: Available twenty fours hours, seven days of the week.

Trinity Mission

Trinity Mission offers temporary housing while clients become self-sufficient. Residents are offered life skill counseling. The Mission offers program and support groups that assist men and women struggling with alcohol and drug addictions.

Trinity Mission provides transportation services, but it is client specific.

Service Area: Sixteen Counties including Tippecanoe County
Vehicle Fleet: One passenger van
Operation Time: Twenty-four hours a day, seven days a week

Assisted Living Facilities

There are eight assisted living facilities and retirement homes in Tippecanoe County that provide transportation services. Services are not available to the general public and limited only to residents. The facilities are:

Greentree Assisted Living
Regency Place
Rosewalk Commons
George Davis Manor
Westminister Village
Tippecanoe Villa
University Place
Friendship House

Private For-Profit Providers

A number of businesses in Tippecanoe County provide transportation services. They vary from taxi and limousine service to services for larger groups needing vans and buses.

Ambulance Service

Star Ambulance
Ameri Care Ambulance Service

Taxi Service

Lafayette, West Lafayette and Tippecanoe County currently have two taxicab services: City Cab and Four Star Taxi. Both taxi companies provide 24 hour service and may be the only source of transportation for employees on second and third shifts.

Limousine Services

Classic Limo and Chauffeur and Luxury Limousine Service

Charter and Limousine Services

Lafayette Limo

Lafayette Limo provides shuttle service from Lafayette and West Lafayette to the Indianapolis airport. The shuttle has five pick up locations within the community and travels round trip to Indianapolis nine times each day.

Lafayette Limo also provides charter bus service to anywhere in the continental United States and Canada.

Imperial Travel

Imperial Travel is a full-service travel company providing a variety of transportation services. Services include out-of-town tours, bus charters, and limousines. Imperial has been serving travel needs since 1974.

Express Air Coach

Express Air Coach provides ground shuttle service between Purdue University Airport and Chicago's O'Hare Airport.

Intercity Bus and Rail Transportation

Greyhound and Amtrack provide limited applicability to this Plan. The primary acceptance would be providing transportation services to veterans to V.A. hospitals in Indianapolis and Danville Illinois.

School

Public and private schools operate in Tippecanoe County. Many of the students who attend public schools go to the Lafayette, West Lafayette or the Tippecanoe School Corporation. Those who live in Shelby Township attend the Benton Community School Corporation. All four corporations provide varying degrees of bus service.

Less than a dozen private schools operate in Tippecanoe County. They are:

Apostolic Christian Academy
Faith Christian, First Assembly
Highland Christian School
Lafayette Catholic Schools
Lafayette Christian
Lighthouse Baptist
Montessori School of Greater Lafayette
New Community School
Pleasantview
St. James
The Incorporated Concord School

None of them provide transportation services.

Churches

Many of the churches in Tippecanoe County provide transportation services to member and for non-religious community events.

Assessment of Transportation Needs

Transportation needs vary. Community-wide needs are often very different than the specific needs of individuals - especially older adults or those who have disabilities, or limited income. Assessing both of those needs followed a two step analysis. First, staff conducted a community-wide demographic analysis to paint a geographic picture of all three targeted populations. Then, specific needs were identified from comments, and group discussions with participants during public and Forum meetings.

Socioeconomic Assessment

The Area Plan Commission tapped into three sources of demographic data to develop the following maps and analysis. Initially staff used the 2000 Census data to analyze the elderly and disabled populations. A suite of additional sources helped aid in examining low-income populations. The US Department of Housing and Urban Development provided valuable information on median income of individuals as well as households. Data about poverty and housing was obtained from the Lafayette Housing Authority.

Regarding travel to work, there are two parts to the transportation equation: where a trip begins and where it ends. The destination or end point represents job locations. Staff relied on employment data from the 2030 Transportation Plan to answer this part of the equation. The data is geographically distributed throughout the county by special areas called traffic zones. Jobs are subdivided into two categories: retail and non-retail. Employment locations came from the 2003 land use survey.

Communitywide Demographics

The population of Tippecanoe County was 148,955 in 2000, which is 14% larger than in 1990 (130,598 persons). The most current population estimate, from the Indiana Business Research Center, was 156,169 for 2006.

Another important piece of information is the number of homes or dwelling units. In 2003, there were 63, 816 dwellings in the County. Of that total, 60,465 were occupied. The remaining 3,351, or 5.2% were vacant. The APC 2003 Land Use Survey provided this information.

Employment, specifically the total number of jobs in the County, came from the Bureau of Economic Analysis, BEA, US Department of Commerce (Table CA25). In 2005 there were 97,920 jobs in Tippecanoe County. According to the BEA, manufacturing accounted for 14,951 jobs. Another large employment sector was government and government enterprises (21,860 jobs). Over 11,000 jobs were reported in the retail sector.

Low-Income

The JARC program assists welfare recipients and low-income individuals. Due to the difficulty of obtaining welfare recipient data, the APC tapped into various resources for the assessment including the Census, US Department of Housing and Urban Development, Lafayette Housing Authority, Purdue University and in-house data.

Poverty and the Working Poor

Poverty exists at various levels. Whether persons or households earn substantially less, just under, or slightly more than the poverty level transportation is problematic. The following maps and analysis provide a snap shot showing the geographical distribution of those in poverty.

The Census identified 20,567 persons in Tippecanoe living in poverty. That is approximately fifteen percent (15.4%) of the population. Compared to the national percentage, Tippecanoe County has a slightly larger percentage of persons in poverty. The national percentage was 12.4%. Persons living in institutions, military group quarters, or college dormitories are not included.

Figure 3 shows the geographic distribution of the poor in the County's urbanized area. There are four census block groups that contain over 1,000 persons in poverty. They are located just east of the Purdue campus. Of the blocks that had more than 600 persons but less than 1,000, two of them were located on the Purdue campus. This geographic concentration suggests they are comprised of mostly students living off campus.

The largest concentration of persons who are at or below poverty living off campus are located in West Lafayette north and east of US 52 and west of Salisbury Street. These block groups contain several student apartment complexes.

Still of significance, there are four census block groups in Lafayette that each contained over 400 persons in poverty. The figure shows them located north of downtown, south of downtown along Wabash Avenue, the Elston area, and the area southeast of Lafayette around Creasy Lane, US 52 and SR 38.

Another dimension of poverty is persons who earn just above the poverty level. The Census provides this information for persons with income up to 124% and 149% above poverty.

According to the 2000 Census, 4,840 persons earned just enough to be considered above the poverty level. That equates to 3.6% of the County's population. Combining the number of persons who were in poverty and the number who were just above comprises 19.0% of the population.

Figure 3

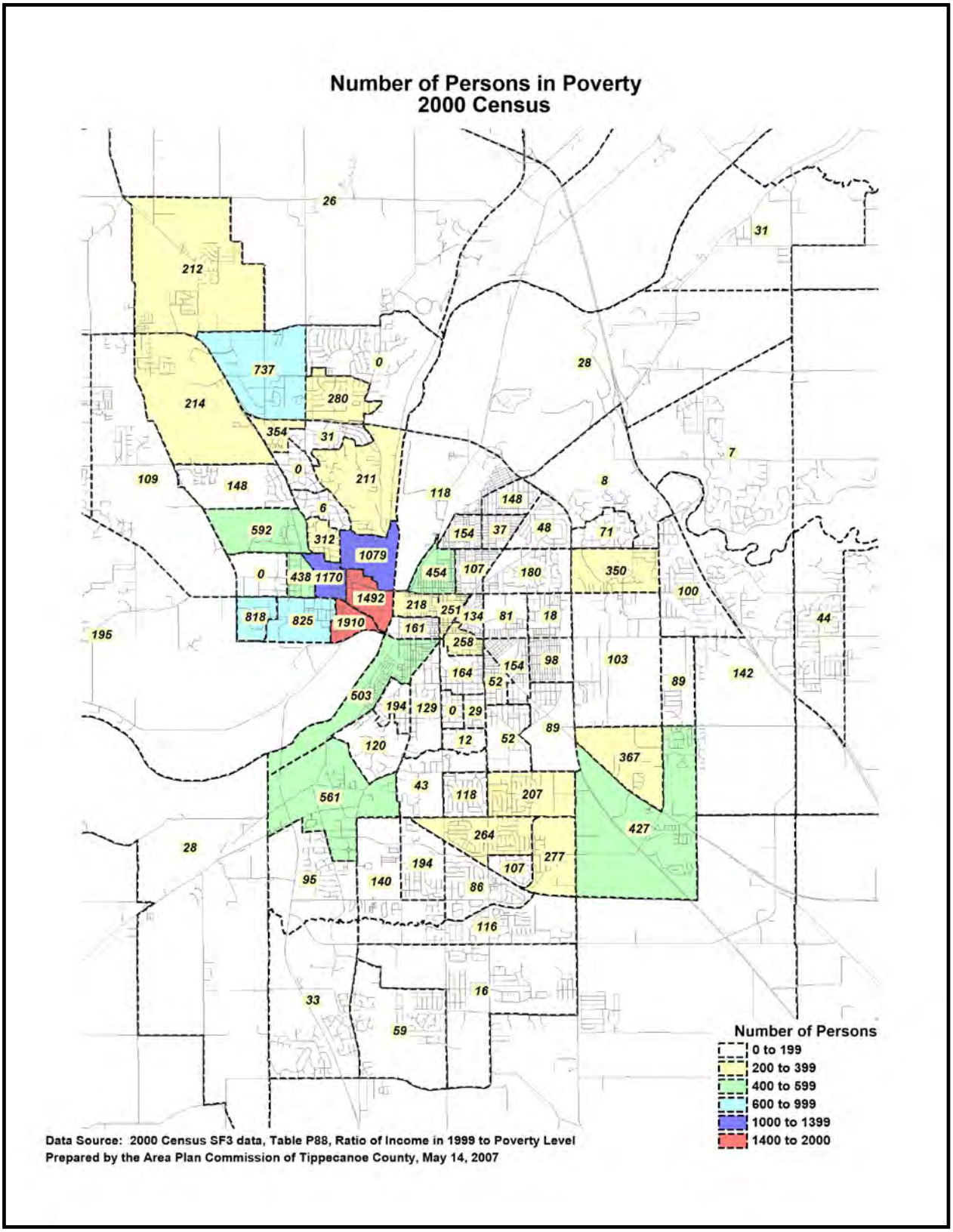

Number of Persons in Poverty
2000 Census
Number of Persons
0 to 199
200 to 399
400 to 599
600 to 999
1000 to 1399
1400 to 2000
Data Source: 2000 Census SF3 data, Table P88, Ratio of Income in 1999 to Poverty Level
Prepared by the Area Plan Commission of Tippecanoe County, May 14, 2007

Figure 4 shows that the area just north of downtown Lafayette had the largest number of persons whose earnings were just about the poverty level. That area is bounded by Union Street, 14th Street, Greenbush and Canal Road. This is strikingly different than the map showing poverty – the largest concentration of persons in poverty was near or on the Purdue Campus.

Five areas in the community each had over 175 persons who were just above poverty. **Figure 4** shows both a similar and dissimilar picture when compared to the map showing the number of person in poverty. The two areas west of the Wabash River are either on or near the Purdue campus. But in Lafayette, the three areas are somewhat dissimilar. While the Elston area on the poverty map shows a significant number of persons in poverty, the Twyckenham and Glenn Acres areas do not.

Another measure is represented by persons earning up to one and half times above the poverty level. According to the Census, 4.7% of the County's population falls into that group. In other words, 5,820 persons earned between one and a quarter to one and a half times more than the poverty level.

By combining the number of persons who were in and close to poverty (earning up to one and a half times more than poverty level), the data show nearly a quarter (23.4%) of the population of Tippecanoe County falls into this category - 31,227 persons.

Persons in Households Earning Below the Median Income

Another approach used to look at low-income is a comparison to median income. The US Department of Housing and Urban Development calculates median income on a national and county level. The agency also calculates three income levels relative to the median income: moderate, low and very low income. Persons living in households that earn less than fifty percent of the median income are considered to be low income. Persons in households earning thirty percent or less of the median income are in the very low income category. Moderate income is considered to be eighty percent of the median income.

The calculated median income for 2007 for Tippecanoe County is $57,500. This is slightly lower than the national average of $59,000.

Looking at very low income, there were 17,965 persons living in households in Tippecanoe County that earned thirty percent or less than the median income. Translated into dollars, those households earned less than $17,250. Compared to the county's population, that's about 12% of the population.

Figure 5 shows the distribution of persons living in households that earn 30% below the 2007 median income. The three areas with the largest concentrations are located just east of the Purdue Campus. This is consistent with the Census poverty data. Outside of the Purdue Area, in West Lafayette, the largest concentration is north and east of US 52. In

Figure 4

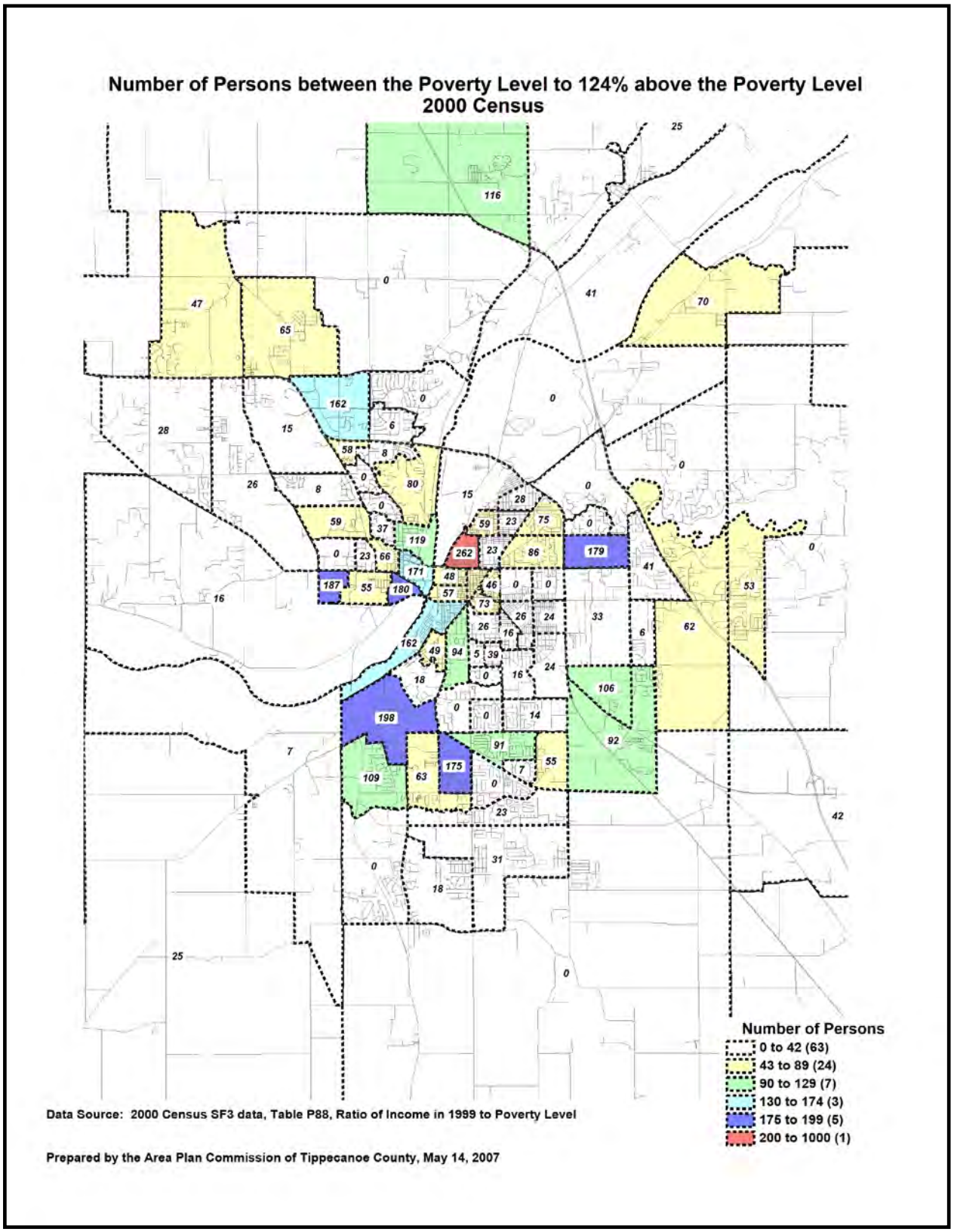
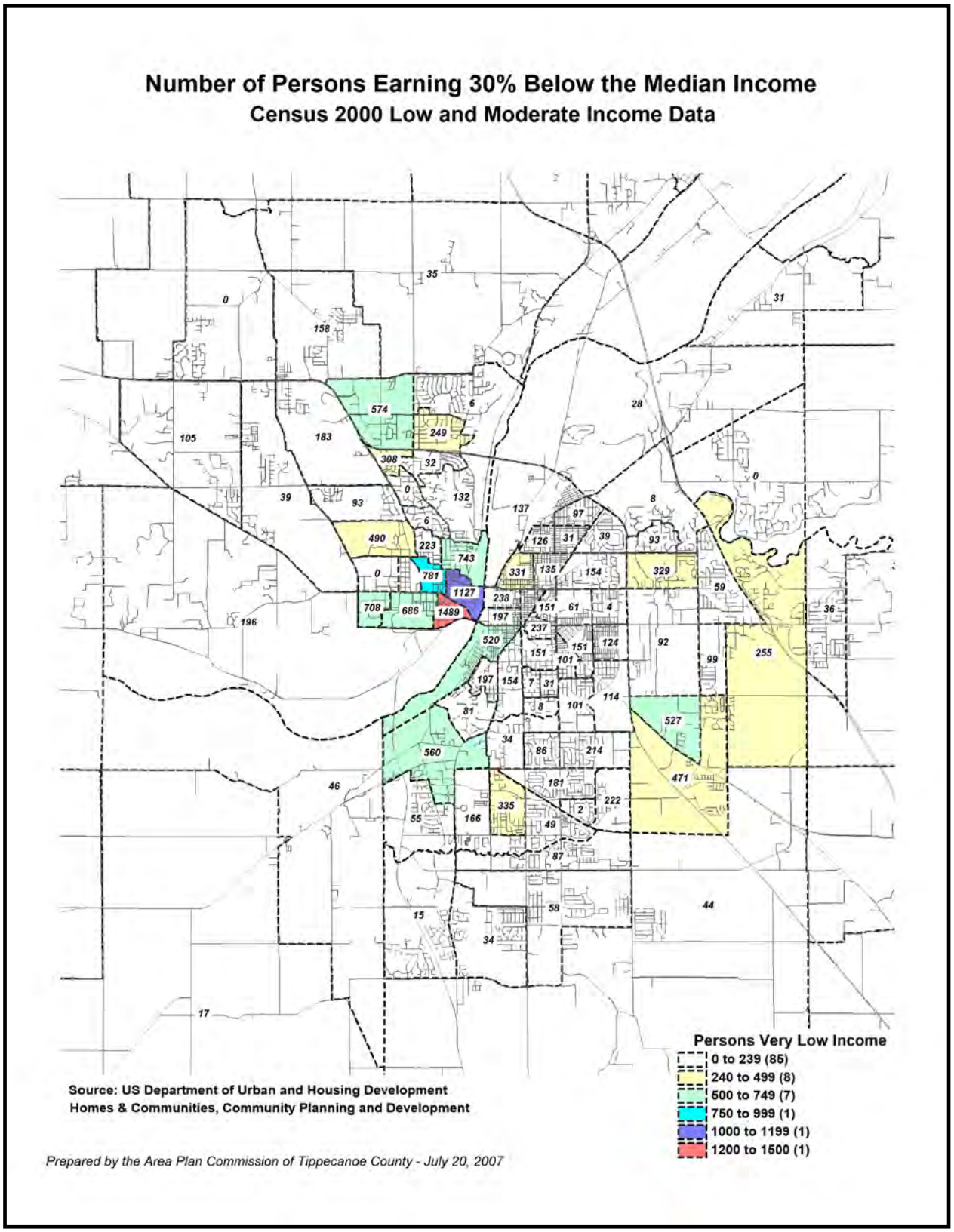

Number of Persons between the Poverty Level to 124% above the Poverty Level
2000 Census
Number of Persons
0 to 42 (63)
43 to 89 (24)
90 to 129 (7)
130 to 174 (3)
175 to 199 (5)
200 to 1000 (1)
Data Source: 2000 Census SF3 data, Table P88, Ratio of Income in 1999 to Poverty Level
Prepared by the Area Plan Commission of Tippecanoe County, May 14, 2007

Figure 5


Number of Persons Earning 30% Below the Median Income
Census 2000 Low and Moderate Income Data
Persons Very Low Income
0 to 239 (85)
240 to 499 (8)
500 to 749 (7)
750 to 999 (1)
1000 to 1199 (1)
1200 to 1500 (1)
Source: US Department of Urban and Housing Development
Homes & Communities, Community Planning and Development
Prepared by the Area Plan Commission of Tippecanoe County - July 20, 2007

Lafayette it is south of downtown, along Wabash Avenue, the Elston area, and between SR 38 and McCarty Lane.

For low income, **Figure 6** shows the geographic distribution of the 33,434 persons living in households that earn 50% and below the median income. This group represents roughly 22% of the county's population. Once again, the areas having the highest concentrations are located either on or east of the Purdue Campus. Off campus, the geographical distribution changes slightly. While the one area north and east of US 52 in West Lafayette continues to show up, in Lafayette, the number of areas double. These areas now include the northern portions of downtown, the Glen Acres area, the Wabash Ave area, the Elston area, and an expanded area around Tippecanoe Mall. Fifty percent of the median income is $28,750.

Census calculations indicated there are 58,398 persons living in households that earn 80% the median income or less. That translates to 39% of the county's population. Eighty percent of the median income is $46,000.

The three areas, **Figure 7**, which had the highest concentration, are nearly the same as in **Figure 6**. The area north and east of US 52 in West Lafayette jumps up in rank and is now the fourth largest. The areas in Lafayette that had the highest concentration are similar to other maps, with the exception of the Southlea and Miami subdivisions.

Section 8 Housing

Another measure of low-income used in this Plan comes from a federal program known as Section 8. It is a program of the U.S. Department of Housing and Urban Development. In 1974, Congress passed the Housing and Community Development Act that created the Section 8 program. It is a housing choice voucher program that provides subsidized housing for low-income families and individuals.

The two major Section 8 programs in the County are Section 8 vouchers and project-based apartment complexes. Under the Section 8 voucher program, eligible families with a voucher find and lease a unit in the private sector and pay a portion of the rent. The local housing authority pays the owner the remaining rent, subject to a cap. Eligible families in the apartment complex voucher program pay between thirty to fourth percent of their income while living in specifically designated apartment complexes.

Figure 8 shows the number of participants not living in the apartment complexes, and **Figure 9** shows the number of persons using vouchers who live in apartment complexes.

The two areas in **Figure 8** having the highest concentration of persons are located on the southwest side Lafayette in an area bounded by the Norfolk Southern Railroad, the Elliot Ditch and the Fairfield Township line. The other area is located just north of downtown

Figure 6

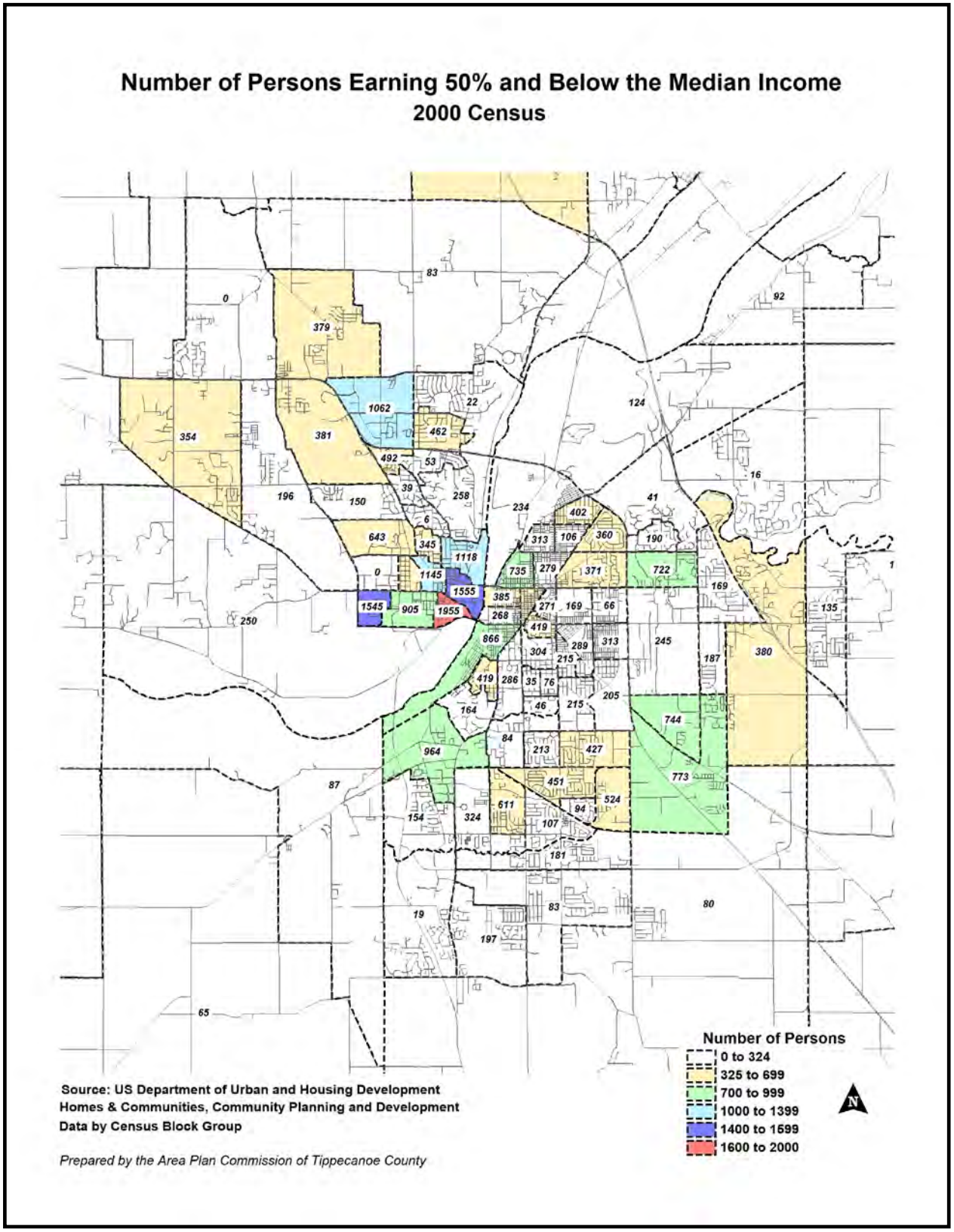

Number of Persons Earning 50% and Below the Median Income
2000 Census
Number of Persons
0 to 324
325 to 699
700 to 999
1000 to 1399
1400 to 1599
1600 to 2000
N
Source: US Department of Urban and Housing Development
Homes & Communities, Community Planning and Development
Data by Census Block Group
Prepared by the Area Plan Commission of Tippecanoe County

