

REGION 5 COORDINATED TRANSPORTATION PLAN

2026 to 2030



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CHAPTER 1

1.1 Introduction

This plan is the Public Transit-Human Services Transportation Plan for Region 5, which consists of Ashland, Crawford, Huron, Knox, Marion, Morrow, and Richland counties, established in 2025. The Region 5 Coordinated Transportation Plan fulfills the requirements of the Federal Transit Administration (FTA) under the Infrastructure Investment and Jobs Act (IIJA), signed into law as a reauthorization of surface transportation programs through Fiscal Year 2026. According to requirements of the IIJA, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the IIJA legislation. The IIJA applies new programs and rules for all Fiscal Year 2022 funds and authorizes transit programs for five years.

This plan was developed by Richland County Regional Planning Commission (RCRPC) in cooperation with the Ohio Department of Transportation (ODOT). The content reflects the perspectives of the counties within Region 5, which bear responsibility for the accuracy and validity of the data presented. The views expressed in this document do not necessarily represent those of the United States Department of Transportation (USDOT) or ODOT. This plan is intended for informational purposes only and does not constitute a standard, specification, or regulation.

Transportation plays a vital role in the communities of Region 5, serving as a critical link to employment, education, healthcare, and essential human services. It enables all residents—including older adults and individuals with disabilities—to live independently and participate fully in community life. This plan is designed to foster collaboration among local stakeholders, emphasizing the importance of coordinated efforts to enhance and streamline transportation services throughout the region. By working together across county lines, partners can help reduce barriers for non-driving populations and improve overall access to transportation.

1.1.1 Why does coordination across a region matter?

Regions across the state have been established to bring together rural and urban communities to improve transportation coordination, reduce duplication and gaps in service, and eliminate transportation barriers. Mobility options for individuals who do not drive themselves is complex and fragmented across each community. Coordination helps alleviate barriers to non-driving populations by making transportation more accessible and streamlined.

1.1.2 Transportation networks are fragmented.

Public transportation is essential for individuals who do not drive or are unable to do so, offering vital access to employment, healthcare, grocery stores, and other daily needs. It supports independent living and enables individuals to remain active, engaged members of the community.

1.1.3 Transportation services are fragmented.

Ohio's public transit and human services transportation network is complex and fragmented, managed across all 88 counties through the involvement of 14 state agencies and 12 federal agencies. This multilayered structure has led to inconsistencies in service delivery and management, resulting in a lack of uniformity across counties.

1.2 Purpose of Regional Coordinated Planning

In recent years, ODOT began evaluating regional coordination as a strategy to address a significant challenge: the lack of comprehensive, statewide coordinated transportation planning. Transportation needs often extend beyond county and regional boundaries, yet planning efforts have historically remained localized. While most of Ohio's 88 counties offer some form of public transportation, some still lack any services. Additionally, funding for the Specialized Transportation Program (Section 5310) is limited, making the application process highly competitive. Given these factors, regional coordination presents a promising approach to improving service efficiency, expanding access, and addressing gaps in coverage across the state.

Regions were defined based on the existing boundaries of Metropolitan Planning Organizations (MPOs), Rural Transportation Planning Organizations (RTPOs), the Ohio Department of Medicaid, the Ohio Department of Health, and Area Agencies on Aging (AAAs). ODOT anticipates several benefits from regionalization, including increased local control over Section 5310 and Mobility Management funding, as well as more efficient administration of transportation-related awards. This regional approach may also open up new funding opportunities that were previously unavailable to individual counties. Regional Coordinated Planning is particularly valuable for communities that lack a Mobility Manager, Section 5310 funding, or the capacity to develop their own coordinated plan. Through this effort, these areas can gain access to critical resources. Ultimately, regional coordination is expected to enhance mobility and increase ridership across Ohio—especially for older adults and individuals with disabilities.

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CHAPTER 2

2.1 Geographic Area

This plan encompasses eight counties—Ashland, Crawford, Huron, Knox, Marion, Morrow, Richland, and Seneca—collectively forming Region 5.

Currently, all 88 counties in Ohio offer some form of transportation service, provided through a mix of governmental, non-profit, and for-profit organizations. Public transit services are available in 61 counties, including all eight counties in Region 5.

Within Region 5:

- Seven counties receive Rural Transit Funding (Section 5311). These counties typically offer demand-response services, covering larger geographic areas with lower population densities. Services are often scheduled in advance and tailored to rider needs.
- One county receives Urban Transit Funding (Section 5307). This county offers fixed-route services, which operate on set schedules along established routes, generally serving denser populations in smaller geographic areas with higher demand.

