



COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

CPT-HSTP Goals



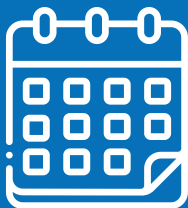
Meet the needs of transportation-disadvantaged populations, including older adults, disabled persons, and people with lower incomes.



Identify opportunities to assist more people, reduce service gaps and overlaps, and increase the cost of effectiveness of the service provided.



Improve the coordination of transportation services that are provided in the South Central Coordinated Transit District #9.



Adopted June 2010
Updated October 2023



Learn More:

For more information about the CPT-HSTP, visit the website:
www.wampo.org/public-transit

Electronic copies of this document are available online at www.wampo.org.

Hard copy versions will be provided upon request. For more information please contact:

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Plan Approval History:

- July 20, 2010
- September 10, 2013
- November 13, 2018
- October 10, 2023



COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

EXECUTIVE SUMMARY

Learn More:

For more information about the CPT-HSTP, visit the website:
www.wampo.org/public-transit



The Coordinated Public Transit Human Services Transportation Plan focuses on the transportation options available to frequently underserved populations, which include the three population characteristics of age (over 64), disability status, and household income. Human service transportation includes a broad range of transportation service options designed to meet the needs of transportation-disadvantaged populations including older adults, disabled persons, and/or those with lower income.

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

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

COMMUNITY PROFILE

The Community Profile provides a description of the current system and target populations within the WAMPO region. This profile also includes a listing of available services, current transportation providers (public, private, and nonprofit), and an overview of public transportation funding.

Demographic Characteristics by Geographic Area

The following chart compares the percentage of certain populations in the WAMPO region to the percentage of that population in Coordinated Transit District #9 counties, the State of Kansas, and the entire United States.

Geographic Area	Over age 64	Low Income	Disability	No Vehicle Available	Limited English Proficiency	Minority
United States	16.0%	12.6%	12.6%	8.3%	8.2%	31.8%
Kansas	15.8%	11.5%	13.2%	5.1%	4.6%	18.6%
CTD #9 Counties	15.3%	12.6%	14.7%	5.7%	4.9%	26.1%
WAMPO Region	14.8%	12.7%	14.5%	5.9%	5.3%*	23.4%*

Source: 2021 American Community Survey 5-year estimates (B08201, S0101, S1701, S1810, C16001) *2020 ACS

Public Providers

Of the 25 providers listed in the Inventory of services and providers, 8 are categorized as public transit providers in WAMPO region and are listed on the WAMPO Public Transit Page (wampo.org/public-transit). These providers include:

- **Butler County Transit Program:** a service provided by the Butler County Department on Aging is a general public transportation program that offers a variety of routes throughout the county with Wichita urbanized area routes in the City of Andover and into the City of Wichita. All general public transportation vehicles of this service are handicapped accessible. For more information visit: www.bucoks.com/158/Transportation
- **Cowley County Council of Aging:** For more information visit: <https://www.sckaaa.org/cowley-county/>
- **Derby Dash:** a service in the City of Derby this on-demand public transportation service has been in operation since 2007. The Derby Dash is available to residents of all ages and is equipped with accommodations for older adults and people with disabilities living in the Derby city limits. For more information visit: <http://www.derbyweb.com/132/Derby-Dash-Public-Transportation>
- **Haysville Hustle:** provides low-cost public transportation in the City of Haysville. Haysville Hustle is a demand-response service. For more information visit: <https://www.haysville-ks.com/haysville-hustle>
- **Mulvane Senior Center:** the Mulvane Recreational Commission provides transportation for many of the senior activities. For more information visit: <https://www.mulvanekansas.com/department/?structureid=15>
- **Park City Senior Center:** has a volunteer transportation program for residents of Park City, Bel Aire, Kechi, or Valley Center for adults over the age of 55. They also offer a Lyft Concierge program for qualifying trips. For more information visit: <https://www.parkcityks.gov/69/Senior-Center>
- **Sedgwick County Transportation (SCT):** a service provided by the Sedgwick County Department on Aging. SCT provides limited on-demand transit services for medical and/or critical care purposes for multiple cities in Sedgwick County. For more information visit: www.sedgwickcounty.org/aging/transportation/
- **Wichita Transit:** the Wichita Transit service provides fixed-route transit and paratransit services within the Wichita Urbanized Service Area. For more information visit: <https://www.wichitatransit.org/>

THE NEEDS ASSESSMENT

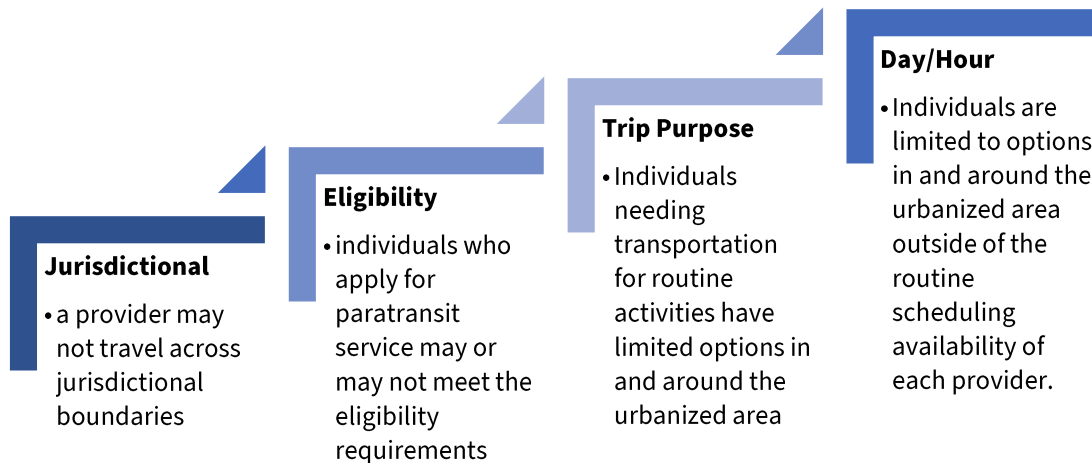
The Community Needs Assessment is a description of the transportation needs of the target populations and includes gaps in service. To assess the needs and challenges facing the three-target populations and those without vehicles, staff reached out to multiple transportation providers in the region and created a community survey that was distributed to transportation providers to request feedback from stakeholders.

Survey Needs Results

The community survey was available in English, Spanish, and Vietnamese in physical format and digitally on the WAMPO Public Transit Page: wampo.org/public-transit. 262 survey submissions were received, of which 195 were hard paper copies and 67 were online submissions. Approximately 80-95 total staff hours were dedicated to promoting the community survey.

Provider Limitations

Private and public transportation providers play crucial roles in offering mobility options for residents in urbanized areas. However, both types of providers have their own sets of limitations that can pose challenges to individuals seeking transportation services. This plan delves into the limitations associated with both private and public transportation providers and how these limitations can hinder accessibility and convenience for people in urban communities. The following examples illustrate how these **limitations** may pose as barriers to service:



Needs Assessment Summary

The following graphic summarizes the needs this plan will address.



IMPLEMENTATION PLAN

The Implementation Plan will identify strategies, activities, and potential projects that will address the identified gaps in service for older adults, people with disabilities, and households with low income.

5310 Scoring Rubric

The plan contains information that expands the detail associated with the updated scoring criteria for the *Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310* FTA grant program for the urbanized area.

Goals

Goal 1: Enhance Accessibility and Inclusivity.

- Strategies:
 - Provide training for drivers on accommodating passengers that require accommodations.
 - Create/promote transportation programs that could benefit low-income individuals.
 - Increase availability of multi-lingual information.

Goal 2: Remove transportation barriers.

- Strategies:
 - Assess demand for extended hours.
 - Allocate resources for late-night and weekend service.
 - Collaborate with local businesses to determine peak transportation needs and allocate resources to high-demand routes.

Goal 3: Increase collaboration between transit providers.

- Strategies:
 - Collaborate with communities, businesses, and institutions in the region to identify shared transportation needs and opportunities for joint services.

FROM THE SURVEY RESPONSES:

59% of respondents said that they would need some kind of accommodation, 32% of the respondents have a household income under \$25,000, 16% of the respondents are over the age of 65, 16% of the respondents don't have English as their first language, about 20% of the additional comments portion request better accommodations for bus stops, and 15% reported issues with driver behavior.

FROM THE SURVEY RESPONSES:

15% of the responses said that they cannot get to their job/place of employment via transit, and 14% said they could not get to medical appointments via transit. 55% of the respondents said that ending transit services later at night, adding more routes, and operating on the weekends would make transit services more appealing/easier to use. From the additional comments, 25% of respondents would like to transit providers to extend service hours and dates.

For full plan visit: <https://www.wampo.org/public-transit>



TRANSPORTE PÚBLICO COORDINADO

PLAN DE TRANSPORTE DE SERVICIOS HUMANOS

RESUMEN EJECUTIVO

Más información:

Para saber más acerca de CPT-HSTP, ingrese al sitio web: www.wampo.org/public-transit



El Plan coordinado de Transporte Público de Servicios Humanos se centra en las opciones de transporte disponibles para las poblaciones frecuentemente marginadas, que incluyen las tres características poblacionales: de edad (mayores de 64 años), estado de discapacidad, e ingresos familiares. El transporte de servicios humanos incluye una gran diversidad de opciones de servicio de transporte diseñadas para satisfacer las necesidades de las poblaciones con desventajas de transporte, incluidos los adultos mayores, las personas con discapacidad y/o las personas con ingresos más bajos.

La mayoría de las personas, independientemente de su edad, discapacidad o nivel de ingresos, tiene diferentes necesidades de transporte y pueden requerir una serie específica de servicios en función de sus capacidades, su entorno y las opciones disponibles en su comunidad.

El Plan Coordinado de Transporte de Servicios Humanos es una herramienta que le permite a la comunidad coordinar los programas de transporte de servicios humanos para adultos mayores, personas con discapacidad y hogares de bajos ingresos dentro de la región WAMPO.

PERFIL COMUNITARIO

El Perfil comunitario brinda una descripción del sistema actual y las poblaciones objetivo dentro de la región de WAMPO. Este perfil incluye también un listado de los servicios disponibles, los actuales proveedores de transporte (públicos, privados y sin ánimo de lucro) e información general de la financiación del transporte público.

Características demográficas por zona geográfica

En el siguiente gráfico se muestra una comparación del porcentaje de ciertas poblaciones en la región de WAMPO con el porcentaje de esa población en los condados del Distrito de Transporte Coordinado N. 9, el Estado de Kansas, y la totalidad de los Estados Unidos.

Área geográfica	Mayores de 64 años	Ingresos bajos	Discapacidad	Sin vehículo disponible	Dominio limitado del inglés	Minoría
Estados Unidos	16.0%	12.6%	12.6%	8.3%	8.2%	31.8%
Kansas	15.8%	11.5%	13.2%	5.1%	4.6%	18.6%
Condados del CTD N.º 9	15.3%	12.6%	14.7%	5.7%	4.9%	26.1%
Región de WAMPO	14.8%	12.7%	14.5%	5.9%	5.3%*	23.4%*

Fuente: 2021 American Community Survey 5-year estimates (B08201, S0101, S1701, S1810, C16001) *2020 ACS

Proveedores públicos

De los 25 proveedores que figura en el Inventario de servicios y proveedores, ocho están clasificados como proveedores de transporte público en la región de WAMPO, y figuran en la Página de Transporte Público de WAMPO. (wampo.org/public-transit). Estos proveedores incluyen:

- **Programa de transporte público del condado de Butler:** el Departamento para la Tercera Edad del Condado de Butker brinda este servicio como un programa de transporte público general que ofrece una variedad de rutas en todo el condado con rutas del área urbanizada de Wichita en la ciudad de Andover y en la ciudad de Wichita. Todos los vehículos de transporte público general de este servicio cuentan con accesibilidad para personas con discapacidad. Para más información, visite www.bucoks.com/158/Transportation
- **Departamento para la Tercera Edad del Condado de Cowly:** si desea más información, visite <https://www.sckaaa.org/cowley-county/>
- **Derby Dash:** un servicio en la ciudad de Derby este servicio de transporte público bajo pedido funciona desde 2007. Derby Dash está a disposición de residentes de todas las edades y cuenta con adaptaciones para personas mayores y con discapacidad que viven en los límites de la ciudad de Derby. Si desea más información, visite <http://www.derbyweb.com/132/Derby-Dash-Public-Transportation>
- **Haysville Hustle:** ofrece transporte público de bajo costo en la ciudad de Haysville. Haysville Hustle es un servicio de respuesta bajo pedido. Si desea más información, visite <https://www.haysville-ks.com/haysville-hustle>

- **Mulvane Senior Center:** Mulvane Recreational Commission proporciona transporte para muchas de las actividades de los adultos mayores. Si desea más información, visite <https://www.mulvanekansas.com/department/?structureid=15>
- **Park City Senior Center:** cuenta con un programa de transporte voluntario para residentes de Park City, Bel Aire, Kechi o Valley Center para adultos mayores de 55 años. También ofrecen un programa Lyft Concierge para viajes que califiquen. Si desea más información, visite <https://www.parkcityks.gov/69/Senior-Center>
- Transporte del Condado de Sedgwick (SCT, en inglés): servicio que presta el Departamento para la Tercera Edad del Condado de Sedgwick. El SCT presta servicios limitados de transporte bajo pedido con fines médicos y/o de cuidados críticos para múltiples ciudades del condado de Sedgwick. Si desea más información, visite www.sedgwickcounty.org/aging/transportation/
- **Wichita Transit:** el servicio Wichita Transit presta servicios de transporte público de ruta fija y paratransito dentro del área de servicio urbanizada de Wichita. Si desea más información, visite <https://www.wichitatransit.org/>

LA EVALUACIÓN DE NECESIDADES

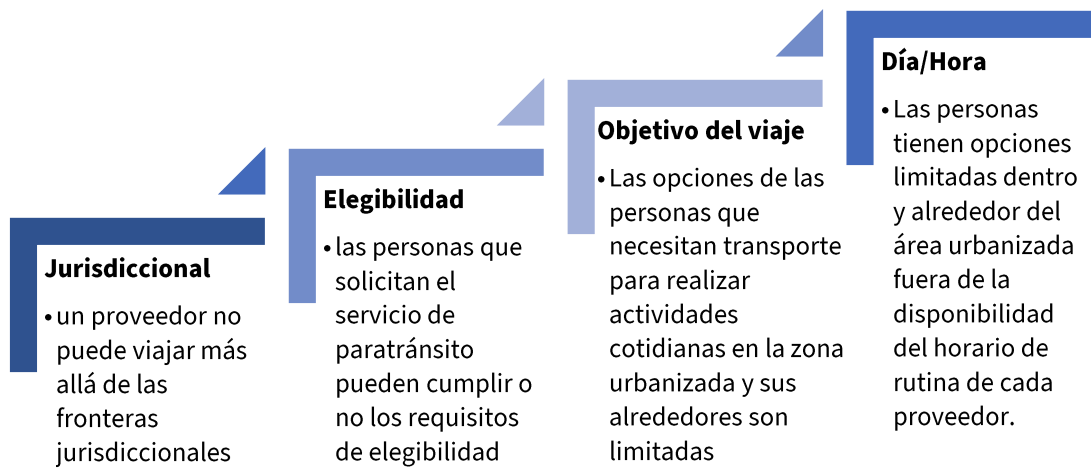
La Evaluación de Necesidades de la Comunidad es una descripción de las necesidades de transporte de las poblaciones objetivo e incluye las deficiencias en el servicio. Para evaluar las necesidades y los desafíos a los que se enfrentan las tres poblaciones objetivo y las personas sin vehículo, el personal se puso en contacto con múltiples proveedores de transporte de la región y creó una encuesta comunitaria que se distribuyó a los proveedores de transporte para solicitar la opinión de las partes interesadas.

Resultados de la encuesta de necesidades

La encuesta a la comunidad estuvo disponible en inglés, español y vietnamita en formato físico y digital en la página de Transporte Público de WAMPO: wampo.org/public-transit. Se recibieron 262 encuestas, 195 en papel y 67 en línea. Se dedicaron cerca de 80 y 95 horas de personal a promover la encuesta comunitaria.

Limitaciones de los proveedores

Los proveedores de transporte privado y público desempeñan un papel crucial en la oferta de opciones de movilidad para los residentes en zonas urbanizadas. Sin embargo, ambos tipos de proveedores tienen sus propias limitaciones que pueden plantear desafíos a las personas que buscan servicios de transporte. Este plan profundiza en las limitaciones asociadas tanto a los proveedores de transporte privado como público, y en cómo estas limitaciones pueden dificultar la accesibilidad y la comodidad de los habitantes de las comunidades urbanas. Los siguientes ejemplos ilustran cómo estas **limitaciones** pueden ser un obstáculo para el servicio:



Resumen de la Evaluación de necesidades

El siguiente gráfico muestra un resumen de las necesidades que abordará este plan.



PLAN DE IMPLEMENTACIÓN

El Plan de Implementación identificará las posibles estrategias, actividades y proyectos que abordarán los obstáculos identificados en el servicio para adultos mayores, personas con discapacidad y hogares con bajos ingresos.

Rúbrica de puntuación 5310

El plan contiene información que amplía los detalles de los criterios de puntuación actualizados para el programa de subvenciones de la FTA "*Movilidad mejorada de personas mayores y personas con discapacidades- Sección 5310*" para el área urbanizada.

Metas

Meta 1: Mejorar la accesibilidad y la inclusión.

- Estrategias:
 - Impartir capacitación a los conductores sobre cómo hacer adaptaciones para los pasajeros que las necesiten.
 - Crear/promover programas de transporte que puedan beneficiar a las personas con bajos ingresos.
 - Aumentar la disponibilidad de información en varios idiomas.

DE LAS RESPUESTAS A LA ENCUESTA:

El 59% de los encuestados dijo que necesitaría algún tipo de adaptación; el 32% tiene ingresos familiares inferiores a \$25,000; el 16% tiene más de 65 años; el 16% no habla inglés como idioma principal; alrededor del 20% de la parte de comentarios adicionales solicita mejores adaptaciones para las paradas de autobús, y el 15% informó de problemas con el comportamiento de los conductores.

Meta 2: Eliminar los obstáculos al transporte.

- Estrategias:
 - Evaluar la demanda de horarios ampliados.
 - Asignar recursos para el servicio nocturno y de fin de semana.
 - Colaborar con las empresas locales para determinar las necesidades de transporte en horas pico, y asignar recursos a las rutas de mayor demanda.

DE LAS RESPUESTAS A LA ENCUESTA:

El 15% de las respuestas afirma que no pueden ir a su trabajo/ lugar de destino en transporte público, y el 14% dice que no puede ir a sus citas médicas en transporte público. El 55% de los encuestados afirma que, finalizar los servicios de transporte más tarde por la noche, agregar rutas y funcionar los fines de semana harían que los servicios de transporte fueran más atractivos/fáciles de utilizar. A partir de los comentarios adicionales, el 25% de los encuestados desearía que las empresas de transporte ampliaran las horas y fechas de servicio.

Meta 3: Aumentar la colaboración entre los proveedores de transporte.

- Estrategias:
 - Colaborar con las comunidades, empresas e instituciones de la región para identificar las necesidades compartidas de transporte y las oportunidades de servicios conjuntos.

Si desea conocer el plan completo, visite <https://www.wampo.org/public-transit>



KẾ HOẠCH VẬN CHUYỂN HÀNH KHÁCH CÔNG CỘNG

DỊCH VỤ NHÂN SINH CÓ ĐIỀU PHỐI

TÓM TẮT DỰ ÁN

Tìm Hiểu Thêm:

Để biết thêm thông tin về CPT-HSTP, xin truy cập trang web:
www.wampo.org/public-transit

Kế Hoạch Vận Chuyển Hành Khách Công Cộng Dịch Vụ Nhân Sinh Có Điều Phối chú trọng vào các lựa chọn vận chuyển dành cho các nhóm dân bị thiệt thòi thường xuyên đi lại, bao gồm ba đặc tính chính về độ tuổi (từ 64 tuổi trở lên), tình trạng khuyết tật, và thu nhập của gia đình. Vận chuyển dịch vụ nhân sinh bao gồm hàng loạt các lựa chọn dịch vụ vận chuyển được thiết kế nhằm đáp ứng các nhu cầu của các nhóm dân gặp bất lợi về vận chuyển bao gồm người cao tuổi, người khuyết tật, và/hoặc những người có thu nhập thấp.

Hầu hết mọi người, bất kể độ tuổi, khuyết tật, hoặc mức thu nhập đều có những nhu cầu vận chuyển khác nhau và có thể cần một loạt các dịch vụ cụ thể khác tùy thuộc vào khả năng, môi trường, và các lựa chọn sẵn có trong cộng đồng của mình.

Kế Hoạch Vận Chuyển Dịch Vụ Nhân Sinh Có Điều Phối là một công cụ để cộng đồng điều phối các chương trình vận chuyển dịch vụ nhân sinh dành cho những người cao tuổi, người khuyết tật, và những hộ gia đình thu nhập thấp trong vùng WAMPO.

GIỚI THIỆU VỀ CỘNG ĐỒNG

Giới Thiệu Về Cộng Đồng mô tả hệ thống hiện tại và các nhóm dân mục tiêu trong vùng WAMPO. Mục giới thiệu này cũng bao gồm danh sách các dịch vụ hiện có, các nhà cung cấp vận chuyển hành khách hiện tại (các nhà cung cấp dịch vụ vận chuyển công cộng, các công ty tư nhân, và các tổ chức phi lợi nhuận), và tổng quan về nguồn vốn dành cho vận chuyển hành khách công cộng.

Đặc Tính Nhân Khẩu Học theo Vùng Địa Lý

Biểu đồ bên dưới so sánh tỷ lệ các nhóm dân nhất định trong vùng WAMPO với tỷ lệ của nhóm dân đó trong 9 quận thực hiện Vận Chuyển Có Điều Phối, Tiểu Bang Kansas, và trên toàn Hoa Kỳ.

Vùng Địa Lý	Trên 64 tuổi	Thu Nhập Thấp	Khuyết Tật	Không Có Xe Hơi	Trình Độ Anh Ngữ Hạn Chế	Thiếu Số
Hoa Kỳ	16.0%	12.6%	12.6%	8.3%	8.2%	31.8%
Kansas	15.8%	11.5%	13.2%	5.1%	4.6%	18.6%
9 Quận CTD	15.3%	12.6%	14.7%	5.7%	4.9%	26.1%
Vùng WAMPO	14.8%	12.7%	14.5%	5.9%	5.3%*	23.4%*

Nguồn: 2021 Ước tính 5 năm Khảo Sát Cộng Đồng Người Mỹ (B08201, S0101, S1701, S1810, C16001) *2020 ACS

Các Nhà Cung Cấp Công Cộng

Trong số 25 nhà cung cấp được liệt kê trong Bảng kê các dịch vụ và nhà cung cấp, có 8 nhà cung cấp vận chuyển hành khách công cộng trong vùng WAMPO và được ghi trong Trang Vận Chuyển Hành Khách Công Cộng (wampo.org/public-transit). Các nhà cung cấp này là:

- **Chương Trình Vận Chuyển Quận Butler:** một dịch vụ do Sở Người Cao Tuổi Quận Butler cung cấp, đây là một chương trình vận chuyển hành khách công cộng chung hoạt động trên nhiều tuyến đường trên toàn quận với các tuyến đường qua vùng đô thị Wichita trong Thành Phố Andover và đến Thành Phố Wichita. Tất cả các loại xe vận chuyển công cộng của dịch vụ này đều thân thiện với người khuyết tật. Để biết thêm thông tin xin truy cập: www.bucoks.com/158/Transportation
- **Hội Đồng Người Cao Tuổi Quận Cowley:** để biết thêm thông tin xin truy cập: <https://www.sckaaa.org/cowley-county/>
- **Derby Dash:** một dịch vụ trong Thành phố Derby, dịch vụ vận chuyển công cộng theo yêu cầu này hoạt động từ năm 2007. Derby Dash vận chuyển cư dân mọi lứa tuổi và được trang bị những tiện nghi phục vụ người cao tuổi và người khuyết tật sống trong ranh giới thành phố Derby. Để biết thêm thông tin xin truy cập: <http://www.derbyweb.com/132/Derby-Dash-Public-Transportation>
- **Haysville Hustle:** cung cấp vận chuyển hành khách công cộng chi phí thấp tại Thành Phố Haysville. Haysville Hustle là dịch vụ theo yêu cầu. Để biết thêm thông tin xin truy cập: <https://www.haysville-ks.com/haysville-hustle>
- **Trung Tâm Người Cao Tuổi Mulvane:** Ủy Ban Văn Hóa Mulvane cung cấp dịch vụ vận chuyển cho nhiều hoạt động của người cao tuổi. Để biết thêm thông tin xin truy cập: <https://www.mulvanekansas.com/department/?structureid=15>
- **Trung Tâm Người Cao Tuổi Park City:** có một chương trình vận chuyển tình nguyện dành cho các cư dân từ 55 tuổi trở lên của Park City, Bel Aire, Kechi, hoặc Valley Center. Họ cũng cung cấp chương trình Lyft Concierge

đối với các chuyến đi hội đủ điều kiện. Để biết thêm thông tin xin truy cập:

<https://www.parkcityks.gov/69/Senior-Center>

- **Chương Trình Vận Chuyển Quận Sedgwick (SCT):** một dịch vụ do Sở Người Cao Tuổi Quận Sedgwick cung cấp. SCT cung cấp các dịch vụ vận chuyển theo yêu cầu hạn chế đối với các mục đích chăm sóc y tế và/hoặc chăm sóc thiết yếu cho nhiều thành phố tại Quận Sedgwick. Để biết thêm thông tin xin truy cập: www.sedgwickcounty.org/aging/transportation/
- **Cơ Quan Vận Chuyển Wichita:** cơ quan Vận Chuyển Wichita cung cấp các dịch vụ vận chuyển hành khách và người khuyết tật trên tuyến cố định trong Khu Vực Dịch Vụ Đô Thị Wichita. Để biết thêm thông tin xin truy cập: <https://www.wichitatransit.org/>

ĐÁNH GIÁ NHU CẦU

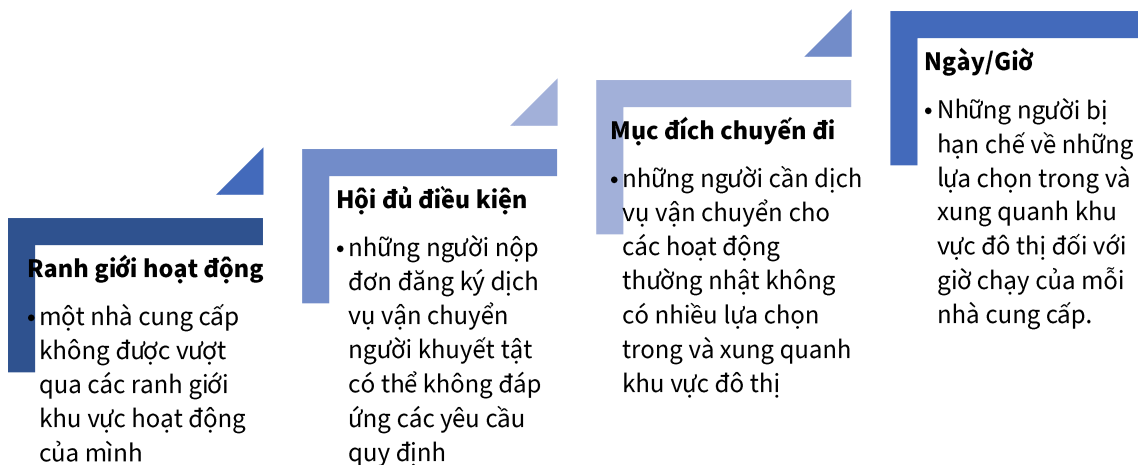
Đánh Giá Nhu Cầu là một mô tả các nhu cầu vận chuyển của các nhóm dân số mục tiêu, trong đó đề cập đến cả những lỗ hổng trong dịch vụ. Để đánh giá các nhu cầu và thách thức mà ba nhóm dân số mục tiêu và những người không có xe hơi đang phải đối mặt, các nhân viên chương trình đã tiếp cận với nhiều nhà cung cấp dịch vụ vận chuyển trong khu vực và tạo một bản khảo sát cộng đồng và phân phát đến các nhà cung cấp dịch vụ vận chuyển để tìm hiểu ý kiến của các bên liên quan.