Figure 7

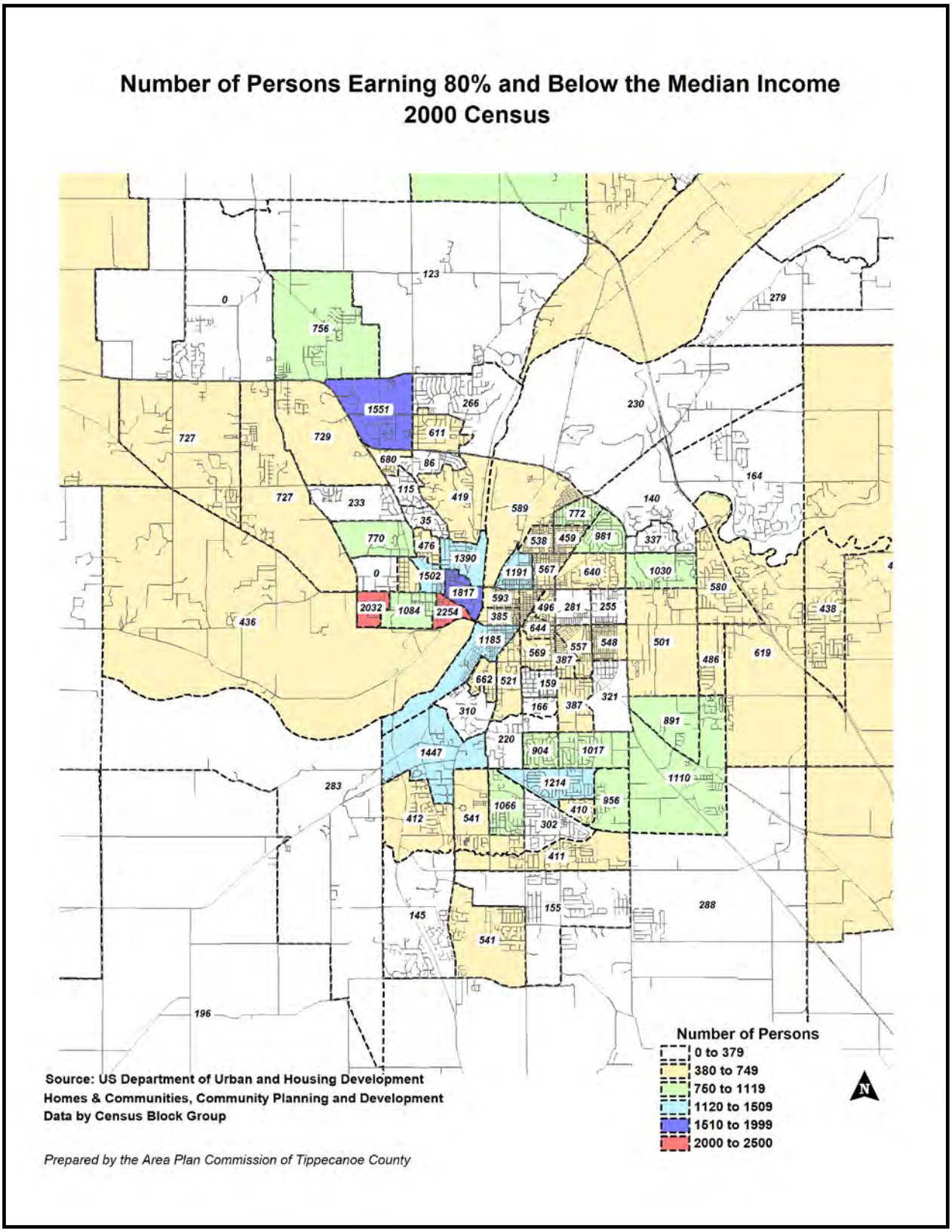

Number of Persons Earning 80% and Below the Median Income
2000 Census
Number of Persons
0 to 379
380 to 749
750 to 1119
1120 to 1509
1510 to 1999
2000 to 2500
N
Source: US Department of Urban and Housing Development
Homes & Communities, Community Planning and Development
Data by Census Block Group
Prepared by the Area Plan Commission of Tippecanoe County

Figure 8

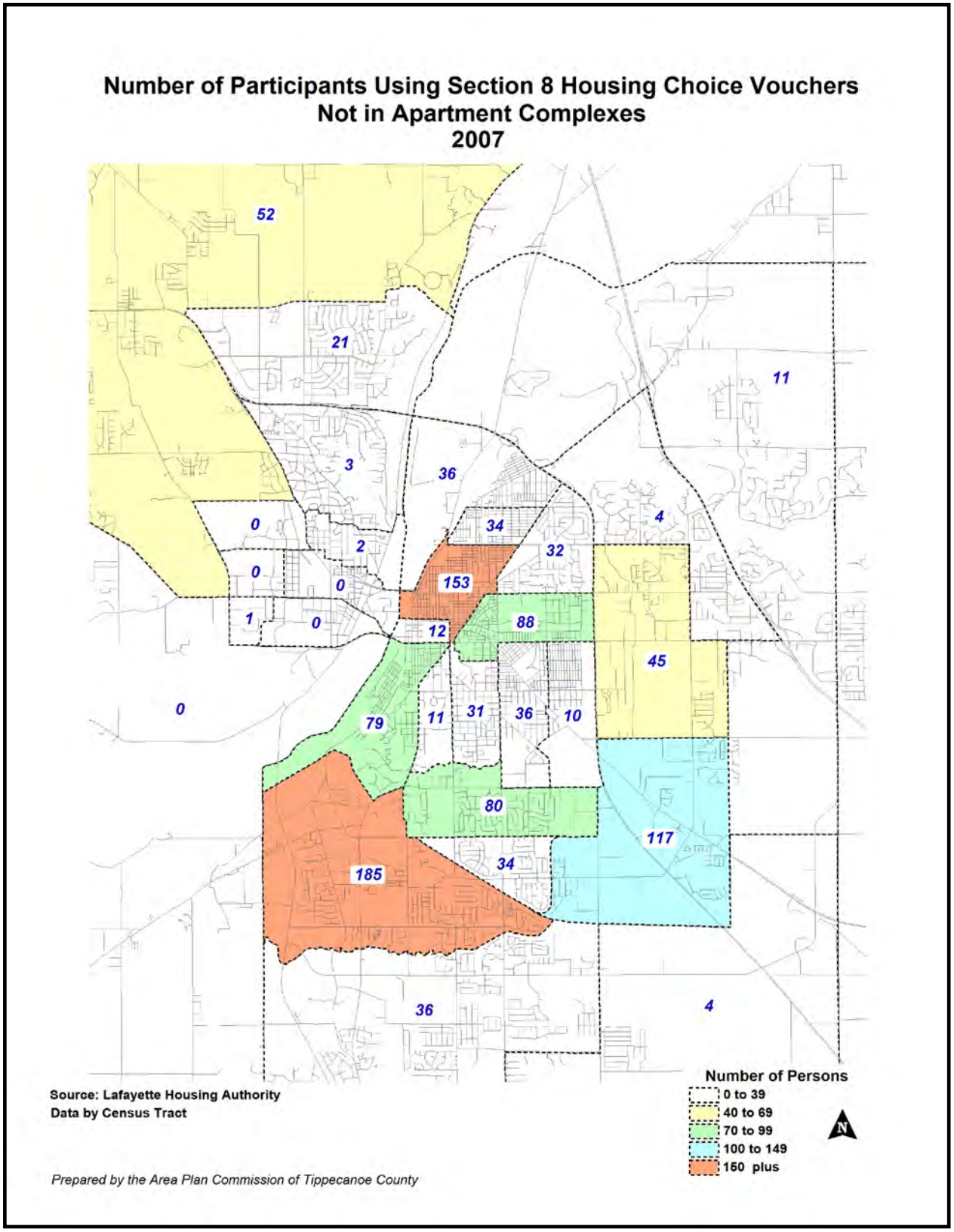
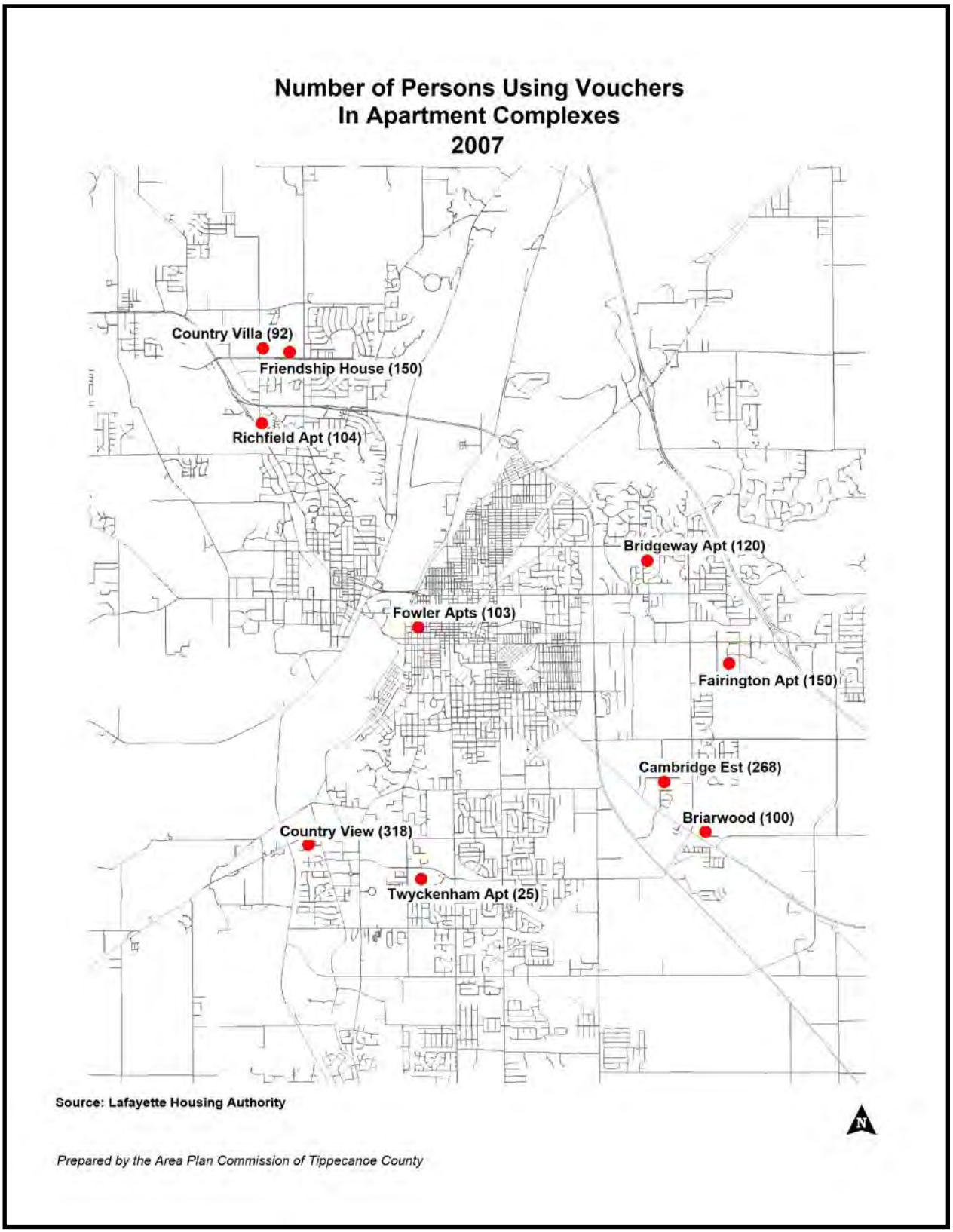

Number of Participants Using Section 8 Housing Choice Vouchers
Not in Apartment Complexes
2007
52
21
11
3
36
0
34
4
2
32
0
0
153
1
0
12
88
45
0
79
11
31
36
10
80
117
185
34
36
4
Source: Lafayette Housing Authority
Data by Census Tract
Number of Persons
0 to 39
40 to 69
70 to 99
100 to 149
150 plus
N
Prepared by the Area Plan Commission of Tippecanoe County

Figure 9


Number of Persons Using Vouchers
In Apartment Complexes
2007
Country Villa (92)
Friendship House (150)
Richfield Apt (104)
Bridgeway Apt (120)
Fowler Apts (103)
Fairington Apt (150)
Cambridge Est (268)
Briarwood (100)
Country View (318)
Twyckenham Apt (25)
Source: Lafayette Housing Authority
N
Prepared by the Area Plan Commission of Tippecanoe County

Lafayette. Of the 1,128 participants, thirty percent of them live in these two areas. The percentage rises to forty percent by adding the third highest area located around the Tippecanoe Mall and IVY Tech area.

Figure 9 highlights the geographical distribution of voucher participants. Ten apartment complexes are in the program. Country View Apartments houses the largest number of participants (318) and Cambridge Estates the second largest (268). With the exception of Twyckenham Apartments, the remaining apartment complexes house roughly one hundred or more participants each.

CityBus routes serve the vast majority of voucher participants (**Figure 10**). The census tract with the largest number of participants is located in the southwestern portion of Lafayette. CityBus serves the northern half of that block, but more importantly serves the two apartment complexes in the project-based voucher program. Service is also provided to the large number of participants who live near the mall.

Households Earning Below the Median Income

Poverty is not limited to just individuals; it also affects households. Similar to the figures showing personal earnings below the median income, **Figures 11**, **12** and **13** show 2007 household income below the median income. The US Department of Urban and Housing Development (HUD) is the source of this information.

HUD again calculated three income levels relative to the median household income: moderate, low, and very low. The percentages used are also the same. If a household earns less than thirty percent of the median income, it is considered very low income. Low and moderate housedhold incomes are at the fifty and eighty percent levels respectively.

According to the US Department Urban and Housing Development, there were 54,911 households in Tippecanoe County in 2007 earning less than the median income.

HUD reported 8,688 families with an income at or below 30% of the median income level. That's about sixteen percent (15.8%) of the families. **Figure 11** shows the distribution. The highest concentrations are again east of the campus in West Lafayette. Still significant, the next highest concentrations are also located east and north of the Purdue campus. In Lafayette, the areas are concentrated near the Tippecanoe Mall and in the Elston area.

For low income, or 50% of the median income, **Figure 12** shows the distribution of those 15,933 households. This group represents 29.0% of all households. Again, the areas having the highest concentration are located east of the Purdue Campus and one area in northern West Lafayette. In Lafayette, the low income areas now include just north of downtown, the Wabash Avenue area, and the area just west of Concord Road.

Figure 10

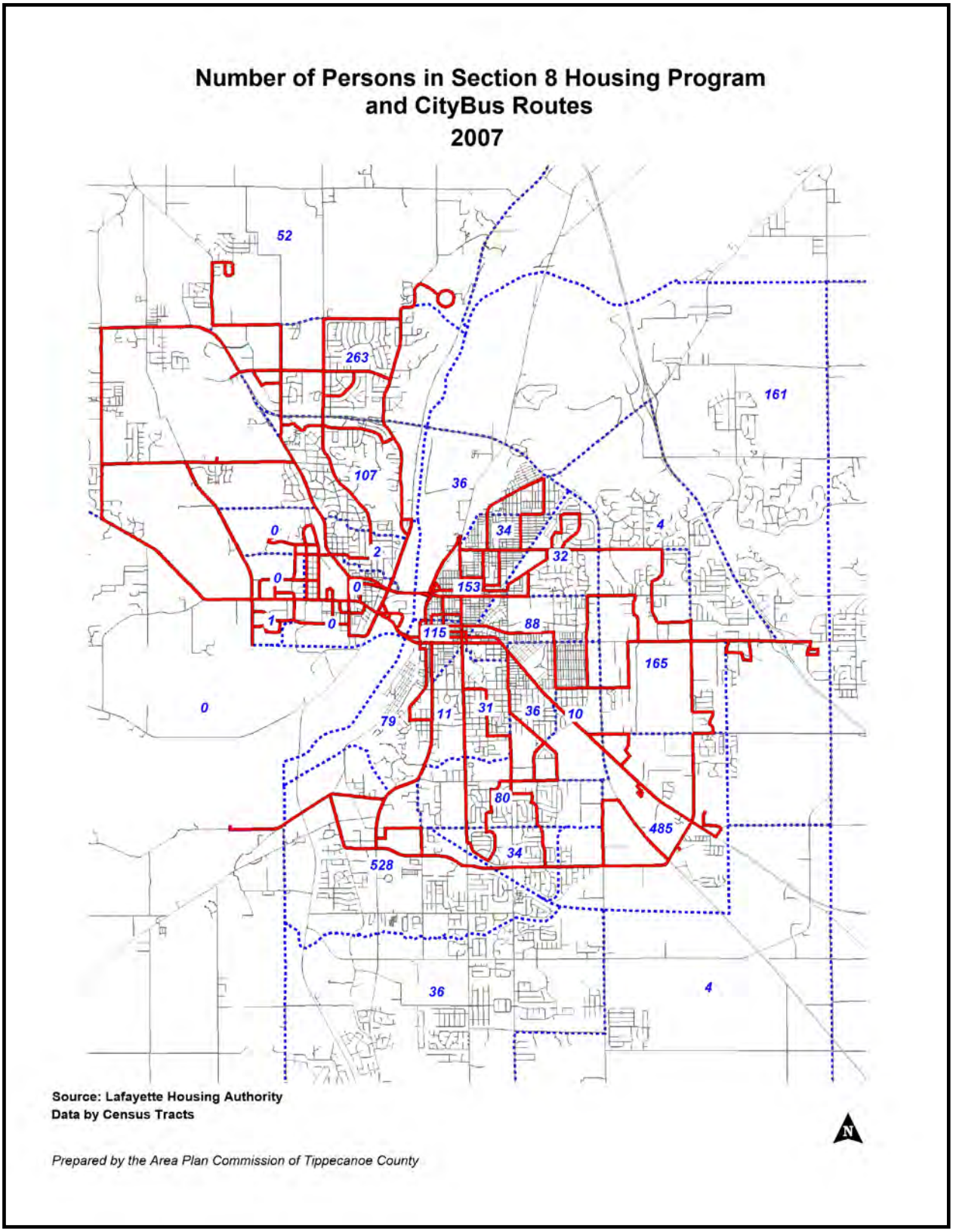

Number of Persons in Section 8 Housing Program
and CityBus Routes
2007
52
263
161
107
36
34
4
0
2
32
0
0
153
1
0
115
88
165
0
79
11
31
36
10
80
485
34
528
36
4
Source: Lafayette Housing Authority
Data by Census Tracts
N
Prepared by the Area Plan Commission of Tippecanoe County

Figure 11

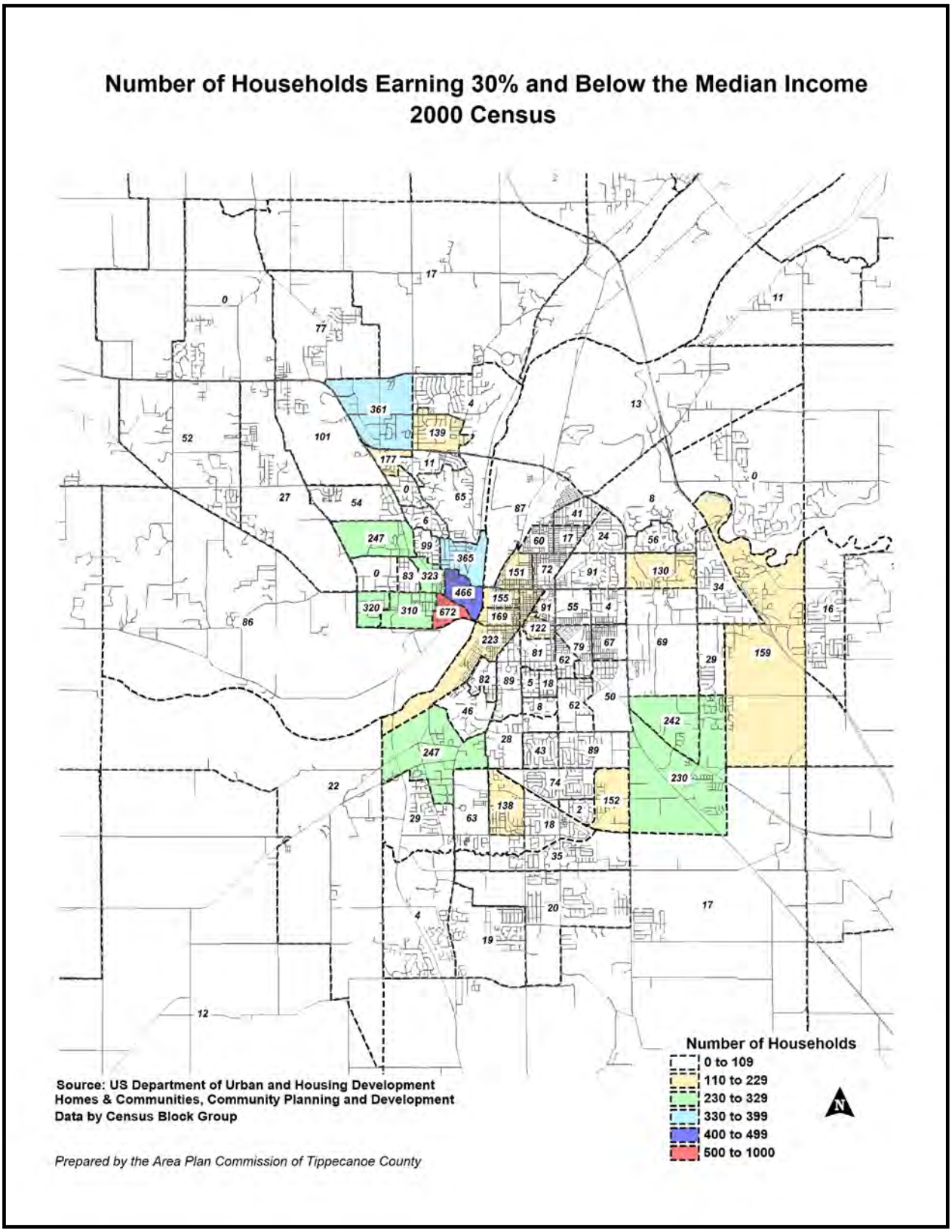

Number of Households Earning 30% and Below the Median Income
2000 Census
Number of Households
0 to 109
110 to 229
230 to 329
330 to 399
400 to 499
500 to 1000
N
Source: US Department of Urban and Housing Development
Homes & Communities, Community Planning and Development
Data by Census Block Group
Prepared by the Area Plan Commission of Tippecanoe County

Figure 12

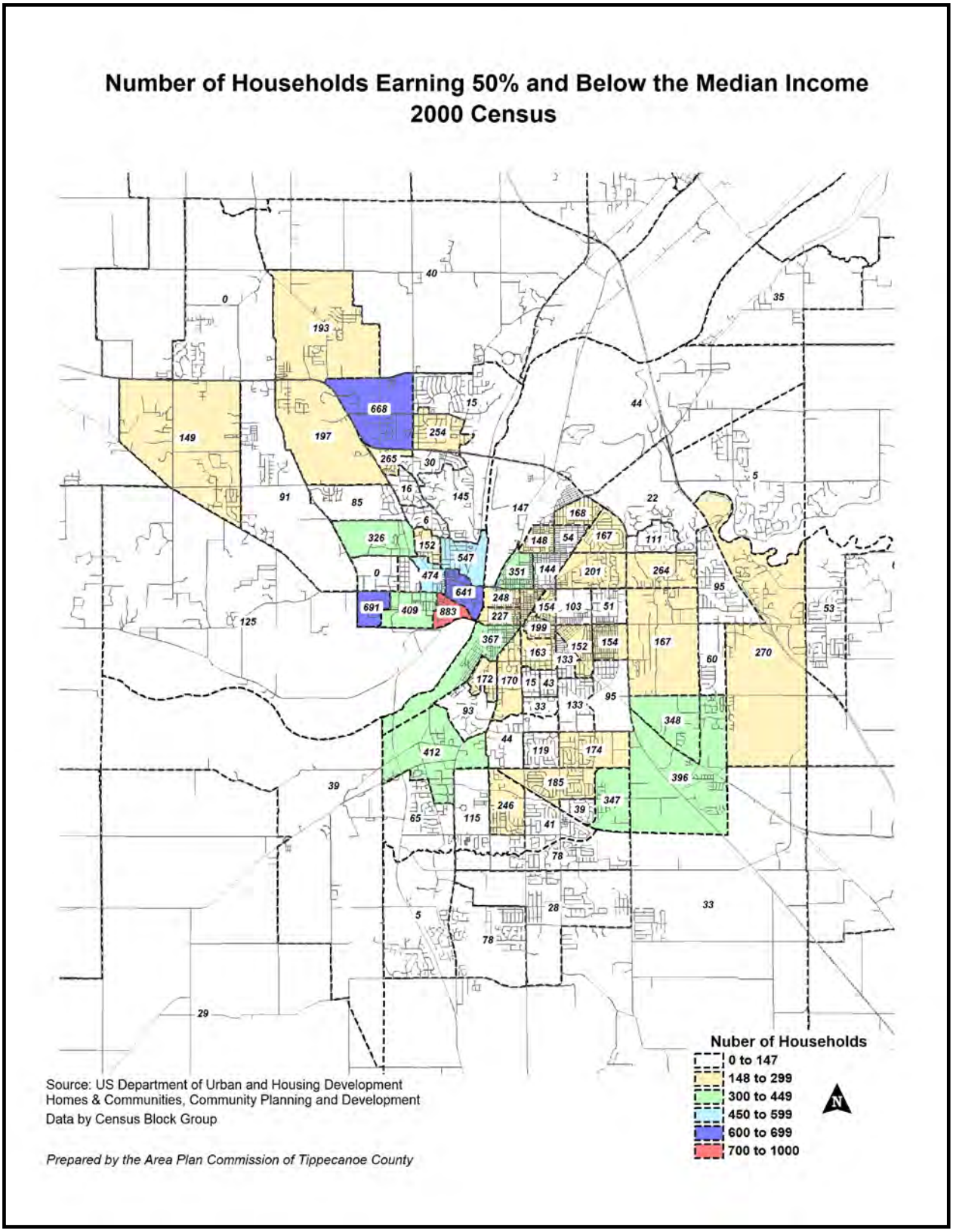
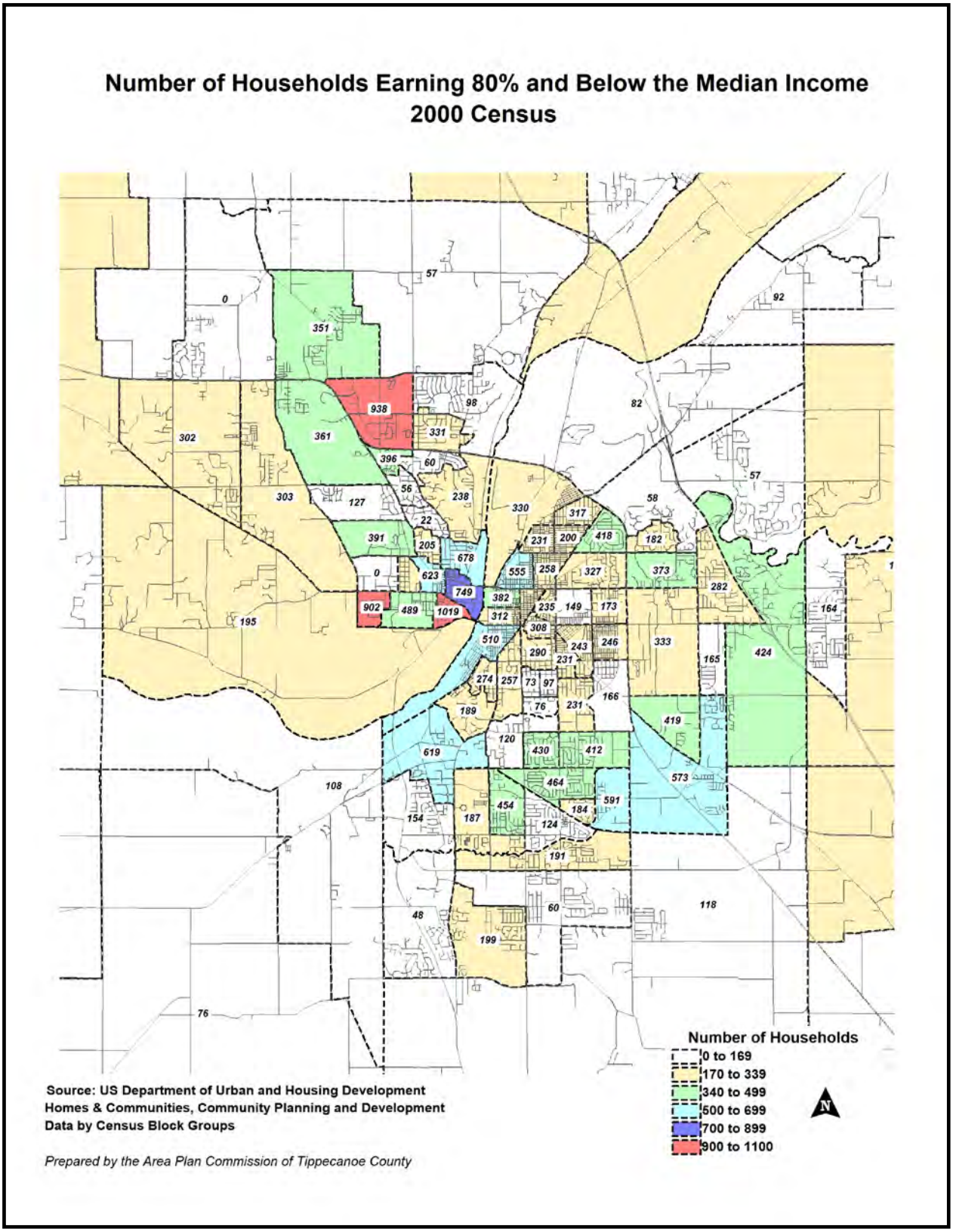

Number of Households Earning 50% and Below the Median Income
2000 Census
Nuber of Households
0 to 147
148 to 299
300 to 449
450 to 599
600 to 699
700 to 1000
N
Source: US Department of Urban and Housing Development
Homes & Communities, Community Planning and Development
Data by Census Block Group
Prepared by the Area Plan Commission of Tippecanoe County

Figure 13


Number of Households Earning 80% and Below the Median Income
2000 Census
Number of Households
0 to 169
170 to 339
340 to 499
500 to 699
700 to 899
900 to 1100
N
Source: US Department of Urban and Housing Development
Homes & Communities, Community Planning and Development
Data by Census Block Groups
Prepared by the Area Plan Commission of Tippecanoe County

HUD also calculated that there were 26,815 households earning 80% of the median income or less in 2007. That is nearly fifty percent (48.8%) of the county's households. **Figure 13** shows the distribution. Because the data is cumulative, the areas having the largest concentrations are the same as in Figures 11 and 12 with a few additions.

Employment

As stated in the Grant Program Overview section, the JARC program is intended to support job-related transportation services for welfare recipients and eligible low-income individuals. The program targets transporting low-income individuals to their jobs. The previous data located low-income persons and households. The other critical piece of the puzzle is mapping job locations.

For the 2030 Transportation Plan, APC staff developed a geographic employment data base. The sources for that data were the State of Indiana, the 2003 Land Use Survey, the Polk Directory, and the phone book. Employment was allocated to special geographical areas called traffic zones which are generally larger than census blocks and most often contain similar land uses. The Plan further divided the information into retail and non-retail employment.

According to the U.S. Department of Labor, Bureau of Economic Analysis, Tippecanoe County had 94,994 jobs in 2003. This included both full and part time jobs. Nearly one fifth of the jobs (17,758) were retail jobs; the remaining 77,236 were non-retail jobs.

Figure 14 shows the location of retail employment as of 2003. The largest concentrations are around Tippecanoe Mall and the SR 26 corridor between US 52 and I-65. Over 8,000 jobs are located in these areas, representing nearly half of all the retail jobs. In Lafayette, other retail concentrations include Market Square, downtown, the Elston area, and Teal Road. In West Lafayette, areas with high numbers of retail jobs include the Levee/Chauncey Hill, US 52 corridor, and Purdue West.

In the last few years, the community has seen new retail development at three suburban locations. Two are located in Lafayette, the other is west of West Lafayette. On the southern side of Lafayette, new development is occurring along the 350S corridor. Wal-Mart constructed a new supercenter at the southwest corner of Concord Road. Between 18th and Concord Road, over 75 new businesses have been opened. On the east side of Lafayette at the southwest corner of SR 26 and Creasy Lane, retail developers constructed a new retail complex called the Pavilions. Finally, Menards constructed a new super store at the corner of US 52 and CR 300W west of West Lafayette.

The location of non-retail jobs, **Figure 15**, in the community are more dispersed. The largest concentration is on the Purdue campus, with over twenty percent of all non-retail jobs. Both SIA and Wabash National manufacturing plants account for the next two largest concentrations. Over 6,700 employees are located in these two locations. Other

Figure 14

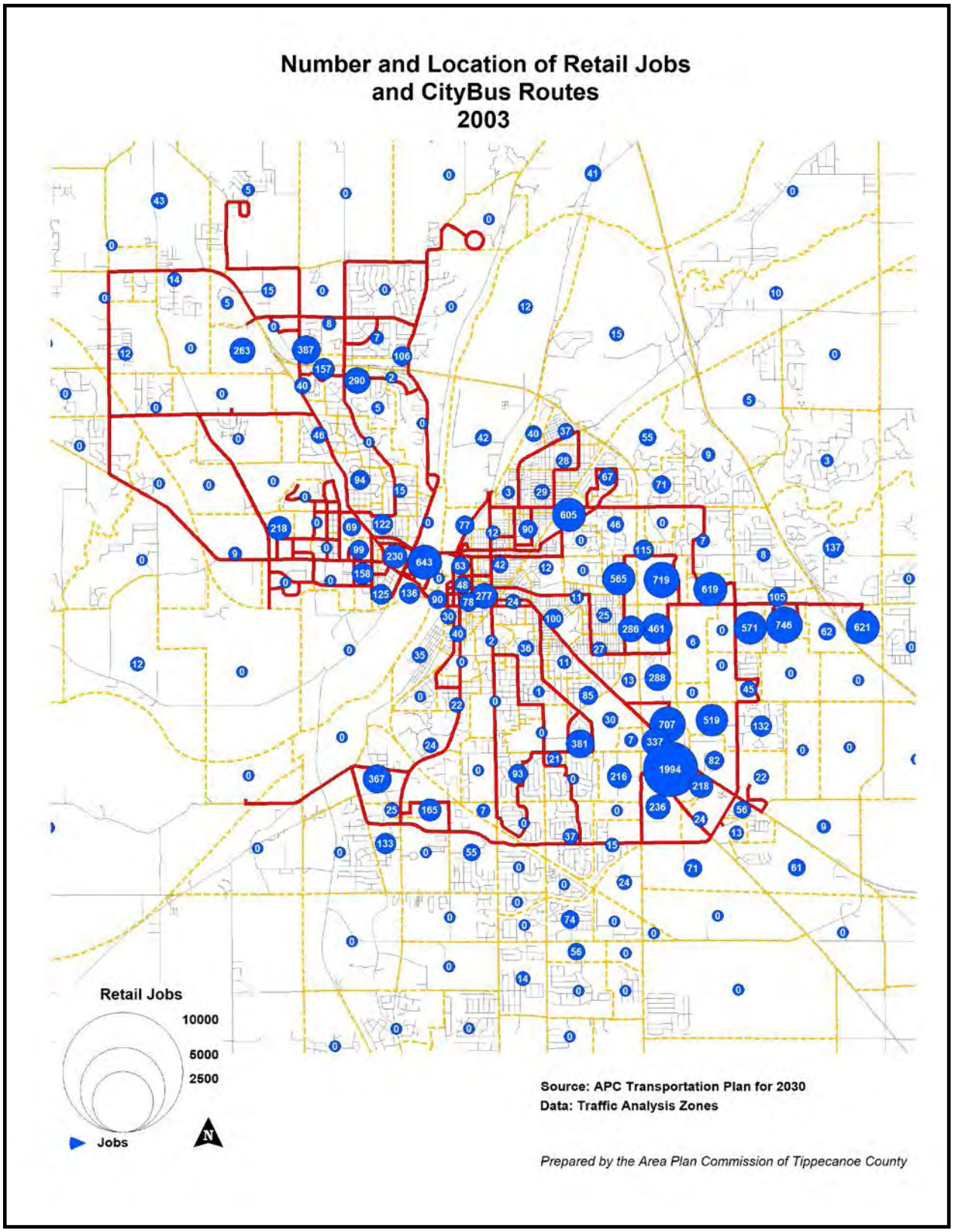
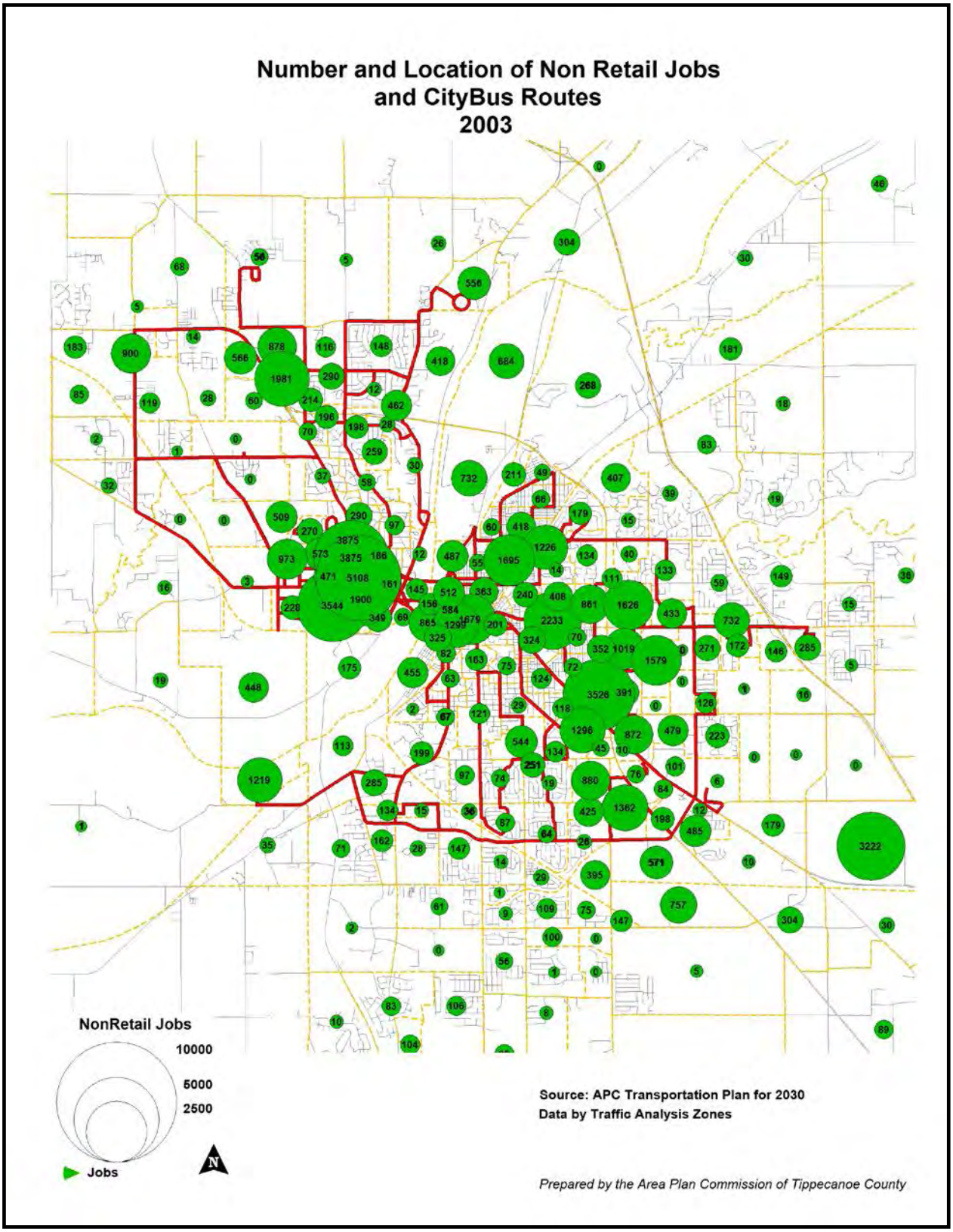

Number and Location of Retail Jobs
and CityBus Routes
2003
Retail Jobs
10000
5000
2500
Jobs
N
Source: APC Transportation Plan for 2030
Data: Traffic Analysis Zones
Prepared by the Area Plan Commission of Tippecanoe County

Figure 15


Number and Location of Non Retail Jobs
and CityBus Routes
2003
NonRetail Jobs
10000
5000
2500
Jobs
N
Source: APC Transportation Plan for 2030
Data by Traffic Analysis Zones
Prepared by the Area Plan Commission of Tippecanoe County

concentrations include both hospitals, downtown Lafayette, Eli Lilly, Purdue Research Park, Fairfield/Rea Magnet, Concord/350S industrial area, and Venetian Blind.

Purdue Students

One theme becomes apparent when comparing the low-income maps; the largest concentrations of low-income persons are generally located on or near the Purdue campus. With over 39,000 students at Purdue, most of the low-income persons living around campus are probably students. If they are, transportation providers can address low-income student-specific transportation needs. **Figure 16** maps Purdue students by location of residence (those that reported an address), and the total number of students living in each census block group.

Figure 16 reveals that the largest concentrations of students are either on or near campus. These same blocks are the ones most often identified in the previous maps as having the largest concentrations of low-income persons and households. Nearly all of the maps identify the block at the southeast corner of State Street and South River as having the highest concentration low-income persons and households. This block also houses more than two thousand students.

Beyond the immediate campus area, there are two areas having more than eight hundred students each. The block groups are next to each other and are located west and northwest of West Lafayette. The largest, 1,576 students, is the Great Lakes/Wal-Mart census block group. The other area is just further to the west along Klondike Road. These block groups, however do not have a significant concentration of persons with low-income.

There is one area outside of campus in West Lafayette though that has both a large number of students and a large concentration of low-income persons. That block group is located north and east of US 52, west of Salisbury and south of Kalberer. This block group contains the Purdue Research Park, several apartment complexes, several housing subdivisions, retirement centers, and retail shopping.

Persons 65 and Older

There were 148,955 persons counted in Tippecanoe County during the 2000 Census. Of that number, 13,532 persons were 65 and older. This group accounted for 9.1% of the population. Compared to national statistics, this is far less than the national average of 12.1%.

Figure 17 shows the geographical distribution of seniors. Two areas have a significantly large concentration and are located on the north side of West Lafayette. An area adjacent to them and another one just south of Sagamore Parkway West also have a large number of seniors. Over thirteen percent of the senior population (1,824 persons) live in these four areas. The remaining senior concentrations are in Lafayette. One is

Figure 16

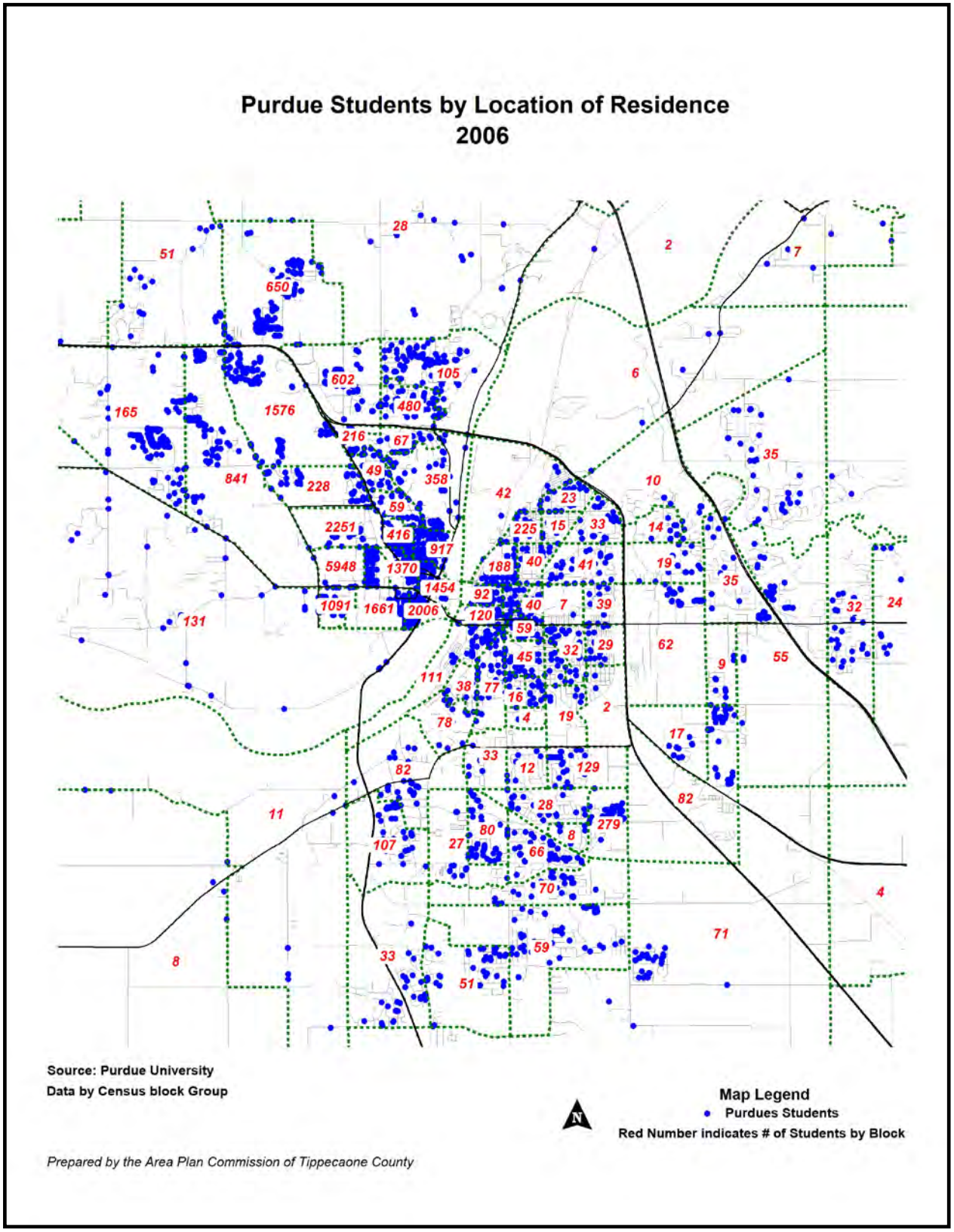
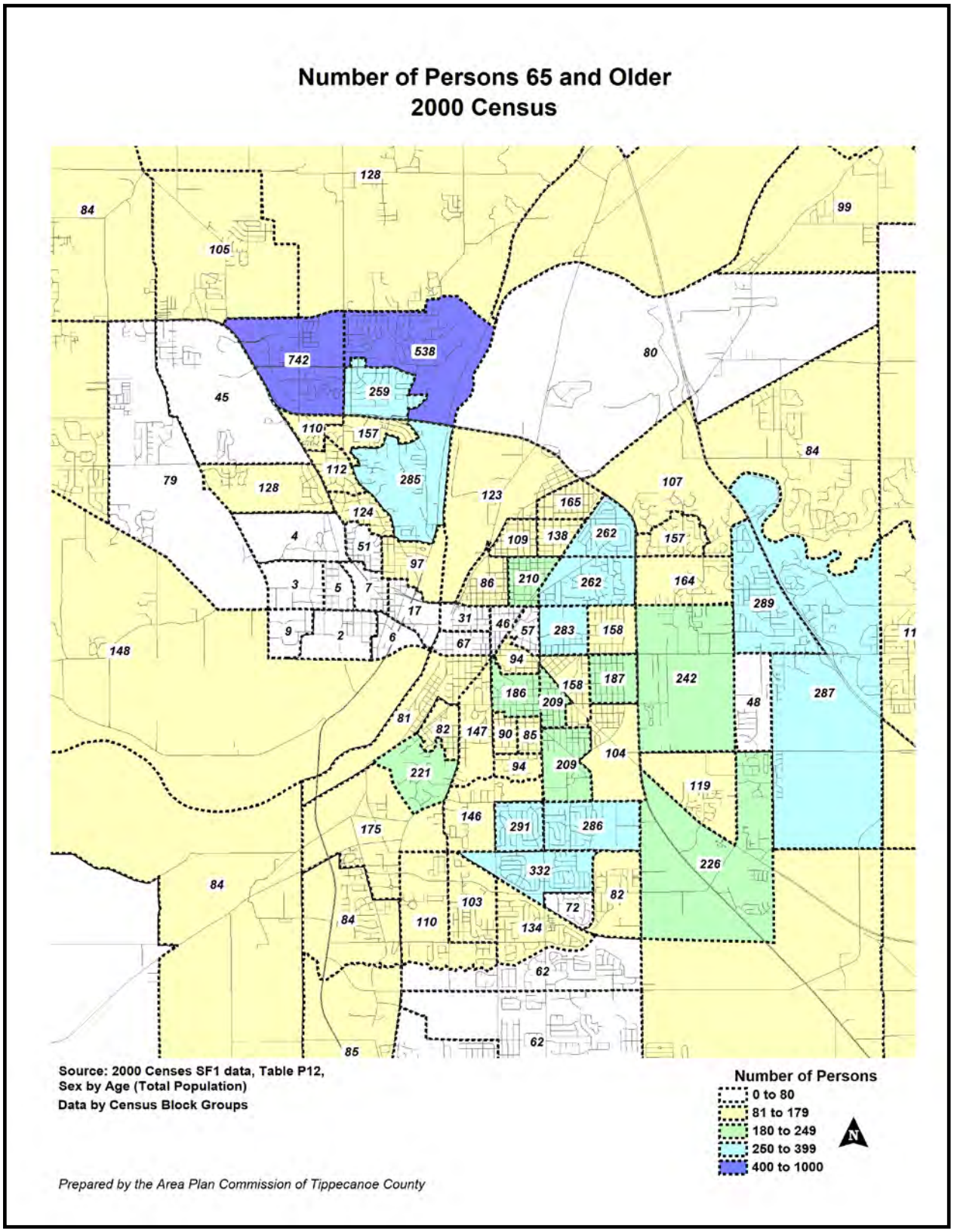

Purdue Students by Location of Residence
2006
Source: Purdue University
Data by Census block Group
Map Legend
Purdues Students
Red Number indicates # of Students by Block
Prepared by the Area Plan Commission of Tippecaone County

Figure 17


Number of Persons 65 and Older
2000 Census
Source: 2000 Censes SF1 data, Table P12,
Sex by Age (Total Population)
Data by Census Block Groups
Number of Persons
0 to 80
81 to 179
180 to 249
250 to 399
400 to 1000
N
Prepared by the Area Plan Commission of Tippecanoe County

located in the Market Square and Vinton areas. The second is on the eastern edge of Lafayette, and the third encompasses the Edgelea, Southlea, and Tecumseh neighborhoods.

The Census reported that 528 persons 65 and older lived in poverty. **Figure 18** shows their geographical distribution. The tract having the largest concentration is located in south central Lafayette in an area bounded by Center Street, 9th, 18th and Durkee's Run. The second largest concentration is located in the southeastern part of Lafayette in the Tippecanoe Mall area.

Disabilities

The 2000 Census provided demographic information about persons with disabilities. This assessment examined three different types of information for this group. It provides the number of persons with disabilities, their distribution by four age groups, and the number of disabled persons who are in poverty.

The Census data divides disabilities into various classifications: persons with just one disability and persons with two or more disabilities. These two classifications are further subdivided into subclasses including sensory, physical, mental, self-care, go-outside-home, employment and other combinations. For this review, we included persons in all classifications.

According to the Census, 20,073 persons in Tippecanoe County had one or more disabilities. That's approximately 14.5% of the population. **Figure 19** shows the information geographically.

Twenty percent of the disabled population (over four thousand persons) resides in just four Census tracts. The tract having the greatest population (1,076 persons) is located on the north side of West Lafayette. The other three tracts are located in Lafayette. Of those, one is located just immediately east of US 52. The second is located on the north side of downtown, and the third is located generally between Teal Road and Beck Lane.

Figure 19 shows three of the four next largest concentrations are located in rural areas outside of the cities. Two are located west of both cities north and south of the Wabash River; the other is located northeast of Lafayette. The one urban area is in the vicinity of the Tippecanoe Mall.