Kết Quả Khảo Sát Nhu Cầu

Khảo sát cộng đồng này được thực hiện bằng tiếng Anh, Tây Ban Nha, và tiếng Việt bằng bản giấy và trên mạng trên trang Vận Chuyển Hành Khách Công Cộng WAMPO: wampo.org/public-transit. Khảo sát nhận được 262 lượt trả lời, trong đó có 195 khảo sát được thực hiện trên bản giấy và 67 khảo sát được thực hiện trên mạng. Tổng số khoảng 80-95 giờ làm việc của nhân viên được thực hiện cho khảo sát cộng đồng này.

Những Hạn Chế Của Các Nhà Cung Cấp

Các nhà cung cấp dịch vụ vận chuyển tư nhân và công cộng có vai trò quan trọng trong cung cấp các lựa chọn di chuyển cho cư dân các vùng đô thị. Tuy nhiên, cả hai loại nhà cung cấp này đều có những hạn chế riêng của họ có thể gây khó khăn cho những người đang tìm kiếm dịch vụ vận chuyển. Kế hoạch này nghiên cứu sâu vào những hạn chế liên quan đến cả nhà cung cấp dịch vụ vận chuyển tư nhân và công cộng và những hạn chế này có thể cản trở khả năng tiếp cận và sự thuận tiện của các cư dân đô thị như thế nào. Những ví dụ bên dưới minh họa **những hạn chế** này có thể gây cản trở cho dịch vụ như thế nào:



Tóm Tắt Đánh Giá Nhu Cầu

Bản đồ họa bên dưới tóm tắt các nhu cầu mà kế hoạch này sẽ giải quyết.



Nâng cao Khả năng tiếp cận và Hòa hợp



Những Rào Cản Vận Chuyển



Những Giới Hạn Về Ranh Giới Hoạt Động

KẾ HOẠCH THỰC HIỆN

Kế Hoạch Thực Hiện sẽ xác định các chiến lược, các hoạt động, và các dự án tiềm năng giải quyết các lỗ hổng đã được xác định trong khi phục vụ những người cao tuổi, người khuyết tật, và các hộ gia đình có thu nhập thấp.

Rubric Điểm Số 5310

Kế hoạch này có các thông tin mở rộng chi tiết liên quan đến các tiêu chí điểm số cập nhật đối với chương trình tài trợ FTA theo Mục 5130 *Nâng Cao Sự Di Chuyển của Người Cao Tuổi & Người Khuyết Tật* trong khu vực đô thị.

Mục Tiêu

Mục Tiêu 1: Nâng Cao Khả Năng Tiếp Cận và Hòa Hợp.

- Chiến Lược:
 - Tổ chức huấn luyện cho các lái xe về phục vụ những hành khách cần giúp đỡ.
 - Xây dựng/phát triển các chương trình vận chuyển có thể mang lại lợi ích cho những người thu nhập thấp.
 - Tăng cường cung cấp thông tin đa ngôn ngữ.

TỪ CÁC CÂU TRẢ LỜI KHẢO SÁT:

59% số người trả lời cho biết rằng họ sẽ cần một số tiện nghi, 32% số người trả lời có thu nhập gia đình dưới \$25,000, 16% số người trả lời trên 65 tuổi, 16% số người trả lời Tiếng Anh không phải tiếng mẹ đẻ của họ, khoảng 20% ý kiến bổ sung yêu cầu trang bị các tiện nghi tốt hơn cho các bến xe bus, và 15% phàn nàn về thái độ của lái xe.

Mục Tiêu 2: Xóa bỏ những rào cản vận chuyển.

- Chiến Lược:
 - Đánh giá nhu cầu vận chuyển ngoài giờ hoạt động thông thường.
 - Phân bổ các nguồn lực cho dịch vụ vận chuyển đêm muộn và cuối tuần.
 - Hợp tác với các doanh nghiệp địa phương để xác định các nhu cầu vận chuyển giờ cao điểm và phân bổ các nguồn lực cho các tuyến đường có nhu cầu cao.

Mục Tiêu 3: Tăng cường hợp tác giữa các nhà cung cấp dịch vụ vận chuyển hành khách.

- Chiến Lược:
 - Hợp tác với các cộng đồng, các doanh nghiệp, và các tổ chức trong vùng để xác định cá nhân vận chuyển chung và các cơ hội cung cấp các dịch vụ chung.

TỪ CÁC CÂU TRẢ LỜI KHẢO SÁT:

15% số người trả lời cho biết rằng họ không thể đi làm/đến công sở bằng vận chuyển hành khách công cộng, và 14% cho biết họ không thể đến các cuộc hẹn thăm khám y tế bằng vận chuyển hành khách công cộng. 55% số người trả lời cho biết rằng việc tăng thời gian hoạt động vận chuyển hành khách công cộng ban đêm, mở thêm các tuyến xe, và hoạt động vào cuối tuần sẽ khiến các dịch vụ vận chuyển hành khách công cộng thu hút hơn/dễ sử dụng hơn. Trong số các ý kiến bổ sung, 25% số người trả lời muốn các nhà cung cấp dịch vụ vận chuyển hành khách công cộng tăng thêm số giờ và ngày hoạt động.

Để xem toàn bộ bản kế hoạch, xin truy cập: <https://www.wampo.org/public-transit>

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ACKNOWLEDGEMENTS

This updated plan was produced by the Wichita Area Metropolitan Planning Organization (WAMPO) in collaboration with the Kansas Department of Transportation (KDOT), Wichita Transit, and other community partners and representatives of users of transportation.

The process of updating the 2023 Coordinated Human Service Transportation Plan included the support of the United Community Transit Coalition (UCTC) which worked together with WAMPO staff to provide strategic direction and support for the implementation strategies associated with the 2023 update. UCTC steering committee members included:

- Crystal Noles, Butler County Department on Aging
- Jenny Foster-Faquhar, Derby Senior Center
- Lona Kelly, Director, Harvey County Department on Aging
- Kristen McDaniel, Haysville Senior Center
- Jessica Warren, LMSW, Mobility Manager, South Central Kansas

SECTION I

BACKGROUND & INFORMATION

Last updated in 2018 Coordinated Human Service Transportation Plan focused on the assessment and targeted improvements on activities within the WAMPO Planning Area, particularly on the Wichita Urbanized Area Boundary.

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

Coordinated Human Service Transportation Plan History

- 2008: The first plan was adopted by the Coordinated Transit District (CTD) #12 in 2008. The plan provided the community with a formal document to coordinate specialized transportation services -- also known as paratransit services.
- 2010: The first update to the Coordinated Plan was adopted in June 2010. The updated plan expanded on the original by addressing the needs that were identified by stakeholders and identified a list of programmable and illustrative projects.
- 2013: The second update was adopted in September 2013 and focused on identifying the growing needs of the region based on public input and the changing dynamics of the target populations.
- 2018 Urban Area: focused on getting community input and core elements from the previous plan and incorporating new information from stakeholders within the urbanized area. Part of the recommendations included instituting centralized mobility management which was created in 2021.
- 2018 Rural Area: The Kansas Department of Transportation has taken the lead in developing Statewide Coordinated Plans characterized by individualized strategies that address the specific needs of each CTD rural area.
- 2023 Urban Area: Plan focused on getting community input and core data elements from the previous plan within the WAMPO region.

What is Human Service Transportation?

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

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

2023 Plan Overview & Purpose

The Coordinated Human Service Transportation Plan is a tool for the community to coordinate the human service transportation programs for older adults, people with disabilities, and low-income households within the WAMPO region.

Section I of this plan includes background information about the Coordinated Public Transit – Human Services Transportation Plan.

Section II of this plan will explore the assessment of local needs and includes the following:

- **Community Profile:** The community profile provides a description of the current system and target populations within the WAMPO region. This profile also includes a listing of available services, current transportation providers (public, private, and nonprofit), and an overview of public transportation funding.
- **Needs Assessment:** description of the transportation needs of the target populations and includes gaps in service.

Section III will define the targeted approach and priorities identified and informed by public input.

- **Implementation Plan:** identifies the strategies, activities, and/or potential projects that could be used to address gaps or opportunities in the service delivery. Summarizes an implementation plan based on available resources (from multiple program sources), time, and the feasibility of identified strategies/activities.

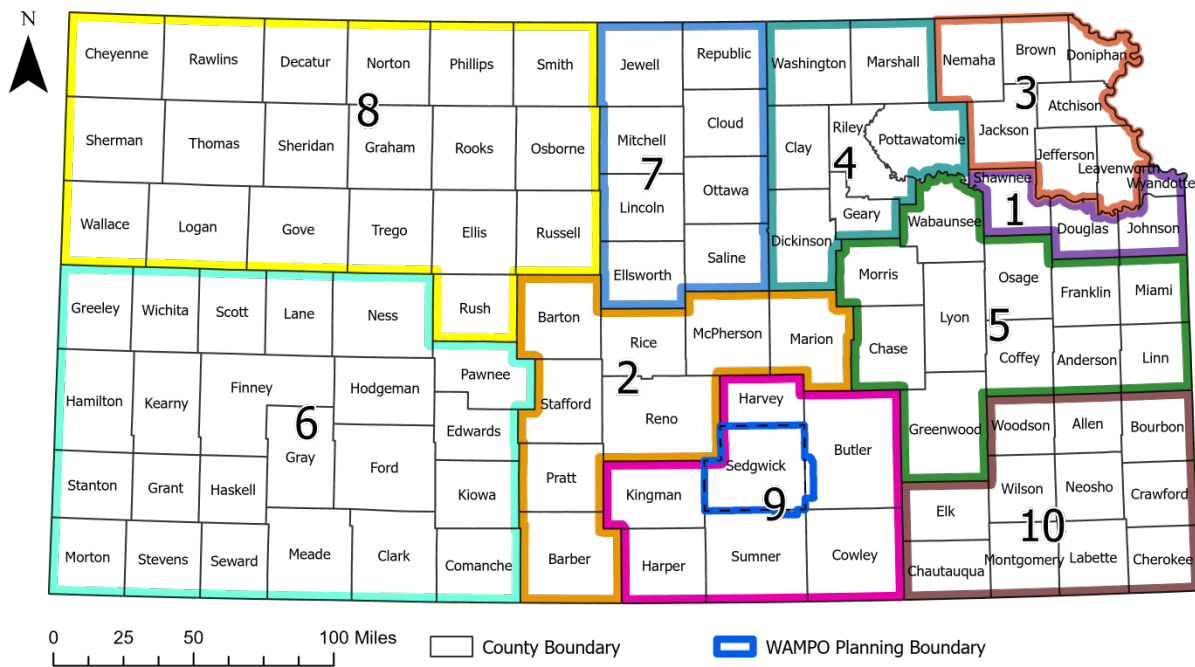
SECTION II

COMMUNITY PROFILE

The Coordinated Human Service Transportation Plan will focus on the transportation options available to frequently underserved populations, which include the three population characteristics of age (over 64), disability status, and household income. The geographic area of focus will be South-Central Coordinated Transit District #9 (CTD), especially the WAMPO Region.

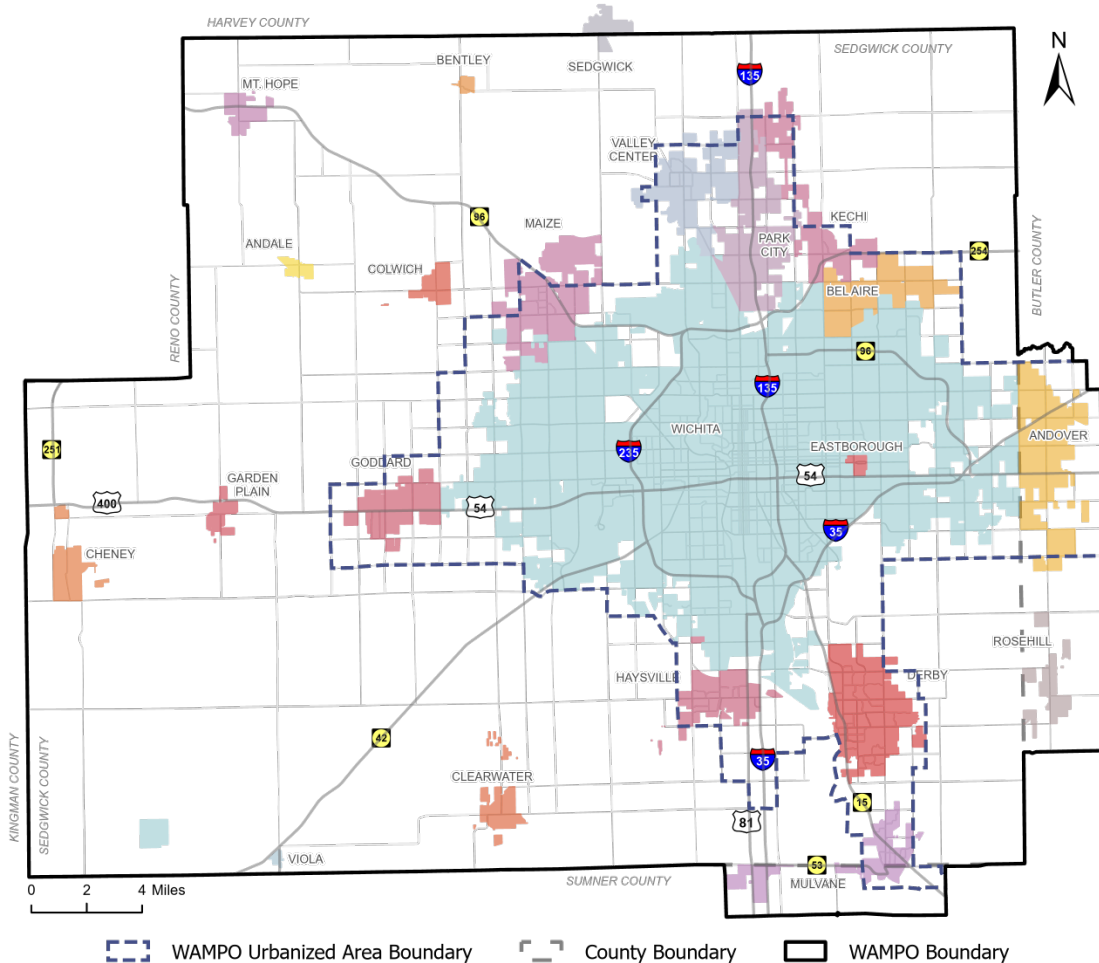
Coordinated Transit District (CTD) Boards are Kansas decision-making bodies focused on specialized transportation service coordination across the state. The CTD #9 boundary includes the following counties:

- Butler
- Cowley
- Harper
- Harvey
- Kingman
- Sedgwick
- Sumner



WAMPO Area Planning Boundary

WAMPO’s planning area includes 22 cities and all or part of three counties in south-central Kansas. Based on data from the U.S. Census Bureau, 2020 (Decennial Census) the WAMPO planning area has a total population of 547,230. The region includes the jurisdictions highlighted in the below WAMPO area planning boundary map:



Source: WAMPO. Produced by: WAMPO. Date Exported: 8/3/2023 Folder: G:\Transit\Coordinated Plan\2023\2023 Coordinated Plan\
The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Urbanized Area Population

With approximately 79% percent of the total CTD #9 population living in the WAMPO Planning Area, this plan will drill down into the transportation needs and wants of the three overlapping and interconnected target populations. These populations include older adults over the age of 64, people with disabilities including physical, intellectual and developmental, and households with low income as defined by the US Census. The following tables and information will highlight the population by geographic area and characteristic.

Total Population by Geographic Area

Geographic Area	2010	2020	% Change
United States	308,745,538	331,449,281	7.4%
Kansas	2,853,118	2,937,880	3.0%
CTD 9 Counties	673,264	695,114	3.2%
WAMPO Region	518,976	547,230	5.4%

Source: 2010 & 2020 US Census Bureau Decennial Census (Table P1)

Demographic Characteristics by Geographic Area

The following chart compares the percentage of certain populations in the WAMPO region to the percentage of that population in Coordinated Transit District #9 counties, the State of Kansas, and the entire United States.

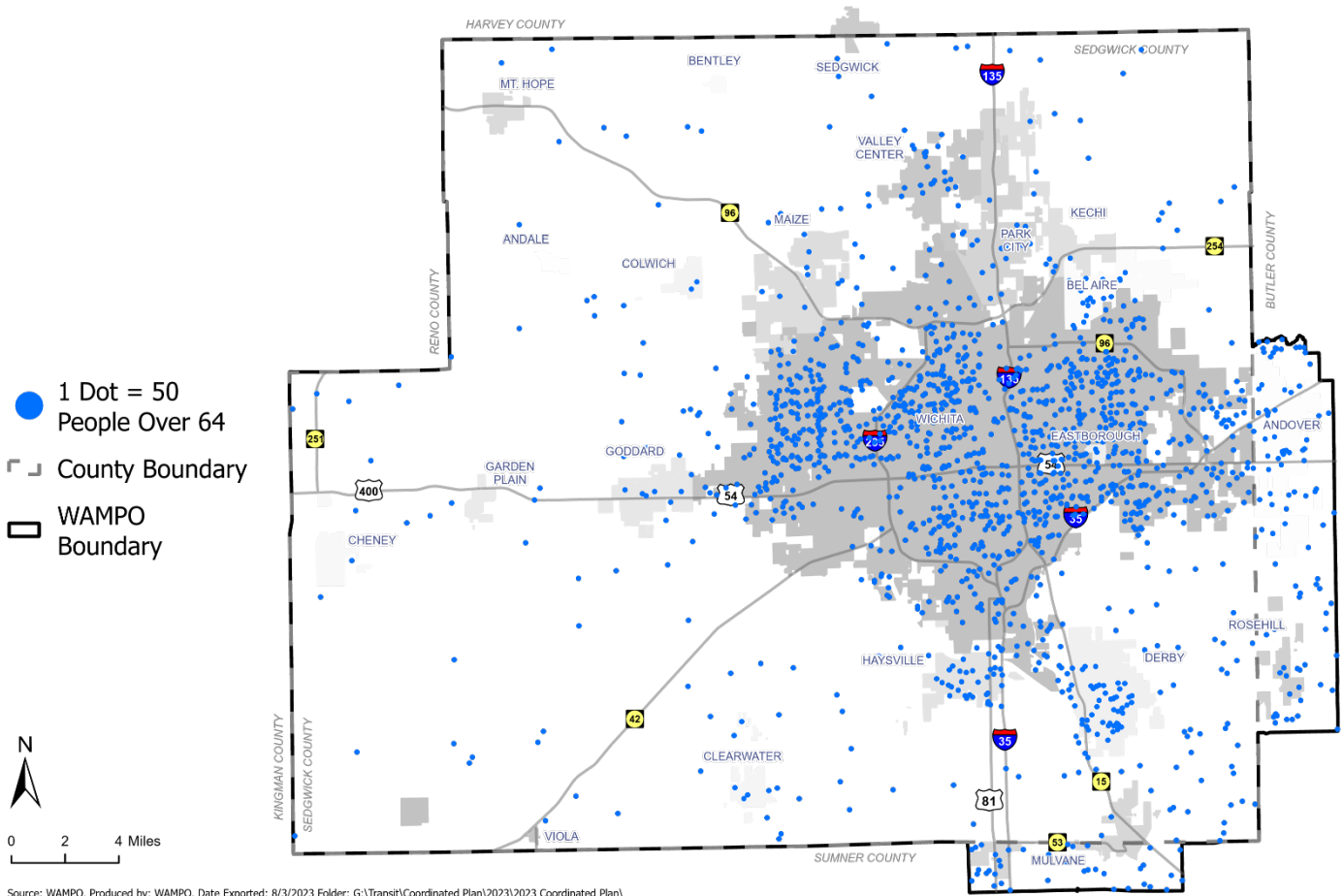
Geographic Area	Over age 64	Low Income	Disability	No Vehicle Available	Limited English Proficiency	Minority
United States	16.0%	12.6%	12.6%	8.3%	8.2%	31.8%
Kansas	15.8%	11.5%	13.2%	5.1%	4.6%	18.6%
CTD #9 Counties	15.3%	12.6%	14.7%	5.7%	4.9%	26.1%
WAMPO Region	14.8%	12.7%	14.5%	5.9%	5.3%*	23.4%*

Source: 2021 American Community Survey 5-year estimates (B08201, S0101, S1701, S1810, C16001) *2020 ACS

Age

Older Adults over the age of 64 are estimated to represent 16% of the US population and 14.8% of the WAMPO region. The following map illustrates the number of older adults per census tract.

Older Adults by Geographic Area



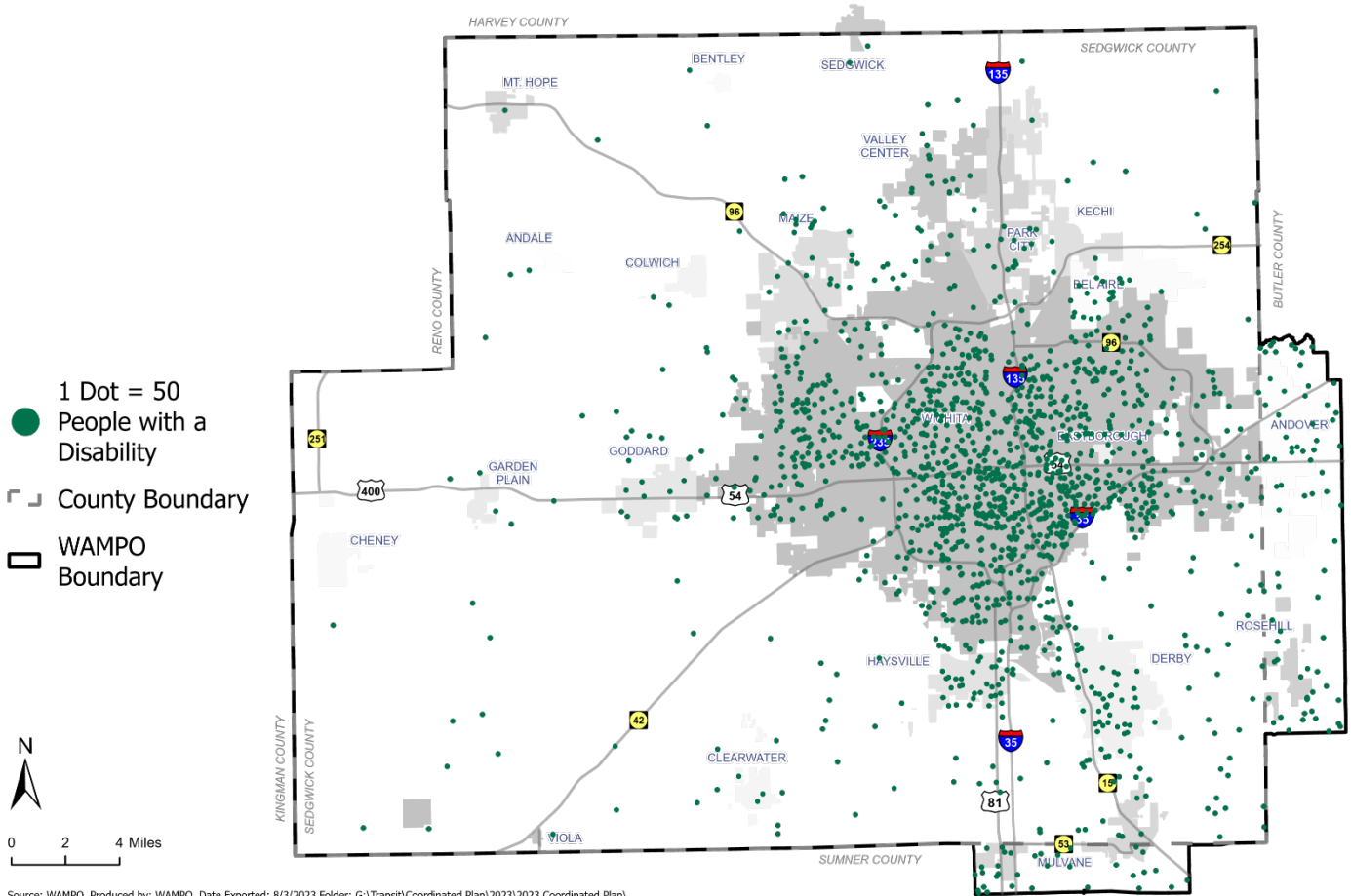
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Disability

People with disabilities comprise an estimated 12.6% of the US population and 14.5% of the WAMPO region population. Disability data from the American Community Survey (ACS) asks respondents about six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. Respondents who report any of the six disability types are considered to have a disability.

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

People with Disabilities by Geographic Area



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

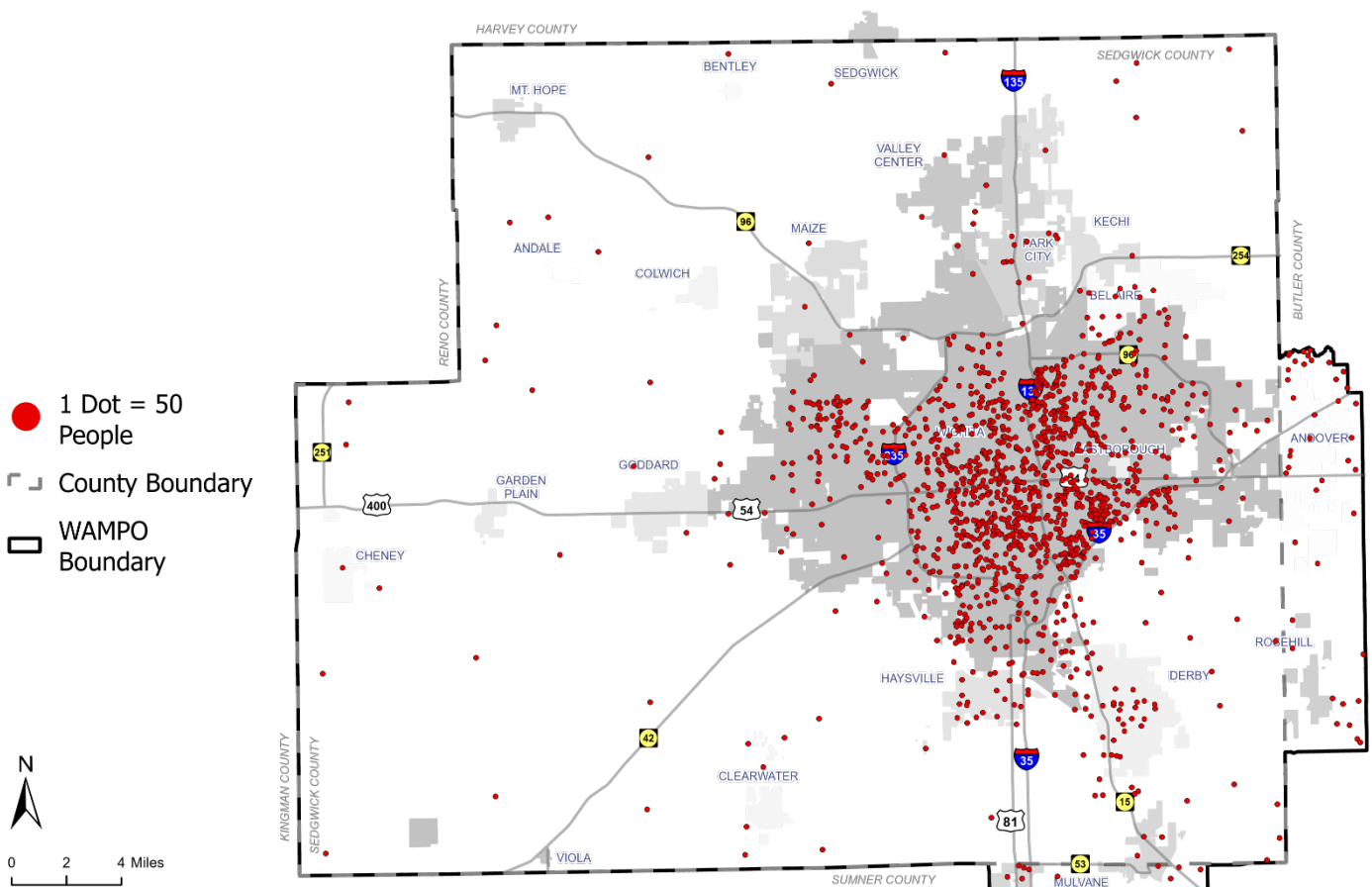
People with Low Income

People with low incomes comprise an estimated 12.6% of the US population and 12.7% of the WAMPO region population. Poverty in Kansas is defined by the use of guidelines and thresholds. Guidelines are used for the determination of financial eligibility for programs and thresholds are used for calculating poverty population statistics. The commonly used guideline includes thresholds set by the US Census Bureau. The following link shows how they are defined by the Census:

- Census Poverty Measure:

<https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html>

People with Low Income by Geographic Area

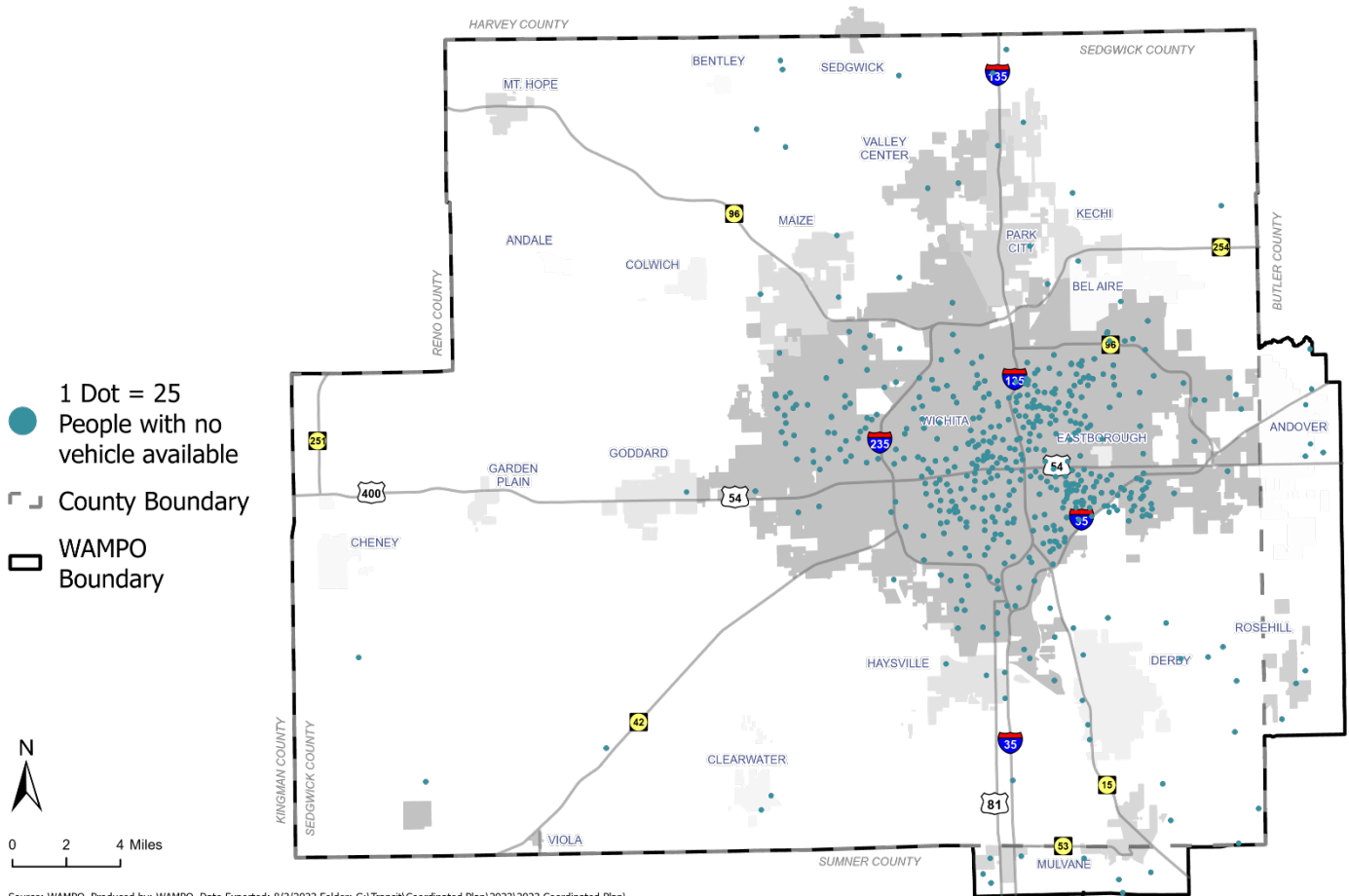


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The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

Vehicle Availability

People with no vehicle availability comprise an estimated 8.3% of the US population and 5.9% of the WAMPO region population.

People with No Vehicle Availability by Geographic Area



Target Population Overlap

It is clear that there is some inherent overlap among the target populations based on age, disability, and income. While vehicle availability was also presented as a population characteristic, it is important to note that it does not constitute a distinct target population. The following are just a few statistics and trends that illustrate this overlap of population characteristics:

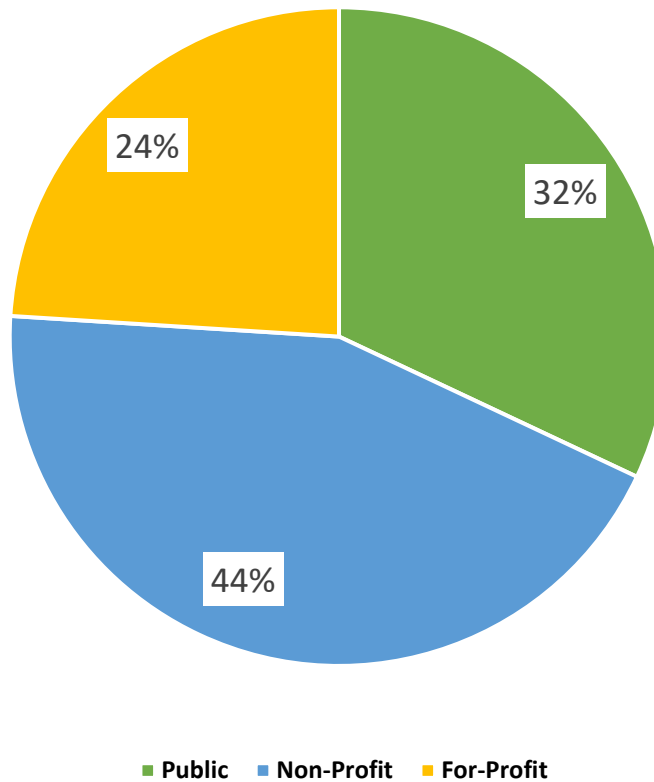
- **Low Income & Disability:** In 2021 the poverty rate of people with disabilities in Kansas was 20.3%.
- **Older Adults & Disability:** Rates of disability increase with age. In Kansas in 2021, people ages 65 and older, accounted for 39.8% of people with disabilities.

- Employment & Disability: In 2021 according to the American Community Survey 44.3% of the population with a disability in Kansas is employed.
- Older Adults & Low Income: In 2021 according to the American Community Survey 9.6% of the population below poverty level is 65 years and over.

INVENTORY OF SERVICES & PROVIDERS

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

Transportation Providers by Type



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

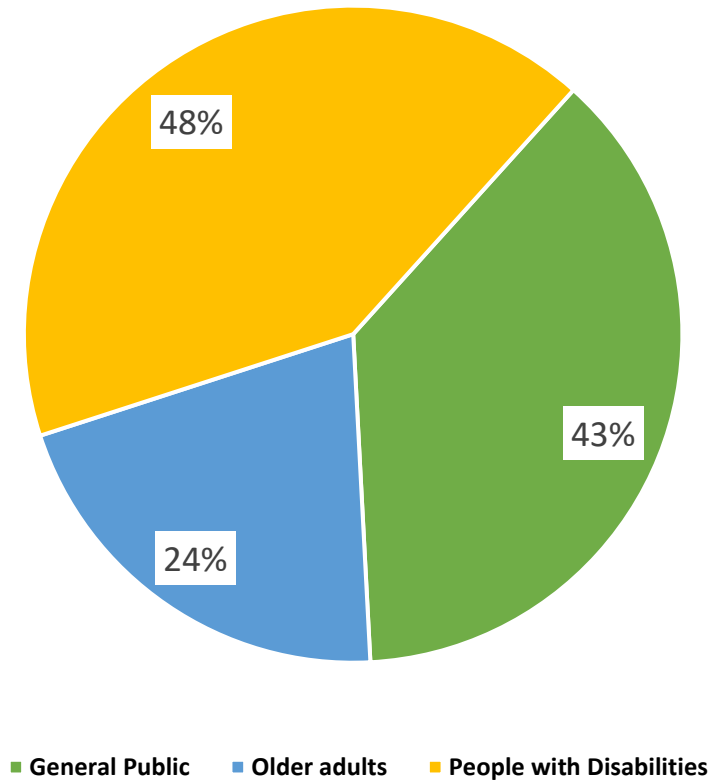
Organization	Type of Provider	Main Funding Source	Demographic Served	Location of Provider
Butler County Transit Program (Butler County Department of Aging)	Public	FTA Section 5307 & 5311	General Public, Accessible vehicles	Urbanized
Cowley County Council on Aging	Public	KDOT	KDOT	Winfield
Derby Dash Public Transportation	Public	FTA Section 5307	General Public	Urbanized
Haysville Hustle (City of Haysville—Senior Center)	Public	City of Haysville & 5310 Grant	General Public	City of Haysville
Mulvane Senior Center	Public	City of Mulvane & Sedgwick County Department of Aging	55 years +	Mulvane
Park City Senior Center	Public	City of Park City	65+	City of Park City
Sedgwick County Transportation	Public	FTA Sections 5311 & 5310 and Sedgwick County Mill Levy Funding	General Public	Urbanized & Non-Urbanized WAMPO
Wichita Transit	Public	FTA Sections 5307 & 5310	General Public	Urbanized
AbilityPoint (Arc of Sedgwick County)	Non-Profit	Public support	Individuals with intellectual and developmental disabilities	Wichita
Arrowhead West, Inc.	Non-Profit	FTA Section 5310	People with Disabilities	Urbanized & Non-Urbanized WAMPO
Catholic Charities	Non-Profit	Federal and state private grants, philanthropic charitable donations, Fees for services provided	Adults with intellectual, developmental, and physical disabilities	Wichita
Cerebral Palsy Research Foundation/Timber Lines	Non-Profit	FTA Section 5310	Older Adults & People with Disabilities	Urbanized
Envision	Non-Profit	-	-	-
Episcopal Social Services (Breakthrough Club)	Non-Profit	-	-	-
Heartspring	Non-Profit	FTA Section 5310 (urbanized)	People with Disabilities	Urbanized

Organization	Type of Provider	Main Funding Source	Demographic Served	Location of Provider
Independent Living Resource Center	Non-Profit	State Grant	16+ Disabled individuals	Wichita
Kansas Elks Training Center for the Handicapped (KETCH)	Non-Profit	FTA Section 5310	People with Disabilities	Urbanized
Project Independence	Non-Profit	-	-	-
Starkey, Inc.	Non-Profit	FTA Section 5310	People with Disabilities	Urbanized
Air Capital Transportation	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	Sedgwick, Harvey, Butler, Reno, Sumner, Kingman
Always There Senior Care	For-Profit	Private Funding	Older Adults & People with Disabilities Companion (Escorted) Services	Wichita
Edisa Transportation	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	KS, OK, MO, NE, CO & TX
Right At Home	For-Profit	Private Funding	Right at Home Clients Older Adults & People with Disabilities Companion (Escorted) Services	Wichita
TransPro Services	For-Profit	Private Funding	General Public Lift/Ramp/Stretcher (Vans)	Sedgwick, Harvey, Butler, Reno, Sumner, Kingman
Trust Transportation, LLC	For-Profit	-	General Public	Sedgwick, Butler, and Harvey County

**12 private providers from the 2018 update were not included in the 2023 update due to staff being unable to contact the organizations to verify information. WAMPO staff reached out through emails, phone calls, and letters.

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

Provider Target Populations



Public Providers

Of the 25 providers listed 8 are categorized as public transit providers in the WAMPO region and are listed on the WAMPO - Public Transit Page(wampo.org/public-transit) . These providers include:

- **Butler County Transit Program:** a service provided by the Butler County Department on Aging is a general public transportation program that offers a variety of routes throughout the county with Wichita urbanized area routes in the City of Andover and into the City of Wichita. Vehicles offer curb-to-curb service, Monday through Friday to anyone of any age. Operates demand-response service within the City of Andover on weekdays between the hours of 8:30 a.m. and 12:00 p.m. All general public transportation vehicles of this service are handicapped accessible. For more information visit: www.bucoks.com/158/Transportation
- **Cowley County Council of Aging:** For more information visit: <https://www.sckaaa.org/cowley-county/>
- **Derby Dash:** a service in the City of Derby this on-demand public transportation service has been in operation since 2007. Providing affordable service within the Derby city limits, The Derby Dash is available to residents

of all ages and is equipped with accommodations for older adults and people with disabilities living in the Derby city limits. Operates a demand-response service within its city limits on weekdays between the hours of 7:30 a.m. and 3:30 p.m. For more information visit: <http://www.derbyweb.com/132/Derby-Dash-Public-Transportation>

- **Haysville Hustle:** provides low-cost public transportation in the City of Haysville. Haysville Hustle is a demand-response (curb-to-curb) service. For more information visit: <https://www.haysville-ks.com/haysville-hustle>
- **Mulvane Senior Center:** The Mulvane Recreational Commission provides transportation for many of the senior activities. Some of the outings include trips to the area theaters, trips into Wichita to various museums and other places of interest, trips to other cities and many other fun and exciting activities are planned as well. For more information visit: <https://www.mulvanekansas.com/department/?structureid=15>
- **Park City Senior Center:** has a volunteer transportation program for residents of Park City, Bel Aire, Kechi, or Valley Center for adults over the age of 55. They also offer a Lyft Concierge program for qualifying trips. For more information visit: <https://www.parkcityks.gov/69/Senior-Center>
- **Sedgwick County Transportation (SCT):** a service provided by the Sedgwick County Department on Aging. SCT provides limited on-demand transit services for medical and/or critical care purposes for Bel Aire, Derby, Goddard, Haysville, Kechi, Maize, Mulvane (Sedgwick County only), Park City, Valley Center, Furley, Schulte, Andale, Bentley, Cheney, Clearwater, Colwich, Garden Plain, Mount Hope, Viola, and the City of Sedgwick. For more information visit: www.sedgwickcounty.org/aging/transportation/
- **Wichita Transit:** a department of the City of Wichita, the Wichita Transit service provides fixed-route transit and paratransit services within the Wichita Urbanized Service Area. Operating hours are 5:30 a.m. to 7:30 p.m. on weekdays and 6:00 a.m. to 6:30 p.m. on Saturdays. For more information visit: <https://www.wichitatransit.org/>

THE NEEDS ASSESSMENT

The Community Needs Assessment is a description of the transportation needs of the target populations and includes gaps in service. To assess the needs and challenges facing the three target populations and those without vehicles, staff reached out to multiple transportation providers in the region and the newly created United Community Transportation Coalition (UCTC) to request feedback from stakeholders.

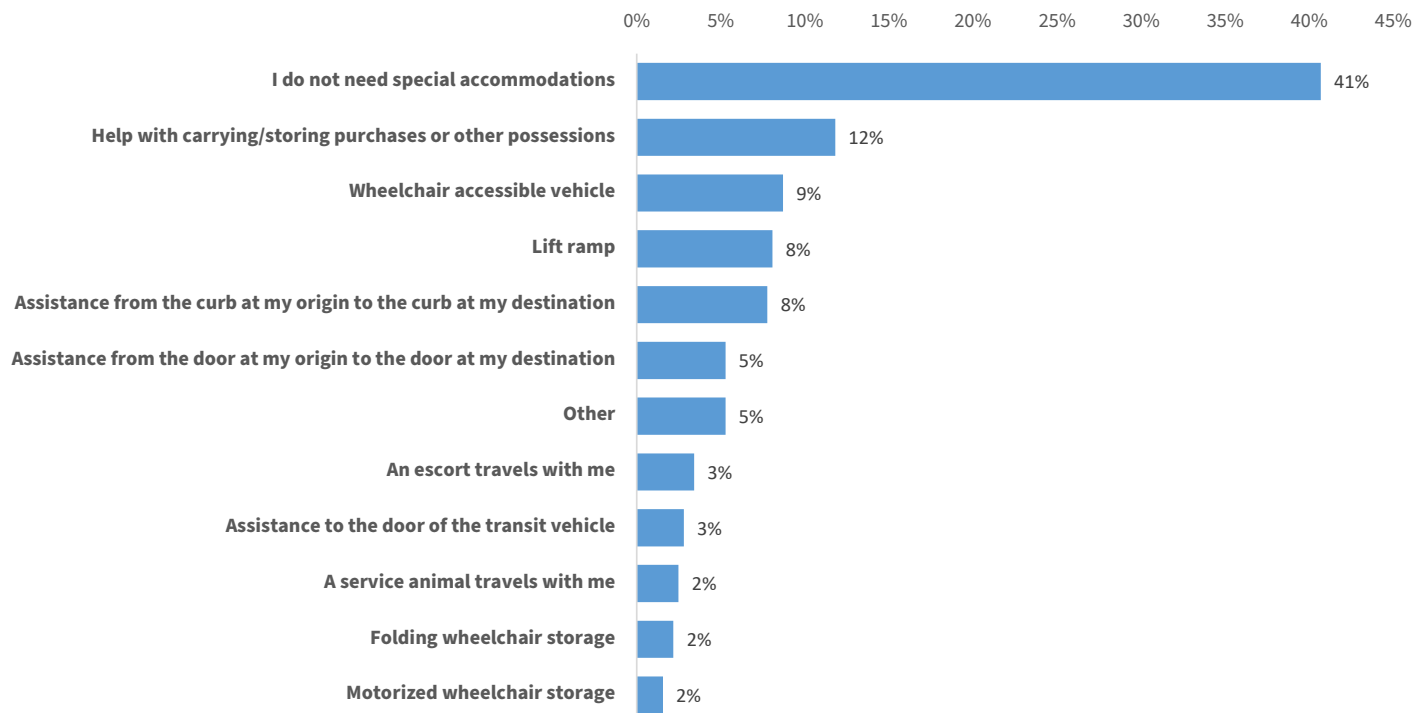
Survey Needs Results

The community survey was available in English, Spanish, and Vietnamese in physical format and digitally on the WAMPO Public Transit Page: wampo.org/public-transit. 262 survey submissions were received, of which 196 were hard paper copies and 67 were online submissions.

Approximately 80-95 total staff hours were dedicated to promoting the community survey. Staff only promoted the Community Survey in the outreach opportunities unless otherwise noted. It is important to note that WAMPO had two more surveys open at the time of the community survey time frame. More information can be found in Appendix C: Plan Development.