Figure 18

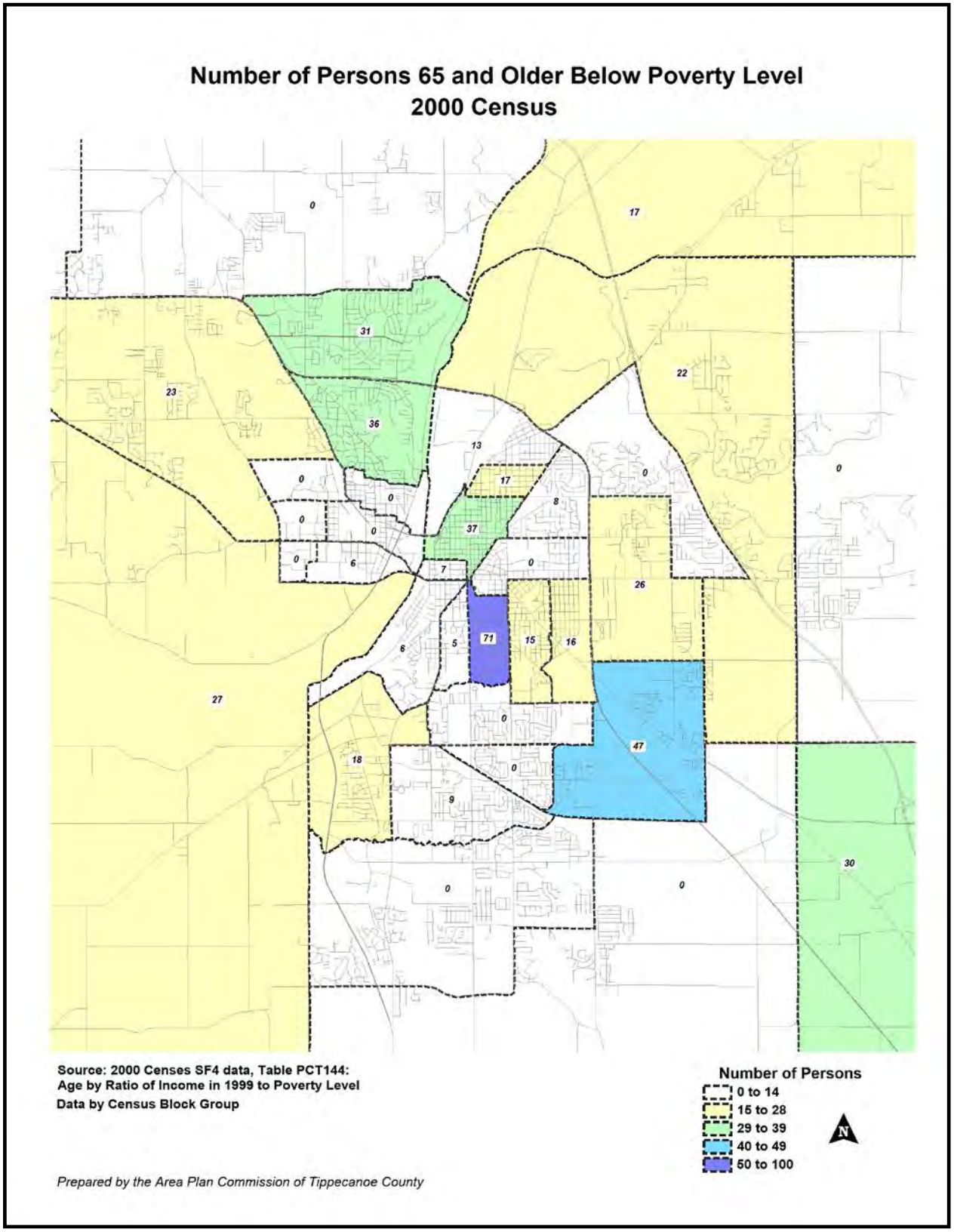

Number of Persons 65 and Older Below Poverty Level
2000 Census
Source: 2000 Censes SF4 data, Table PCT144:
Age by Ratio of Income in 1999 to Poverty Level
Data by Census Block Group
Number of Persons
0 to 14
15 to 28
29 to 39
40 to 49
50 to 100
N
Prepared by the Area Plan Commission of Tippecanoe County

Figure 19

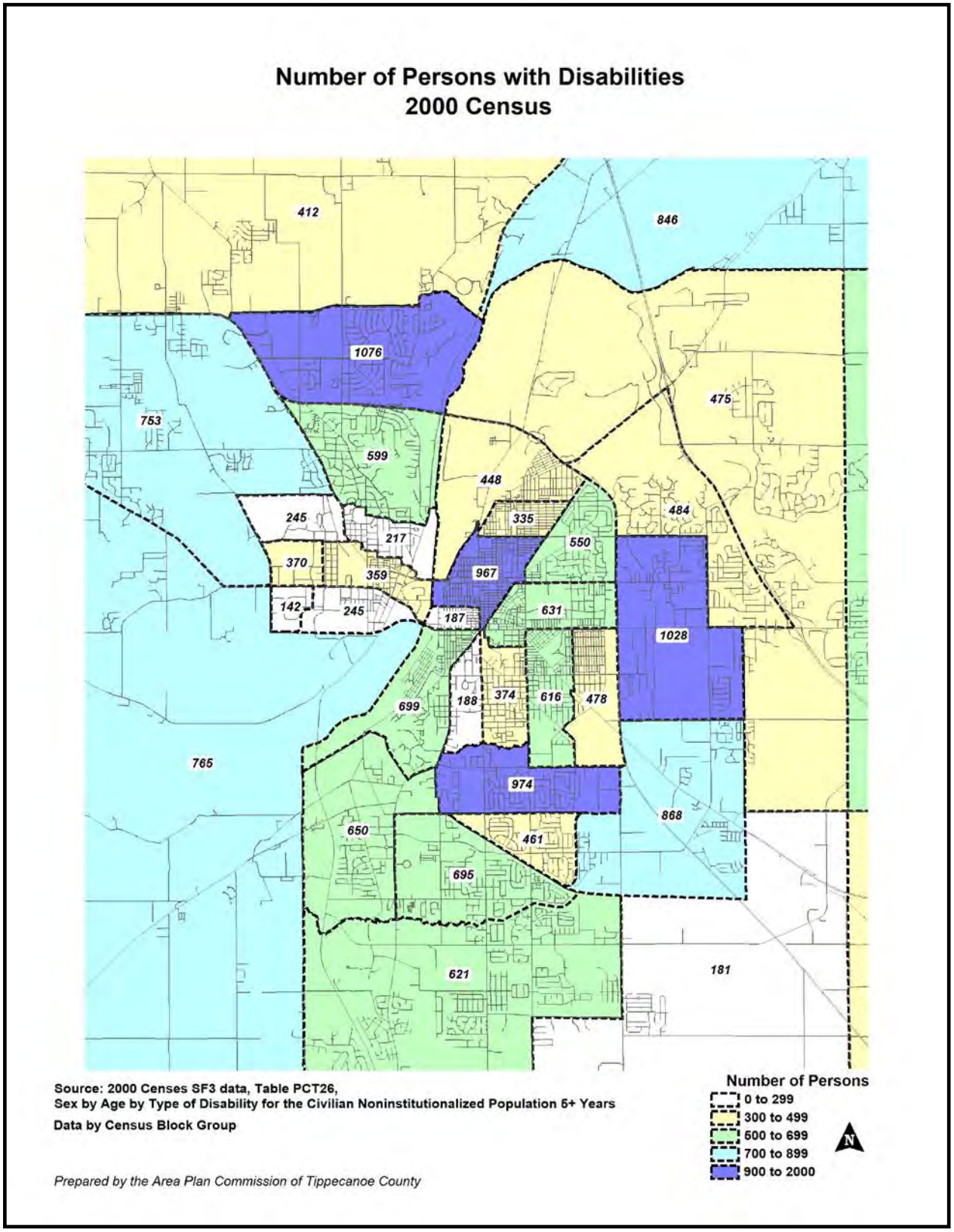

Number of Persons with Disabilities
2000 Census
412
846
1076
475
753
599
448
484
245
335
217
550
370
359
967
142
245
187
631
1028
188
374
616
478
699
765
974
868
650
461
695
621
181
Source: 2000 Censes SF3 data, Table PCT26,
Sex by Age by Type of Disability for the Civilian Noninstitutionalized Population 5+ Years
Data by Census Block Group
Prepared by the Area Plan Commission of Tippecanoe County
Number of Persons
0 to 299
300 to 499
500 to 699
700 to 899
900 to 2000
N

Figure 20 shows the distribution of persons with disabilities by age. The data is shown by four age groupings: 5 to 15, 16 to 20, 21 to 64, and 65 and older. The youngest age group accounts for nearly seven percent (6.9%) of the disabled population. The two tracts that had the largest concentrations in that age group are located in the Elston and Wabash Avenue areas. The late teenage group comprised 8.8% and is concentrated on the Purdue campus. The 21-64 age group comprised over half of the disabled population (58.9%). The largest concentrations are located just north of downtown Lafayette, near east side of Lafayette just east of US 52, and in rural Tippecanoe and Washington Townships. For the 65 and older age group, the largest concentration is located on the north side of West Lafayette. This group comprised 25.4 percent of the disabled population.

Similar to **Figure 18**, Number of Persons 65 and Older Who are in Poverty, the Census also reports persons with disabilities who are in poverty. **Figure 21** shows their geographical distribution. According to the Census, 2,986 persons with a disability were also in poverty. The largest concentration, 288 persons, is located in the Tippecanoe Mall area. Five additional tracts also show a significant population. Two are located on the east side of the Purdue Campus. In Lafayette, one is located on the north side of downtown, one is located in the Wabash Avenue area, and the third is located on the near east side just east of US 52.

Figure 20

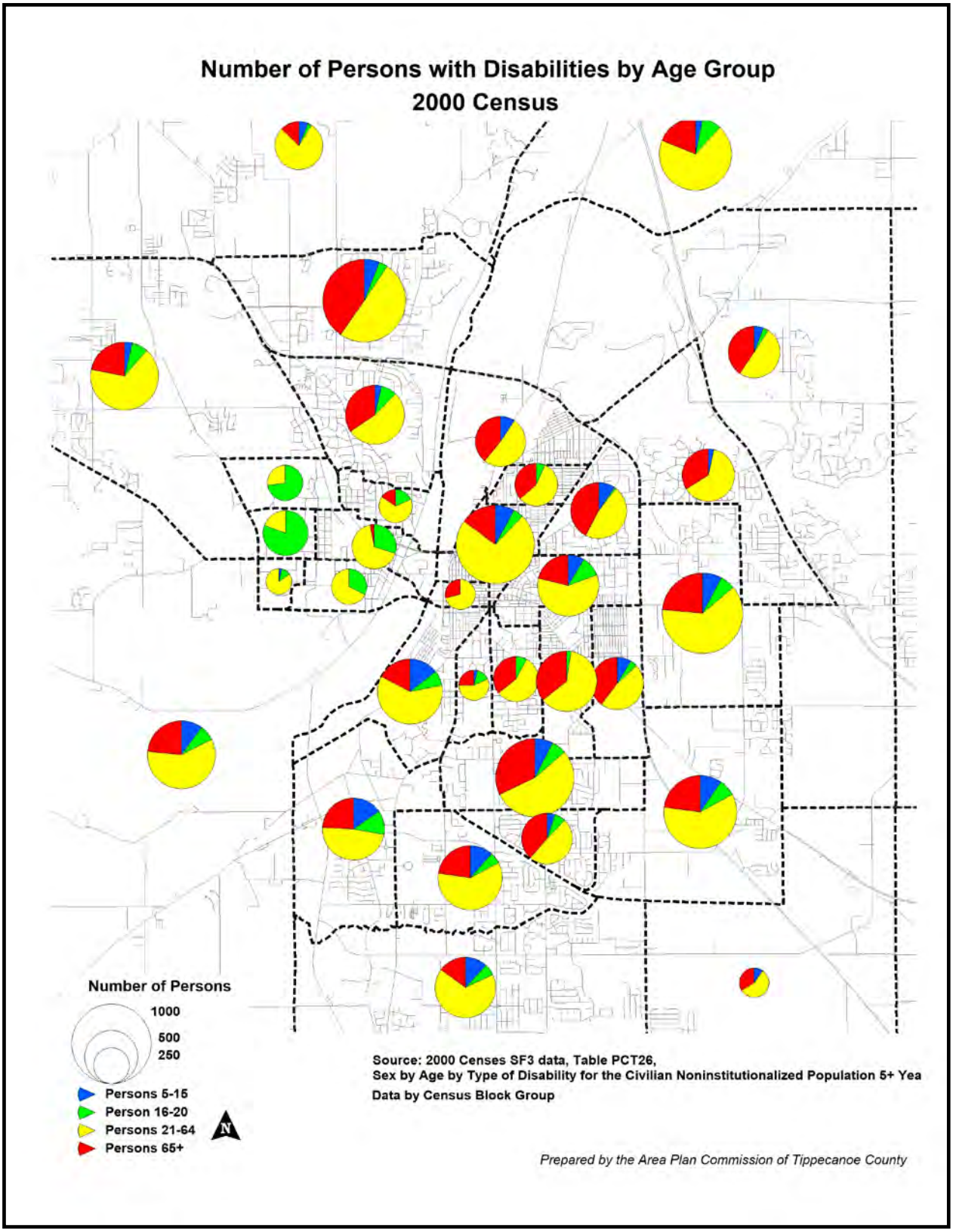
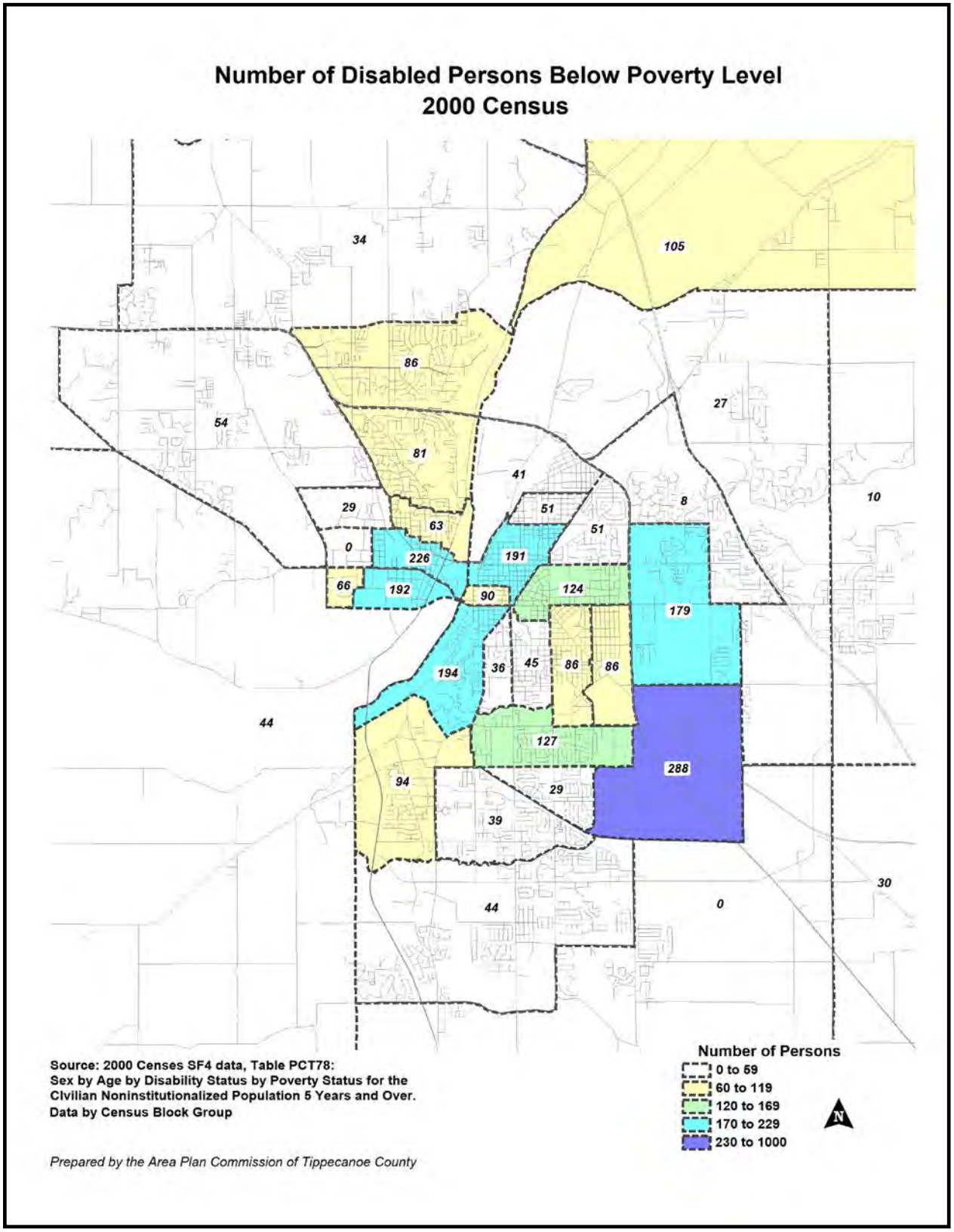

Number of Persons with Disabilities by Age Group
2000 Census
Number of Persons
1000
500
250
Persons 5-15
Person 16-20
Persons 21-64
Persons 65+
N
Source: 2000 Censes SF3 data, Table PCT26,
Sex by Age by Type of Disability for the Civilian Noninstitutionalized Population 5+ Yea
Data by Census Block Group
Prepared by the Area Plan Commission of Tippecanoe County

Figure 21


Number of Disabled Persons Below Poverty Level
2000 Census
34
105
86
27
54
81
41
8
10
29
63
51
51
0
226
191
66
192
90
124
179
194
36
45
86
86
44
127
288
94
29
39
30
44
0
Source: 2000 Censes SF4 data, Table PCT78:
Sex by Age by Disability Status by Poverty Status for the
Civilian Noninstitutionalized Population 5 Years and Over.
Data by Census Block Group
Prepared by the Area Plan Commission of Tippecanoe County
Number of Persons
0 to 59
60 to 119
120 to 169
170 to 229
230 to 1000
N

Provider, Public and Agency Assessment

While demographic data provides insight to our community, it does not necessarily present a complete picture of the gaps, barriers, needs and challenges that the three target groups encounter. To capture this critical information, the Plan used the expertise of two resources: the Citizen Participation Committee and a Forum of nonprofit agencies, private transportation providers and organizations who deal specifically with special needs transportation. Their comments and assessment provided a comprehensive picture of the gaps, barriers, needs, and challenges the community faces.

Citizen Participation Committee Assessment

The Citizen Participation Committee is comprised of representatives from community organizations and citizens interested in urban and transportation planning issues. The committee provides a link to nearly forty organizations in the community. It is an opportunity for members and the public to learn, review, and comment about planning activities and to shape those activities through feedback from their respective organizations. Coordinated transit services and this Plan were the main focus of discussion at its November 27, 2007 and January 22, 2008 meetings.

At the November 27th meeting, the Committee had its first exposure to this topic and had an opportunity to provide input. Staff presented an introduction and overview of the three federal programs. Committee members then participated in two exercises: reviewing a list of transportation providers, and identifying gaps, barriers, needs and challenges encountered by the target populations.

In the first exercise, members reviewed the transportation provider list. Committee members responded and identified additional public and private providers that had not been identified by staff. Those providers were added to the list.

The members then participated in identifying gaps, barriers, needs, and challenges. The challenges identified focused primarily on where transit service is needed rather than a specific situation or subpopulation. On the south side of Lafayette, members identified the need for bus service along the CR 350S corridor, especially to Wal-Mart. To the east, members identified service needed to the new hospitals, Cat Logistics and to SIA. Committee members also identified the SR 26 corridor between US 52 and I-65. The corridor is not pedestrian friendly and there are numerous hotels and restaurants that need late bus service for service workers. North of Lafayette, bus service is needed to the County Community Correction facility on North 9th Street. To the west, additional service may be needed to the new Meijer store when it is built.

During the January 22nd meeting, members were updated on the Plan's progress. They identified additional barriers, gaps, and challenges and also suggested some solutions. The following additional needs were identified: 1) Faith Baptist Church and its community center, 2) the Klondike bus route needs service extended later in the evening, 3) forms

and documents available at the BMV need to be in large print, 4) the information phone number 211 needs to be updated, and 5) the distance and lack of sidewalk between the unemployment offices and bus routes.

Members also suggested solutions. One was targeted communication. Instead of a mass mailing and information campaign, pertinent information about transportation services should be provided only to the groups and individuals needing it. Passes or tokens could be given to low-income individuals who are looking for employment and could be handled through the unemployment office. Finally, the committee suggested an annual review of this report and an annual meeting.

Agency and Organization Assessment

On December 10, 2007, the Area Plan Commission staff held a stakeholder forum to assess the transportation needs and identify gaps, barriers, challenges, and obstacles that each population faces. Invitations were sent to sixty-five agencies and organizations, (Appendix 3). The list includes broad representation of transportation providers in the community and ranges from nonprofit organizations to private transportation providers. Representatives of seven organizations attended; one participant represented more than one agency (Appendix 3).

Forum Meeting Results

Two techniques were employed to tap the knowledge and experience of these representatives. The first technique had participants working alone and silently. This method obtained individual comments without any interaction between participants. The second technique, directed, open discussion, allowed interaction between participants and generated exciting and insightful comments.

Working alone gave participants an opportunity to provide their specific knowledge by initially writing ideas down on paper. These ideas represent those generated outside of the other participant's. Thus, the comments truly represent each participant's experience, and observations. Participants were encouraged to share their knowledge regarding each population group.

The open discussion resulted in a lively dialogue. Forum members commented on specific challenges and barriers encountered by their clients and customers. Common threads between organizations were discovered and discussed. Extensive discussion also occurred regarding transportation provided by the private sector and its opportunities to serve these special needs populations.

The following comments are a combination of the written comments and the remarks received during the open discussion period. Statements made during the open discussion were assigned to group and subcategories by APC staff. Additional comments arose during the subsequent strategy meetings (discussed in Chapter 5); they were also included

in the following lists. During the meetings, it became evident that several of the new and some of the existing comments warranted their own specific category. Three categories were added: CityBus, Private Sector Service, and Other – Transportation Provided by Red Cross.

Disabled

Twenty comments were received, more than for either of the other two populations being addressed in this plan. Half of the comments focused on a specific situation while almost half focused on a particular subpopulation. Only two comments pertained to a geographical issue. The comments presented a wide range of challenges for both CityBus and other transportation providers.

Subpopulation

a) Some persons with disabilities can use regular buses when weather is good but can't when weather is treacherous.
b) Developmentally disabled/special needs are not always able to master bus schedules.
c) General travel for persons who are disabled (especially those with seizures).
d) Difficult for blind/low vision passengers to use CityBus.
e) Some developmentally disabled group homes are outside of CityBus route.
f) Agencies are seeing more clients who are disabled from war injuries.
g) Wabash Center serves 1,800 clients, but there are 600 more that need services.
h) Work release persons need transportation to and from the Community Corrections facility.

Situation

i) Most transportation is during day time.
j) Limited CityBus service at night and weekends.
k) Disabled accessibility cost.
l) Medicaid/Medicare does not pay for taxi's transportation.
m) Access bus offers one trip to and from per day per person. Sometimes more than one trip is necessary (i.e. Dr. appointments, shopping, etc.).
n) Access service time limited.
o) Much of transportation for Senior Center must be scheduled two days in advance.
p) Much transportation for Senior Center only provides for medical, shopping. Does not allow for transportation to social activities.
q) Concern about van safety. Nonprofit agencies can not use 15 passenger vans anymore and the 12 passenger vans will probably be prohibited soon.
r) Need to shorten applicant review for Access service.

Geography

s) Lack of sidewalks, crosswalks, and pedestrian amenities in some areas (SR 26E).
t) Access bus pick-ups are tied to regular bus routes.

Many of the comments represent difficulties individuals face when dealing with transportation. Challenges begin even before the journey starts (length of applicant review for Access service and trip scheduling at least two days before the trip). Available transportation limits when and where the disabled can go (limited evening and weekend service and service tied to a specific area). Trip purposed is also a limiting factor (only available for medical and shopping and not for social activities). For the disabled individual, multiple gaps and barriers were identified in this planning process.

Comments also included challenges facing transportation providers. Some are specific to CityBus, some for non profit providers, and some apply to both. Many of the comments are related to improving and expanding services. In order to do this, additional resources are needed, primarily financial. There is a continual struggle to fund existing services let alone expanded service. Nonprofit providers also face vehicle safety issues and greater demand for their services. Some utilize the private sector but program funds currently do not allow this.

Several of the comments did not fit into any specific category. One comment pertains to the lack of transportation to and from the Community Corrections facility. Another comment was directed toward local government agencies, and the Indiana Department of Transportation for the lack of sidewalks, crosswalks and pedestrian facilities. Forum members specifically noted SR 26 East as lacking these essential facilities.

Elderly

Seventeen comments focused on the challenges faced by the elderly population. Similar to the challenges faced by the disabled, three quarters pertained to specific situations. One comment pertained to subpopulation and the remaining three to geography.

Subpopulations

a) Important to have elderly (low-income) group housing closer to the downtown area.

Situation

b) Much of the transportation offered must be scheduled two days in advance.
c) Transportation is usually only for medical, shopping, does not allow for social, etc.
d) Transportation is usually during the day.
e) Limited CityBus service at nights and weekends.
f) Evening and weekend transportation.
g) BMV – Do they have resources for drivers who lose their license due to age.
h) Growing number of seniors.
i) Limited income.
j) Limited services available to public events – such as Community Health Fair, senior free movies, senior bingo and shopping (to participate or volunteer).
k) Cost.
l) Knowledge of availability.

m) The limited number of drivers and vehicles affects how quickly service can be provided and sometimes there are long waits for service.
n) Vans aging and need replacement.

Geography

o) Bus stop access.
p) Getting to bus stops.
q) Understanding of bus system (routes, times, drop offs, proximity).

Again the comments received identified challenges facing both elderly users and transportation providers.

Scheduling is a challenge, especially when arrangements need to be made several days before the trip. There are also barriers that limit when and where a person can go. The reason for the trip also presents challenges and barriers. Additionally, for those with a limited income, cost plays a critical role.

Two comments found under the geography subcategory pertain to individuals: bus stop access and getting to bus stops. These comments speak to the difficulty in getting to bus stops. Lack of sidewalks and the condition of those that exist are particularly problematic for the elderly. These comments mirror the increasing demand for more pedestrian facilities.

Challenges facing individuals are equally challenging for providers. Nonprofit providers do their best to meet increasing demand for services but due to financial constraints are forced to limit their service to only the most essential trips. Existing funding levels limit the ability to operate, maintain, and purchase new equipment. Funding is a key issue.

One comment raised the issue of seniors who find that they can no longer obtain a drivers license. Because this point in a person's life is often traumatic, additional resources are needed to help the individual adjust to the change. The Bureau of Motor Vehicles (BMV) can be the first point of assistance. The BMV should have trained individuals to assist the elderly and also have information available regarding transportation alternatives and agencies who can assist.

Another comment addressed the location of elderly facility. At this time there are some facilities located outside of the existing CityBus service area. This presents a challenge to the individual – they simply do not have the option to ride the bus. It is also a challenge to CityBus. Additional service requires additional drivers and buses.

One comment was directed toward replacement of aging vans. Many of the vehicles used by nonprofit agencies are large passenger vans. These vans are used extensively and many need to be replaced. They also pose a safety risk as discussed earlier.

Providers are concerned about our aging population. Baby boomers are reaching retirement age. While many seniors will continue to drive, the number of those who can not will increase. Providers will be challenged to meet this increasing need, especially to replace their aging fleet.

Comparing the challenges, barriers, and gaps for the disabled and elderly groups, similar comments and themes emerge. For both individuals and providers, transportation is limited by the time service is provided, where an individual can go, and for what purpose. This limits the movement of individuals. For the provider, costs, drivers, and limited capital equipment play a critical role in how much service can be offered.

Low Income

The Forum provided 14 comments for the low income group. Roughly three-quarters of the comments were related to a situation. This was roughly the same amount as the other two groups. Only two comments related to subpopulation and one to geography.

Subpopulation

a) Purdue students who live in off-campus housing to the northwest of Purdue have limited service.
b) 2nd and 3rd shift workers. CityBus – hours of operation.

Situation

c) Lack of affordable transportation for low income.
d) Limited CityBus service, especially nights and weekends.
e) To look for work.
f) Cost.
g) Time constraints.
h) Limited hours of availability of public transportation.
i) Unable to afford bus pass.
j) More easily available assistance to get on Medicaid.
k) Cost availability.
l) Lack of clearly marked, well lit stops
m) Need bus tokens/passes for low-income adults.

Geography

n) Public transportation pick up locations often require crossing busy and often dangerous roads.

The challenges and barriers that both individuals and providers face center around two themes: hours of operation and cost. Individuals who work second and third shifts have a difficult time getting to and from work if they do not have personal transportation. Transportation alternatives are extremely limited when they work either very late at night or very early in the morning. Employees working the weekend also face the same challenge. For providers, it is difficult to offer this service. While there is a demand, it is

generally not sufficient to cover operating costs, including driver wages and fuel. This service is not an option due to the limited amount of available funding.

Specifically for the individual, cost plays a significant factor. Many low-income individuals have difficulty affording or are unable to purchase bus passes. Looking for work and going shopping are particularly difficult.

Two comments address the challenges and barriers bus riders and CityBus face concerning the location of bus stops. One comment is directed at the location of bus stops, in particular the lack of clearly marked, well lit stops. Additionally, darkness presents a challenge for the driver to see awaiting riders. The other comment is directed at certain bus stop locations on busy roads. Crossing busy roads is a safety concern for riders. Bus safety is also a concern when merging back into traffic after stopping to pick up passengers.

One specific low-income group discussed was Purdue students who live northwest of campus. CityBus has seen an increasing demand for transportation in the area around US 52 west of Morehouse Road. This area has seen a tremendous growth in off-campus student housing and the demand for bus transportation continues to increase. Additional funding is needed for CityBus to meet this increased demand for service.

CityBus

a) Community growth has been a challenge especially to serve areas to the east, to the new hospital, and to the south along CR 350S.
b) Pedestrian facilities are needed to supplement transit.
c) Pedestrian facilities – sidewalks, and crosswalks; particularly in some very pedestrian unfriendly areas like SR 26.
d) Future service to the Pavilions shopping center at SR 26 and Creasy Lane.
e) Many retirement centers do not understand that CityBus is not responsible for clients once they get to their destination.

Two new hospitals are being constructed outside the urban core. While St. Elizabeth East is being constructed on an existing route, there are two challenges that prevent CityBus from providing front door service to the new facility. First, the location of the building on its site is a significant distance from Creasy Lane. Second, there is not enough route time to allow the bus to go on site and drop riders off at the front door. The Clarian/Arnett hospital is located outside of CityBus's service area. Thus CityBus can not provide service. It is also in a very isolated location with the nearest route being over a mile away.

New retail development along CR 350S has occurred over the past few years. Through an employment survey, the APC staff identified nearly 1,000 employees working along the corridor.

Another barrier riders face is getting to bus stops. Numerous areas in the communities do not have sidewalks. The most critical areas are state roads: SR 26 east of US 52, US 52, SR 38, and SR 25. Very few state roads have pedestrian facilities, an issue that needs to be addressed by INDOT.

Private Sector Service

a) The cost of private sector transportation is beyond what may persons can afford.
b) Taxi rates are controlled by the City of Lafayette.
c) Drivers are subcontracted.
d) They do take wheelchair clients, but only so long as the person can get in and out of the chair and cab by themselves.
e) Can federal dollars and grants be used to contract transportation services.

During December's open discussion meeting, there was interest in the private sector providing transportation services to nonprofit agencies. The private sector can and is willing to provide service. But at this time, barriers are preventing this partnership. One barrier is cost. Nonprofit agencies do not have enough funds to pay for the service. The second is state and federal regulations. Current regulations prohibit state and federal funding being given to private transportation providers for transportation services.

Other – Transportation Provided by Red Cross

a) Need for volunteer drivers.
b) Veteran's transportation.
c) Cost of providing transportation

Assessment Summary

Through socioeconomic analysis and information given by transportation providers, it is evident that elderly, low-income, and disabled persons face multiple barriers, gaps, and challenges.

Demographic analysis of Census and HUD information revealed residential concentrations of our three groups. With this knowledge, we can then compare those locations to transportation services that are currently being provided.

The areas with the highest concentrations of low-income persons were located near the Purdue campus. These areas are primarily students living off campus. Other areas of concatenation were: Wabash Avenue, Elston Area, near the Tippecanoe Mall, north side of downtown, and south of Greenbush and west of Creasy Lane.

According to the Census, as a percent of total population, our low-income population is slightly larger than the nation's. In Tippecanoe County, there were over 20,500 persons living in poverty, nearly fifteen and a half percent (15.4%) of the population. In 2000, the national average was slightly less than twelve and a half percent (12.4%).

Approximately fourteen and a half percent (14.5%) of the population in Tippecanoe County has a disability, slightly more than 20,000 persons. There were four census tracts with high concentrations: northeast of downtown, east of US 52 and just north and south of SR 26, north of Beck Lane, and on the north side of West Lafayette.

The 2000 Census counted 13,532 persons in Tippecanoe County who were 65 and older, slightly more than nine percent (9.1%) of the population. Compared to the national percentage (12.1%), our elderly population is slightly smaller. There are a number of areas throughout the community supporting high concentrations of elderly. Two block groups in particular, both in West Lafayette north of Sagamore Parkway, had over 500 persons.

The Citizen Participation Committee and Forum participants provided an insightful view of the gaps, barriers, and challenges the three groups face.

CPC identified a number of challenges and gaps. Many of them were about particular geographic locations. The committee specifically identified areas in the community where transit service was minimal or nonexistent. They are: CR 350S, the new hospitals, US 52W, Community Correction facility, Faith Baptist Church, the Klondike area, and SR 26E. They also identified several other challenges. One of them was the lack of sidewalks, especially along SR 26 and other state roads. Also identified was the distance between the unemployment office and the nearest bus route.

The Forum provided additional information classified two ways: challenges for transportation providers and challenges for individuals from the three groups.

For individuals, the challenges begin when planning for transportation and making reservations. Barriers are encountered based on the type of trip and the destination of the trip. Many services are limited only to medical related trips; social trips are not allowed. Depending on the provider, trip destinations can also be outside service areas.

Providers also face challenges in offering service. To provide any additional services, more equipment and human resources are needed. In order to acquire that necessary capital and human resources, additional funds are needed. Current funding is limited and being stretched as far as possible.

One additional issue not identified in the Forum is the significant increase in the cost of fuel. This impacts both the individual and the service provider. For the provider, it now costs more to just maintain existing service. Many individuals, especially those on fixed incomes, are unable to afford personal transportation and are now using alternatives like public transit. With more individuals now using public transit, social service agencies are seeing a greater demand as their costs are significantly increasing.

Both demand and need for additional transportation for the three groups exists now. In the future, it will only increase. As our population ages, more persons will depend on

public transportation. The other emerging need for transportation is from the increasing number of disabled veterans.

Strategies and Activities To Address Gaps in Service

The last step in the planning process was to develop strategies and activities needed to alleviate challenges, gaps and barriers identified earlier. The Citizen Participation Committee and Forum members were both involved in that process.

Citizen Participation Committee

Committee members devoted the November 2007 and January 2008 meetings to this activity. Members developed a number of strategies that can be considered as best practices and other tasks needed to be accomplished.

Suggested Strategies:

- Target communication and information to the elderly and low-income,
- Distribute bus tokens through the unemployment office to persons seeking jobs,
- Conduct an annual review or assessment meeting,
- Prepare large print brochures of transportation options for the elderly and disabled,
- Provide information and education to senior assisted living staff regarding transportation options, and
- Provide transit and transportation information to low-income persons through the unemployment office.

To overcome the problem of lack of service and insufficient service to particular areas in the community, the CPC simply recommended providing more service.

Strategies also include constructing more sidewalks. Sidewalks are desperately needed along SR 26 East, especially between US 52 and I-65. This area contains a high concentration of retail and service jobs. Low-income workers and patrons are forced to walk either on the road or in the drainage ditch. The other location needing a sidewalk is Park East Boulevard between the new unemployment office and the small segment of existing sidewalk just south of Wal-Mart. Riders must either walk on the street or on private property to get to the office.

One strategy recommends holding an annual forum for social service agencies and transportation providers. Its main objective would be to continue the exchange of information begun in this planning process. Transit and non profit providers can present recent and proposed changes in service. Service agencies provide the most complete information about the unmet needs of their clients. The meeting would be an ongoing opportunity to share information, discuss emerging issues, and coordinate services and needs.

Forum Discussion

The Forum held two meetings to develop strategies - January 7 and 14, 2008. The following strategies were developed based on the Forum comments:

The following strategies were developed based on the Forum comments.

Disabled

Need: Some persons with disabilities can use regular buses when weather is good but can't when weather is treacherous.

Strategy:
- Allow greater use of Access with conditional eligibility.
- Expand Care-A-Van availability with Tippecanoe County Senior Center.
- Construct additional bus shelters.
- Construct sidewalks where they do not currently exist.
- Construct concrete pads at designated bus stops.
- Implement a snow removal program for bus stops.

Need: Developmentally disabled/special needs are not always able to master bus schedules.

Strategy:
- Recruit additional trainers.
- Develop a training program for trainers.
- Provide more CityBus travel training.
- Expand CityBus travel training outreach to social service agencies.
- Develop a master list of transportation options in a color handout for community wide distribution.

Need: General travel for persons who are disabled (especially those with seizures).

Strategy: Provide education and information to non-Wabash Center riders that 911 will be called when any medical emergency arises while a person is in transport.

Need: Difficult for blind/low vision passengers to use CityBus.

Strategy:
- Develop better identification of individual buses.
- Provide better bus stop predictability.
- Redesign the downtown Depot (bus boarding/deboarding area).
- Provide hail card education.

Need: Some developmentally disabled group homes are outside of CityBus route.

Strategy:
- Extend bus routes.
- Relocate existing homes to existing bus routes.
- Provide education for siting new group homes.

Need: Agencies are seeing more clients who are disabled from war injuries.

Strategy: The Red Cross needs accessible van and additional trained volunteers.

Need: Wabash Center serves 1,800 clients but there are 600 more that need their services.

Strategy: Seek additional resources for Wabash Center.

Need: Work release persons need transportation to and from the Community Corrections facility.

Strategy:
- Extend CityBus route/service.
- Tap into startup funding.
- Permanently fund extended route/service.

Need: Most transportation is during day time, *and* limited CityBus service, especially night and weekends.

Strategy:
- Seek additional federal, state, and local funding for CityBus.
- Increase safety on buses and at stops.
- Develop efficiency standards based on cost/benefits.
- Seek additional funding for nonprofit transportation.
- Develop employer run ridesharing programs.

Need: Medicaid/Medicare does not pay for taxi's transportation.

Strategy:
- Seek legislation allowing Medicaid transportation vouchers
- Allow IUPUI Dental Bus to visit larger cities.

Need: Access bus offers one trip to and from per day per person. Sometimes more than one trip is necessary (i.e. doctor appointments, shopping, etc.)

Strategy: Access does not currently have a one trip per day limit.

Need: Access service time limited.

Strategy:
- Increase service capacity.
- Seek additional operating funding.

Need: Much of the transportation for Senior Center must be scheduled two days in advance.

Strategy:
- Additional trip planning educational efforts targeted to seniors.
- Investigate scheduling software for Senior Center.

Need: Much transportation for Senior Center only provides for medical, shopping. Does not allow for transportation to social activities.

Strategy:
- Nonessential trips require added capacity for Care-A-Van.
- Encourage churches and businesses to establish personal transportation networks.

Need: Concern about van safety. Nonprofit agencies can not use 15 passenger vans anymore and the 12 passenger vans will probably be prohibited soon.

Strategy:
- Social service agencies that use CityBus for large group transportation should coordinate trip scheduling during off peak times.
- Investigate specific state and federal statues regarding van safety.

Need: Need to shorten applicant review for Access service.

Strategy: The Americans with Disability Act allows up to 21 days for review. Review management procedures to see if authorization time can be shortened.

Need: Lack of sidewalks, crosswalks, and pedestrian amenities in some areas (SR 26E).

Strategy:
- Add sidewalks.
- Add street lighting.
- Adopt the new Thoroughfare Plan.
- Better sidewalk maintenance including snow removal and trimming of vegetation.
- City enforcement of snow removal from sidewalks.
- Better snow removal on bridges.

Need: Access bus pick-ups tied to regular bus routes.

Strategy: Provide additional rider and user education regarding Access service area.

Need: Disabled accessibility cost.

Comment:
- Senior transportation cost (riding CityBus) is negligible at this time.
- Transportation providers are heavily subsidized.

Elderly

Need: Important to have elderly (low-income) group housing closer to the downtown area.

Strategy: All new senior housing, especially low-income, should be located on or near a transit route.

Need: Much of the transportation for Senior Center must be scheduled two days in advance.

Strategy:
- Additional trip planning educational efforts targeted to seniors.
- Investigate scheduling software for Senior Center.

Need: Transportation for Senior Center is usually only for medical, shopping, does not allow for social, etc.

Strategy:
- Nonessential trips require added capacity for Care-A-Van.
- Encourage churches and businesses to establish personal networks.

Need: Transportation is usually during the day, limited CityBus service especially nights and weekends, and late evening and more weekend transportation.

Strategy:
- Increase service capacity.
- Seek additional operating funding

Need: The Indiana Bureau of Motor Vehicles (BMV) – do they have resources for drivers who lose their license due to age?

Strategy: BMV staff provide Care-A-Van and CityBus information.

Need: Growing number of seniors

Strategy:
- Increase service capacity.
- Require new senior housing projects to address transportation.
- Encourage new senior housing to be located on or near a bus route.

Need: Limited income.

Strategy:
- Provide additional education targeted to seniors.
- Develop and implement fundraising projects for specific programs.

Need: Limited services available to public events – such as Community Health Fair, senior free movies, senior bingo and shopping (to participate and/or volunteer).

Strategy:
- Additional trip planning educational efforts targeted to seniors.
- Investigate scheduling software for Senior Center.
- Increase service capacity.
- Seek additional operating funding.
- Seek assistance from service organizations and private transit providers.

Need: The limited number of drivers and vehicles affects how quickly service can be provided and sometimes there are long waits for service.

Strategy:
- Increase service capacity.
- Additional education efforts targeted to seniors and assisted living staff.

Need: Bus stop access, and getting to bus stops

Strategy:
- Add sidewalks.
- Add street lighting.
- Adoption of new Thoroughfare Plan
- Better sidewalk maintenance including snow removal and trimming of vegetation
- City enforcement of snow removal from sidewalks.

Need: Understanding of bus system (routes, times, drop offs, proximity).

Strategy:
- Provide education and information to seniors and assisted living staff.
- Provide handout or have available Care-A-Van and CityBus information.

Need: Cost

Comment:
- Senior transportation cost is negligible at this time.
- Transportation providers are currently heavily subsidized.

Need: Knowledge of availability.

Comment: This is the solution to many of the challenges and barriers that currently exist.

Low Income

Need: Purdue students who live in off-campus housing to the northwest of Purdue have limited service.

Strategy:
- Provide educational material/services to students regarding existing CityBus service.
- Check with Convention Visitor Bureau to see if they provide a welcome packet to incoming freshman. Include transit information.
- Request Purdue University fund additional transit service.
- Encourage future student housing development to be on existing transit lines.

Need: 2nd and 3rd shift workers. CityBus - hours of operation.

Strategy:
- Seek additional federal, state, and local funding for CityBus.
- Increase safety on buses and at stops.
- Develop efficiency standards based on cost/benefits.
- Seek additional funding for nonprofit's transportation.
- Develop employer run ridesharing programs.

Needs: Lack of affordable transportation for low income; Cost; Unable to afford bus pass; *and* Cost Availability.

Strategy:
- Seek additional financial resources.
- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.
- Seek support from service clubs.

Need: To look for work.

Strategy: Provide education about existing programs such as vocational rehabilitation, Impact, etc.

Need: Limited CityBus service, especially nights and weekends.

Strategy:
- Provide additional transit service.
- Seek additional federal, state, and local funding for CityBus.
- Increase safety on buses and at stops.
- Develop efficiency standards based on cost/benefits.
- Seek additional funding for Nonprofits transportation.
- Develop employer run ridesharing programs.

Need: Time constraints

Strategy:
- Provide assistance and education to low income persons concerning time management and how to preplan bus trips.
- Additional CityBus childcare facilities.

Need: Limited hours of availability of public transportation.

Strategy:
- Provide additional transit service.
- Seek additional federal, state, and local funding for CityBus.
- Increase safety on buses and at stops.
- Develop efficiency standards based on cost/benefits.
- Seek additional funding for nonprofit transportation.
- Develop employer run ridesharing programs.

Need: More easily available assistance to get on Medicaid.

Strategy: Seek increased federal funding for Medicaid.

Need: Lack of clearly marked well lighted bus stops.

Strategy:
- Implement designated bus stop system (CityBus Strategic Plan).
- Implement intelligent transportation solutions.
- Provide additional user education with existing CityBus material.

Need: Need bus tokens/passes for low-income adults.

Strategy:
- Seek additional financial resources.
- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.
- Seek support from service clubs.
- Educate taxpayers and low-income riders.

Need: Public transportation pick up locations often require crossing busy/dangerous roads.

Strategy:
- Coordinate with APC, Lafayette, West Lafayette, INDOT and CityBus when addressing hazardous stop locations.
- Employ context sensitive solutions, especially with INDOT, when reconstructing and developing road projects/improvements.
- Increase and improve general street lighting.
- Develop, adopt and implement a suite of pedestrian friendly street treatments.

Need: Transportation for low income youth.

Strategy:
- Social service agencies use of CityBus should be coordinated during off-peak times.
- Investigate specific state and federal statues.

Need: Lack of fixed route service to Head Start.

Strategy:
- Extend transit service.
- Seek additional funding sources.

Strategies Summary

Both the CPC and Forum members developed strategies to meet the needs of all three groups. These two groups first identified the needs and then identified strategies to meet those needs. While the CPC strategy list was not extensive, members did define some very important strategies. Forum members identified a broad range of strategies.

The Citizen Participation Committee most often mentioned the need for additional service. This included serving new areas or adding service to areas that are underserved. Their other important idea was to hold an annual Forum for social service agencies and transportation providers to exchange information.

Many of the Forum ideas can be summarized into specific categories. The two most often mentioned were infrastructure and education/information. Strategies for infrastructure included constructing and maintaining sidewalks and safety on the buses and at bus stops. For education, the most often identified strategies were provided programs about trip planning, availability of general information, and developing and distributing information about individual programs that are currently available. The other two most often identified strategies were additional service and additional funding. Other ideas included: coordination, safety, benefit/cost, scheduling software and working with the development community.

Project Priorities

During the Forum meetings, participants agreed that the two most important strategies are: additional service and additional funding. Many of the needs identified can be addressed by adding or expanding service, an option only possible with additional funding.

Forum members also discussed prioritizing the remaining strategies but decided it was not practical with so many agencies responsible for implementation. Instead, each agency will determine which strategies to implement based on their staffing and budgets.

One strategy that the Citizen Participation Committee identified that would be beneficial to all is holding an annual meeting of transportation stakeholders. It would include social service agencies and transportation providers. The meeting would be a follow up to this report and provide a status report on implementation of the strategies. It would provide an opportunity for agencies and providers to present new issues, problems, barriers and gaps being encountered that have not been addressed in this report. APC staff will commit to organizing this annual meeting.

The following is a summary of the strategies by agency.

CityBus

Additional Service:

- Allow greater use of Access under conditional eligibility to satisfy temporary and short term need. (CityBus already provides conditional eligibility service.)
- Extend bus routes/service.
- Increase service capacity.
- Provide additional transit service.

Bus Shelter/Infrastructure:

- Construct additional bus shelters.
- Construct concrete pads at designated bus stops.
- Implement a snow removal program for bus stops.
- Develop better identification of individual buses.
- Provide better bus stop predictability.
- Implement designated bus stop system (CityBus Strategic Plan).
- Redesign the downtown Depot (bus boarding/deboarding area).
- Increase safety on buses and at stops.
- Additional CityBus childcare facilities.
- Implement intelligent transportation solutions.

Education/Information

- Provide more CityBus travel training.
- Expand CityBus travel training outreach to social service agencies.
- Provide hail card education.
- Provide education for siteing new group homes.
- Provide additional rider and user education regarding Access service area.

- Provide handout or have available Care-A-Van and CityBus information.
- Additional educational efforts targeted to seniors (trip planning).
- Provide education and information to seniors and assisted living staff.
- Provide educational material/services to students regarding existing CityBus service.
- Provide assistance and education to low income persons concerning time management and how to preplan bus/transit trips.
- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.

Funding:

- Tap into federal startup funding.
- Seek additional federal, state, and local funding.

Efficiency Standards:

- Develop efficiency standards based on cost/benefits.

Coordination:

- Coordinate with APC, Lafayette, West Lafayette, INDOT and CityBus when addressing hazardous stop
- Social service agencies use of CityBus should be coordinated during off peak

Applicant Review:

- The Americans with Disability Act allows up to 21 days for review. Review management procedures to see if authorization time can be shortened.

Project added during the December 19, 2011 Assessment Meeting:

Provide supplemental Access service to students with disabilities in order for them to access higher education such as IVY Tech and Purdue University.

Tippecanoe County Council on Aging

Additional Service:

- Expand Care-A-Van availability.
- Increase service capacity.
- Nonessential trips require added capacity for Care-A-Van.

Education/Information:

- Additional educational efforts targeted to seniors (trip planning).
- Additional education efforts targeted to seniors and assisted living staff.
- Provide, hand out, or have available Care-A-Van and CityBus information.

Funding:

- Seek additional operating funding.

Scheduling Software

- Investigate scheduling software for Senior Center.

Coordination:

- Encourage churches and businesses to establish personal networks.
- Seek assistance from service organizations and private transit providers.

Nonprofit Organizations

Additional Service:

- The Red Cross needs accessible van and additional trained volunteers.
- Seek additional resources for Wabash Center.

Education/Information:

- Recruit additional habitat trainers.
- Develop a training program for habitat trainers.
- Provide education and information to non-Wabash Center riders that 911 will be called when any medical emergency arises while a person is in transport.
- Target communication and information.
- Provide information/education to assisted living staff about transportation options.
- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.

Funding:

- Seek additional funding for Nonprofits transportation.
- Develop and implement fundraising projects for specific programs.
- Seek increased federal funding for Medicaid.

Development:

- Relocate existing homes to existing bus routes.

Safety:

- Investigate specific state and federal statues regarding van safety.

Coordination:

- Seek support from service clubs.

Research:

- Investigate specific state and federal statues.

Retailers and Businesses

- Develop employer run ridesharing programs

Developers

- Encourage future student housing development to be on existing transit lines.
- All new senior housing, especially low-income, should be located on or near a transit route.
- New senior housing projects need to be required to address transportation.
- All development – residential and nonresidential – be designed to accommodate bicyclists, pedestrians and transit.

Local and State Government

Infrastructure:

- Construct sidewalks where they do not currently exist.
- Increase and improve street lighting.
- Better sidewalk maintenance including snow removal and trimming of vegetation.
- City enforcement of snow removal from sidewalks.
- Employ contact sensitive solutions, especially with INDOT, when reconstructing and developing road projects/improvements.
- Develop, adopt and implement a suite of pedestrian friendly street treatments.
- Unemployment office distributes bus tokens to the low-income persons seeking jobs.
- All government offices need to be sited at locations and with facilities appropriate to their cliental.

Project added during the December 19, 2011 Assessment Meeting:

Improve access at Depot Plaza by posting emergency contact information, providing emergency transportation, construction of accessible ramps, and improvements to the elevators.

Area Plan Commission

- Develop a master list of transportation options in a color handout for community wide distribution.
- Adopt the new Thoroughfare Plan which requires pedestrian and bicycle facilities.
- Revise Unified Subdivision Ordinance to support and implement a new Thoroughfare Plan.
- Organize annual review and update meeting.
- Seek federal funding.
- Assist developers in siting new development projects.
- Employ context sensitive solutions when reconstructing and developing road projects/improvements.

Convention and Visitors Bureau

- Check with Convention Visitor Bureau to see if they provide a welcome packet to incoming freshman. Include transit information.

Purdue University

- Purdue University fund additional transit service.

Other

- Seek legislation allowing Medicaid transportation vouchers.
- Allow IUPUI Dental Bus to visit larger cities.
- BMV staff provide Care-A-Van and CityBus information.
- Large print available at the Bureau of Motor Vehicles for the elderly and disabled.

Conclusion

Transportation is essential to the disabled, elderly and low-income. Many of them unfortunately face challenges, difficulties and barriers accessing essential services such as medical care, social services, shopping, educational facilities, employment and cultural events. The underlying theme of this Plan is to reduce and remove those obstacles and improve their means of transport. Making it easier for these persons to travel improves their quality of life.

This Plan identifies transportation issues, problems and obstacles by involving stakeholders and citizens in structured group meetings. Their insights exposed what is lacking, missing and needed to transport these special needs populations. Some comments focus on particular subgroups or subpopulations, while others point to situational and geographic deficiencies. Other comments focus on specific providers. The need for additional funding was identified as the overarching challenge.

Data collection, analysis and mapping identifies where special needs persons are living. Identifying concentrations of these persons helps transportation providers adjust routes, services and hours of operation to better serve this clientele. But, bringing together transportation providers and agencies who serve low-income, disabled and elderly citizens to inform the plan makes it a more useful planning tool and provides lasting connections between participants and APC staff.

Beyond assessing needs and identifying gaps in service, this plan sets out potential strategies to improve transportation for those most in need. Additionally it:

- establishes the serious and urgent transportation needs of these citizens;
- guides funding decisions for projects and improvements;
- provides the fundamental planning support necessary for service providers making applications for federal funds; and
- gives decision makers sufficient information and justification to increase program funding.

Federal guidelines recommend that this plan be updated following the same cycle as long-range transportation plans. Based on the current five-year cycle, APC staff will begin the planning process to update this plan in four years. In the intervening years, staff will organize and host an annual meeting of Forum members to facilitate the exchanged information, identify new challenges and trends, and most importantly, report progress.