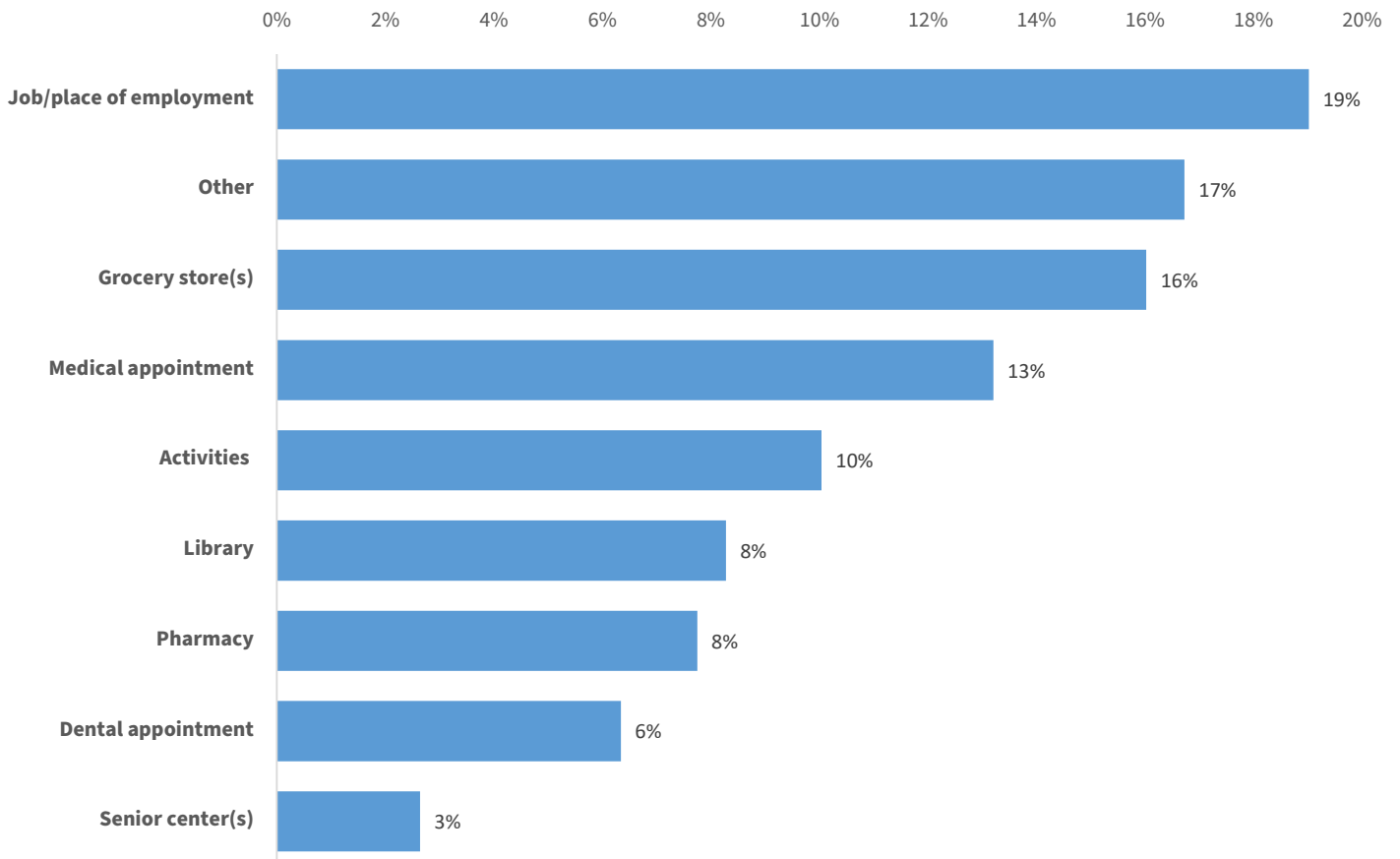
- 59% of survey responses said they need some form of accommodation.

5 – What accommodations do you need? (Check all that apply). (n=222)



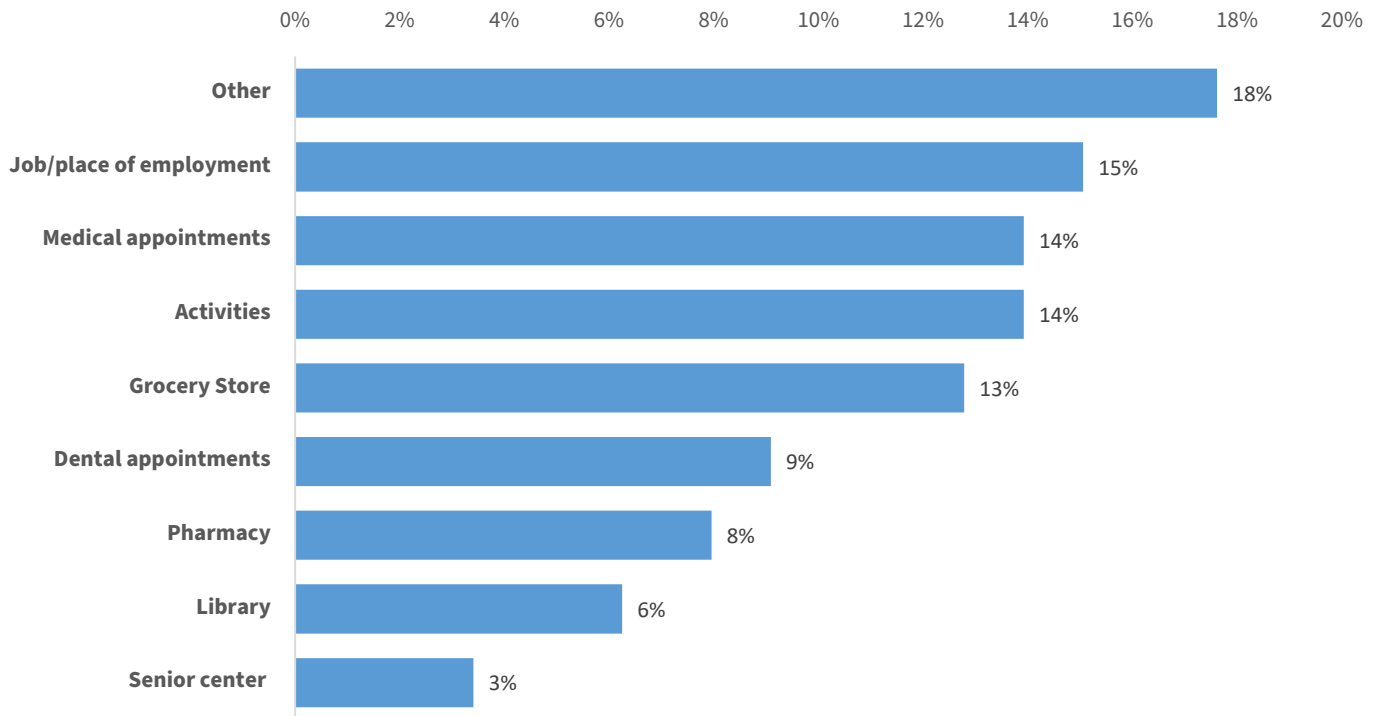
- Most of the respondents (87%) began their trips from their house/apartment. Additionally, 65% of the respondents ended their trips at their job/place of employment, grocery store, medical appointment, or other destinations.

6 (B) – Where do your trips end? (Check all that apply). (n=229)



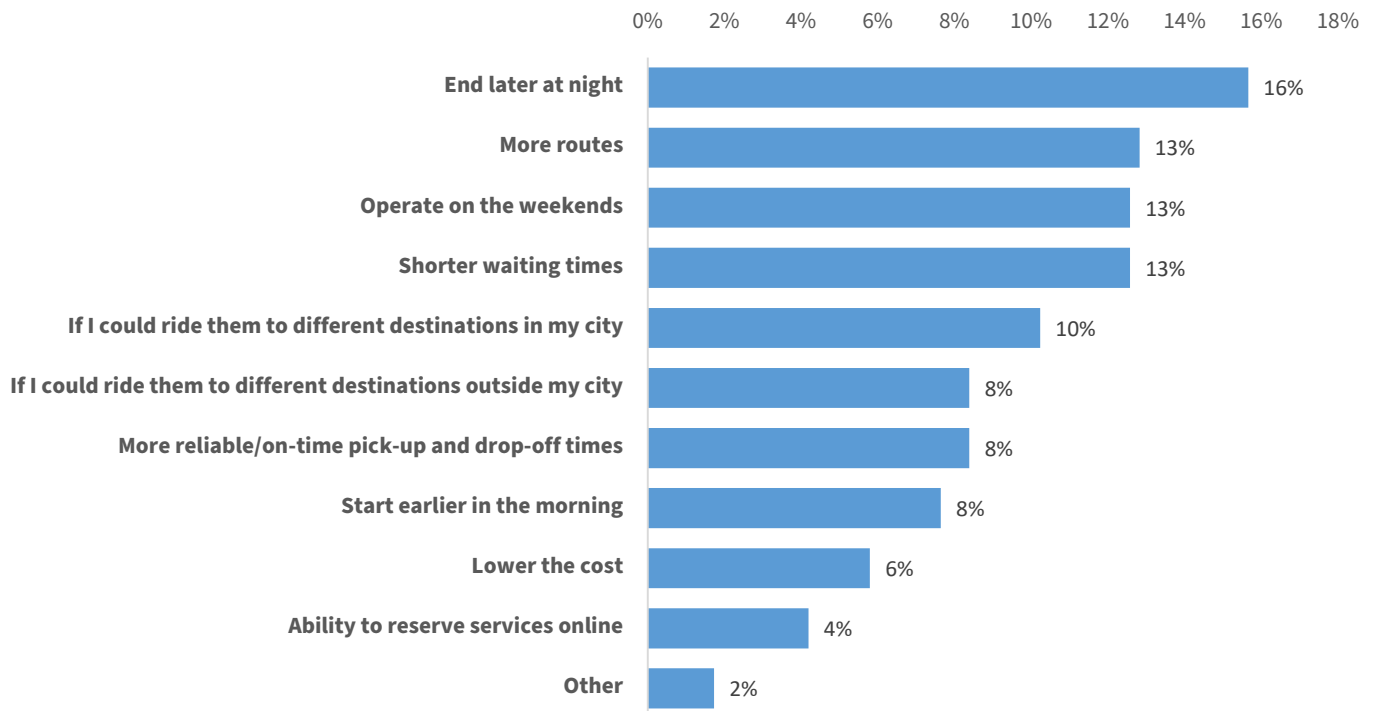
- Among the responses, 18% included options not listed, while 4% chose 'No' as their response. The second most selected option, chosen by 15% of the respondents, indicated that they would like to go to their job/place of employment using the existing services but cannot.

8 – Are there places you would like to go but CANNOT get to with the existing services? (Check all that apply). (n=155)



- Regarding changes to transportation service options in the region that would enhance appeal or convenience, 54% of the responses included preferences for extended operating hours, more routes, weekend operations, and reduced waiting times.

9 - What changes to transportation service options in the region would make using them more appealing or easier for you? (Check all that apply). (n=211)



- From the additional comments section at the end of the survey, it was observed that approximately 25% of the comments suggested extending service hours. Additionally, 20% of the comments indicated a desire for enhanced accessibility and comfort. These comments included suggestions for more bus stops, shelters, seating, as well as cleaner and better maintained buses.

Provider Limitations

Private and public transportation providers play crucial roles in offering mobility options for residents in urbanized areas. However, both types of providers have their own sets of limitations that can pose challenges to individuals seeking transportation services. This article delves into the limitations associated with both private and public transportation providers and how these limitations can hinder accessibility and convenience for people in urban communities.

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

- **Jurisdictional Limitations:** a provider may not travel across jurisdictional boundaries. For example, SCT travels from the above listed areas and can travel into Wichita and back, however, they cannot travel from Wichita to these areas and back.
- **Eligibility Limitations:** Individuals who apply for paratransit service through Wichita Transit may or may not meet the eligibility requirements.
- **Trip Purpose Limitations:** Medical trips have more service options. Individuals needing transportation for routine activities like banking, church, or shopping have limited options in and around the urbanized area.
- **Day/Hour Limitations:** Individuals needing transportation for routine activities like doctor’s appointments, banking, church, or shopping have limited options in and around the urbanized area outside of the routine scheduling availability of each provider.

Needs Assessment Summary

The following graphic summarizes the needs this plan would like to address.



SECTION III

IMPLEMENTATION PLAN

The Implementation Plan will identify strategies, activities, and potential projects that will address the identified gaps in service for older adults, people with disabilities, and households with low income.

5310 Scoring Rubric

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

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

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

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

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

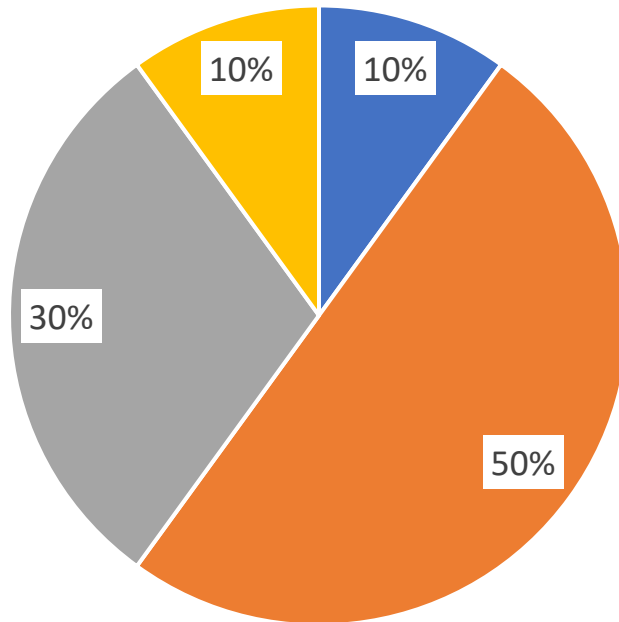
Criteria	Strategy Connection
Demonstration of Need	General Criteria
Accessibility & Collaboration	<i>Accessibility Connection:</i> Removing barriers that make transportation prohibitive for older adults and people with disabilities.
	<i>Collaboration Connection:</i> Transportation Collaboration & Mobility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

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

Criteria	Criteria Summary
Demonstration of Need	Project proposals should include a clear and concise description of need. This should include a description of the estimated number of people to be served distributed by the target population (older adults, people with disabilities, general population, etc.). The identification of need should summarize the gaps between current conditions and desired conditions or "wants."
Accessibility	Projects that minimize barriers to transportation for older adults and people with disabilities. This could include: <ul style="list-style-type: none"> ▪ Projects or services designed and carried out to meet the specific transportation needs of older adults and/or people with disabilities. ▪ Projects that meet the needs of older adults and/or people with disabilities when other services are unavailable, insufficient, or inappropriate. ▪ The exploration or the provision of transportation service(s) where service gaps are present. ▪ Solutions that address transportation needs outside of "normal" operational hours, days, times, and/or locations.

Criteria	Criteria Summary
Collaboration	<p>Projects that involve collaboration/coordination with agencies, jurisdictions, and/or businesses to support the transportation needs of older adults and people with disabilities. This could include:</p> <ul style="list-style-type: none"> ▪ Exploring or implementing cost-effective methods for collaboration to ensure the needed transportation options are provided. ▪ Transportation providers coordinating rides to popular destinations (and stops along the way) to maximize efficiency and rider options. ▪ Partnerships with nursing homes, assisted living centers, and/or other senior/disability care agencies. ▪ Collaboration designed to overcome the potential disconnects for individuals needing transportation to suburban jobs and services. ▪ Projects that study the feasibility of urbanized area transfer points and/or locations and cost-effective options for riders and agencies involved. ▪ Projects that explore the feasibility of regional express bus/commuter service to employment centers. ▪ Mobility Management Projects <ul style="list-style-type: none"> - Service Development (vehicles, movement of people) to understand the Family of Services, coordinate resources, Link systems to people, and develop new creative options. - System Management to plan and manage demand. Considerations could include land use, transit-oriented development, livable communities, green, HOV, regulatory barriers, telecommuting, etc. - Transportation educational programs that educate the public on public transportation and associated benefits.
Meeting Specific Needs	<p>The project/service meets the specific transportation needs of older adults/people with disabilities. Projects could increase the ability of older adults and/or people with disabilities to meet the following needs:</p> <ul style="list-style-type: none"> ▪ Banking and Shopping/Retail ▪ Church attendance ▪ Employment ▪ Entertainment & Civic Activities ▪ Medical & Therapy Appointments ▪ Visiting Family ▪ Other Routine or Specialized Needs
Coordinated Transit District Participation	<p>Scoring is based on the organization's status as a Coordinated Transit District #9 (CTD) member and participation at regular meetings.</p>

Points Distribution



- Demonstration of Need
- Addresses Accessibility and/or Collaboration Goals
- Meets Specific Needs (older adults/disabilities)
- Coordinated Transit District #9 member Status

Goals

Goal 1: Enhance Accessibility and Inclusivity.

- Strategies:
 - Provide training for drivers on accommodating passengers who require accommodations.
 - Create/promote transportation programs that could benefit low-income individuals.
 - Increase availability of multi-lingual information.

FROM THE SURVEY RESPONSES:

59% of respondents said that they would need some kind of accommodation, 32% of the respondents have a household income under \$25,000, 16% of the respondents are over the age of 65, 16% of the respondents don't have English as their first language, about 20% of the additional comments portion request better accommodations for bus stops, and 15% reported issues with driver behavior.

Goal 2: Remove transportation barriers.

- Strategies:
 - Assess demand for extended hours.
 - Allocate resources for late-night and weekend service.
 - Collaborate with local businesses to determine peak transportation needs and allocate resources to high-demand routes.

FROM THE SURVEY RESPONSES:

15% of the responses said that they cannot get to their job/place of employment via transit, and 14% said they could not get to medical appointments via transit. 55% of the respondents said that ending transit services later at night, adding more routes, and operating on the weekends would make transit services more appealing/easier to use. From the additional comments, 25% of respondents would like to transit providers to extend service hours and dates.

Goal 3: Increase collaboration between transit providers.

- Strategies:
 - Collaborate with communities, businesses, and institutions in the region to identify shared transportation needs and opportunities for joint services.

FROM THE SURVEY RESPONSES:

64% of the respondents use Wichita Transit, 95% of the zip codes entered belong to the city of Wichita ZIP codes, and 10% said that being able to ride to different destinations in their city would make transit services more appealing/easier to use. 8% of the respondents said being able to ride to different destinations outside of their city would make transit services more appealing/easier to use. From question 10 – “What city/town/unincorporated area are the following locations located in for you?”, 18% of the employer, 18% of the medical clinics or hospitals, and 24% of the Senior program or human services agency activities and appointments included locations outside of Wichita.

Recommendations

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

- Designated recipients of Federal funding programs should follow through with routine audits of sub-recipients to:
 - Ensure proper and responsible use of allocated dollars.
 - Ensure that mandatory rides are being given depending on the requirements of the agency.
- Utilize the United Community Transit Coalition (UCTC) to advance mobility and coordination in the region. The UCTC’s goal is to “increase collaboration between the transportation systems in various jurisdictions within the Tri-County area.”
 - The UCTC should work to create a robust membership that includes private providers of transportation.
 - Potential UCTC tasks include:
 - Institute centralized scheduling. Develop a consorted effort among transportation service providers to ensure accessibility to transportation is available to eligible riders and to achieve efficient, cost-effective, regional transportation.
 - Develop the potential for a voucher program where system users could use any public or private service provider using their voucher.
 - Better coordinate driver programs to fill spatial gaps in transportation service coverage.
 - Develop computer/phone apps and other call applications making accessibility to services easier and traceable.
- Continue to build on the Mobility Management efforts that were developed by hiring a Director of Mobility Management for CTD #9. (This position was created in 2021.) Future tasks include:

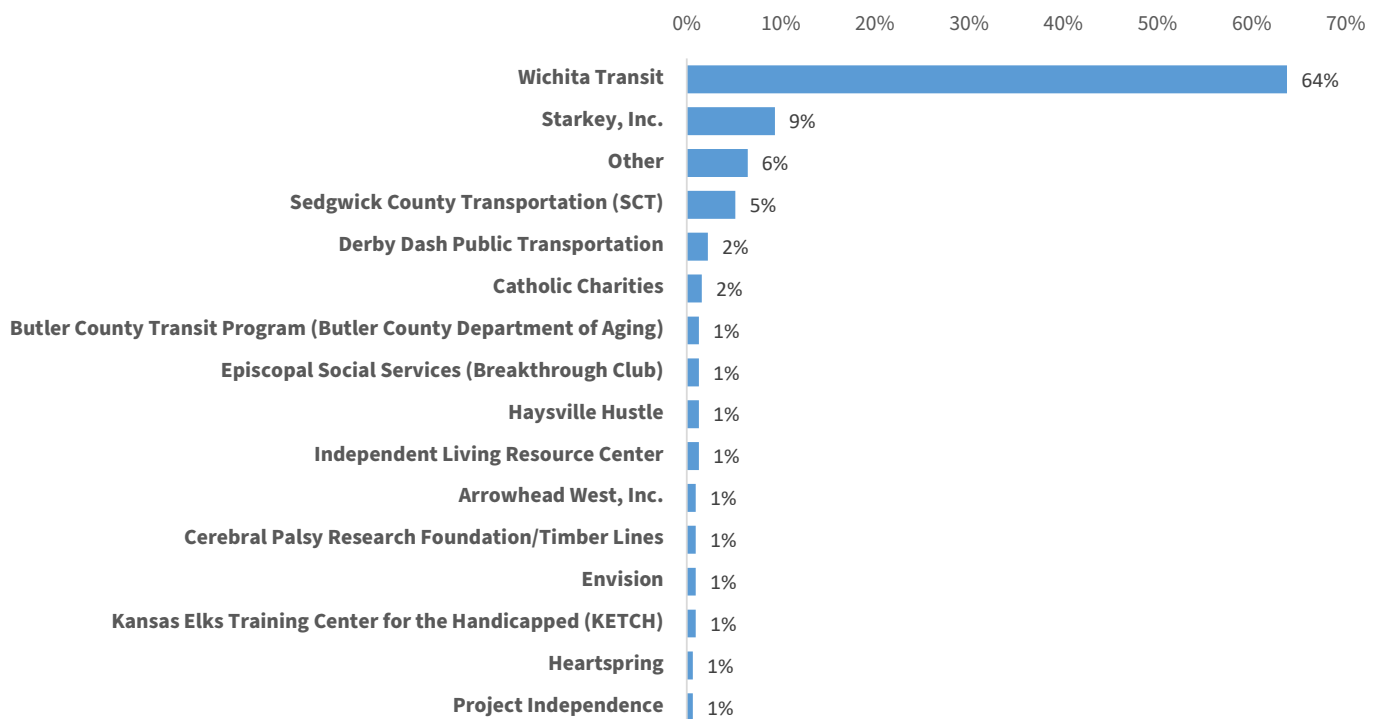
- Connect the public to available transportation options by attending community events, providing individual travel training sessions as needed, and presenting to groups as requested.
- Actively participate in various groups/coalitions to assess needs, address gaps, and make connections.
- Advocate for public transportation by sharing the benefits of transit and needs of providers with decision makers.
- Promote regional collaboration through the United Community Transit Coalition's work.
- Increase the public's awareness and perception of public transportation services throughout the region by creating and sharing data-driven infographics, flyers, brochures, etc.
- Assist in the statewide implementation of Kansas Mobility Week.
- Connect regional providers to partners across the state.

APPENDIX A: SURVEY RESULTS

The community survey was available in English, Spanish, and Vietnamese, both on paper and online. The electronic version of the survey was available on the WAMPO Public Transit webpage: wampo.org/public-transit. There was a total of 262 survey submissions, out of which 195 were on paper and 67 were completed online.

Approximately 80-95 staff hours were dedicated to promoting the community survey. It is important to note that WAMPO had two other surveys open at the same time. The following are the results of the community survey.