Appendix

1) Socioeconomic Data
2) CPC Meeting Minutes
3) Forum Mailing and Meeting Attendees List
4) Forum Written Comments
5) Open Discussion Notes
6) Pictures of Strategies (Large News Print)

Appendix 1: Socioeconomic Data

2000 Census SF3 data, Table P88, Ratio of Income to Poverty Level

2000 Census Block Group	Total Population	Number of Persons in Poverty	Percentage	2000 Census Block Groups	Total Population	Number of Persons in Poverty	Percentage
1.1	1,317	148	11.2	51.1	2,083	280	13.4
1.2	753	118	15.7	51.2	2,517	737	29.3
2.1	830	37	4.5	51.3	2,738	0	0.0
2.2	988	154	15.6	52.1	757	31	4.1
3.1	1,670	48	2.9	52.2	618	9	1.0
3.2	1,564	180	11.5	52.3	584	6	0.0
4.1	1,789	454	25.4	52.4	1,545	211	13.7
4.2	981	107	10.9	52.5	1,008	354	35.1
4.3	897	251	28.0	53.1	2,115	1,079	51.0
4.4	728	218	29.9	53.2	919	312	33.9
6.1	572	161	28.1	54.1	2,014	1,492	74.1
7.1	869	134	15.4	54.2	1,566	1,170	74.7
7.2	920	258	28.0	54.3	663	438	66.1
7.3	543	81	14.9	55.1	1,131	825	72.9
7.4	704	18	2.6	55.2	2,450	1,910	78.0
8.1	1,202	98	8.2	101.1	787	31	3.9
8.2	709	89	12.6	101.2	953	0	0.0
9.1	1,502	503	33.5	101.3	927	141	15.2
9.2	843	120	14.2	101.4	1,368	52	3.8
9.3	947	194	20.5	101.5	668	60	9.0
10.1	1,555	129	8.3	101.6	736	79	10.7
11.1	1,303	164	12.6	102.1.1	2,257	52	2.3
11.2	716	29	4.1	102.1.2	717	38	5.3
11.3	657	0	0.0	102.1.3	1,708	73	4.3
11.4	519	12	2.3	102.3.1	992	7	0.7
12.1	1,198	154	2.9	102.3.2	1,900	212	11.2
12.2	1,169	52	4.4	102.3.3	651	26	4.0
12.3	838	103	12.3	102.4.1	1,657	101	6.1
13.1	2,347	207	8.8	102.4.2	1,694	109	6.4
13.2	1,518	118	7.8	102.4.3	1,445	214	14.8
13.3	896	43	4.8	102.4.4	1,153	148	12.8
14.1	2,624	264	10.1	103.1	788	592	75.1
14.2	864	107	12.4	104.1	0	0	0.0
15.1.1	1,954	561	28.7	105.1	2,379	818	34.4
15.1.2	1,810	95	5.2	106.1	1,535	195	12.7
15.2.1	1,639	86	5.2	106.2	955	28	2.9
15.2.2	2,407	194	8.1	106.3	723	25	3.5
15.2.3	1,210	140	11.6	106.4	1,096	19	1.7
16.1	1,604	116	7.2	106.5	760	24	3.2
16.2	1,512	33	2.2	107.1	1,621	29	1.8
16.3	2,111	59	2.8	108.1	1,449	142	9.8
16.4	1,130	16	1.4	108.2	710	28	3.9
17.1	1,330	367	27.6	108.3	1,930	7	0.4
17.2	2,203	427	19.4	109.1.1	1,788	45	2.5
17.3	1,840	277	15.1	109.1.2	1,341	58	4.3
18.1	1,883	350	18.6	109.1.3	2,136	44	2.1
18.2	862	103	11.9	109.2.1	1,414	92	6.5
18.3	1,072	89	8.3	109.2.2	1,598	48	3.0
19.1	967	8	0.8	110.1	733	71	9.7
19.2	1,047	71	6.8	110.2	1,194	101	8.5
19.3	2,001	100	5.0	110.3	1,239	53	4.3
				110.4	622	115	18.5

2000 Census SF3 data, Table P88, Ratio of Income to Poverty Level

2000 Census Block Group	Total Population	# of Persons: Poverty to 124% above Poverty	Percentage	2000 Census Block Groups	Total Population	# of Persons: Poverty to 124% above Poverty	Percentage
1.1	1,317	28	2.1	51.1	2,083	6	0.3
1.2	753	15	2.0	51.2	2,517	162	6.4
2.1	830	23	2.8	51.3	2,738	0	0
2.2	988	59	6.0	52.1	757	8	1.1
3.1	1,670	75	4.5	52.2	618	0	0
3.2	1,564	86	5.5	52.3	584	0	0
4.1	1,789	262	14.7	52.4	1,545	80	5.2
4.2	981	23	2.3	52.5	1,008	58	5.8
4.3	897	79	8.8	53.1	2,115	119	5.6
4.4	728	48	6.6	53.2	919	37	4.0
6.1	572	57	10.0	54.1	2,014	171	8.5
7.1	869	46	5.3	54.2	1,566	66	4.2
7.2	920	73	7.9	54.3	663	23	3.5
7.3	543	0	0	55.1	1,131	55	4.9
7.4	704	0	0	55.2	2,450	180	7.4
8.1	1,202	24	2.0	101.1	787	70	8.9
8.2	709	24	3.4	101.2	953	16	1.7
9.1	1,502	162	10.8	101.3	927	41	4.4
9.2	843	18	2.1	101.4	1,368	23	1.7
9.3	947	49	5.2	101.5	668	25	3.7
10.1	1,555	94	6.1	101.6	736	38	5.2
11.1	1,303	26	2.0	102.1.1	2,257	116	5.1
11.2	716	39	5.5	102.1.2	717	30	4.2
11.3	657	5	0.8	102.1.3	1,708	21	1.2
11.4	519	0	0	102.3.1	992	47	4.7
12.1	1,198	26	2.2	102.3.2	1,900	65	3.4
12.2	1,169	16	1.4	102.3.3	651	0	0
12.3	838	8	1.0	102.4.1	1,657	28	1.7
13.1	2,347	14	0.6	102.4.2	1,694	26	1.5
13.2	1,518	0	0	102.4.3	1,445	15	1.0
13.3	896	0	0	102.4.4	1,153	8	0.7
14.1	2,624	91	3.5	103.1	788	59	7.5
14.2	864	7	0.8	104.1	0	0	0
15.1.1	1,954	198	10.1	105.1	2,379	187	7.9
15.1.2	1,810	109	6.0	106.1	1,535	16	1.0
15.2.1	1,639	0	0	106.2	955	7	0.7
15.2.2	2,407	175	7.3	106.3	723	0	0
15.2.3	1,210	63	5.2	106.4	1,096	69	6.3
16.1	1,604	23	1.4	106.5	760	25	3.3
16.2	1,512	0	0	107.1	1,621	0	0
16.3	2,111	18	0.9	108.1	1,449	62	4.3
16.4	1,130	31	2.7	108.2	710	0	0
17.1	1,330	106	8.0	108.3	1,930	0	0
17.2	2,203	92	4.2	109.1.1	1,788	0	0
17.3	1,840	55	3.0	109.1.2	1,341	39	2.9
18.1	1,883	179	9.5	109.1.3	2,136	53	2.5
18.2	862	33	2.8	109.2.1	1,414	42	3.0
18.3	1,072	6	0.6	109.2.2	1,598	0	0
19.1	967	0	0	110.1	733	28	3.8
19.2	1,047	0	0	110.2	1,194	45	3.8
19.3	2,001	41	2.1	110.3	1,239	62	5
				110.4	622	6	1.0

Persons, Low to Moderate Income Estimates – FY 2007
U.S. Department of Urban Housing and Development

2000 Census Block Group	# of Persons 30% & Below Med. Income	# of Persons 50% & Below Med. Income	# of Persons 80% & Below Med. Income	2000 Census Block Groups	# of Persons 30% & Below Med. Income	# of Persons 50% & Below Med. Income	# of Persons 80% & Below Med. Income
1.1	97	402	772	51.1	249	462	611
1.2	137	234	589	51.2	574	1,062	1,551
2.1	31	106	459	51.3	6	22	266
2.2	126	313	538	52.1	32	53	86
3.1	39	360	981	52.2	6	6	35
3.2	154	371	640	52.3	0	39	115
4.1	331	735	1,191	52.4	132	258	419
4.2	135	279	567	52.5	308	492	680
4.3	228	491	655	53.1	743	1,118	1,390
4.4	238	385	593	53.2	223	345	476
6.1	197	268	385	54.1	1,127	1,555	1,817
7.1	151	271	496	54.2	781	1,145	1,502
7.2	237	419	644	54.3	223	349	463
7.3	61	169	281	55.1	686	905	1,084
7.4	4	66	255	55.2	1,489	1,955	2,254
8.1	124	313	548	101.1	31	92	279
8.2	114	205	321	101.2	16	75	201
9.1	520	866	1,185	101.3	137	226	387
9.2	81	164	310	101.4	75	143	404
9.3	197	419	662	101.5	75	145	324
10.1	154	286	521	101.6	37	146	341
11.1	151	304	569	102.1.1	111	327	808
11.2	31	76	159	102.1.2	71	151	332
11.3	7	35	181	102.1.3	97	172	429
11.4	8	46	166	102.3.1	50	121	199
12.1	151	289	557	102.3.2	158	379	756
12.2	101	215	387	102.3.3	35	83	123
12.3	103	164	407	102.4.1	105	354	727
13.1	214	427	1,017	102.4.2	39	196	727
13.2	86	213	904	102.4.3	183	381	729
13.3	34	84	220	102.4.4	93	150	233
14.1	181	451	1,214	103.1	490	643	770
14.2	2	94	410	104.1	0	0	0
15.1.1	560	964	1,447	105.1	708	1,545	2,032
15.1.2	55	154	412	106.1	196	250	436
15.2.1	49	107	302	106.2	46	87	283
15.2.2	335	611	1,066	106.3	15	34	52
15.2.3	166	324	541	106.4	26	100	332
16.1	87	181	411	106.5	17	65	196
16.2	15	19	145	107.1	44	80	288
16.3	34	197	541	108.1	255	380	619
16.4	58	83	155	108.2	28	124	230
17.1	527	744	891	108.3	0	16	164
17.2	471	773	1,110	109.1.1	32	181	477
17.3	222	524	956	109.1.2	96	187	341
18.1	329	722	1,030	109.1.3	36	135	438
18.2	92	245	501	109.2.1	152	262	484
18.3	99	187	486	109.2.2	48	148	311
19.1	8	41	140	110.1	65	200	375
19.2	93	190	337	110.2	80	160	383
19.3	59	169	580	110.3	98	152	487
				110.4	7	144	316

Number of Participants on Section Housing Choice Voucher Program and Number of Subsidized Units in Apartment Complexes – 2007
Lafayette Housing Authority

2000 Census Tract	Number of Participants	Number of Apartment Units
1	36	
2	34	
3	32	
4	153	103
6	12	
7	88	
8	10	
9	79	
10	11	
11	31	
12	36	
13	80	
14	34	
15	185	343
16	36	
17	117	368
18	45	120
19	4	
51	21	242
52	3	104
53	2	
54	0	
55	0	
101	1	
102	52	
103	0	
104	0	
105	1	
106	0	
107	4	
108	11	150
109	10	
Total	1,128	1,430

Households, Low to Moderate Income Estimates – FY 2007
U.S. Department of Urban Housing and Development

2000 Census Block Group	# Households 30% & Below Med. Income	# Households 50% & Below Med. Income	# Households 80% & Below Med. Income	2000 Census Block Groups	# Households 30% & Below Med. Income	# Households 50% & Below Med. Income	# Households 80% & Below Med. Income
1.1	41	168	317	51.1	139	254	331
1.2	87	147	330	51.2	361	668	938
2.1	17	54	200	51.3	4	15	98
2.2	60	148	231	52.1	11	30	60
3.1	24	167	418	52.2	6	6	22
3.2	91	201	327	52.3	0	16	56
4.1	151	351	555	52.4	65	145	238
4.2	72	144	258	52.5	177	265	396
4.3	114	255	331	53.1	365	547	678
4.4	155	248	382	53.2	99	152	205
6.1	169	227	312	54.1	466	641	749
7.1	91	154	235	54.2	323	474	623
7.2	122	199	308	54.3	83	130	172
7.3	55	103	149	55.1	310	409	489
7.4	4	51	173	55.2	672	883	1,019
8.1	67	154	246	101.1	11	35	92
8.2	50	95	166	101.2	6	29	93
9.1	223	367	510	101.3	59	98	183
9.2	46	93	189	101.4	45	64	160
9.3	82	172	274	101.5	32	62	132
10.1	89	170	257	101.6	12	47	110
11.1	81	163	290	102.1.1	43	132	323
11.2	18	43	97	102.1.2	23	68	145
11.3	5	15	73	102.1.3	42	74	170
11.4	8	33	76	102.3.1	16	42	75
12.1	79	152	243	102.3.2	77	193	351
12.2	62	133	231	102.3.3	17	40	57
12.3	45	76	184	102.4.1	52	149	302
13.1	89	174	412	102.4.2	27	91	303
13.2	43	119	430	102.4.3	101	197	361
13.3	28	44	120	102.4.4	54	85	127
14.1	74	185	464	103.1	247	326	391
14.2	2	39	184	104.1	0	0	0
15.1.1	247	412	619	105.1	320	691	902
15.1.2	29	65	154	106.1	86	125	195
15.2.1	18	41	124	106.2	22	39	108
15.2.2	138	246	454	106.3	10	16	22
15.2.3	63	115	187	106.4	8	32	127
16.1	35	78	191	106.5	12	29	76
16.2	4	5	48	107.1	17	33	118
16.3	19	78	199	108.1	159	270	424
16.4	20	28	60	108.2	13	44	82
17.1	242	348	419	108.3	0	5	57
17.2	230	396	573	109.1.1	11	69	173
17.3	152	347	591	109.1.2	33	71	136
18.1	130	264	373	109.1.3	16	53	164
18.2	69	167	333	109.2.1	57	100	189
18.3	29	60	165	109.2.2	15	47	120
19.1	8	22	58	110.1	27	69	123
19.2	56	111	182	110.2	51	91	176
19.3	34	95	282	110.3	33	53	161
				110.4	2	49	104

Retail and Non Retail Employment – Tippecanoe County
2030 Transportation Plan, Area Plan Commission of Tippecanoe County

Traffic Zone	Retail Employment	Non Retail Employment	Total Employment	Traffic Zone	Retail Employment	Non Retail Employment	Total Employment
1	0	166	166	51	0	63	63
2	48	594	642	52	2	163	165
3	90	865	955	53	36	75	111
4	78	1,309	1,387	54	11	124	135
5	30	325	355	55	27	72	99
6	277	1,679	1,956	56	286	352	638
7	63	512	575	57	0	2	2
8	42	363	405	58	22	67	89
9	12	55	67	59	0	121	121
10	77	487	564	60	1	29	30
11	24	201	225	61	85	118	203
12	100	324	424	62	13	3,526	3,539
13	25	85	110	63	288	391	679
14	12	240	252	64	24	199	223
15	0	408	408	65	0	97	97
16	11	2,233	2,244	66	0	544	544
17	565	861	1,426	67	381	134	515
18	719	1,626	2,345	68	21	251	272
19	90	1,695	1,785	69	30	1,296	1,326
20	605	1,226	1,831	70	707	872	1,579
21	0	24	24	71	93	74	167
22	46	134	180	72	0	19	19
23	115	111	226	73	216	880	1,096
24	0	40	40	74	236	1,362	1,598
25	42	732	774	75	1,994	76	2,070
26	3	60	63	76	0	87	87
27	29	418	447	77	37	64	101
28	67	189	256	78	0	425	425
29	40	211	251	79	15	26	41
30	37	49	86	80	24	395	419
31	28	66	94	81	519	479	998
32	12	684	696	82	45	126	171
33	15	268	283	83	82	101	183
34	55	407	462	84	132	223	355
35	71	15	86	85	0	1	1
36	9	39	48	86	0	1,219	1,219
37	7	133	140	87	0	35	35
38	8	59	67	88	0	113	113
39	0	0	0	89	367	285	652
40	571	271	842	90	0	71	71
41	0	30	30	91	0	28	28
42	5	46	51	92	0	2	2
23	5	83	88	93	0	61	61
44	12	74	86	94	55	147	202
45	0	13	13	95	0	14	14
46	621	285	906	96	14	56	70
47	0	36	36	97	71	571	642
48	8	27	35	98	0	757	757
49	35	455	490	99	13	485	498
50	40	82	122	100	0	3,222	3,222

Retail and Non Retail Employment – Tippecanoe County
2030 Transportation Plan, Area Plan Commission of Tippecanoe County

Traffic Zone	Retail Employment	Non Retail Employment	Total Employment	Traffic Zone	Retail Employment	Non Retail Employment	Total Employment
101	0	304	304	151	0	28	28
102	0	30	30	152	0	85	85
103	13	72	85	153	0	34	34
104	0	0	0	154	0	35	35
150	45	102	147	155	0	71	71
106	0	30	30	156	0	26	26
107	0	15	15	157	41	304	345
108	0	1	1	158	0	5	5
109	0	89	89	159	0	116	116
110	643	145	788	160	5	56	61
111	136	69	205	161	0	0	0
112	230	161	391	162	18	31	49
113	125	349	474	163	43	68	111
114	158	1,900	2,058	164	0	61	61
115	0	3,544	3,544	165	24	198	222
116	0	228	228	166	9	179	188
117	0	12	12	167	0	0	0
118	122	186	308	168	0	16	16
119	99	5,108	5,207	169	25	134	159
120	0	471	471	170	0	0	0
121	218	973	1,191	171	0	2	2
122	69	3,875	3,944	172	0	0	0
123	0	573	573	173	0	25	25
124	15	97	112	174	6	42	48
125	94	290	384	175	106	462	568
126	0	509	509	176	2	28	30
127	0	270	270	177	290	198	488
128	0	30	30	178	619	433	1,052
129	0	58	58	179	105	732	837
130	46	37	83	180	137	149	286
131	5	259	264	181	62	146	208
132	40	70	110	182	461	1,019	1,480
133	387	214	601	183	218	84	302
134	0	418	418	184	337	10	347
135	8	290	298	185	0	49	49
136	7	12	19	186	0	47	47
137	0	175	175	187	8	4	12
138	0	448	448	188	33	42	75
139	0	0	0	189	2	54	56
140	12	19	31	190	0	20	20
141	9	3	12	191	0	34	34
142	24	29	53	192	8	79	87
143	0	16	16	193	0	5	5
144	0	0	0	194	0	7	7
145	0	1	1	195	24	45	69
146	0	0	0	196	5	1	6
147	0	0	0	197	0	24	24
148	272	81	353	198	0	0	0
149	15	898	913	199	0	0	0
150	0	1,981	1,981	200	0	150	150

Retail and Non Retail Employment – Tippecanoe County
2030 Transportation Plan, Area Plan Commission of Tippecanoe County

Traffic Zone	Retail Employment	Non Retail Employment	Total Employment	Traffic Zone	Retail Employment	Non Retail Employment	Total Employment
201	4	21	25	251	0	8	8
202	95	34	129	252	0	18	18
203	32	49	81	253	0	92	92
204	0	13	13	254	0	0	0
205	0	0	0	255	0	9	9
206	24	114	138	256	10	181	191
207	0	30	30	257	0	18	18
208	3	19	22	258	0	5	5
209	0	15	15	259	10	150	150
210	0	5	5	260	0	0	0
211	0	29	29	261	0	3	3
212	0	1	1	262	0	1	1
213	0	9	9	263	0	73	73
214	74	109	183	264	0	134	134
215	66	110	176	265	0	17	17
216	0	1	1	266	0	1	1
217	0	98	98	267	0	25	25
218	0	0	0	268	9	46	55
219	0	106	106	269	0	11	11
220	0	83	83	270	0	44	44
221	0	104	104	271	7	85	92
222	0	10	10	272	0	41	41
223	133	162	295	273	0	4	4
224	165	15	180	274	0	143	143
225	7	36	43	275	0	8	8
226	0	32	32	276	1	35	36
227	0	2	2	277	0	7	7
228	14	183	183	278	16	59	75
229	21	125	146	279	0	0	0
230	0	900	900	280	56	12	68
231	14	14	28	281	61	10	71
232	0	5	5				
233	5	566	571	Total	17,758	77,236	94,994
234	157	196	353				
235	0	148	148				
236	0	556	556				
237	14	16	30				
238	3	83	86				
239	7	45	52				
240	6	1,579	1,585				
241	0	0	0				
242	0	0	0				
243	746	172	918				
244	0	1	1				
245	0	0	0				
246	22	6	28				
247	0	75	75				
248	0	147	147				
249	0	0	0				
250	0	5	5				

Purdue Students by Location of Residence - Census Block Group
Purdue University

2000 Census Block Group	Number of Purdue Students	2000 Census Block Groups	Number of Purdue Students
1.1	23	51.1	480
1.2	42	51.2	602
2.1	15	51.3	105
2.2	225	52.1	67
3.1	33	52.2	59
3.2	41	52.3	49
4.1	188	52.4	358
4.2	40	52.5	216
4.3	60	53.1	917
4.4	92	53.2	416
6.1	120	54.1	1,454
7.1	40	54.2	1,370
7.2	59	54.3	3,052
7.3	7	55.1	1,661
7.4	39	55.2	2,006
8.1	29	101.1	7
8.2	2	101.2	6
9.1	111	101.3	2
9.2	78	101.4	30
9.3	38	101.5	0
10.1	77	101.6	4
11.1	45	102.1.1	26
11.2	19	102.1.2	5
11.3	16	102.1.3	14
11.4	4	102.3.1	51
12.1	32	102.3.2	650
12.2	19	102.3.3	28
12.3	15	102.4.1	165
13.1	129	102.4.2	841
13.2	12	102.4.3	1,576
13.3	33	102.4.4	228
14.1	28	103.1	2,251
14.2	8	104.1	5,948
15.1.1	82	105.1	1,091
15.1.2	107	106.1	131
15.2.1	66	106.2	11
15.2.2	80	106.3	16
15.2.3	27	106.4	2
16.1	70	106.5	8
16.2	33	107.1	71
16.3	51	108.1	55
16.4	59	108.2	6
17.1	17	108.3	35
17.2	82	109.1.1	24
17.3	279	109.1.2	4
18.1	19	109.1.3	32
18.2	62	109.2.1	4
18.3	9	109.2.2	15
19.1	10	110.1	0
19.2	14	110.2	6
19.3	35	110.3	5
		110.4	2

Number of Persons 65 and Older
2000 Census SF1 data, Table P12, Sex by Age (Total Population)

2000 Census Block Group	Total Population	# of Persons: 65 & Older	Percentage	2000 Census Block Groups	Total Population	# of Persons: 65 & Older	Percentage
1.1	1,249	165	13.2	51.1	2,199	259	11.8
1.2	855	123	14.4	51.2	2,552	742	29.1
2.1	839	138	16.4	51.3	3,206	538	16.8
2.2	1,025	109	10.6	52.1	710	157	22.1
3.1	1,661	262	15.8	52.2	650	124	19.1
3.2	1,573	262	16.7	52.3	578	112	19.4
4.1	1,714	86	5.0	52.4	1,522	285	18.7
4.2	1,242	210	16.9	52.5	1,064	110	10.3
4.3	903	46	5.1	53.1	2,200	97	4.4
4.4	717	31	4.3	53.2	925	51	5.5
6.1	561	67	11.9	54.1	2,260	17	0.8
7.1	863	57	6.6	54.2	1,841	7	0.4
7.2	910	94	10.3	54.3	2,201	5	0.2
7.3	755	283	37.5	55.1	2,342	2	0.1
7.4	748	158	21.1	55.2	2,490	6	0.2
8.1	1,212	187	15.4	101.1	760	99	13.0
8.2	727	104	14.3	101.2	957	87	9.1
9.1	1,523	81	5.3	101.3	939	144	15.3
9.2	933	221	23.7	101.4	1,388	73	5.3
9.3	980	82	8.4	101.5	690	57	8.3
10.1	1,535	147	9.6	101.6	756	66	8.7
11.1	1,362	186	13.7	102.1.1	2,293	153	6.7
11.2	685	85	12.4	102.1.2	696	50	7.2
11.3	643	90	14.0	102.1.3	1,714	150	8.8
11.4	563	94	16.7	102.3.1	938	84	9.0
12.1	1,208	158	13.1	102.3.2	1,943	105	5.4
12.2	1,163	209	18.0	102.3.3	745	128	17.2
12.3	834	97	11.6	102.4.1	1,715	140	8.2
13.1	2,268	286	12.6	102.4.2	1,732	79	4.6
13.2	1,604	291	18.1	102.4.3	1,428	45	3.2
13.3	949	146	15.4	102.4.4	1,102	128	11.6
14.1	2,664	332	12.5	103.1	3,869	4	0.1
14.2	856	72	8.4	104.1	6,869	3	0.0
15.1.1	1,955	175	9.0	105.1	2,371	9	0.4
15.1.2	1,718	84	4.9	106.1	1,524	148	9.7
15.2.1	1,657	134	8.1	106.2	933	84	9.0
15.2.2	2,422	103	4.3	106.3	787	77	9.8
15.2.3	1,187	110	9.3	106.4	1,137	116	10.2
16.1	1,634	62	3.8	106.5	769	64	8.3
16.2	1,458	85	5.8	107.1	1,568	166	10.6
16.3	2,213	57	2.6	108.1	1,501	287	19.1
16.4	1,182	62	5.2	108.2	1,078	80	7.4
17.1	1,341	119	8.9	108.3	1,871	84	4.5
17.2	2.345	226	9.6	109.1.1	1,802	158	8.8
17.3	1,771	82	4.6	109.1.2	1,392	127	9.1
18.1	1,913	164	8.6	109.1.3	2,128	116	5.5
18.2	843	242	28.7	109.2.1	1,458	133	9.1
18.3	1,073	48	4.5	109.2.2	1,558	171	11.0
19.1	1,016	107	10.5	110.1	753	62	8.2
19.2	965	157	16.3	110.2	1,211	107	8.8
19.3	2,037	289	14.2	110.3	1,250	114	9.1
				110.4	580	57	9.8
				Total	148,955	13,532	9.1

Number of Persons 65 and Older Below Poverty Level
2000 Census, SF4 data, Table PCT144, Age by Ration of Income, 1999 to Poverty Level

2000 Census Tract	Total Population	Number of Persons	Percentage
1	2,070	13	0.6
2	1,818	17	0.9
3	3,234	8	0.2
4	4,395	37	0.8
6	572	7	1.2
7	3,036	0	0
8	1,911	16	0.8
9	3,292	6	0.2
10	1,555	5	0.3
11	3,195	71	2.2
12	3,205	15	0.5
13	4,761	0	0
14	3,488	0	0
15.1	3,764	18	0.5
15.2	5,256	9	0.2
16	6,357	0	0
17	5,373	47	0.9
18	3,817	26	0.7
19	4,015	0	0
51	7,338	31	0.4
52	4,512	36	0.8
53	3,034	0	0
54	4,243	0	0
55	3,581	6	0.2
101	5,439	17	0.3
102.1	4,682	12	0.3
102.3	3,543	0	0
102.4	5,949	23	0.4
103	788	0	0
104	0	0	0
105	2,379	0	0
106	5,069	27	0.5
107	1,621	0	0
108	4,089	22	0.5
109.1	5,265	0	0
109.2	3,012	30	1.0
110	3,788	29	0.8
Total	133,446	528	0.4

Number of Persons with Disabilities
2000 Census, SF3 data, Table PCT26, Sex by Age by Type of Disability for the Civilian Noninstitutionalized Population 5+ Years

2000 Census Tract	Total Population	Number of Persons	Percentage
1	1,935	448	23.2
2	1,762	335	19.0
3	3,012	550	18.3
4	4,114	967	23.5
6	556	187	33.6
7	2,923	631	21.6
8	1,803	478	26.5
9	3,088	699	22.6
10	1,499	188	12.5
11	3,009	374	12.4
12	2,998	616	20.5
13	4,440	974	21.9
14	3,228	461	14.3
15.1	3,136	650	20.7
15.2	4,747	695	14.6
16	5,844	621	10.6
17	4,988	868	17.4
18	3,470	1,028	29.6
19	3,850	484	12.6
51	6,953	1,076	15.5
52	4,297	599	13.9
53	3,074	217	7.1
54	6,298	359	5.7
55	4,825	245	5.1
101	5,132	846	16.5
102.1	4,331	585	13.5
102.3	3,306	412	12.5
102.4	5,581	753	13.5
103	3,869	245	6.3
104	6,811	370	5.4
105	2,086	142	6.8
106	4,781	765	16.0
107	1,540	181	11.8
108	3,849	475	12.3
109.1	4,951	557	11.3
109.2	2,792	409	14.6
110	3,506	583	16.6
Total	138,384	20,073	14.5

Number of Persons with Disabilities By Age Group
2000 Census, SF3 data, Table PCT26, Sex by Age by Type of Disability for the Civilian Noninstitutionalized Population 5+ Years

2000 Census Tract	Persons 5 - 15	Persons 16 - 20	Persons 21 - 64	Persons 65 +	Number of Persons
1	42	0	231	175	448
2	0	22	191	122	335
3	52	6	259	233	550
4	77	39	707	144	967
6	0	0	133	54	187
7	55	67	376	133	631
8	42	21	225	190	478
9	101	52	425	121	699
10	7	27	107	47	188
11	0	30	210	134	374
12	0	15	381	220	616
13	73	60	528	313	974
14	24	32	227	178	461
15.1	99	82	311	158	650
15.2	81	39	416	159	695
16	74	37	417	93	621
17	83	64	522	199	868
18	80	62	644	242	1,028
19	16	0	303	165	484
51	65	35	542	434	1,076
52	22	52	318	207	599
53	0	39	144	34	217
54	0	107	241	11	359
55	0	79	166	0	245
101	28	72	586	160	846
102.1	45	18	385	137	585
102.3	26	10	323	53	412
102.4	28	57	503	165	753
103	0	178	67	0	245
104	0	298	72	0	370
105	5	17	120	0	142
106	77	57	452	179	765
107	18	0	102	61	181
108	28	16	238	193	475
109.1	57	8	373	119	557
109.2	25	32	25	127	409
110	63	39	350	131	583
Total	1,393	1,769	11,820	5,091	20,073

Number of Persons with Disabilities
2000 Census, SF4 data, Table PCT78, Sex by Age by Type of Disability Status by Poverty Status for the Civilian Noninstitutionalized Population 5 years and Over.

2000 Census Tract	Total Population	Number of Persons	Percentage
1	1,930	41	9.2
2	1,734	51	15.2
3	3,012	51	9.3
4	4,063	191	19.9
6	556	90	48.1
7	2,916	124	19.9
8	1,790	86	18.0
9	3,088	194	27.8
10	1,499	36	19.1
11	2,971	45	12.0
12	2,998	86	14.0
13	4,403	127	13.0
14	3,201	29	6.3
15.1	3,126	94	14.5
15.2	4,737	39	5.6
16	5,825	44	7.1
17	4,929	288	33.7
18	3,458	179	17.4
19	3,847	8	1.7
51	6,953	86	8.0
52	4,285	81	13.5
53	2,983	63	29.7
54	4,239	226	80.7
55	3,574	192	97.0
101	5,123	105	12.4
102.1	4,312	24	4.1
102.3	3,306	34	8.3
102.4	5,565	54	7.2
103	788	29	46.8
104	0	0	0
105	2,086	66	46.5
106	4,775	44	5.8
107	1,518	0	0
108	3,849	27	5.7
109.1	4,916	10	1.8
109.2	2,790	30	7.3
110	3,500	112	19.2
Total	124,645	2,986	15.4

Appendix 2: CPC Meeting Minutes

Citizen Participation Committee - November 27, 2007 Minutes

AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES

DATE ..... November 27, 2007
TIME ..... 7:00 P.M.
PLACE ..... Tippecanoe Room
County Office Building

ATTENDEES NAME	ORGANIZATION
Steve Clevenger	Citizen
Pat Wilkerson	Citizen
Carl V. Covely, Jr.	Citizen
Julia Covely	Citizen
Curt Ashendel	Citizen
Marty Sennett	GLPTC

STAFF	TITLE
John Thomas	Assistant Director
Doug Poad	Senior Transportation Planner
Melissa Baldwin	Transportation Planner
Chris Brown	GIS Addressing

John Thomas called the meeting to order.

I. APPROVAL OF MINUTES:

John asked if there were any amendments or corrections to the September 25 minutes.

Steve said he didn't see anything that needed corrected.

The minutes were approved.

II. FEEDBACK AND DISCUSSION FROM GROUP REPRESENTITIVES:

John asked if there were any questions about the Hot Spot List or crash report.

Melissa distributed and summarized the final Hot Spot List and 2006 Crash report, and said that this latest update is on the web.

Steve stated that he noticed the Technical Transportation Committee had made some recommendations.

Melissa said the hot spot list they presented to the Technical Transportation Committee had 150 suggestions on it. There were a lot of suggestions from the web submission. She explained how the final list was developed.

More discussion ensued.

John introduced Chris Brown. He asked that people introduce themselves.

III. PROGRAM:

COORDINATING TRANSIT and TRANSPORTATION:

Doug introduced and gave background information about the Coordinating Human Services Transit Plan and possible funding. He explained the New Freedom Federal funds, the Job Access Reverse Commute funds, and the Section 5310 funds. He explained how this was an opportunity to better provide for the community's elderly, low income and disabled.

Doug handed out a list of transit providers for the members to review. He asked for the members to look over the list and see if there were any providers not on it and let him know.

Curt asked if this included only local because he knows of one that goes back and forth to Indianapolis. The Veterans Group goes to the Veterans hospital.

Doug said we can add that, generally it is only local, but he wants to identify and include them also.

John said there are some regional transit services.

Pat asked if this was for the public only because she thought there is some agency that helps get children to Riley hospital.

Doug asked if she could find out and call him with it.

Pat said she could.

Discussion ensued about the Veterans transportation, Red Cross and Shrine Club.

Curt stated he thought the American Cancer Society would transport cancer patients to treatment if they needed a ride.

Pat said she thought that was right. She asked Doug if he could call the Volunteer Bureau. They might have a list.

More discussion ensued.

Doug explained that APC would be meeting with human service agencies and transit providers next month and have them generate a list of constraints, barriers and gaps in transportation services for their clients. He passed out maps that showed where people lived who were low income, disabled, or elderly as well as maps showing employment and the distribution of Purdue Students. Most of the information came from the US Bureau of the Census.

Doug said that much of the census information is shown for census tracts which are large areas to begin with.

John stated that there may be a specific development in a tract that accounts for its high rating.

Carl asked if there was a specific facility like on the east side of Sagamore Parkway.

Doug stated he didn't know for sure, but there was a mobile home park on US 52 beside Kossuth Street, we have Treece Meadows subdivision in this census tract and several subdivision in the north part of that area.

Carl said it looks like Farrington Court might be in there.

Doug stated he doesn't have the information available to get a better picture. This gives us an idea where the concentrated areas are.

Steve stated looking back to page 38. It says civilian non-institutionalized. Would Friendship House be included in that?

More discussion ensued.

Doug explained the difference between Institutionalized and non-institutionalized.

Curt stated a lot of elderly people have not been disabled all their life.

Doug said there are two major breakdowns of disability information and in those there are an additional four or five subcategories.

John asked Marty how their definition of disability applies here.

Marty answered if you are unable to get to the bus stop or unable to navigate the system in a wheel chair, then you would qualify for the "Access" system.

Curt asked if people in a wheelchair can access regular routes.

Marty answered that most of the buses are low floor and no stairs. The manufacturers have simplified the process tremendously.

Doug continued explaining the information on the maps and asked if there were any areas they knew that could use help in transportation to work.

Pat stated that they had already talked about the Wal-Mart area changing. Is that something that you are looking for?

Doug stated yes.

John asked Marty how far south the current system goes? to Beck Lane?

Marty answered that it goes south to Brady Lane.

Doug stated another example could be the hospitals.

There was discussion about the maps showing income. A need was also identified for the area off old 231 by McCutcheon.

There was discussion about the 2003 retail employment data.

Doug stated that the data did not include the Pavilions and we now have Menards located out past West Lafayette.

Carl asked if the influx of Hispanics drive the medium income numbers up.

Doug stated this is reported income from the census.

Curt stated he was concerned about the accuracy of the census income data because so much has changed since then.

John stated that we have pretty good information on where businesses are and know which are served by CityBus.

Carl stated that there are areas that were prosperous in 2000 but have since declined.

Doug stated when the new hospitals open up there will be a huge shift.

There was discussion about where low income hotel workers live and the impact that new hotels will have.

Doug stated that there are additional funds available to address these issues, and that we are working on an application for these funds right now.

Pat asked who gets these funds.

Doug stated that CityBus is eligible.

Carl asked if there were significant funds available.

Doug stated that 2.4 million dollars are available for low income in Indiana.

Pat asked who the competition is.

Doug stated that we do not compete with the larger cities like Indianapolis and Fort Wayne; they have a different pot of money. We compete with other similar sized communities like Bloomington, Muncie, etc.

Pat asked if this was a list of providers that would be invited to the meeting.

Doug answered yes. There are up to 75 providers on the mailing list.

STRATEGIC PLANNING FOR CITY BUS:

Marty stated that CityBus started this process back in May. He explained that the Board of Directors instructed them to do a strategic plan for the next 5 years. We have discussed whether it is better to serve everybody from corner to corner or improve the service for people who are using it heavily. He discussed the different options such as buying more Hybrid buses or providing more frequent service. He wants to know what the average citizen would like for us to do.

Curt stated that we were talking about low income, hospitals, and hotel workers that need to go to different places. One way to increase ridership is to partner with employers. It might be useful to approach the hotels and industries and partner with them somehow.

Marty stated that CityBus currently serves the hotels pretty well. They are considering extending the hours past 7 p.m. because out on 26 E, not everyone is done working by 7 o'clock.

Steve stated that CityBus will have to make some kind of change for the hospitals when they open.

Marty stated that Unity is already on a route, but they are ¼ mile off the road. If you are elderly or disabled and want to visit or work there, it will be hard for you. You will have to navigate 2 parking lots to get there. The new Arnett/Clarion hospital is not in our service area or taxing district, and that will be discussed at our board meeting tomorrow.

John asked since it is not in their service area can CityBus service it?

Marty answered they can if they do what Curt was talking about by partnering with them.

There was more discussion about routes going to the hospitals and different places. There was discussion about new transfer points. There was also discussion about people aging and their different transportation needs.

Curt asked if there were any plans to expand the "Access" program.

Marty answered not really. There is not enough funding to expand it.

There was additional discussion about the "Access" program.

IV. QUESTIONS, COMMENTS AND SUGGESTIONS:

John thanked everyone for coming and asked if there were any questions, comments or suggestions.

Carl stated that he was in the process of writing an e-mail to the Mayor encouraging him to putting longer turn lanes in on 350S.

Steve said that on US 52 at Greenbush the turn lane is to short.

Pat stated that the light on McCarty Lane to go west on US 52 is way to short in the morning.

Doug stated there was a reason that a right turn was not constructed at the north east corner of the intersection. There are reported to be underground gas tanks in the parking lot and the City did not want to pay for the cleanup and removal of the tanks.

More discussion ensued.

Curt stated that earlier in the year you mentioned revising the bicycle/pedestrian plan. Where is that in your to-do list?

Doug answered next year. We have to get these reports done first because there are agencies that want to apply for funds and then we have to update the Transportation Improvement Program before we can start the bicycle and pedestrian plan. It has not been forgotten

More discussion ensued.

John stated that he was passing around an update on the Hoosier Heartland Project that we received last month.

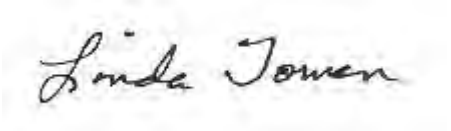
There was discussion about bike racks on the buses.

V. ADJOURNMENT:

John thanked them for coming.

The next meeting will be January 22, 2008.

Respectfully submitted,



Linda Toman-Wilson
Bookkeeper/Secretary

Reviewed by,
John Thomas
Assistant Director

Citizen Participation Committee – January 22, 2008 Minutes

AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES

DATE ..... January 22, 2008
TIME ..... 7:00 P.M.
PLACE ..... Tippecanoe Room
County Office Building

ATTENDEES NAME	ORGANIZATION
Steve Clevenger	Citizen
Curt Ashendel	Citizen

STAFF	TITLE
John Thomas	Assistant Director
Doug Poad	Senior Transportation Planner
Chris Brown	GIS Addressing

John Thomas called the meeting to order.

VI. APPROVAL OF MINUTES:

John asked if there were any amendments or corrections to the November 27, 2007 minutes.

Hearing none the minutes were approved.

VII. FEEDBACK AND DISCUSSION FROM GROUP REPRESENTITIVES:

John asked if there were any questions from anyone about the Coordinated Human Services Transit Plan and Marty's presentation on the Strategic Planning for CityBus.

Steve asked if they had received some money recently to do some of the things they wanted to.

John stated they did get a Job Access Reverse Commute grant to extend one of the routes down to 350S and Wal-Mart.

Doug stated the recently approved JARC grant included two items. One was extending the bus route from Lafayette Square to Wal-Mart and the second was to fund an additional hybrid bus. The grant will pay for 80% of the bus. The grant was over $600,000.

Doug stated that the FTA may have changed its funding policy from paying 80% for a hybrid bus to 90%. He said that APC and CityBus have also put together a New Freedom grant that would be used for transporting persons with some from of disability. He went on to explain the funding program and how it could be used. The grant has not been submitted yet because it is being reviewed by CityBus's Board of directors.

Discussion ensued about CityBus routes and funds.

VIII. PROGRAM:

COORDINATED HUMAN SERVICES TRANSIT PLAN:

Doug introduced and gave background information about the Coordinated Human Transit Services Transit Plan. FTA provides funding for transporting elderly people, low income and disabled persons. To be able to tap into those funds the Metropolitan Planning Organization has to develop a Coordinated Human Services Transit Plan. A lot of the other MPO's around the state have already completed their plans, however most do not go into the depth or detail that we have. This community's Plan takes a broader approach to coordinating the transit needs of local human service agencies. A wide variety of stakeholders and providers were contacted and assisted in defining the needs. Additionally, they identified barriers, gaps and challenges in providing service as well as strategies to over come the challenges.

Curt asked if the question was to identify barriers.

Doug stated that yes, the unmet needs, challenges, gaps, and barriers that need to be addressed were identified.

Curt stated that the word needs to get out to educate the people that really need the services. A lot of people that are served by social service agencies would benefit from those agencies promoting transit options. Maybe an annual forum for social service providers should be established so they could find out about available transit services.

John stated the discussion with the focus groups of service providers did a lot of that.

More discussion ensued about gaps, and challenges.

Doug asked if there were any other strategies that the Committee could think of. He said that 350 S and Wal-Mart are being served now. The new Clarion/Arnett hospital will be a challenge because it is outside the service area, but Subaru-Isuzu is in the service area. He was not to sure whether Menards and the possible new Meijer site is in or not.

Steve stated that the Klondike route goes by Menards and the proposed new Meijer's site.

Discussion ensued.

Doug said the New Freedom Grant would provide service to the Community Correction Building. Additionally, the hotels and restaurants on 26 E are being serviced somewhat now, but CityBus is trying to provide service later in the evening.

Steve said the Faith Baptist Community Center is not to far past Meijer and is another destination.

Doug stated that APC is advocating a pedestrian strategy for SR 26 E, because it currently is not pedestrian friendly, and needs sidewalks.

Steve asked whether sidewalks will be included as part of construction when INDOT widens it to three lanes.

Doug stated yes. He said the project under construction now is going to have sidewalks as well.

Discussion ensued about the projects on SR 26 E.

Curt stated that the disabled and low income populations are more difficult to get information to. One way to get the information out would be thru the unemployment offices.

Doug stated that it would be easy for them to distribute bus tokens.

Curt stated maybe people could pay a certain amount and ride the bus for one day while applying for jobs.

John said that some of the social service organizations were passing tokens out to their clients.

Curt said maybe this could be subsidized by United Way or some other organization.

Doug stated that we held stakeholders forums in December and January to get their input. Doug handed out the results of the forum meeting and explained how they were generated. The forum addressed the needs of the disabled, low income and elderly and then additionally broke them down into: subpopulation, situations and geography. He provided further explanation about the groups and what the forum had come up with. A case in point was that when the elderly lose their license they should be provided with information about transit options. This goes back to what you said about communication. The forum thought that there should be a brochure at the BMV outlining those transit opportunities. He said another option would be to call 211 for a comprehensive list of social service agency resources.

Steve asked if it was free.

More discussion ensued about the different places transit information should be distributed.

Doug reviewed the draft needs and strategies generated by the forum. He said there are a lot of good suggestions.

Steve stated that it was a good idea to let people know the difference between the services provided by Access and the Care-a-Van systems.

Curt said assisted living staffs are the front line staff and need information about the services available. They are the gate keepers. Seniors probably ask the staff what is the best way to get places.

There was discussion about who was responsible for removing snow on the bridges.

Steve stated another thing he had brought up before is that whenever there is road construction the signs are put up in the middle of the sidewalks and he feels sorry for anyone in a wheelchair trying to get through.

Curt asked about the schedule for completing the Coordinated Human Services Transit Plan plan.

Doug stated that the Draft Coordinated Human Services Transit Plan is being put together now. He would like to get it done within a month. The draft will be circulated to the forum for a two week review and then their comments incorporated. The next step will be a review by the CPC and the Technical Transportation Committee. We will then take the comments and incorporate them as needed, and present it to the Administrative Committee and then for approval by the Area Plan Commission.

Curt asked what funding would be available by having this plan in place.

Doug stated that the draft Plan is the planning support used for the service expansion to 350 S that includes access to the new Wal-Mart. Hopefully in 2-3 months this will be completed.

Curt stated he would like to see what you come up with for snow removal on the Harrison bridge.

There was more discussion about the snow removal on the sidewalks and ramps.

IX. QUESTIONS, COMMENTS AND SUGGESTIONS:

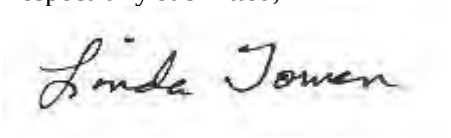
John asked if there were any questions, comments or suggestions.

X. ADJOURNMENT:

John thanked them for coming.

The next meeting will be March 25, 2008.

Respectfully submitted,



Linda Toman-Wilson
Bookkeeper/Secretary

Reviewed by,
John Thomas
Assistant Director

Appendix 3: Forum Mailing and Attendees List

Forum Mailing List

Contact	*Company/Organization*
Steven Gooch	Abilities Services Inc.
Linda Poland	Aging and Disabilities Services
Patti Ridgley	Alliance for Better Child Care
Sharron Wood	Area IV
Shannon Huffman	Bickford Cottage
Kris Dehahn	Business Master Exchange Club
Richard Graves	CityCab
Marty Sennett	CityBus
Adrian McVay	Classic Limo & Chauffeur
Cody Sipe	Coalition of Living Well After 50
Pam Biggs-Reed	Community & Family Resource Center
Jane McCann	Crisis Center
Susan Smith	Family Services
John Flack	Four Star Taxi
Phillis Merrell	Fowler Apartments
Jennifer Shanahan	Friendship House
Gale Baldwin	George Davis Manor
Holly Meyer	Girl Scouts of Central Indiana
Ben Blankenship	Greentree
Dave Wilson	Greyhound
Doug Tayler	Habitat for Humanity
Angela Grayson	Hanna Community Center
Pam Houlton	Head Start
Robbin Lamblin	Healthy Families of Tippecanoe County
Mike Owens	Heritage Health
Maire Everette	Historic Jeff Centre
Jim Calloway	Imperial Travel Services
Amy Ross	Indiana Veterans' Home
Barb Reif	Lafayette Family YWCA
Edie Pierce-Thomas	Lafayette Housing Authority
Jeff Florian	Lafayette Limo
Maire Morse	Lafayette Neighborhood Housing
Jennifer Layton	Lafayette Transitional Housing Center
Mary Anderson	Lafayette Urban Ministry
Jo Ann Vorst	LARA
Aida Munoz	Latino Coalition of Tippecanoe County
Christena Smith	Lafayette Leadership
Ken Weller	Legal Aid Corporation
Larell Cree	Luxury Limousine Service
Jeff Chase	Lyn-Treece Boys & Girls Club
Jennifer Flora	Mental Health America of Tip. Co.

Contact	*Company/Organization*
Elaine Brovont	Mid-Land Meals
Scott Wood	Mobile Care
Eric Ehtman	Mobile Chair
Donna Lyon	Mobility for Area Citizens
Beth York	New Directions Inc
Debra Elsner	Red Cross
Laurie Dotas	Regency Place
Dean Ramsey	Rosewalk Village of Lafayette
Lillie Carty	Salvation Army
Roger Feldhaus	Tecumseh Area Partnership
Gina Mundel	The Arch of Tippecanoe County
James Livermore	Tippecanoe County Health Clinic
Kaycie Laughnet	Tippecanoe County Childcare
Alison Greene	Tippecanoe County Council on Aging
James Taylor	United Way
Brad Irwin	University Place
Matthew Emery	Volunteer Bureau
Rhonda Jones	Wabash Center
William Carmic	Wabash Center
Jacques Delleur	Walla
Katy Kurili	Westminster Village
Linda Poland	Wheels to Work
Colleen Batt	WIC
Don Franklin	YMCA
Barb Rief	YWCA

Forum Member Attendees – December 10, 2007

Attendee	*Company/Organization*
John Metzinger	CityBus
Deb Provo	CAP, TAP & WorkOne
Alison Greene	Tippecanoe County Council on Aging
Rhonda Jones	Wabash Center
Matt Emery	UW/GLUB
Jeff Florian	Lafayette Limo
Russell Flack	4 Star Taxi
Donna Granger	Granger Care Service
Jim Calloway	Imperial Travel
Bill Carmichael	Wabash Center

Forum Member Attendees – January 7, 2008

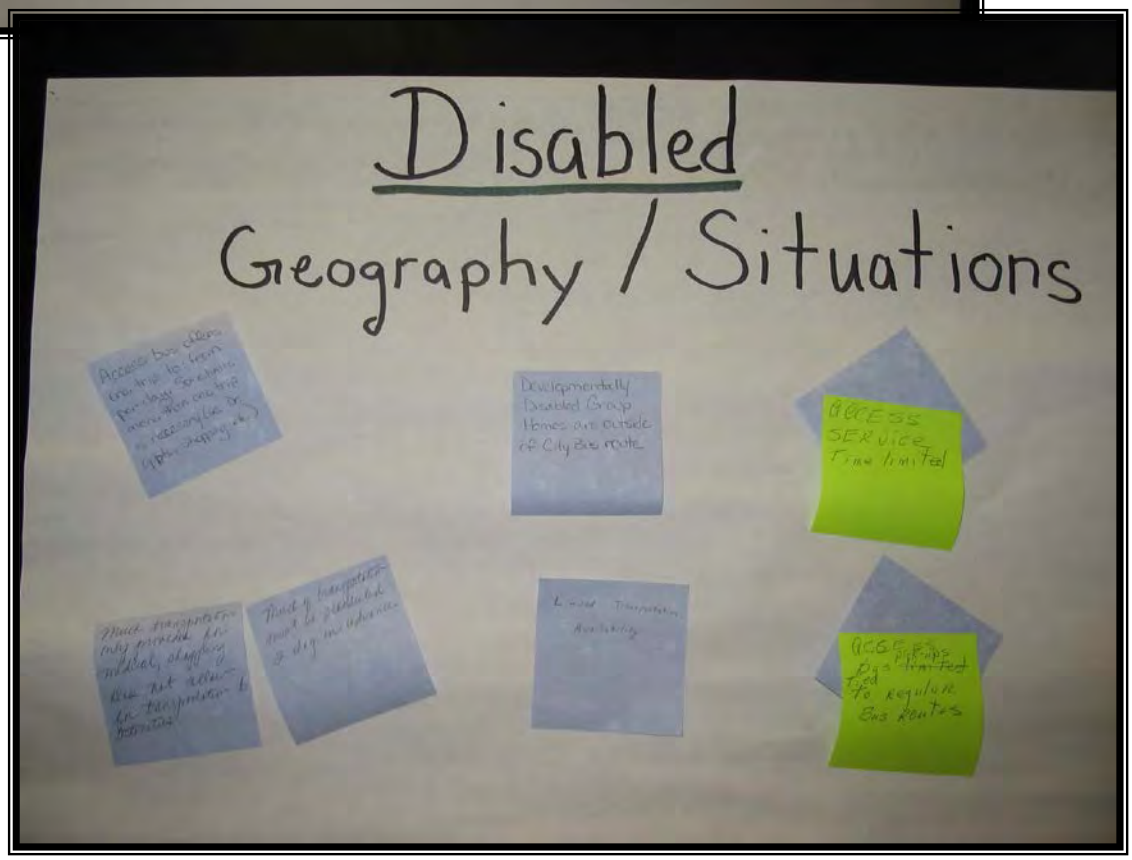
Attendee	*Company/Organization*
John Metzinger	CityBus
Marty Sennett	CityBus
Joe Krause	Walla & CityBus
Amy Gamble	American Red Cross
Shelley Hatke	CFRC Head Start
Alison Greene	Tippecanoe County Council on Aging
Patty Hall	YMCA
Rhonda Jones	Wabash Center
Barb Irwin	University Place
Joann Vorst	LARA
Doug Tayler	Habitat for Humanity

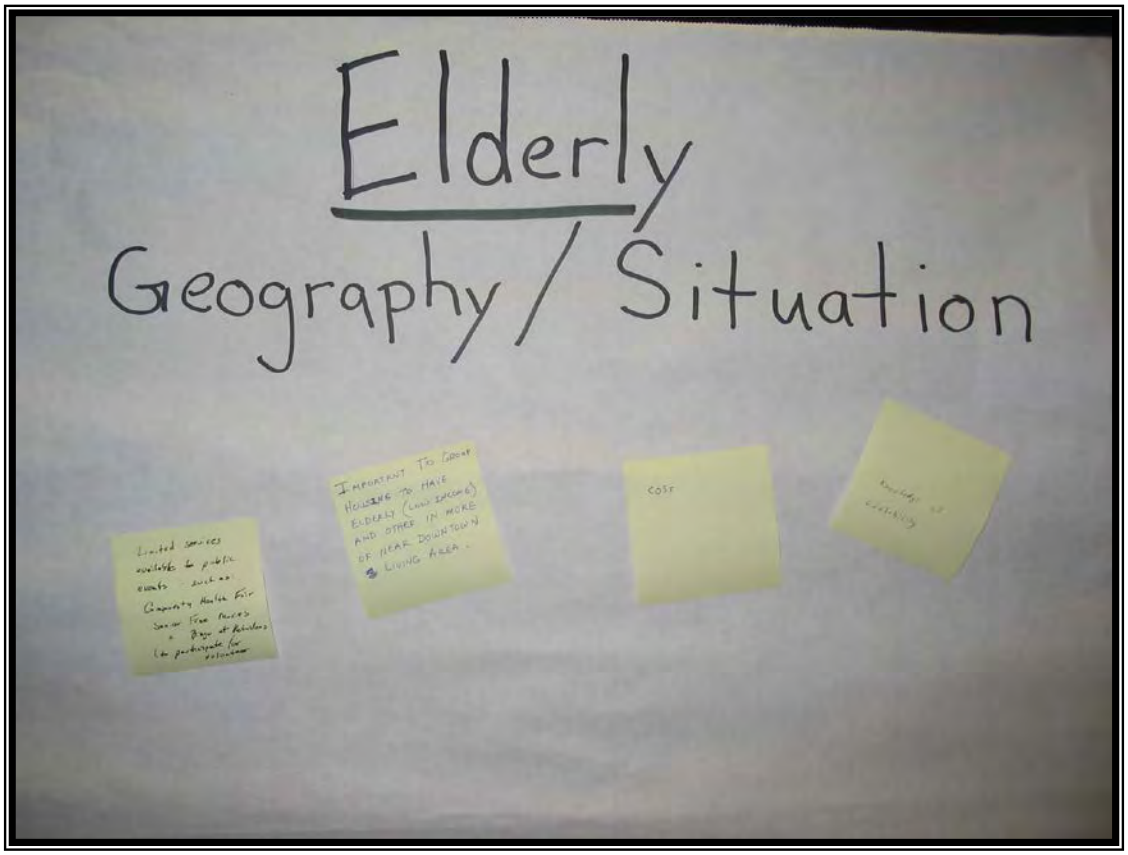
Forum Member Attendees – January 14, 2008

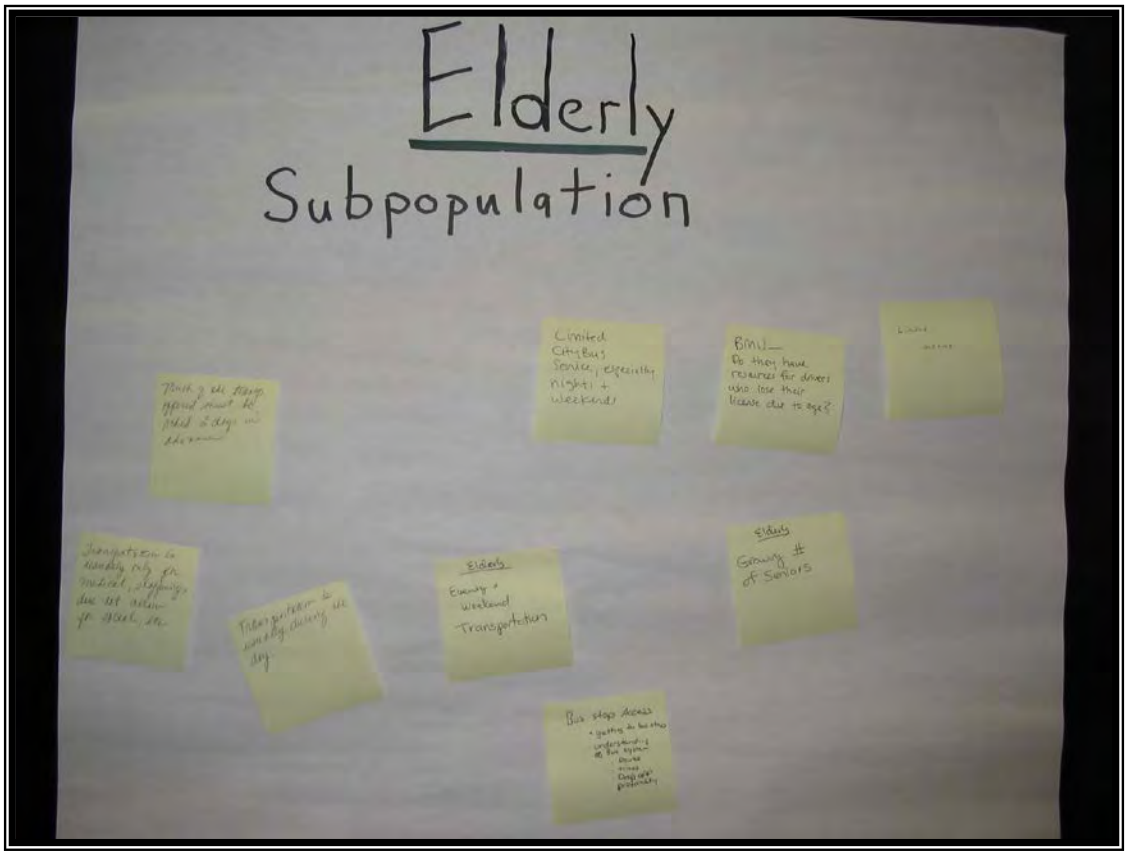
Attendee	*Company/Organization*
John Metzinger	CityBus
Shelley Hatke	CFRC Head Start
Alison Greene	Tippecanoe County Council on Aging
Rhonda Jones	Wabash Center