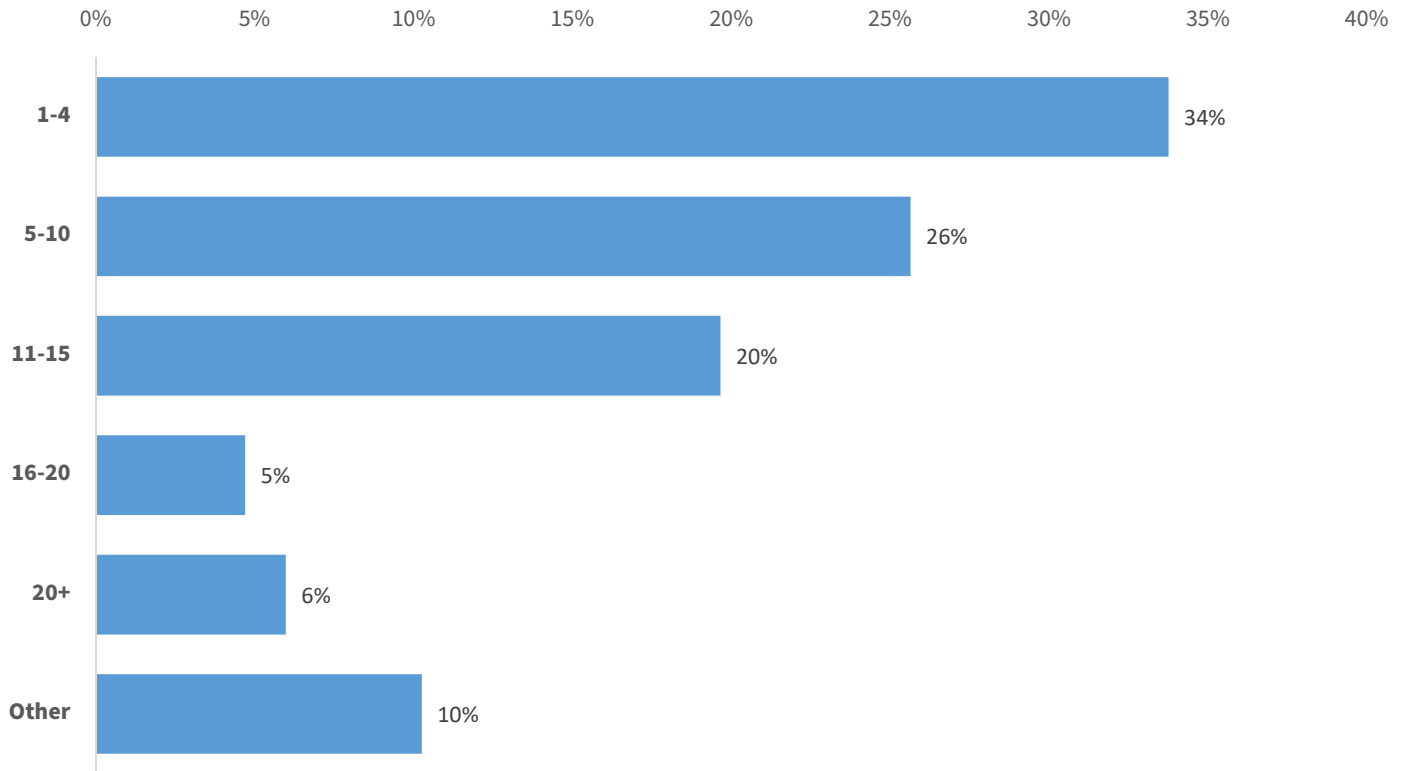
1 - What available transportation services do you use? (Check all that apply).(n=245)



- Other - 1 – What available transportation services do you use? (Check all that apply).
 - 8 responses: VA transportation
 - 2 responses each: Personal Vehicle, other (did not specify)
 - 1 response each:
 - Amtrak
 - Family
 - Grey Hound
 - My grandad, parents, and most recently my brother. I've taken Ubers before but they are very expensive and often not careful with my wheelchair,
 - None,

- Rarely use, but when I do it's the Trolley on Douglas
- Uber

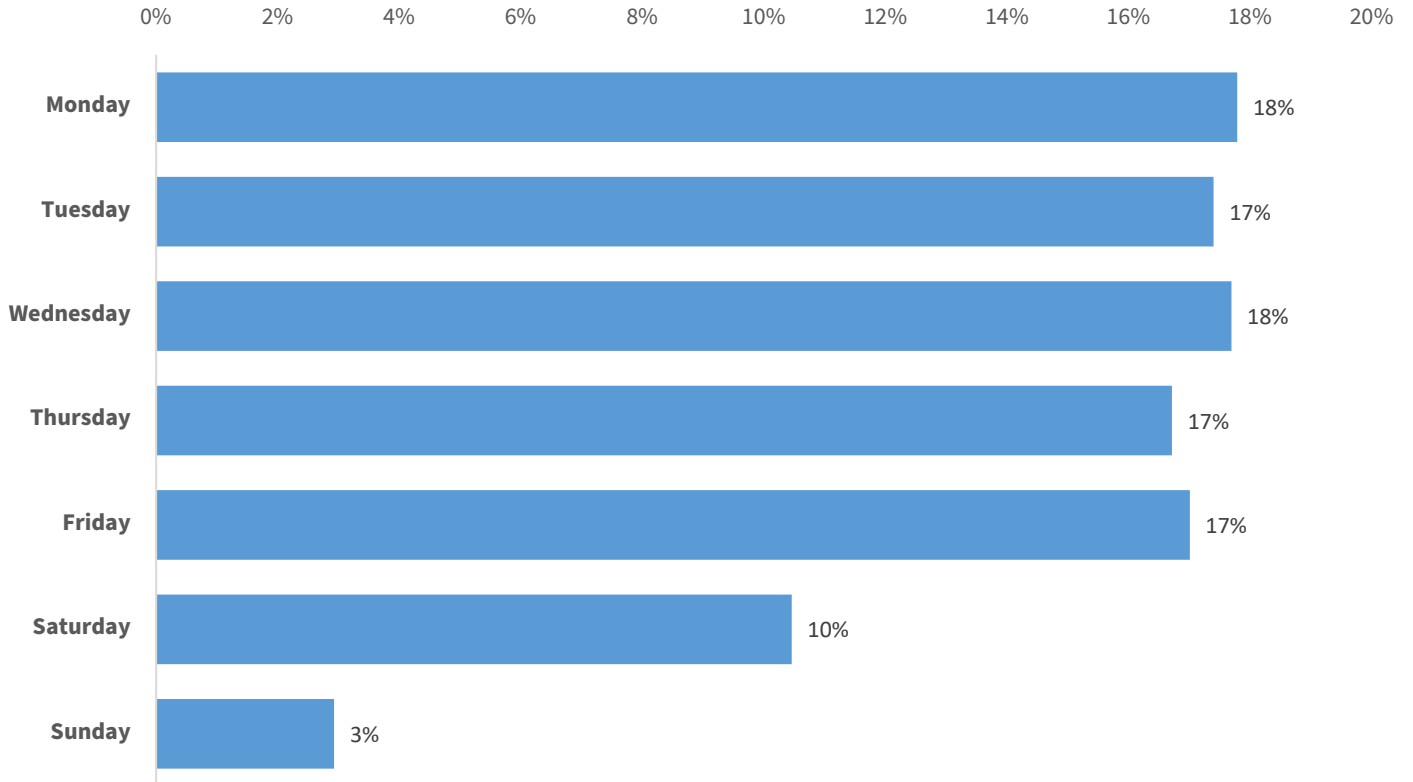
2 - How many rides do you take per week? Check one. (A ride to and from is counted as two rides). (n=91)



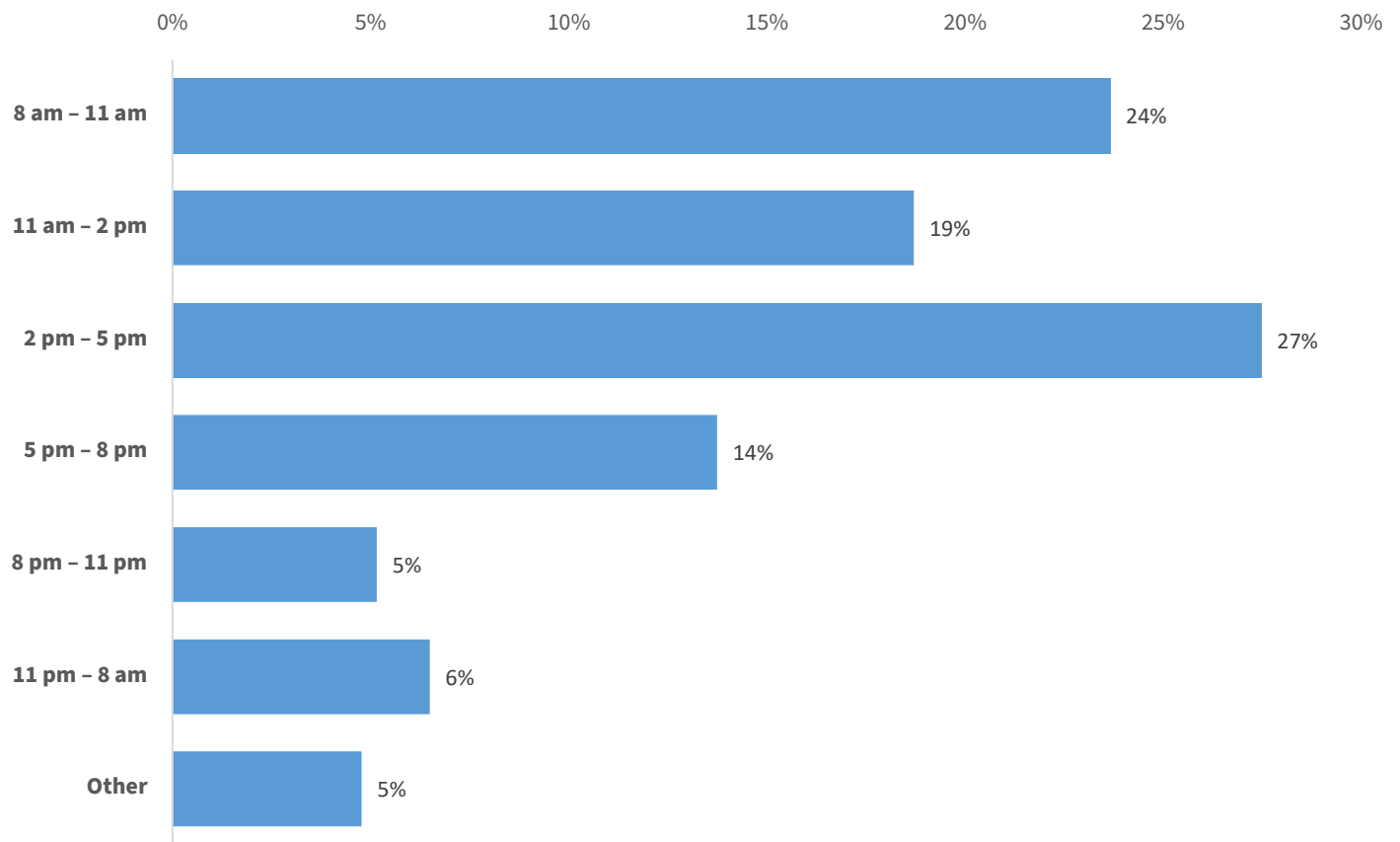
- 2 - How many rides do you take per week? Check one. (A ride to and from is counted as two rides).
 - 3 responses: Zero
 - 2 responses each: Other(did not specify), Once every six months
 - 1 response each:
 - 1-4 during the school year
 - Clients use transportation
 - Everyday
 - First-time rider
 - Hardly ever. Wichita Transit does not run when and where I need to go AND I'd have to stand at the bus stop, unless I bring my own chair
 - I usually cannot afford to take the bus
 - Infrequently, less than two rides per week
 - Occasionally but not regularly
 - Occasionally when the weather is bad
 - Once a month

- Once a year
- Rarely
- Varies

3 - What days of the week do you ride? (Check all that apply). (n=217)



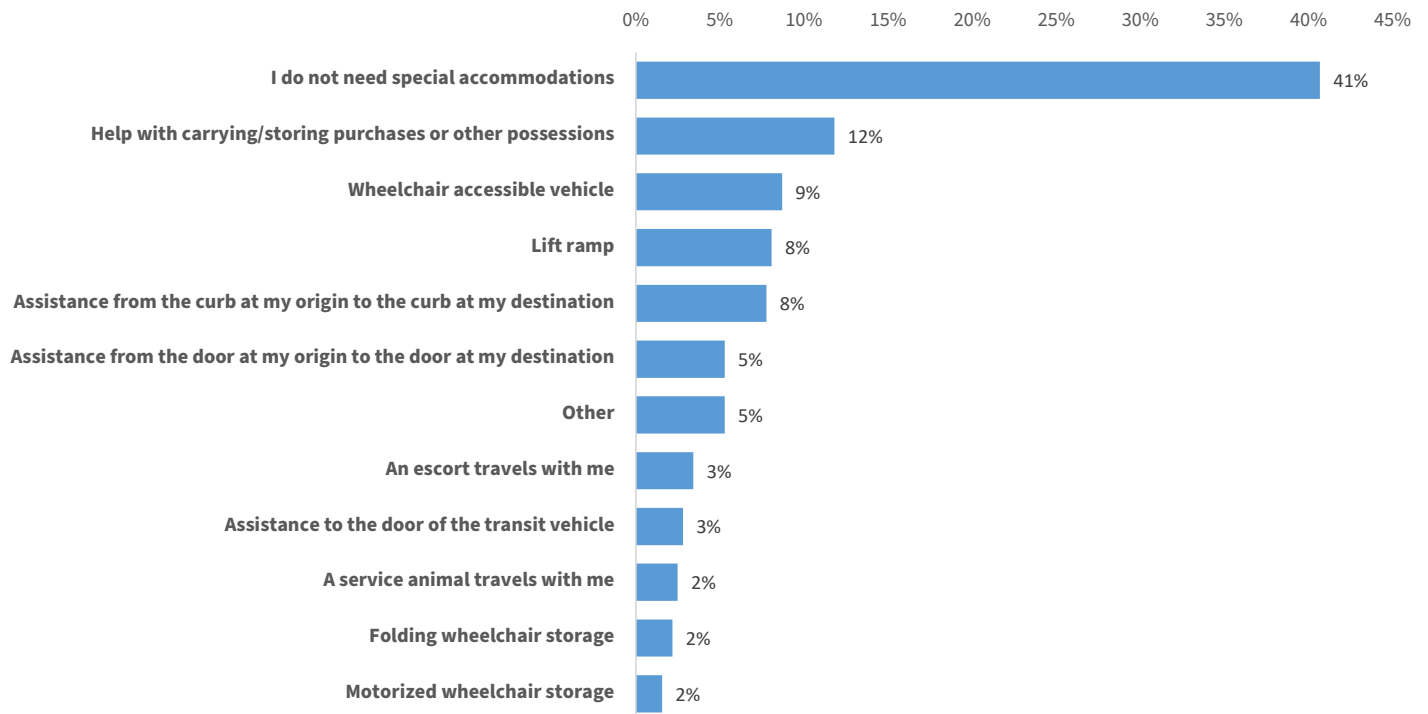
4 – What time do you ride? (Check all that apply). (n=230)



Other: - 4 – What time do you ride? (Check all that apply).

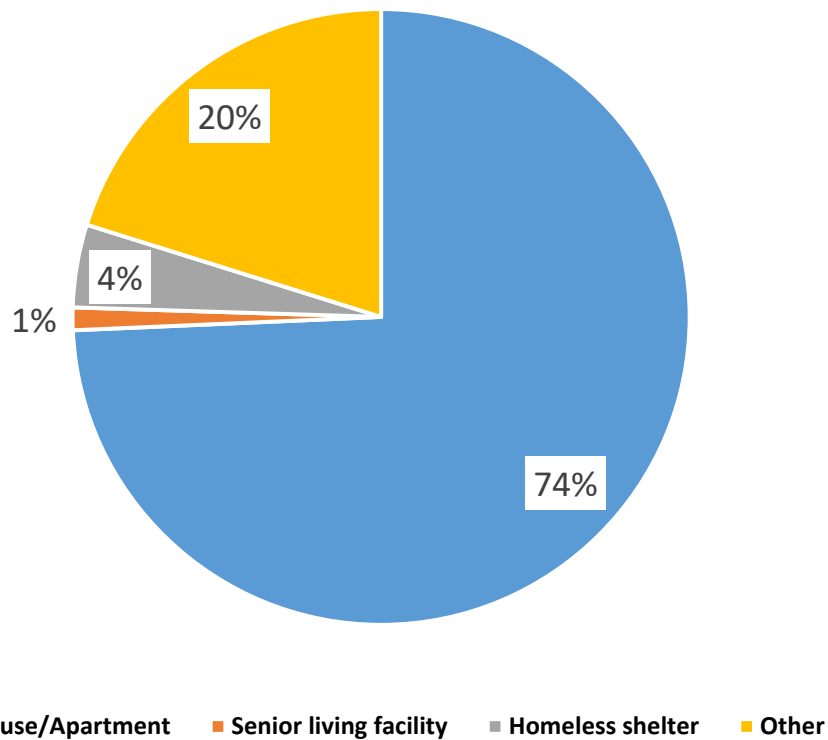
- 8 responses: 4-6 AM
- 5 responses: 6-8 AM
- 3 responses each: Varies, Other
- 1 response:
 - Would be great if the bus ran overnight and Sunday for overnight and weekend workers

5 - What accommodations do you need? (Check all that apply). (n=222)



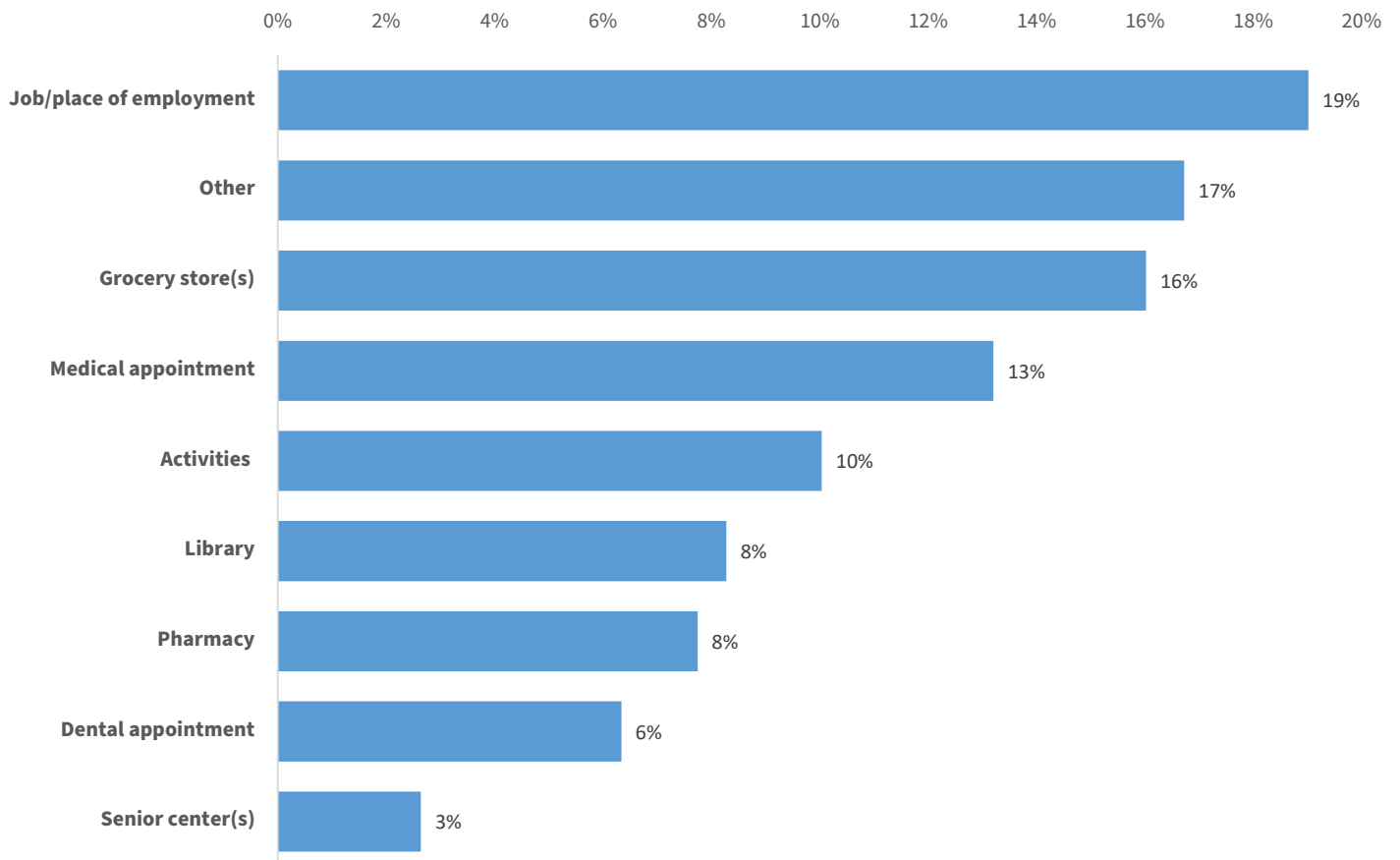
- Other - 5 – What accommodations do you need? (Check all that apply).
 - 6 responses: Bicycle racks
 - 3 responses: Other
 - 1 response each:
 - Provide services during summer
 - To lower the bus so can step up. I have a bad hip and knee
 - Visual alerts for stops as I am deaf
 - Cover for the stops
 - If I must get out of my chair I need someone who can lift my wheelchair into the car as well as the medical bags I'm attached to 24/7. I'm connected to 3 very heavy IV infusion bags all the time. I do all of my own medical care.
 - More frequent option
 - My daughter currently uses Uber to get around
 - She is wheelchair dependent and uses a Smart Drive to propel herself. She needs assistance; lifting the backpack in and out of the vehicle, and folding her w/c and lifting it into the vehicle.
 - Only picked up and dropped off in direct locations

6(A) - Where do your trips begin? (Check all that apply).(n=239)



- Other - 6 (A) – Where do your trips begin? (Check all that apply).
 - 22 responses: Group Homes
 - 9 responses: Other
 - 2 responses: Job
 - 1 response each:
 - Douglas and Hillside or Oliver
 - East Douglas area
 - residential
 - School to home
 - WSU Tech and NexStep Alliance locations
 - School/Work
 - Senior center
 - Sometimes I have to walk 6 blocks to catch the bus but sometimes I can use the nearby bus stop.
 - Street
 - University
 - Work release facility

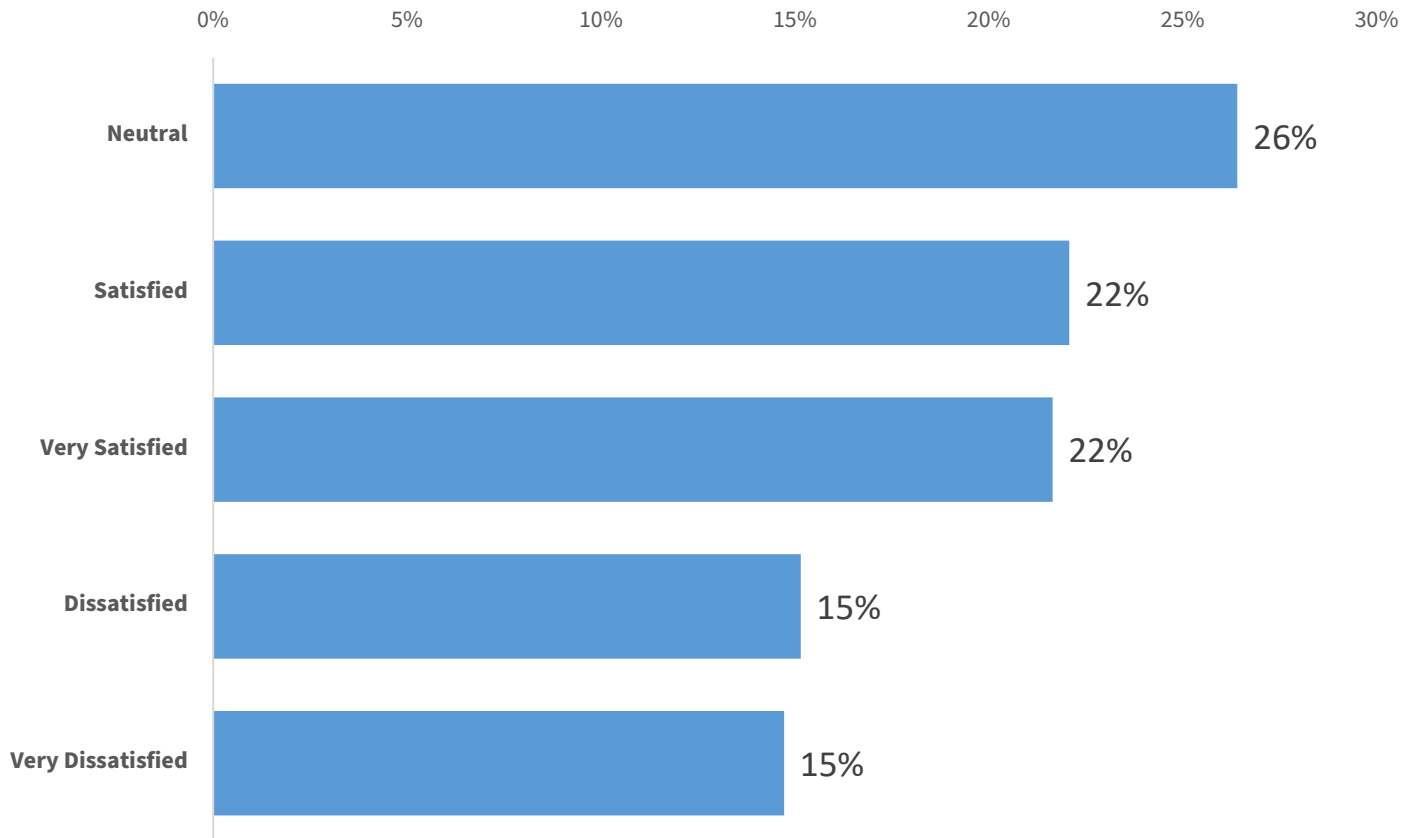
6(B) - Where do your trips end? (Check all that apply).(n=229)



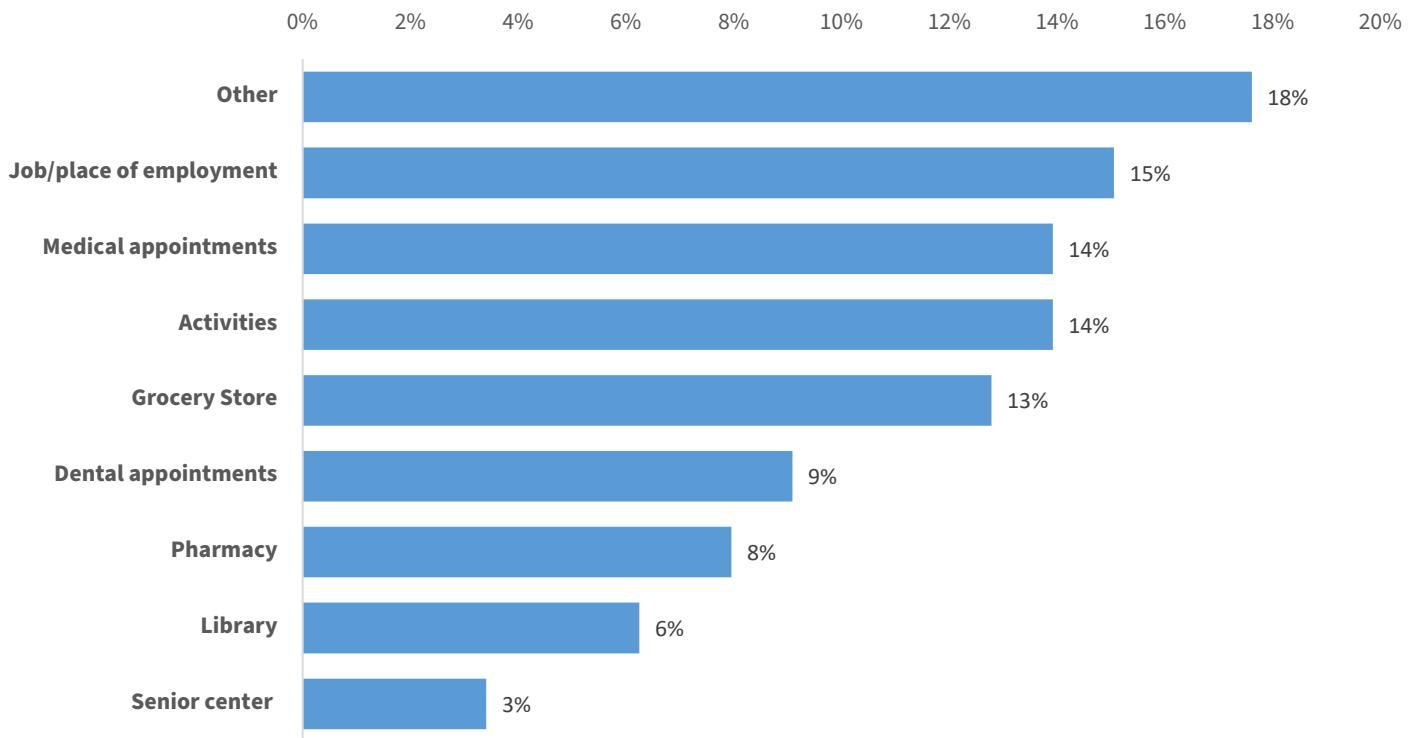
- Other - 6 (B) – Where do your trips end? (Check all that apply).
 - 16 responses: Starkey
 - 10 responses: College
 - 7 responses each: Catholic Charities Day Program; Other
 - 3 responses: Plasma donation center
 - 2 responses: food; School; nursing home; diner
 - 1 response each:
 - All over Wichita
 - Parole office
 - Bank well-fair
 - Restaurants
 - Brother's house, or rent a vehicle since neither of us get around very well
 - Ride the bus
 - Downtown
 - Social Security Office
 - Home
 - Sometimes the bus is my "adventure". It serves as a form of entertainment.
 - Just ride around
 - Treatment
 - Miscellaneous errands
 - YMCA

- Child services
- theather
- Food stamps
- Phone service
- Section 8 housing
- Pay bills
- Rehab
- Butler Community College
- Corrections Day Reporting
- Residential Corrections
- Work Release
- Addiction and BIP Treatment

7 - How satisfied are you with existing services? (n=231)



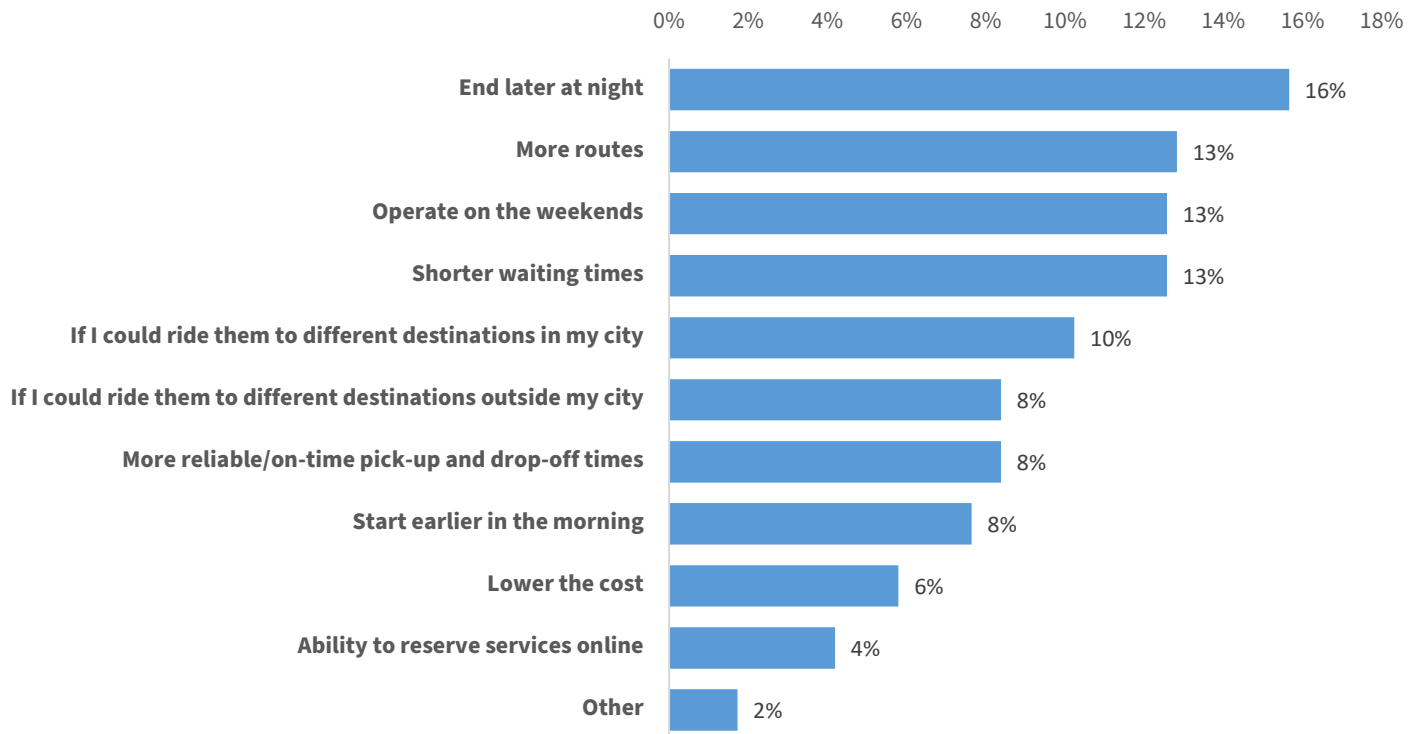
8 – Are there places you would like to go but CANNOT get to with the existing services? (Check all that apply). (n=155)



- Other - 8 – Are there places you would like to go but CANNOT get to with the existing services? (Check all that apply).
 - 13 responses: No
 - 11 responses: Other
 - 4 responses: Church
 - 3 responses: School
 - 2 responses each: College, Haysville, shopping, Social Security Office.
 - 1 response each:
 - Activities
 - Adult Education at NexStep Alliance on Webb Road - call service only and very long ride with transfers
 - Airport
 - can only go select places at certain times in Andover and the accessible transit bus won't cross city lines. I go to WSU for college but I can't drive and live on campus because of my medical conditions. I'm reliant on friends and family to take me place
 - church and school
 - Church on Sundays
 - Derby

- Earlier jobs
- Exploration place
- Facility(Work release)
- Goodwill
- Home
- I saw that Route 12 now extends to WSU West, it would be handy if it would go a little farther on N. Maize Rd (45th or 53rd St, maybe) I would ride the bus much more frequently if I didn't have to walk so far after it dropped me off.
- I'd go every place I can via transit, if they'd run the routes more than once per hour, run later into the evening, and on Sundays.
- If the bus came closer to Maize, I would use it more often to go to everywhere I travel in Wichita
- It would be nice to be able to go to church on Sundays, also if the bus ran later into the night, more errands could be done.
- Job/place of employment(3rd_shift_jobs)
- Job/place of employment(return trip)
- Movies
- My children's school
- Night stuff
- Not really just longer hours
- Park City
- Pay bills
- South on Hoover Rd
- The Goodwill 37th Oliver
- Transit board meetings

9 - What changes to transportation service options in the region would make using them more appealing or easier for you? (Check all that apply). (n=211)



- Other - 9 - What changes to transportation service options in the region would make using them more appealing or easier for you? (Check all that apply).
 - 2 responses: Other (did not specify)
 - 1 response each:
 - Bus services for immunocompromised people who risk getting sick on busses.
 - Drivers treat people better and more attentive, more honest, safer, not search people, not search people, not discriminate
 - Drivers_take_responsability,consistent_about_rules,better_communication(e.g.,schedule_changes)
 - GET BETTER PEOPLE IN CHARGE of Wichita TRANSIT!!!! ITS A JOKE!!!!
 - Give change
 - Go to places I need to go
 - I had to walk to transit cuz a driver ignored me standing at bus stop, because he detour 1 street west of where I was standing. Seems drivers don't care or transit doesn't care or both
 - Improve customer service
 - It should go pass Greenwich
 - Operate on Sundays
 - Pay w/ credit/debit card on bus

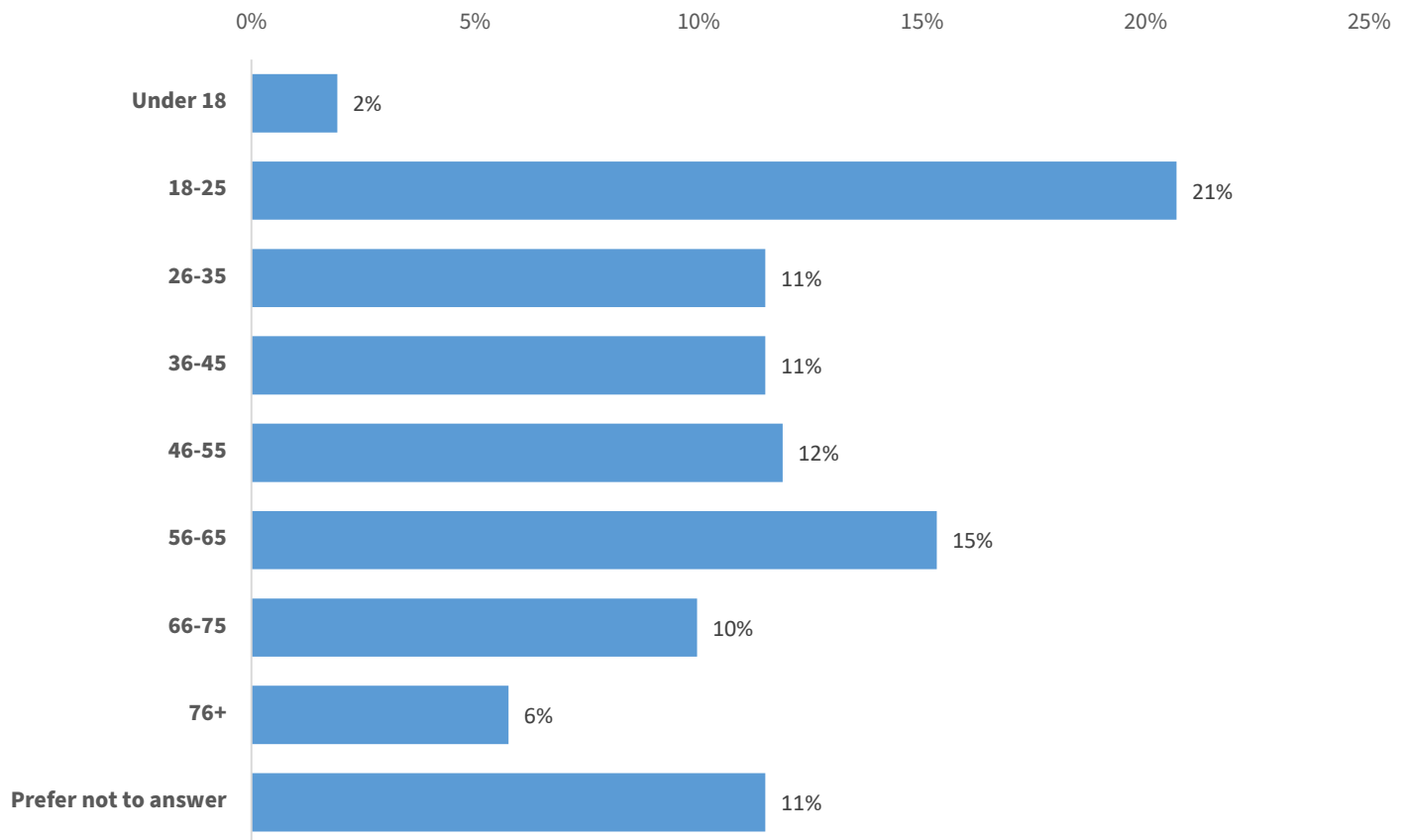
- Serve ICT airport.
- The bus stop near my house at Mt Vernon and Lulu was taken away. It is difficult for me to ride the bus with finding the nearest route. The ride app is not current.

10 - What city/town/unincorporated area are the following locations located in for you? Answer for all that apply.

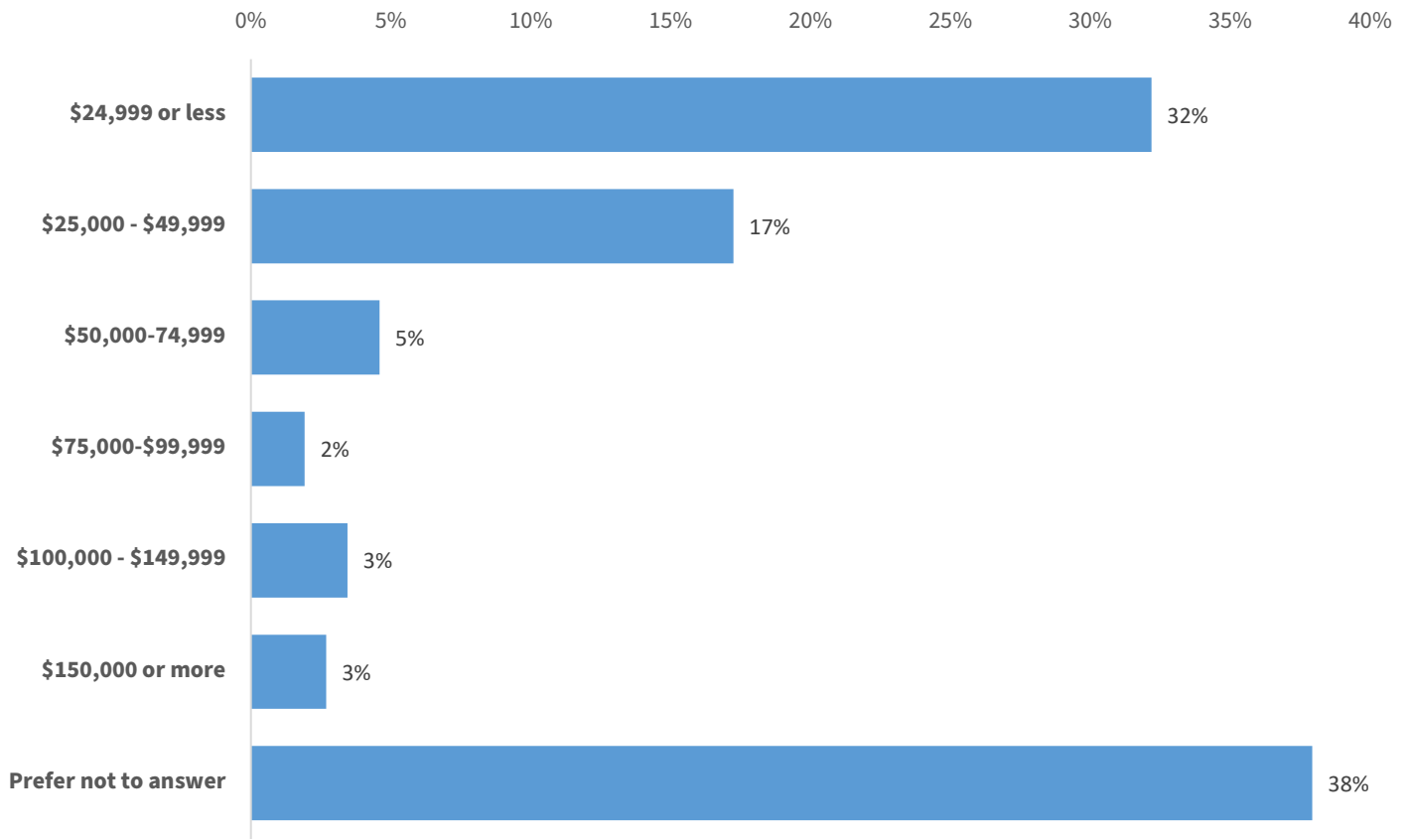
- A) Employer(n=89):
 - i. 82 responses: Wichita
 - ii. 4 responses: Park City
 - iii. 2 responses each: Andover; Bel Aire; Derby; Haysville; out of the region
 - iv. 1 response each: Goddard; Maize; Mulvane; Valley Center
- B) Medical clinics or hospitals(n=104):
 - i. 98 responses: Wichita
 - ii. 6 responses: Derby
 - iii. 5 responses: Andover
 - iv. 3 responses: Out of the region
 - v. 1 response each: Bel Aire; Goddard; Haysville; Maize; Mulvane; Park City; Valley Center
- C) Medical/dental offices(n=86):
 - i. 81 responses: Wichita
 - ii. 6 responses: Andover
 - iii. 3 responses: Park City
 - iv. 2 responses: Bel Aire, Derby, out of the region
 - v. 1 response: Haysville, Maize, Mulvane, Valley Center
- D) Shopping/grocery/pharmacy(n=93):
 - i. 90 responses: Wichita
 - ii. 4 responses each: Andover; Derby
 - iii. 5 responses: Out of the region
 - iv. 2 responses: Maize
 - v. 1 response each: Bel Aire; Haysville; Mulvane; Park City; Valley Center
- E) School(n=68):
 - i. 64 responses: Wichita
 - ii. 5 responses: Andover
 - iii. 3 responses: Haysville
 - iv. 2 responses each: Maize; Goddard
 - v. 1 response each: Bel Aire; Derby; Mulvane; Park City; Valley Center
- F) Senior program or human services agency activities and appointments(n=44):
 - i. 39 responses: Wichita
 - ii. 3 responses: Oaklawn
 - iii. 2 responses: Park City
 - iv. 1 response each: Bel Aire; Goddard; Haysville; Maize; Mulvane; Valley Center; out of the region
- G) Social/recreational activities/parks(n=72):

- i. 67 responses: Wichita
 - ii. 5 responses each: Derby; Goddard
 - iii. 3 responses each: Andover; Haysville; out of the region
 - iv. 2 responses each: Bel Aire; Maize; Park City
 - v. 1 response each: Cheney; Clearwater; Mulvane; Valley Center
- H) Church/faith-based organizations and activities(n=55):
- i. 53 responses: Wichita
 - ii. 2 responses each: Bel Aire; Derby; Valley Center
 - iii. 1 response each: Colwich; Goddard; Haysville; Maize; Mulvane; Park City
- I) Other(n=21):
- i. 13 responses: Wichita
 - ii. 2 responses: Maize
 - iii. 1 response each: Haysville; Park City; Sedgwick County; out of the region

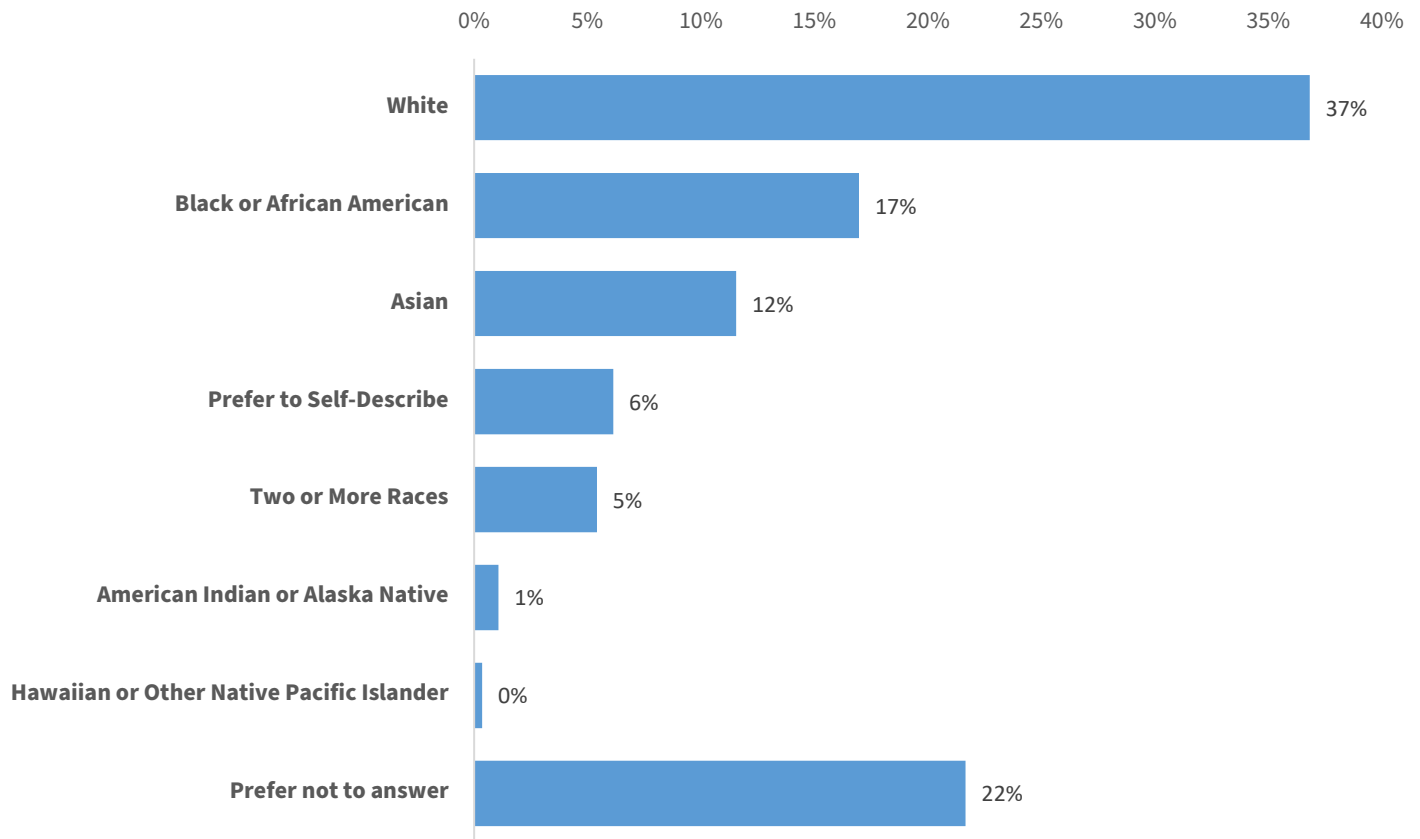
11 - What is your age? (Check one) (n=262)



12 - What is your household income? (Check one) (n=262)

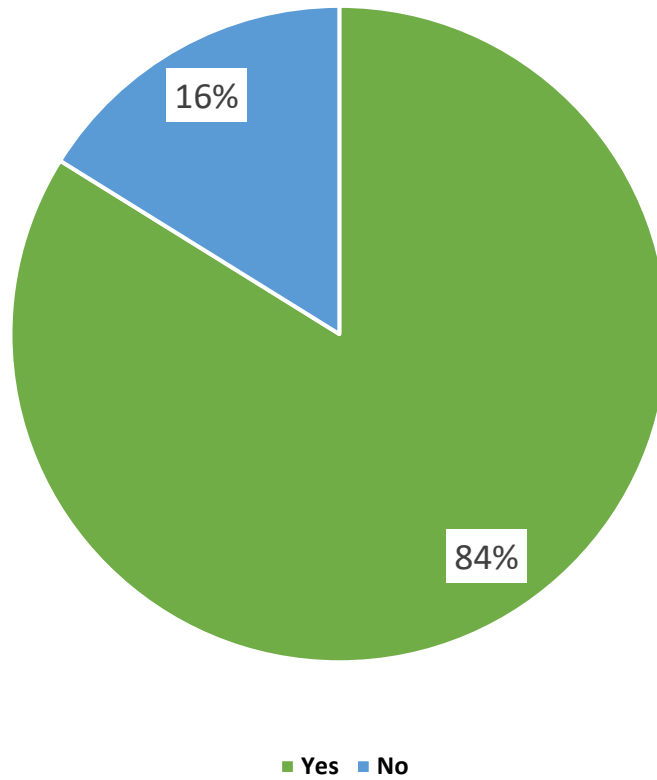


13 - How would you describe yourself (Check all that apply). (n=262)