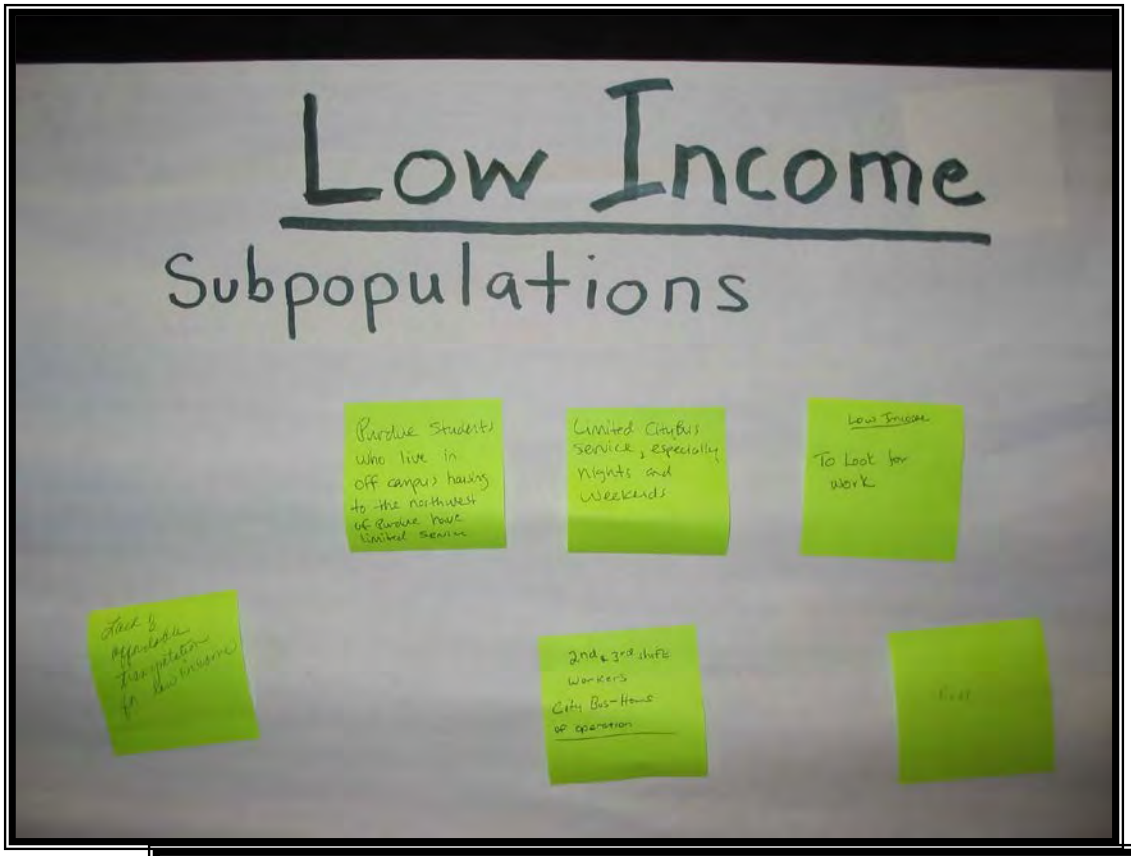
Appendix 4: Forum Written Comments

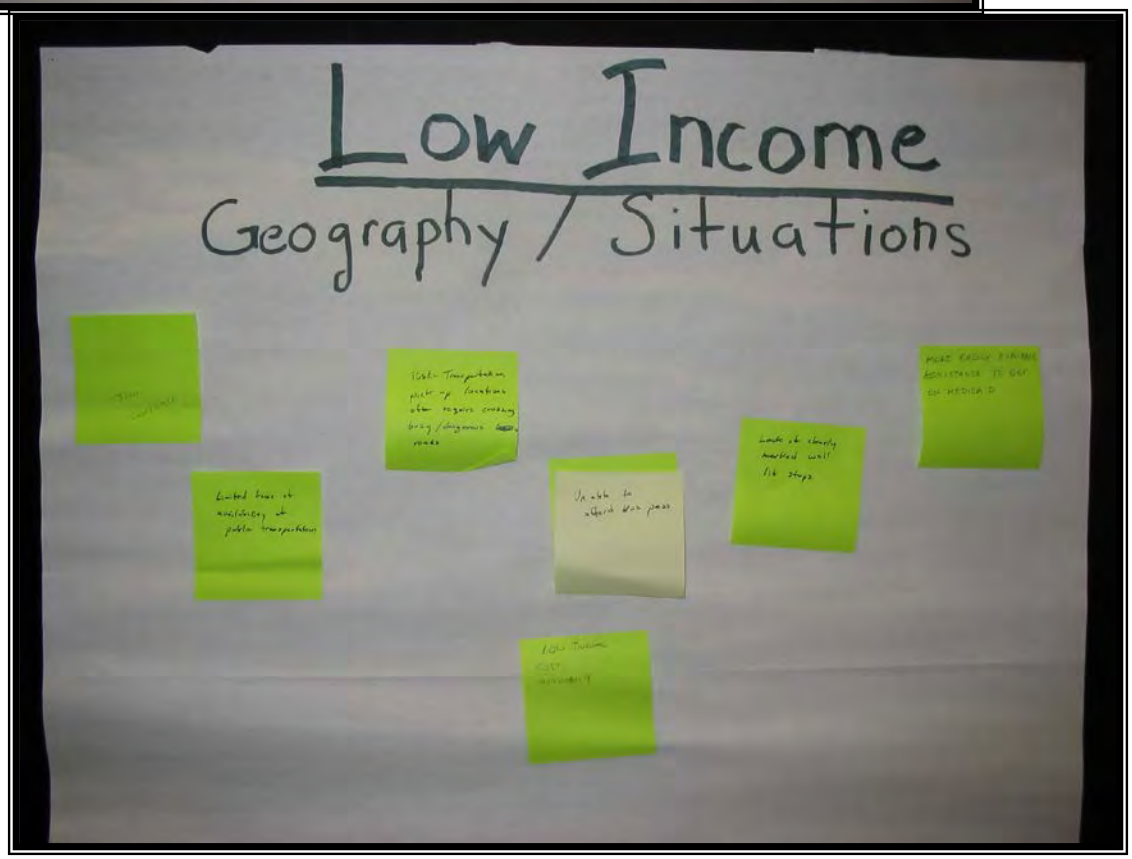
Post-it Notes – December 10, 2007




Elderly
Geography / Situation
IMPORTANT TO GROUP HOUSING TO HAVE ELDERLY (LOW INCOME) AND OTHER IN MORE OF NEAR DOWNTOWN LIVING AREA.
COST


Elderly
Subpopulation
Limited CityBus Service, especially Nights + weekends
BMT— Do they have resources for drivers who lose their license due to age?
Elderly
Growing # of Seniors
Elderly
Evening + weekend Transportation
Bus stop Access


Low Income
Subpopulations
Purdue Students who live in off campus having to the northwest of Purdue have limited service
Limited City Bus service, especially nights and weekends
Low Income
To Look for work
2nd & 3rd shift workers
City Bus-Hours of operation


Low Income
Geography / Situations
Limited hours of availability of public transportation
Unable to afford bus passes
Look at clearly marked well lit stops
MORE EASILY AVAILABLE ASSISTANCE TO GET ON MEDICAID

Appendix 5: Open Discussion Notes

Open Discussion Notes – December 10, 2007

Comprehensive Human Services Transit Plan
December 10, 2007

Notes from Open Discussion about constraints, barriers, and gaps

Alison stated that they are limited by:
- Care-A-Van not able to provide evening and weekend service for seniors without additional operating funds
- Care-A-Van only able to provide "essential" trips with current operational funds
- the limited number of drivers and vehicles affects how quickly service can be provided, and sometimes there are long waits for service.

Rhonda stated that they are limited by:
- only able to provide non essential trips
- Medicare and Medicaid waivers that can't be used by the private sector

Donna stated that it is essential that the elderly get out of their house for other than essential trips (church, evening social needs, beauty parlor, etc.). There is an ever increasing number of elderly that will be without their driver's licenses and in need of general transportation.

John mentioned that the community is growing one mile beyond GLPTC's service area to the east to the new hospital and to the south along CR 350. He stated there is a need for:
- Pedestrian facilities - sidewalks, and cross walks; particularly in some very pedestrian unfriendly areas like SR 26 east.
- Service to the Pavilions

Russell stated that:
- the cost of taxi service is beyond what many peoples can afford,
- the cost is set by the City of Lafayette
- their drivers are contract employees
- they do take wheelchair clients, but the drivers are not allowed to help them get in and out of the taxis

Rhonda stated that they can not use 15 passenger vans anymore and the 12 passenger vans they have will be prohibited soon.

Jeff echoed what Russell said about the high costs. He has 7 lift equipped vans but there has been little demand for them, possible because it is not widely known that they are available.

Rhonda said that they could contract for service, but don't because of the high cost of having to pay for transportation in addition to their staff. They have group homes that have a vehicle assigned to the home.

Sallie asked if the not-for-profit operations could contract for transportation services.

Alison stated that they could, but contracting out is more expensive than paying for staff and the vans.

Rhonda said that she could get 4 vans for what Lafayette Limo pays for one. They are seeing a number of clients who are disabled from war injuries.

Russell felt that people migrate to communities like ours patricianly because of of the transportation options available.

Jeff said that the advantage private sector transportation for human services agencies is:

- Elimination of the transportation headaches
- Better insurance
- Professional drivers
- Camaraderie among the passengers

Donna relayed an incident where Lafayette Limo was the only company that could transport a client she had that needed to get to Anderson.

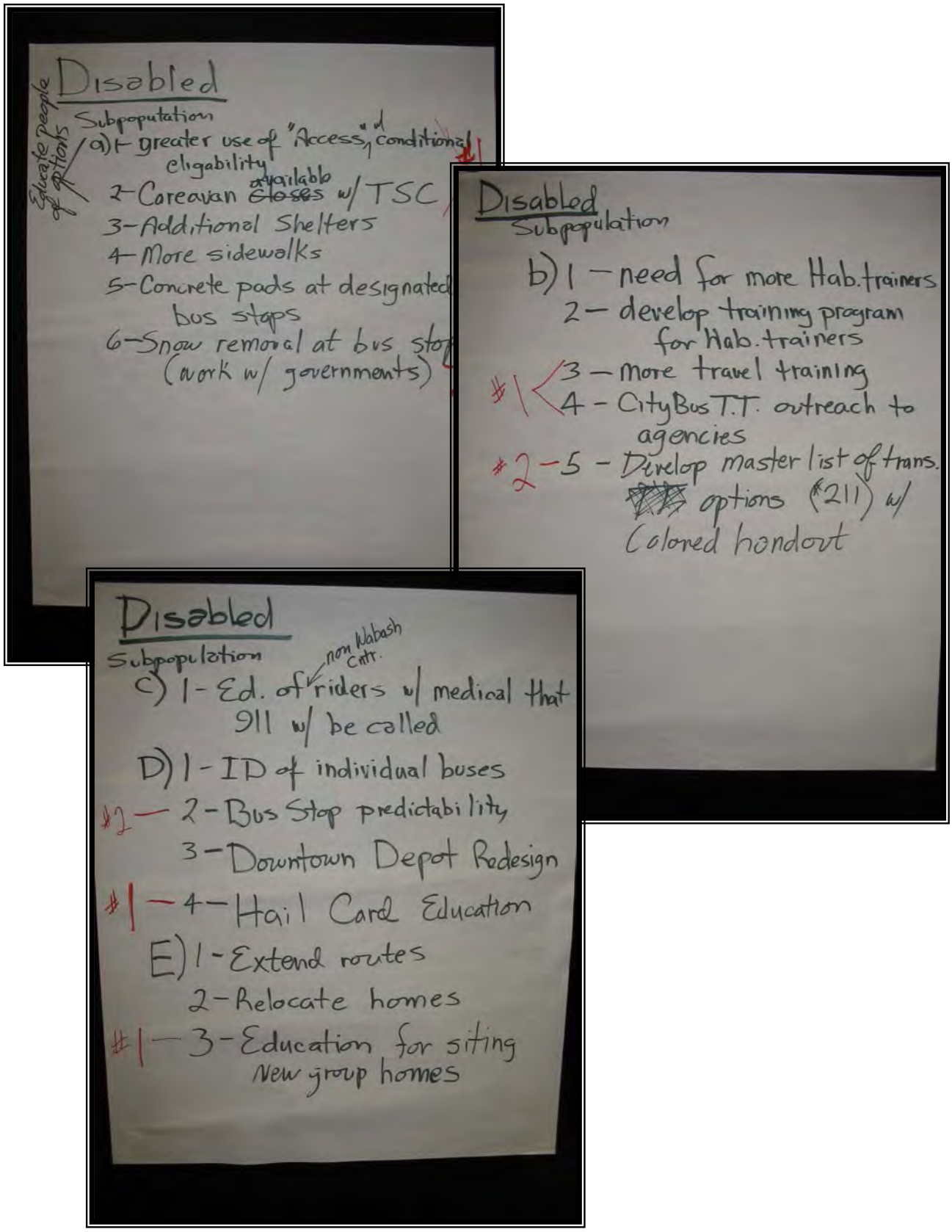
Jeff stated that there was a need for his transit services but not yet a demand. His bus lifts are rarely used and perhaps he needs to advertise those services.

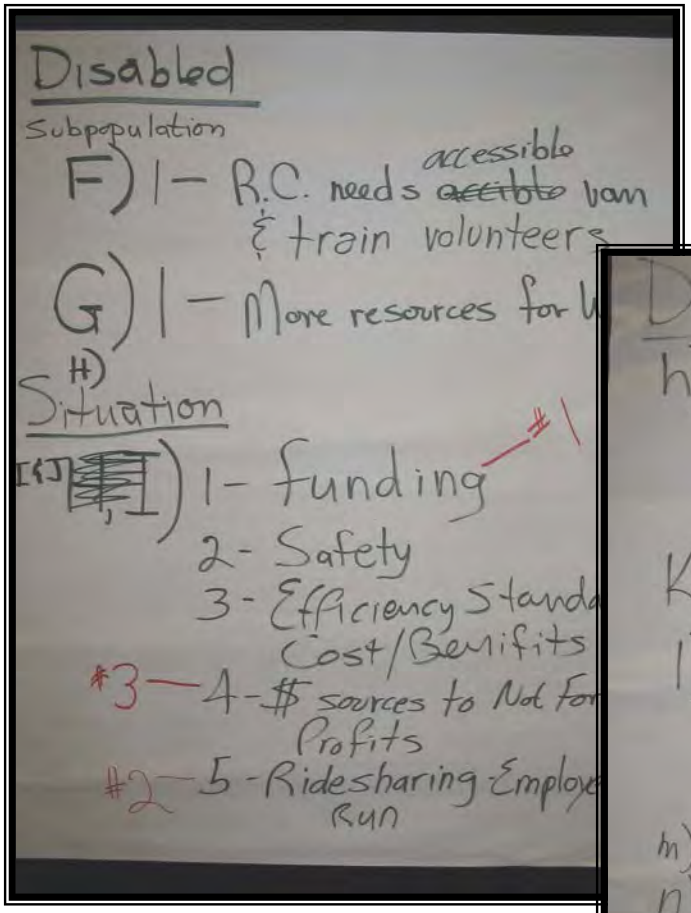
John said that, as with Lafayette Limo, CityBus provides a curb to curb service and is not in the business of assisting patrons with getting on and getting off. Many retirement centers do not understand that CityBus is not responsible for clients once they get to their destination.

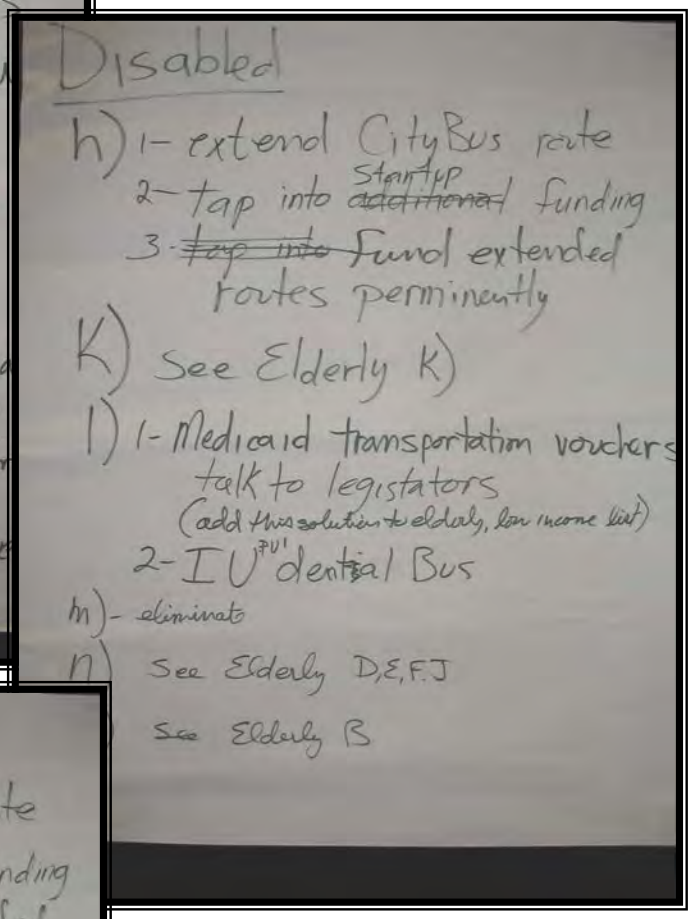
Rhonda stated that they serve 1800, but the state says there are 600 more that need their services.

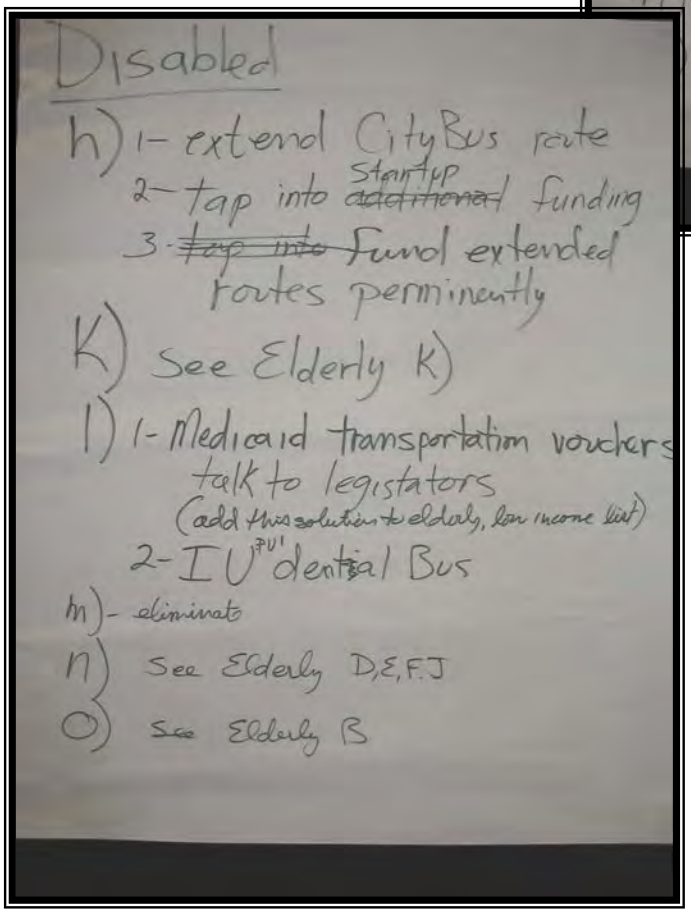
Appendix 6: Strategies Identified

Pictures of Strategies (Large News Print) – January 7 & 14, 2008




Disabled
Subpopulation
F) 1- R.C. needs accessible van
& train volunteers
G) 1- More resources for
H)
Situation
I) 1- funding #1
2- Safety
3- Efficiency Standa
Cost/Benifits
#3 4- $ sources to Not For
Profits
#2 5- Ridesharing Employe
Run


Disabled
h) 1- extend CityBus route
2- tap into ~~additional~~ startup funding
3- ~~tap into~~ fund extended
routes perminently
K) See Elderly K)
l) 1- Medicaid transportation vouchers
talk to legistators
(add this solution to eldely, low income list)
2- IU Paul dential Bus
m)- eliminate
n) See Elderly D,E,F,J
See Elderly B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m)- eliminate
n) See Elderly D,E,F,J
O) See Elderly B

Elderly

a) all new sr. housing, esp. low income should be on transit route

b) 1- additional educational efforts targeted to Seniors

2- investigate scheduling software for Sr. Cnt.

c) 1- nonessential trips reg

added capacity for care-a-v

2- encourage churches, busines

to establish personal networ

D) 1- Added Capacity, operating fu

E)

F)

G) 1- B.M.V to hand out Car-a-v

Elderly

h) 1- Capacity increase

2- New Sr. projects have trans. provided.

i) 1- education

2- fund raising for programs

-C

-D

-E

-F

-Education

-assistance from Service Org.

- from private transit providers

j) - for Seniors - the cost negligible

- for Providers its heavily subsidized

Elderly

l) is solution

m) 1- added capacity

2- Education of Seniors & assisted living Staff

n) 1- sidewalks - adoption of the thoroughfare plan

o) 2- lighting

3- ←

4- Sidewalk maintenance including snow removal, trimming of vegitation, ~~ea for~~

5- City enforcement of snow removal

6 - Partner w/ student groups

P) - See M-2 & G

Low Income

a) - Educate students
- Check w/ C.U.B freshman packet
- P.U. fund additional service
- encourage development on ~~exts~~ existing transit line

b) 1 - added capacity
2 - (Same as Disabled 1-J)

c) 1 - additional financial resources
2 - education about existing programs Voc Rehab, Impact

D) - (See Low Income b)

E) - (See low Income C-2)

F) - Support from Service Clubs

Low Income

g) 1 - education of low Income persons of time management
2 - additional CityBus child Care facilities

h) (see low Incom d)

j) - increased Fed. funding for Medicaid.

K) (see I, f, C)

l) - implement thru strategic Plan
- IT driven
- Education of users w/ existing CityBus material

Low Income

m) 1 (See low Income c, f, i, k)
2 - educate taxpayers & low income riders

n) 1 - coordinate w/ APC, Cities & INDOT for fixed stop locations
2 - Employ C.S.S. especially w/ INDOT
3 - General street lighting
4 - Suite of Ped. friendly street treatments

Low Income

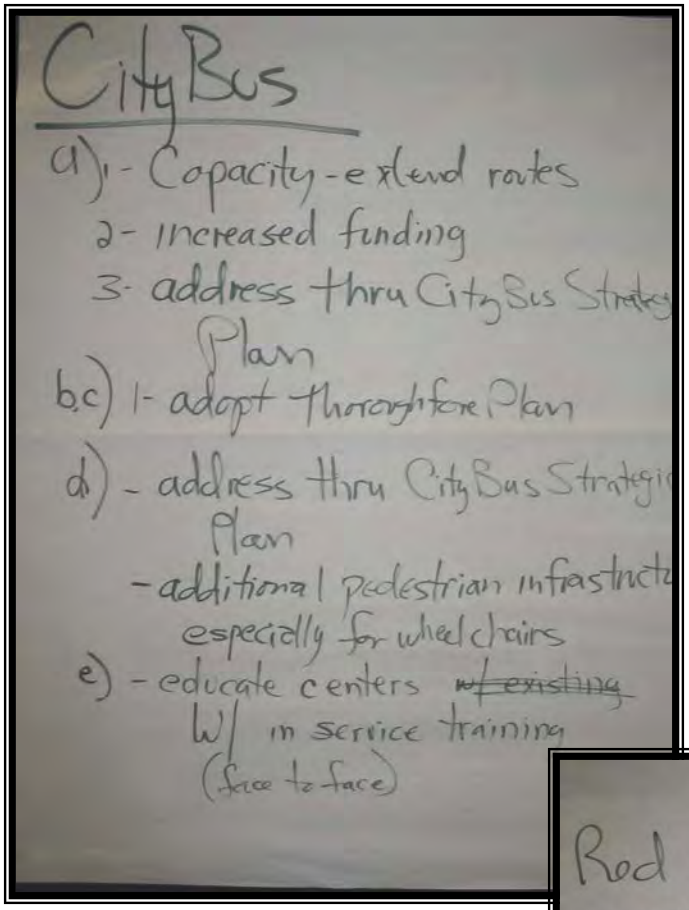
o) (see Disabled g)

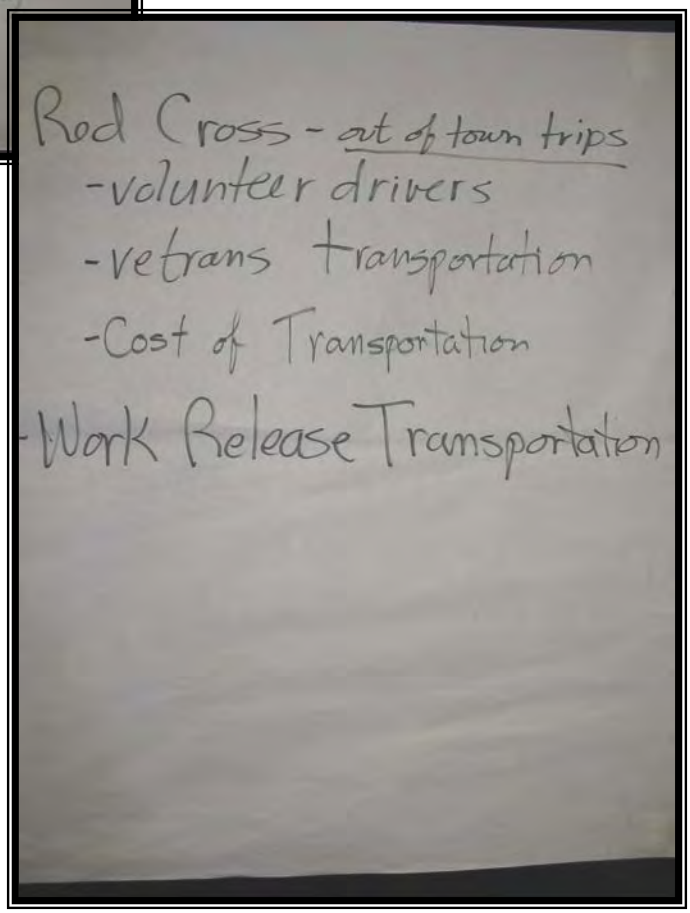
p) 1 - extend service
2 - additional funding

Pri. Sector

a)

e) - guaranteed ride program thru CityBus


CityBus
a) 1- Capacity - extend routes
2- increased funding
3- address thru CityBus Strategic Plan
b.c) 1- adopt Thoroughfare Plan
d) - address thru CityBus Strategic Plan
- additional pedestrian infrastructure especially for wheelchairs
e) - educate centers ~~w/ existing~~ W/ in service training (face to face)


Red Cross - out of town trips
-volunteer drivers
-vetrans transportation
-Cost of Transportation
-Work Release Transportation