- Prefer to Self-Describe - 13 - How would you describe yourself (Check all that apply).
 - 4 responses: American Indian or Alaska Native and White
 - 3 responses: Mexican/Hispanic
 - 2 responses each: Other; Black or African American and White
 - 1 response each:
 - African
 - East African
 - AMERICA
 - American Indian or Alaska Native, Asian, Black or African American, White
 - American Indian or Alaska Native, Black or African American
 - Ethiopian/American Indian
 - Moorishka

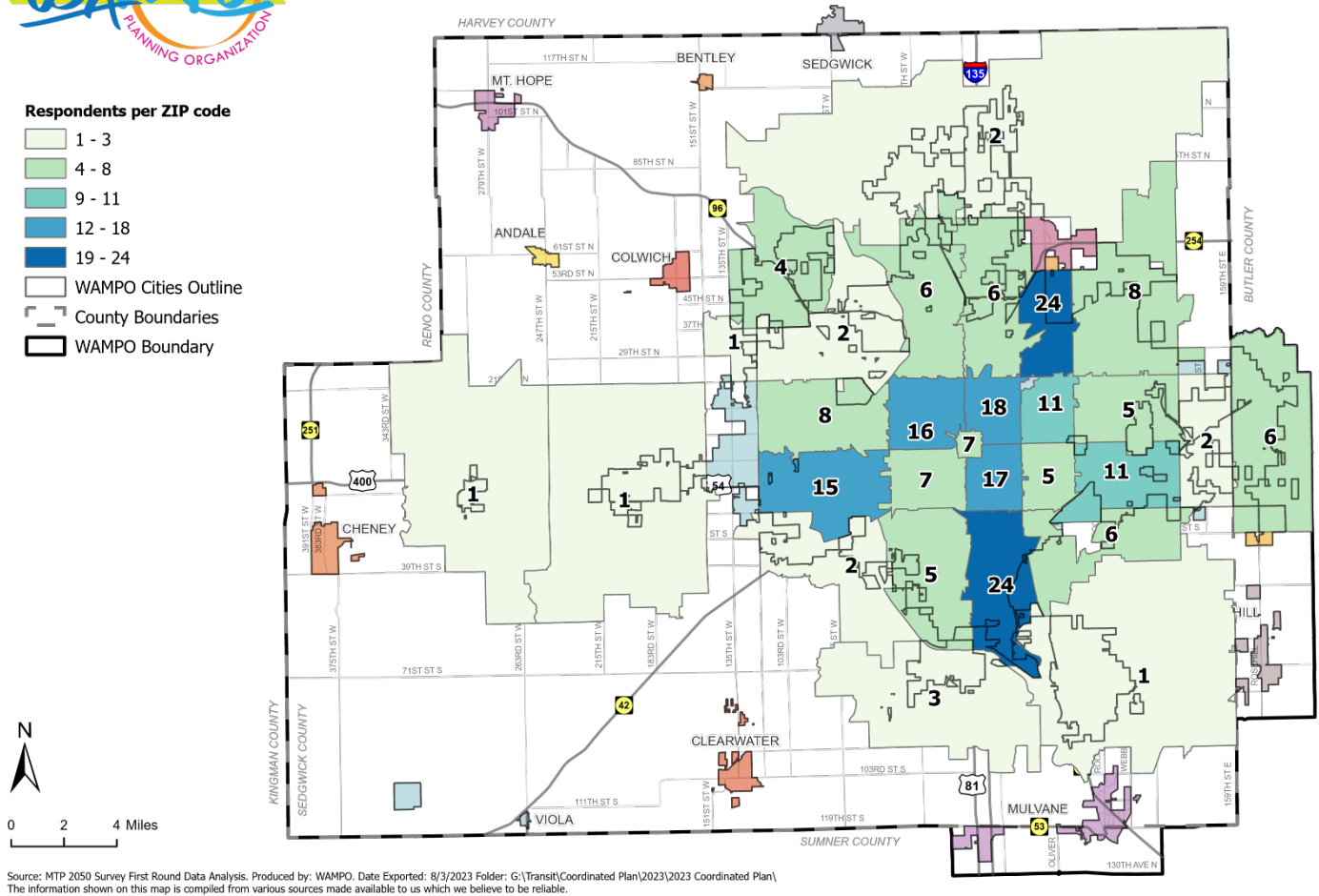
14 - Is English your first language? (n=223)



15 - What is your Zip Code?(n=228)



Community Survey Respondents by ZIP code



17 - How did you hear about this survey?(n=232)

- 68 responses: Wichita Transit Center
- 28 responses: Robert J. Dole VA Medical Center
- 27 responses: WAMPO staff, Starkey
- 12 responses: Wichita Transit Bus
- 9 responses: Joe Cruz
- 8 responses: Facebook
- 4 responses: WAMPO
- 3 responses each: Convoy of Hope, WSU, flyer
- 2 responses each: Community Center(OAC); Email, Maize Farm & Art Market; Senior Center; Survey Card; Email, Facebook post by Brandon Johnson
 - 1 response each:
 - Friend
 - Andover news letter

- At work
- attend meetings.
- Attending WAMPO meeting
- CAB
- Coworker
- Derby Recreation Commission
- District Advisory Board
- Email from Andoverks.com
- Facebook post by Brandon Johnson
- Facebook, Wichita District 1 newsletter, email
- Facebook from Sedgwick County
- Health and Wellness Coalition Meeting
- Internet
- Job coach
- KFDI/CMPO
- My employer
- My mom
- News story inline
- Oaklawn Senior Center
- On nextdoor
- Outreach meeting
- School
- Sent to me
- Wife works for Sedgwick Co.
- Word of mouth, social media
- work email
- WSCAAB

Please use the space below to provide any additional comments (n=109):

- I don't ever take the bus since I have my own car but I would consider if the bus went further out of Wichita
- More promotion, drivers switch routes(keeping them alert),people generally satisfied, Q-Line extension is good, more wheelchair & bike storage, buses on same route got right behind one another, helps with gas prices
- Extend hours of service for people who work 3rd shifts
- Be more strict on people smelling having pissed pants. Be safer, the buses stop and blow your back out. Air bags are junk. Hire younger people, old people are cranky. Charging twice on one ride.
- Run later times until 11pm
- Really good!
- Routes aren't in order at times, run 24/7
- Elderly people get rushed, bus drivers are rude, how people are treated is not good when the bus is running late I've seen people in wheelchairs get neglected and won't stop for them.
- Like in other places, run on holidays, longer hours(for most of them at night).Run on Sunday. Recognize the cost of more service time, higher fares would be understandable. Cannot save half of monthly pass for next month. It is good when routes cross.
- I wish you will go longer hours atleast until 9:00-10:00
- Buses are late 20 min, makes it hard to get to work on time
- Drivers not need to be rude or put their hands on someone, or threaten someone. Driver got into personal business and called the N-word.
- Sunday service for church. Expand fixed-route further west.

- More evening service
- Bus-pass kiosk is confusing
- Doing surveys is a good thing it helps out everybody in Wichita, KS.
- 12:00pm is when the last stop should be.
- More bus covers and bus stops
- Extra shifts to bus stations, more times, later at night. Drivers are not used to the electric buses.
- Buses are staggered and they come at different times. They don't connect very well. Meet at the same time and leave at the same time. They are dirty. They shouldn't be limits on what size of animals you can take on the bus. It is discrimination to limit the size of animal you can adopt. Concerns about EV buses.
- Changed route hours. Improve route reliability times. Improve WT mobile app. Electric buses are loud. A lot of buses don't have AC.
- Drivers continue past when waiting at bus stop.
- Reduce the fare. Needs to be more reasonable. My opinion doesn't matter to them. Longer hrs. and less work. Need late service for 2nd and 3rd shifts. Took away 10-rides-for-\$10. Lost a lot of business.
- I wish the bus was more affordable and more accomodating. Need a Sunday bus and better system.
- The route to my job goes 1 bus every other hour. This is inconvenient.
- Buses are sometimes late or way too early.
- Bus drivers need to be better, be more curtious
- Wifi never works
- Bus drivers need to be nicer
- They're okay. Go to other cities.
- Please provide services even during holidays and summer.
- It would be helpful if they operate on summer and more on week-ends. And less waiting time would be much appreciated.
- I feel like the bus should be available on Sundays too.
- The bus should work at least partially during Sundays. Can't go to Church because bus doesn't run on Sunday
- It would be good to have more routes so that I don't have to change a lot of buses. And more stops.
- I can get where I need to go, but is's a struggle that requires preplanning and extended time due to wait time s and available routes, and possibly still over a mile walk sometimes.
- Should run later at night, route to park city,add routes to mulvane
- 1 hour and 5 minute wait. Nasty drivers. Treat people badly. I need to ride with a service dog because I have PTSD because I'm a veteran and I got trouble because of the service dog. Services need to be on time, people depend on transit. Prices went up and it is not fair. Kids should pay lower fare. Bring back transfer rates. VA bus doesn't go to the transit center and it should because we have to walk all the way to Douglas.
- Excellent
- Most of the time is reliable. Very good. Route 16 is good depending on the driver.

- Bus don't stop at bus stops. Transfer costs. Bring transfer program back. More reliable pick up times.
- Thank you
- Low the cost for the people who doesn't work. Or ride free.
- The service is good
- It's an excellent services I love it thank's for everything
- Starkey provides the best service
- Starkey needs kneeling buses w/ doors towards the back
- Currently the services ride until 2pm. I wish they could provide services earlier and later for medical procedures especially those where you can't drive after them.
- I would like if they were more options to travel from Wellington. I would also like to have a better way to access the routes in Wichita in case of an emergency.
- We need the bus to ride Sundays, that rides from 5-11pm. I can't go to work or grocery stores at night.
- I wish the transportation services operated at least until five.
- We need more routes, more times. More promotion of public transit options. Not a lot of people are aware of the current options
- Pretty good.
- 3rd shift for night workers, extended hours. VA bus should go down to the Transit Center. Welfare offices were downtown and wheelchair veterans shouldn't have to travel those extra blocks.
- Largest city in State should have rail.
- I wish the city bus made it closer to my house.
- Buses don't go N to S only E to W. Bus stops should have shelters, and shade. Bus stops need pavement because I can't wait by them with my wheelchair. Buses need to let you know that they are not coming back because one time I got stuck and had to find my way back home.
- Build it they will come. One and a half wait time. Weird routes that combobulate. More routs for kids so they can go to activities. Light up bus stops. Bus stops need shelters. No buses south west. Monthly bus passes.
- Buses don't stop sometimes.
- They were good.
- 24/7 bussing for shifts. Added security to buses. Stricter guidelines for moving. Broader range outside in suburbs. Medical certifications for drivers. Heavy metal detectors for guns.
- Good people.
- I would use the loca bus more if a few bus's operated late or went further. Best system I've seen was in Washington Seattle.
- Need transit services to Derby
- Run later hours
- More midday bus to-from Oaklawn. More handicap services.
- Just get better survey
- Please improve the service.
- Wichita bus system very poor. Checkout Portland Oregon, great system.

- The City of Wichita needs to provide a sustainable fixed funding mechanism for transit operations.
- Thank you for asking! I urge that Wichita Transit improves for all Wichitans and tourists.
- The big issue is headways. If people can't reliably take spontaneous trips because they might have to wait 45min before their bus arrives, it's a nonstarter. And if the bus ran later in the evenings, people might more reliably be able to use it to commute
- Great service with great personnel. Don't know what I would do without this service!
- I don't use transit because it's not economically feasible or a good use of my time. It would take too long to get anywhere.
- all the drivers are every nice , and everyone i speak to on the phone is as well.
- Parent assisted with form for minor child
- I think Andover needs a public transit service
- I have to walk very far to get to a bus station.
- Having public transport available from Wichita to Butler Community College would allow my son to take classes there.
- Create a Wichita Metro system. A skyrail or underground rail would be awesome!
- I am 19 years old and unable to drive and live on a college campus because of my health conditions. I want to be a normal teen and be independent but with how poor the accessible transit in my area is I must rely on others to take me places.
- Currently because the transit system does not meet her needs she has to use Uber or her parents to get around. She is 19 y/o.
- I do not currently use public transportation because there is not a bus stop near me. However, I would use it daily if there were easy, reliable routes near me which would get me from home in SW Wichita to work and places in between.
- Love the bus, I would ride it OFTEN if the bus served 45th and Maize and had a covered bus stop.
- I don't currently use the transit services due to inconvenient routes/times.
- NEED LONGER HOURS AND SUNDAY
- If they could move the last stop on Route 12 farther up Maize Rd, I would ride it more.
- The Wichita area is a center of economic engine, and we need to be a "regional" system, such as a Transit Authority, covering the region.
- The bus is my primary transportation. Sometimes with my health issues I worry about catching sicknesses because I am immunocompromised.
- Transit never listen to riders or drivers. You have taken out every single bench in Wichita
- Get rid of Mayor and City Manager so the new ones can fix the transit and homeless problem in Wichita!!!!!!!!
- Use transportation services for my children and hope to continue to be able to do so without an adult rider. Very convenient service in Haysville.
- I've been in Philadelphia for a year long internship (happily moving back to Wichita in August though) and have been using transit and biking instead of a car here. Bottom line: when transit is reliable, efficient and abundant, people will use it.

- In other cities I've lived in, public transit is not just for disabled and low-income folks, and I've heard my yearning from others, especially YOUNG people who've been elsewhere: public transit should serve ALL trendy, able residents.
- Do you have to go to transit before you can reach your destination if you stop is in the route after you are picked up? Its makes for a longer ride to get to work.,
- Wichita's public transportation is way to limited and doesn't run long enough. Furthermore, Para transits lack of drivers makes it hard for people to get to work on time or at all. All this needs to improve asap.
- I work with the IDD and DD Field as well as Autism and elderly and for them to be independent and work, get around and use their rights to live as others is impossible do mostly to transportation issues.
- WTA is good. Wish buses ran later.
- There are a large amount of students that struggle with bus service in the N. Webb Road area and can't get service home from late evening classes. For many, it is a 2 hour ride, one way.
- The service is using huge busses. Could use much smaller busses
- When I worked at Goodwill I had to walk 1.3 miles to and from the bus stop. All the poor people who still work there and no bus service is disrespectful to the tax paying citizens ofWichita. I was walking that in 2019. The bus no longer gets that close
- I'd the buses ran every 15-20 min I would use the bus as my primary transport method. Bike for secondary and car as last resort
- Thank you for promoting more transit services, including benches at bus stops.
- This city is 100% doing a disservice to disabled citizens
- Survey assumes I am using public transportation. A regular bus type service is not available in my area so the multitude of questions based on that assumption cannot be answered.
- Bus drivers deserve a living wage and healthcare benefits.
- I would like more frequency with the transit services.
- extend 12 bus further up Maize Rd, run earlier in the AM
- We need a dedicated funding source for Wichita Transit to extend service hours, routes, grid system,etc.

APPENDIX B: COMMUNITY SURVEY FORMS

Coordinated Public Transit - Human Services Transportation Plan Survey

WAMPO is currently in the process of updating its Coordinated Public Transit - Human Services Transportation Plan. This plan focuses on the transportation needs of older adults, people with disabilities, and low-income households. Please take a few moments to share your thoughts on current transportation services. Your responses will help us understand your needs and identify potential goals and strategies of this plan. At the end of this short, anonymous survey, there will also be an opportunity for you to share any additional information that you feel is relevant to the conversation.

To review the current plan please visit: <https://www.wampo.org/public-transit>.

1 – What available transportation services do you use? (Check all that apply).

- | | |
|--|--|
| <input type="checkbox"/> Derby Dash Public Transportation | <input type="checkbox"/> Starkey, Inc. |
| <input type="checkbox"/> Haysville Hustle | <input type="checkbox"/> AbilityPoint (Arc of Sedgwick County) |
| <input type="checkbox"/> Park City Senior Center | <input type="checkbox"/> Catholic Charities |
| <input type="checkbox"/> Sedgwick County Transportation (SCT) | <input type="checkbox"/> Cerebral Palsy Research Foundation/Timber Lines |
| <input type="checkbox"/> Butler County Transit Program (Butler County Department of Aging) | <input type="checkbox"/> Envision |
| <input type="checkbox"/> Cowley County Council on Aging | <input type="checkbox"/> Episcopal Social Services (Breakthrough Club) |
| <input type="checkbox"/> Mulvane Senior Center | <input type="checkbox"/> Heartspring |
| <input type="checkbox"/> Wichita Transit | <input type="checkbox"/> Independent Living Resource Center |
| <input type="checkbox"/> Arrowhead West, Inc. | <input type="checkbox"/> Project Independence |
| <input type="checkbox"/> Kansas Elks Training Center for the Handicapped (KETCH) | <input type="checkbox"/> Other: _____ |

2- How many rides do you take per week? Check one. (A ride to and from is counted as two rides.)

- | | |
|--------------------------------|---------------------------------------|
| <input type="checkbox"/> 1-4 | <input type="checkbox"/> 16-20 |
| <input type="checkbox"/> 5-10 | <input type="checkbox"/> 20+ |
| <input type="checkbox"/> 11-15 | <input type="checkbox"/> Other: _____ |

3 – What days of the week do you ride? (Check all that apply).

- | | |
|------------------------------------|-----------------------------------|
| <input type="checkbox"/> Monday | <input type="checkbox"/> Friday |
| <input type="checkbox"/> Tuesday | <input type="checkbox"/> Saturday |
| <input type="checkbox"/> Wednesday | <input type="checkbox"/> Sunday |
| <input type="checkbox"/> Thursday | |

1 out of 4



Page | B2

4 – What time do you ride? (Check all that apply).

- 8 am – 11 am
- 11 am – 2 pm
- 2 pm – 5 pm
- 5 pm – 8 pm
- 8 pm – 11 pm
- 11 pm – 8 am
- Other: _____

5 – What accommodations do you need? (Check all that apply).

- Wheelchair accessible vehicle.
- Folding wheelchair storage.
- Motorized wheelchair storage.
- Lift ramp.
- Assistance from the curb at my origin to the curb at my destination.
- Assistance from the door at my origin to the door at my destination.
- Assistance to the door of the transit vehicle.
- Help with carrying/storing purchases or other possessions.
- An escort travels with me.
- A service animal travels with me.
- Other: _____
- I do not need special accommodations.

6 – Where do your trips begin and end? (Check all that apply).

Origin

- House/Apartment
- Senior living facility
- Homeless shelter
- Other: _____

Destination

- Job/place of employment
- Medical appointment
- Dental appointment
- Pharmacy
- Grocery store(s)
- Library
- Senior center(s)
- Activities
- Other: _____

7 – How satisfied are you with existing services?

- Very Dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very Satisfied



8 – Are there places you would like to go but CANNOT get to with the existing services? (Check all that apply).

- Job/place of employment
- Medical appointments
- Dental appointments
- Pharmacy
- Grocery Store
- Library
- Senior center
- Activities
- Other: _____

9 - What changes to transportation service options in the region would make using them more appealing or easier for you? (Check all that apply).

- If I could ride them to different destinations in my city.
- If I could ride them to different destinations outside my city.
- Lower the cost.
- Start earlier in the morning.
- End later at night.
- Operate on the weekends.
- More routes.
- Shorter waiting times.
- Ability to reserve services online.
- More reliable/on-time pick-up and drop-off times.
- Other: _____

10 - What city/town/unincorporated area are the following destinations located in for you? Answer for all that apply.

- Employer: _____
- Medical clinics or hospitals: _____
- Medical/dental offices: _____
- Shopping/grocery/pharmacy: _____
- School: _____
- Senior program or human services agency activities and appointments:

- Social/recreational activities/parks: _____
- Church/faith-based organizations and activities: _____
- Other: _____



11 - What is your age? (Check one)

- Under 18
- 18-25
- 26-35
- 36-45
- 46-55
- 56-65
- 66-75
- 76+
- Prefer not to answer.

12 - What is your household income? (Check one)

- \$24,999 or less
- \$25,000 - \$49,999
- \$50,000-74,999
- \$75,000-\$99,999
- \$100,000 - \$149,999
- \$150,000 or more
- Prefer not to answer.

13 - How would you describe yourself (Check all that apply)

- American Indian or Alaska Native
- Hawaiian or Other Native Pacific Islander
- Asian
- Black or African American
- White
- Two or More Races
- Prefer to Self-Describe: _____
- Prefer not to answer.

14 - Is English your first language? Yes No

15 - What is your Zip Code? _____

16 - To stay updated, please share your email.

17 - How did you hear about this survey? _____

Please use the space below to provide any additional comments.

Return to:
 Wichita Area Metropolitan Planning Organization (WAMPO)
 271 W 3rd Street, Suite 208, Wichita, Kansas 67202

Transporte Público Coordinado: Encuesta del Plan de Transporte del Departamento de Servicios Humanos

Actualmente, WAMPO está en el proceso de actualizar su Transporte Público Coordinado: Plan de Transporte del Departamento de Servicios Humanos Este plan aborda principalmente las necesidades de transporte de los adultos mayores, personas con discapacidades y grupos familiares de bajos ingresos. Por favor, tómese unos minutos para compartir sus opiniones sobre los servicios de transporte actuales. Sus respuestas nos ayudarán a entender sus necesidades e identificar los objetivos potenciales y estrategias de este plan. Al final de esta breve encuesta anónima, también habrá una oportunidad para que comparta información adicional que considere relevante para la conversación.

Ingrese al siguiente sitio para revisar el plan actual: <https://www.wampo.org/public-transit>.

1 – ¿Cuáles son los servicios de transporte disponibles que utiliza? (Marque todas las que apliquen).

- | | |
|---|---|
| <input type="checkbox"/> Transporte público de Derby Dash (Derby Dash Public Transportation) | <input type="checkbox"/> Kansas (KETCH, por sus siglas en inglés) (Kansas Elks Training Center for the Handicapped (KETCH)) |
| <input type="checkbox"/> Haysville Hustle | <input type="checkbox"/> Starkey, Inc. |
| <input type="checkbox"/> Park City Senior Center | <input type="checkbox"/> AbilityPoint (Arc of Sedgwick County) |
| <input type="checkbox"/> Transporte del condado de Sedgwick (SCT) (Sedgwick County Transportation (SCT)) | <input type="checkbox"/> Caridades Católicas (Catholic Charities) |
| <input type="checkbox"/> Programa de transporte público del condado de Butler (Departamento de vejez del condado de Butler) (Butler County Transit Program (Butler County Department of Aging)) | <input type="checkbox"/> Fundación de investigación para la parálisis cerebral/Timber Lines (Cerebral Palsy Research Foundation/Timber Lines) |
| <input type="checkbox"/> Condado de Cowley Consejo para para la vejez (Council of Aging) (Cowley County Council on Aging) | <input type="checkbox"/> Envision |
| <input type="checkbox"/> Centro para adultos mayores de Mulvane (Mulvane Senior Center) | <input type="checkbox"/> Servicios Sociales Episcopales (Breakthrough Club) (Episcopal Social Services (Breakthrough Club)) |
| <input type="checkbox"/> Transporte Público de Wichita (Wichita Transit) | <input type="checkbox"/> Heartspring |
| <input type="checkbox"/> Arrowhead West, Inc. | <input type="checkbox"/> Centro de Recursos para la Vida Independiente (Independent Living Resource Center) |
| <input type="checkbox"/> Centro de Entrenamiento Elks para las personas con discapacidades de | <input type="checkbox"/> Project Independence |
| | <input type="checkbox"/> Otro: _____ |



2- ¿Cuántos viajes toma a la semana? Marque uno. (Un viaje de ida y vuelta se cuenta como dos viajes)

- | | |
|--------------------------------|--------------------------------------|
| <input type="checkbox"/> 1-4 | <input type="checkbox"/> 16-20 |
| <input type="checkbox"/> 5-10 | <input type="checkbox"/> 20+ |
| <input type="checkbox"/> 11-15 | <input type="checkbox"/> Otro: _____ |

3 – ¿Qué días de la semana viaja? (Marque todas las que apliquen).

- | | |
|------------------------------------|----------------------------------|
| <input type="checkbox"/> Lunes | <input type="checkbox"/> Viernes |
| <input type="checkbox"/> Martes | <input type="checkbox"/> Sábado |
| <input type="checkbox"/> Miércoles | <input type="checkbox"/> Domingo |
| <input type="checkbox"/> Jueves | |

4 – ¿A qué hora viaja? (Marque todas las que apliquen).

- | | |
|--|---|
| <input type="checkbox"/> De 8 a. m. a 11 a. m. | <input type="checkbox"/> De 8 p. m a 11 p. m. |
| <input type="checkbox"/> De 11 a. m a 2 p. m. | <input type="checkbox"/> De 11 p. m a 8 a. m. |
| <input type="checkbox"/> De 2 p. m a 5 p. m. | <input type="checkbox"/> Otro: _____ |
| <input type="checkbox"/> De 5 p. m a 8 p. m. | |

5 – ¿Cuáles son las acomodaciones que necesita? (Marque todas las que apliquen).

- | | |
|--|--|
| <input type="checkbox"/> Vehículo accesible para silla de ruedas. | <input type="checkbox"/> Asistencia desde la puerta del vehículo de transporte. |
| <input type="checkbox"/> Almacenamiento de silla de ruedas plegable. | <input type="checkbox"/> Ayuda para cargar y almacenar las compras y otros objetos personales. |
| <input type="checkbox"/> Almacenamiento de silla de ruedas motorizada. | <input type="checkbox"/> Llevo un acompañante de viaje conmigo. |
| <input type="checkbox"/> Rampa de elevación. | <input type="checkbox"/> Un animal de servicio viaja conmigo. |
| <input type="checkbox"/> Asistencia desde la acera de origen hasta la acera de destino | <input type="checkbox"/> Otro: _____ |
| <input type="checkbox"/> Asistencia desde la puerta de origen hasta la puerta de destino | <input type="checkbox"/> No necesito acomodaciones especiales. |

6 –¿En dónde inician y terminan sus viajes? (Marque todas las que apliquen).

Origen

- Casa/Apartamento
- Centro de vida para adultos mayores
- Refugio para personas sin hogar
- Otro: _____

Destino

- Trabajo/Lugar de empleo
- Cita médica
- Cita dental
- Farmacia
- Tiendas de abarrotes
- Biblioteca
- Centro para adultos mayores

- Actividades
- Otro: _____

7 – ¿Qué tan satisfecho está con los servicios actuales?

- Muy insatisfecho
- Insatisfecho
- Indiferente
- Satisfecho
- Muy satisfecho

8 – ¿Hay lugares a donde le gustaría ir, pero NO PUEDE con los servicios actuales? (Marque todas las que apliquen).

- Trabajo/Lugar de empleo
- Citas médicas
- Citas dentales
- Farmacia
- Tienda de abarrotes
- Biblioteca
- Asilo
- Actividades
- Otro: _____

9 - ¿Qué cambios en las opciones de servicios de transporte en la región harían que usarlo sea más atractivo o más fácil para usted? (Marque todas las que apliquen).

- Si pudiera dirigirlos a diferentes destinos en mi ciudad.
- Si pudiera dirigirlos a diferentes destinos fuera de mi ciudad.
- Un costo más bajo.
- Que empiece más temprano en la mañana.
- Que termine más tarde en la noche.
- Que opere los fines de semana.
- Más rutas.
- Períodos de espera más cortos.
- Que se puedan reservar los servicios en línea.
- Que los horarios de salida y llegada sean más confiables
- Otro: _____

10 - ¿En qué ciudad/pueblo/área no incorporada se encuentran los siguientes destinos para usted?
Responda a todas las que apliquen.

- Empleador: _____
- Clínicas médicos u hospitales: _____
- Consultorios médicos o dentales: _____
- Compras, abarrotes o farmacias: _____
- Escuela: _____
- Actividades y citas del programa de adultos mayores o agencia de servicios humanos:

- Actividades o parques sociales o recreativas: _____
- Organizaciones y actividades eclesiásticas o religiosas: _____
- Otro: _____

11-¿Qué edad tiene? (Maque una)

- | | | |
|--------------------------------------|--------------------------------|---|
| <input type="checkbox"/> Menor de 18 | <input type="checkbox"/> 46-55 | <input type="checkbox"/> Prefiero no responder. |
| <input type="checkbox"/> 18-25 | <input type="checkbox"/> 56-65 | |
| <input type="checkbox"/> 26-35 | <input type="checkbox"/> 66-75 | |
| <input type="checkbox"/> 36-45 | <input type="checkbox"/> 76 | |

12 - ¿Cuál es el ingreso de su grupo familiar? (Maque una)

- | | |
|--|---|
| <input type="checkbox"/> \$24,999 o menos | <input type="checkbox"/> \$100,000 - \$149,999 |
| <input type="checkbox"/> \$25,000 - \$49,999 | <input type="checkbox"/> \$150,000 o más |
| <input type="checkbox"/> \$50,000-74,999 | <input type="checkbox"/> Prefiero no responder. |
| <input type="checkbox"/> \$75,000-\$99,999 | |

13 - ¿Cómo se describiría así mismo? (Marque todas las que apliquen).

- | | |
|---|--|
| <input type="checkbox"/> Indio americano o nativo de Alaska | <input type="checkbox"/> Dos o más razas |
| <input type="checkbox"/> Hawaiano o de las Islas del Pacífico | <input type="checkbox"/> Prefiero autoidentificarme como:
_____ |
| <input type="checkbox"/> Asiático | <input type="checkbox"/> Prefiero no responder. |
| <input type="checkbox"/> Negro o Afroamericano | |
| <input type="checkbox"/> Blanco | |

14 - ¿Es inglés es su idioma principal? Sí No

15 - ¿Cuál es su código postal? _____

16 – Para mantenerse actualizado, comparta su correo electrónico.

17 – ¿Cómo se enteró de esta encuesta?_____

Utilice el espacio a continuación para proporcionar cualquier comentario adicional

Enviar de vuelta a:

Wichita Area Metropolitan Planning Organization

(WAMPO)

271 W 3rd Street, Suite 208

Wichita, Kansas 67202

Giao Thông Công Cộng Có Điều Phối - Khảo Sát Kế Hoạch Vận Chuyển Dịch Vụ Nhân Sinh

WAMPO hiện đang trong quá trình cập nhật Kế Hoạch Vận Chuyển Dịch Vụ Nhân Sinh - Giao Thông Công Cộng Có Điều Phối. Kế hoạch này tập trung vào nhu cầu vận chuyển của người lớn tuổi, người khuyết tật và các hộ gia đình có thu nhập thấp. Vui lòng dành ít phút để chia sẻ suy nghĩ của quý vị về các dịch vụ vận chuyển hiện tại. Câu trả lời của quý vị sẽ giúp chúng tôi hiểu nhu cầu của quý vị và xác định các mục tiêu và chiến lược tiềm năng của kế hoạch này. Cuối khảo sát ngắn, ẩn danh này, quý vị cũng sẽ có cơ hội chia sẻ bất kỳ thông tin bổ sung nào mà quý vị thấy có liên quan đến cuộc trò chuyện này.

Để xem lại kế hoạch hiện tại, vui lòng truy cập: <https://www.wampo.org/public-transit>.

1 – Quý vị sử dụng những dịch vụ vận chuyển nào? (Đánh dấu tất cả những mục áp dụng).

- | | |
|---|---|
| <input type="checkbox"/> Giao Thông Công Cộng Derby Dash (Derby Dash Public Transportation) | <input type="checkbox"/> Trung Tâm Đào Tạo Người Khuyết Tật Kansas Elks (Kansas Elks Training Center for the Handicapped (KETCH)) |
| <input type="checkbox"/> Haysville Hustle | <input type="checkbox"/> Starkey, Inc. |
| <input type="checkbox"/> Trung Tâm Người Cao Niên Park City (Park City Senior Center) | <input type="checkbox"/> Abilitypoint (Arc Của Quận Sedgwick) |
| <input type="checkbox"/> Giao Thông Vận Tải Quận Sedgwick (Sedgwick County Transportation (SCT)) | <input type="checkbox"/> Tổ Chức Từ Thiện Công Giáo (Catholic Charities) |
| <input type="checkbox"/> Chương Trình Vận Chuyển Quận Butler (Sở Người Cao Niên Quận Butler) (Butler County Transit Program (Butler County Department of Aging) | <input type="checkbox"/> Tổ Chức Nghiên Cứu Bệnh Bại Não/Timber Lines (Cerebral Palsy Research Foundation/Timber Lines) |
| <input type="checkbox"/> Hội Đồng Người Cao Niên Quận Cowley (Cowley County Council on Aging) | <input type="checkbox"/> Envision |
| <input type="checkbox"/> Trung Tâm Người Cao Niên Mulvane (Mulvane Senior Center) | <input type="checkbox"/> Dịch Vụ Xã Hội Tân Giáo (Câu Lạc Bộ Đột Phá) (Episcopal Social Services (Breakthrough Club)) |
| <input type="checkbox"/> Vận Chuyển Wichita (Wichita Transit) | <input type="checkbox"/> Heartspring |
| <input type="checkbox"/> Arrowhead West, Inc. | <input type="checkbox"/> Trung Tâm Tài Nguyên Sống Độc Lập (Independent Living Resource Center) |
| | <input type="checkbox"/> Dự Án Độc Lập (Project Independence) |
| | <input type="checkbox"/> Khác: _____ |



2- Quý vị đi bao nhiêu chuyến mỗi tuần? Đánh dấu vào một lựa chọn. (Một chuyến đi và về được tính là hai chuyến.)

- | | |
|--------------------------------|--------------------------------------|
| <input type="checkbox"/> 1-4 | <input type="checkbox"/> 16-20 |
| <input type="checkbox"/> 5-10 | <input type="checkbox"/> 20 + |
| <input type="checkbox"/> 15-11 | <input type="checkbox"/> Khác: _____ |

3 – Quý vị di chuyển vào những ngày nào trong tuần? (Đánh dấu tất cả những mục áp dụng).

- | | |
|----------------------------------|-----------------------------------|
| <input type="checkbox"/> Thứ Hai | <input type="checkbox"/> Thứ Sáu |
| <input type="checkbox"/> Thứ Ba | <input type="checkbox"/> Thứ Bảy |
| <input type="checkbox"/> Thứ Tư | <input type="checkbox"/> Chủ Nhật |
| <input type="checkbox"/> Thứ Năm | |

4 – Quý vị di chuyển lúc mấy giờ? (Đánh dấu tất cả những gì áp dụng)

- | | |
|---------------------------------------|---------------------------------------|
| <input type="checkbox"/> 8 am – 11 am | <input type="checkbox"/> 8 pm – 11 pm |
| <input type="checkbox"/> 11 am – 2 pm | <input type="checkbox"/> 11 pm – 8 am |
| <input type="checkbox"/> 2 pm – 5 pm | <input type="checkbox"/> Khác: _____ |
| <input type="checkbox"/> 5 pm – 8 pm | |

5 – Quý vị cần tiện nghi hỗ trợ nào? (Đánh dấu tất cả những gì áp dụng).

- | | |
|---|--|
| <input type="checkbox"/> Phương tiện dành cho xe lăn. | <input type="checkbox"/> Hỗ trợ đến cửa của phương tiện vận chuyển. |
| <input type="checkbox"/> Khoảng trống để xe lăn gấp. | <input type="checkbox"/> Trợ giúp mang/cất giữ hàng hóa đã mua hoặc đồ vật khác. |
| <input type="checkbox"/> Khoảng trống xe lăn có động cơ. | <input type="checkbox"/> Một người hộ tống đi cùng tôi. |
| <input type="checkbox"/> Cầu nâng | <input type="checkbox"/> Một động vật phục vụ đi cùng tôi. |
| <input type="checkbox"/> Hỗ trợ từ lề đường tại điểm xuất phát của tôi đến lề đường tại điểm đến. | <input type="checkbox"/> Khác: _____ |
| <input type="checkbox"/> Hỗ trợ từ cửa ở điểm xuất phát của tôi đến cửa ở điểm đến. | <input type="checkbox"/> Tôi không cần tiện nghi hỗ trợ đặc biệt. |

6 – Những chuyến đi của quý vị bắt đầu và kết thúc ở đâu? (Đánh dấu tất cả những mục áp dụng).

- | Điểm xuất phát | Điểm đến |
|--|---|
| <input type="checkbox"/> Nhà/Căn hộ | <input type="checkbox"/> Công việc/nơi làm việc |
| <input type="checkbox"/> Cơ sở sống cao niên | <input type="checkbox"/> Cuộc hẹn y tế |
| <input type="checkbox"/> Nhà cho người vô gia cư | <input type="checkbox"/> Cuộc hẹn với nha sĩ |
| <input type="checkbox"/> Khác: _____ | <input type="checkbox"/> Tiệm thuốc |
| | <input type="checkbox"/> (Các) cửa hàng tạp hóa |
| | <input type="checkbox"/> Thư viện |
| | <input type="checkbox"/> Trung tâm người cao niên |
| | <input type="checkbox"/> Các hoạt động |
| | <input type="checkbox"/> Khác: _____ |

7 – Quý vị hài lòng với các dịch vụ hiện có như thế nào?

- Rất không hài lòng
- Không hài lòng
- Bình thường
- Hài lòng
- Rất hài lòng

8 – Có nơi nào quý vị muốn đến nhưng KHÔNG THỂ đến với các dịch vụ hiện có không? (Đánh dấu tất cả những mục áp dụng).

- Công Việc/Nơi Làm Việc
- Cuộc Hẹn Y Tế
- Cuộc Hẹn Nha Khoa
- Tiệm Thuốc
- Cửa Hàng Tạp Hóa
- Thư Viện
- Trung Tâm Người Cao Niên
- Các Hoạt Động
- Khác: _____

9 - Những thay đổi nào đối với các lựa chọn dịch vụ vận chuyển trong khu vực sẽ giúp quý vị sử dụng chúng nhiều hơn hoặc dễ dàng hơn? (Đánh dấu tất cả những mục áp dụng).

- Nếu tôi có thể di chuyển đến những điểm đến khác nhau trong thành phố của mình.
- Nếu tôi có thể di chuyển đến những điểm đến khác nhau bên ngoài thành phố của mình.
- Giảm chi phí.
- Bắt đầu sớm hơn vào buổi sáng.
- Kết thúc muộn hơn vào ban đêm.
- Hoạt động vào cuối tuần.
- Nhiều tuyến đường hơn.
- Thời gian chờ đợi ngắn hơn.
- Khả năng đặt dịch vụ trực tuyến.
- Thời gian đón và trả khách đáng tin cậy/đúng giờ hơn.
- Khác: _____

10 - Những điểm đến nào sau đây dành cho quý vị nằm ở thành phố/thị trấn/khu vực chưa hợp nhất?
Trả lời cho tất cả những mục áp dụng.

- Chủ lao động: _____
- Phòng khám y tế hoặc bệnh viện: _____
- Văn phòng y tế/nha khoa: _____
- Mua sắm/tạp hóa/hiệu thuốc: _____
- Trường học: _____
- Các hoạt động và cuộc hẹn của cơ quan dịch vụ nhân sinh hoặc chương trình dành cho người cao niên: _____
- Hoạt động xã hội/giải trí/công viên: _____
- Các tổ chức và hoạt động của nhà thờ/tín ngưỡng: _____
- Khác: _____

11 - Quý vị bao nhiêu tuổi? (Đánh dấu vào một lựa chọn)

- | | | |
|----------------------------------|--------------------------------|--|
| <input type="checkbox"/> Dưới 18 | <input type="checkbox"/> 36-45 | <input type="checkbox"/> 66-75 |
| <input type="checkbox"/> 18-25 | <input type="checkbox"/> 46-55 | <input type="checkbox"/> 76 + |
| <input type="checkbox"/> 26-35 | <input type="checkbox"/> 56-65 | <input type="checkbox"/> Không muốn trả lời. |

12 - Thu nhập hộ gia đình của quý vị là bao nhiêu? (Đánh dấu vào một lựa chọn)

- | | |
|--|--|
| <input type="checkbox"/> \$24,999 trở xuống | <input type="checkbox"/> \$100,000 - \$149,999 |
| <input type="checkbox"/> \$25,000 - \$49,999 | <input type="checkbox"/> \$150,000 trở lên |
| <input type="checkbox"/> \$50,000-74,999 | <input type="checkbox"/> Không muốn trả lời. |
| <input type="checkbox"/> \$75,000-\$99,999 | |

13 - Quý vị mô tả bản thân như thế nào (Đánh dấu tất cả những mục phù hợp)

- | | |
|--|--|
| <input type="checkbox"/> Người Mỹ Da Đỏ hoặc Thổ Dân Alaska | <input type="checkbox"/> Da Trắng |
| <input type="checkbox"/> Người Hawaii hoặc Cư Dân Đảo Thái Bình Dương Khác | <input type="checkbox"/> Hai Hoặc Nhiều Chủng Tộc |
| <input type="checkbox"/> Châu Á | <input type="checkbox"/> Thích Tự Mô Tả Hơn: _____ |
| <input type="checkbox"/> Da Đen hoặc Người Mỹ Gốc Phi | <input type="checkbox"/> Không muốn trả lời. |

14 - Tiếng Anh có phải là ngôn ngữ mẹ đẻ của quý vị không? Có Không

15 - Mã Bưu Chính của quý vị là gì? _____

16 - Để được cập nhật, vui lòng chia sẻ email của quý vị.

17 – Làm thế nào quý vị biết về cuộc khảo sát này? _____

Vui lòng sử dụng khoảng trống bên dưới để cung cấp thêm bất kỳ nhận xét nào

Gửi lại cho:

Wichita Area Metropolitan Planning Organization

(WAMPO)

271 W 3rd Street, Suite 208

Wichita, Kansas 67202

APPENDIX C: PLAN DEVELOPMENT

The plan update activity and public engagement is summarized below:

February 2023

- 2018 Plan Review & Identification of Update Areas.
- Communication with KDOT about their plans on updating their South-Central Region Coordinated Public Transit – Human Service Transportation Plan.
- WAMPO requested the assistance of the UCTC to help guide the plan development process.

April 2023

- Staff requested assistance from UCTC to update Transit Provider contact information.
- Staff started communication with transit providers in the region to update the transit provider information from the 2018 plan.
- Community Survey Development

May 2023

- WAMPO staff presented Community Profile finding to the UCTC and requested assistance to update the Inventory of services and providers. Staff also requested feedback for a community survey and the 5310-scoring rubric.
- Staff requested help spreading the word (for example forward notices and information to your distribution lists)

June/July/August 2023

- Community Survey launched June 16
- Community Survey promotion

August – November 2023

- UCTC meeting included Community Survey results.
- Public Comment Period from August 24, 2023, to September 23, 2023


COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN

PUBLIC COMMENT PERIOD OPEN THROUGH SEPTEMBER 23, 2023

Public comments received during this period will be reported to and considered by the Transportation Policy Body (TPB) before the final plan approval at their October 10, 2023 meeting.

The draft plan is available at <http://www.wamopo.org/transportation>

A paper copy of the draft CPT-HSTP may be viewed at www.wamopo.org/transportation



WAMPO Public Comment Period – 2023 Coordinated Public Transit - Human Services Transportation Plan

The Wichita Area Metropolitan Planning Organization (WAMPO) has opened the public comment period for the Coordinated Public Transit - Human Services Transportation Plan, **August 24, 2023, through September 23, 2023**. Public comments received during this period will be reported to and considered by the Transportation Policy Body (TPB) before the final plan approval at their October 10, 2023 meeting.

Human services transportation includes a broad range of transportation services designed to meet the needs of disadvantaged populations, including older adults, disabled persons, and/or those with lower incomes. A Coordinated Public Transit - Human Services Transportation Plan should identify opportunities to assist more people, reduce service gaps, and increase and increase

The draft plan is available at <http://www.wamopo.org/transportation>

A paper copy of the draft CPT-HSTP may be viewed at the WAMPO offices: 271



WAMPO Public Comment Period – Coordinated Public Transit - Human Services Transportation Plan

The Wichita Area Metropolitan Planning Organization (WAMPO) has opened the public comment period for the Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP), August 24, 2023, through September 23, 2023. Public comments received during this period

When they will consider the plan for approval.



- Drafted Plan
- Plan approved by TPB on October 10, 2023

Survey Outreach

Date	Type	Reach	Number of Staff Hours	Description
6/16/2023	Outlook	United Community Transit Coalition members	**	Community Survey Announcement
6/16/2023	Constant Contact	Send to 584 contacts in the WAMPO outreach email list	**	Community Survey Announcement
7/5/2023	In-Person	Transit Center (6-8AM)	4	Staff visited the Wichita Transit Center and surveyed people while they waited for their buses
7/5/2023	In-Person	Transit Center (3.45-5PM)	2.5	Staff visited the Wichita Transit Center and surveyed people while they waited for their buses
7/5/2023	In-Person	Transit Center (5.45-8AM)	4.5	Staff visited the Wichita Transit Center and surveyed people while they waited for their buses
7/5/2023	In-Person	Transit Center (3.45-5PM)	2.5	Staff visited the Wichita Transit Center and surveyed people while they waited for their buses
7/6/2023	Facebook/Instagram/Twitter	843 post views/Reposted by City of Andover	**	Social media post
7/6/2023	In-Person	Transit Center (5.45-6:45AM)	1	Staff visited the Wichita Transit Center and surveyed people while they waited for their buses
7/6/2023	In-Person	Transit Center (3.45-5PM)	3.75	Staff visited the Wichita Transit Center and surveyed people while they waited for their buses
7/7/2023	Facebook/Instagram/Twitter	44 post views	**	Community Survey social media promotion post
7/10/2023	Facebook/Instagram/Twitter	56 post views	**	Community Survey social media promotion post

Date	Type	Reach	Number of Staff Hours	Description
7/11/2023	Constant Contact	Send to 576 contacts in the WAMPO outreach email list	**	Community Survey social media promotion post
7/12/2023	In-Person	Transit Center (3.45-5PM)	3.75	Staff visited the Wichita Transit Center and surveyed people while they waited for their buses
7/12/2023	Email Lists	Send email to 33 transit providers	**	Email campaign requesting transit providers to promote the community survey with their users
7/17/2023	Email Lists	Send to 574 contacts in the WAMPO outreach email list	**	Email campaign to the general WAMPO outreach list with information about the survey purpose
7/17/2023	Facebook/Instagram/Twitter	37 post views	**	Community Survey social media promotion post
7/19/2023	Facebook/Instagram	46 post views	**	Community Survey social media promotion post
7/20/2023	In-Person	Transit Center (1-3PM)	4	Staff rode Wichita Transit routes 13, 21, and the Q-Line
7/20/2023	In-Person	Pop Up Event: Maize Farm and Art Market	8	WAMPO staff promoted the three open surveys community survey(CPT-HSTP), the MTP2050, and EV plan survey
7/21/2023	Facebook/Instagram	21 post views	**	Community Survey social media promotion post
7/21/2023	Facebook/Instagram	53 post views	**	Community Survey social media promotion post
7/24/2023	Email Lists	Send to 573 contacts in the WAMPO outreach email list	**	Email campaign to the general WAMPO outreach list with information about the survey purpose
7/24/2023	Facebook/Instagram	31 post views	**	Email campaign to the general WAMPO outreach list with information about the

Date	Type	Reach	Number of Staff Hours	Description
				survey purpose
7/26/2023	In-Person	Starkey (Maple Location)	4.5	Staff rode two Starkey routes and received input from riders and transit drivers
7/26/2023	Facebook/Instagram	30 post views		Email campaign to the general WAMPO outreach list with information about the survey purpose
7/27/2023	In-Person	Robert J. Dole VA Medical Center	11	Staff requested authorization to promote community survey at the VA hospital
7/27/2023	In-Person	Wichita/Sedgwick County Access Advisory Board	1.5	WAMPO staff promoted the three open surveys community survey(CPT-HSTP), the MTP2050, and EV plan survey
7/29/2023	In-Person	Convoy of Hope	28	WAMPO staff promoted paper copies of the community survey and distributed cards with QR codes to the open surveys.
7/30/2023	Email Lists	Send to 572 contacts in the WAMPO outreach email list	**	Email campaign to the general WAMPO outreach list with information about the survey purpose
7/31/2023	Email Lists	Send to 572 contacts in the WAMPO outreach email list	**	Email campaign about survey closing soon.

** Approximately 10-15 hours of staff time

APPENDIX D: PUBLIC FUNDING OPPORTUNITIES

Federal funding programs are established by legislation approved by Congress. The current legislation is called the Bipartisan Infrastructure Law (BIL). The act supports transit funding through fiscal year 2026.

To view highlights of the BIL visit <https://www.transit.dot.gov/BIL>. Or to learn more the specific programs that support older adults and people with disabilities in the region visit <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>.

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

Title	Description	Type
<u>Accelerating Innovative Mobility</u>	Accelerating Innovative Mobility (AIM) will highlight FTA’s commitment to support and advance innovation in the transit industry.	Competitive
<u>Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program</u>	Part of FTA’s Bus Automation Research program, the Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration program provides funding to help improve transit bus safety and efficiency, including in bus yards.	Competitive
<u>All Stations Accessibility Program</u>	The All Stations Accessibility Program provides competitive funding to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame; or (2) for planning projects to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use.	Competitive
<u>Capital Investment Grants - 5309</u>	Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.	Competitive
<u>Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310</u>	Formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities.	Formula

Title	Description	Type
<u>Enhancing Mobility Innovation</u>	FTA’s Enhancing Mobility Innovation program advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.	Competitive
<u>Formula Grants for Rural Areas - 5311</u>	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Formula
<u>Grants for Buses and Bus Facilities Formula Program - 5339(a)</u>	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	Formula
<u>Human Resources & Training - 5314 (b)</u>	Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.	Formula
<u>Urbanized Area Formula Grants - 5307</u>	Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances.	Formula

For more information visit: <https://www.transit.dot.gov/grants>

APPENDIX E: PUBLIC COMMENTS

The public comment period for the Coordinated Public Transit – Human Services Transportation Plan was open from August 24, 2023, through September 23, 2023. Public comments received are as follows:

- 8/25/23 Comment received from Rene Hart (KDOT) and Jessica Warren (Director of Mobility Management) requesting updating of Mobility Management goals on page 26-27.
- 8/28/23 Comment regarding typo on page 2 and page 17.