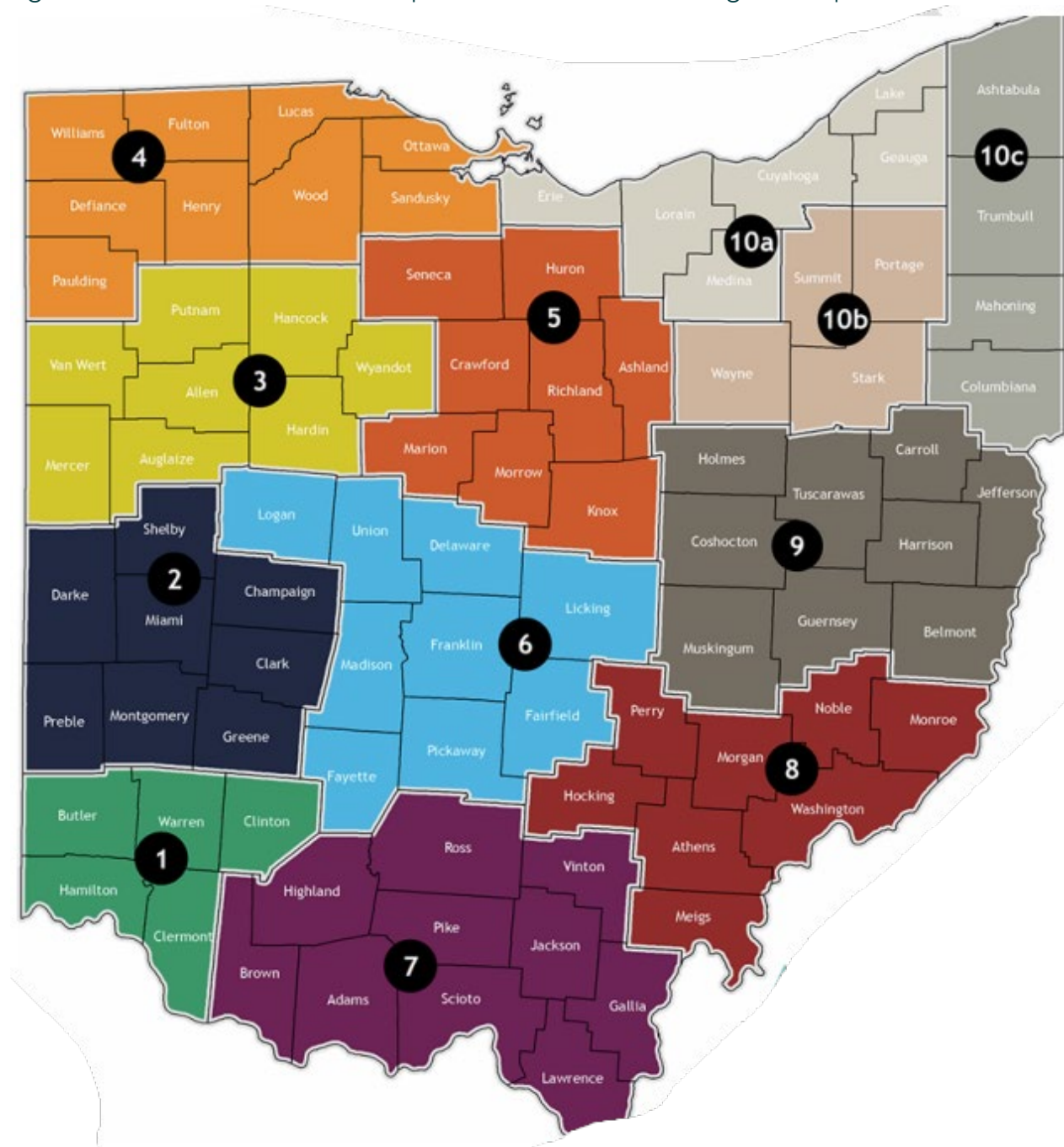
This funding structure reflects the diverse transit needs across Region 5, balancing rural accessibility with urban efficiency.

Additionally, coordinated arrangements between public transit and human services transportation providers support county-based services in 40 counties, with a limited number of regional or multi-county service models also in place.

Despite this broad network, transportation services often remain fragmented and duplicative, with multiple agencies serving the same geographic areas or populations. This overlap can result in inefficiencies and unmet needs—particularly when it comes to cross-county travel, where coordination is often limited or absent. A more integrated regional approach is necessary to improve service delivery, reduce redundancy, and better meet the mobility needs of all community members.

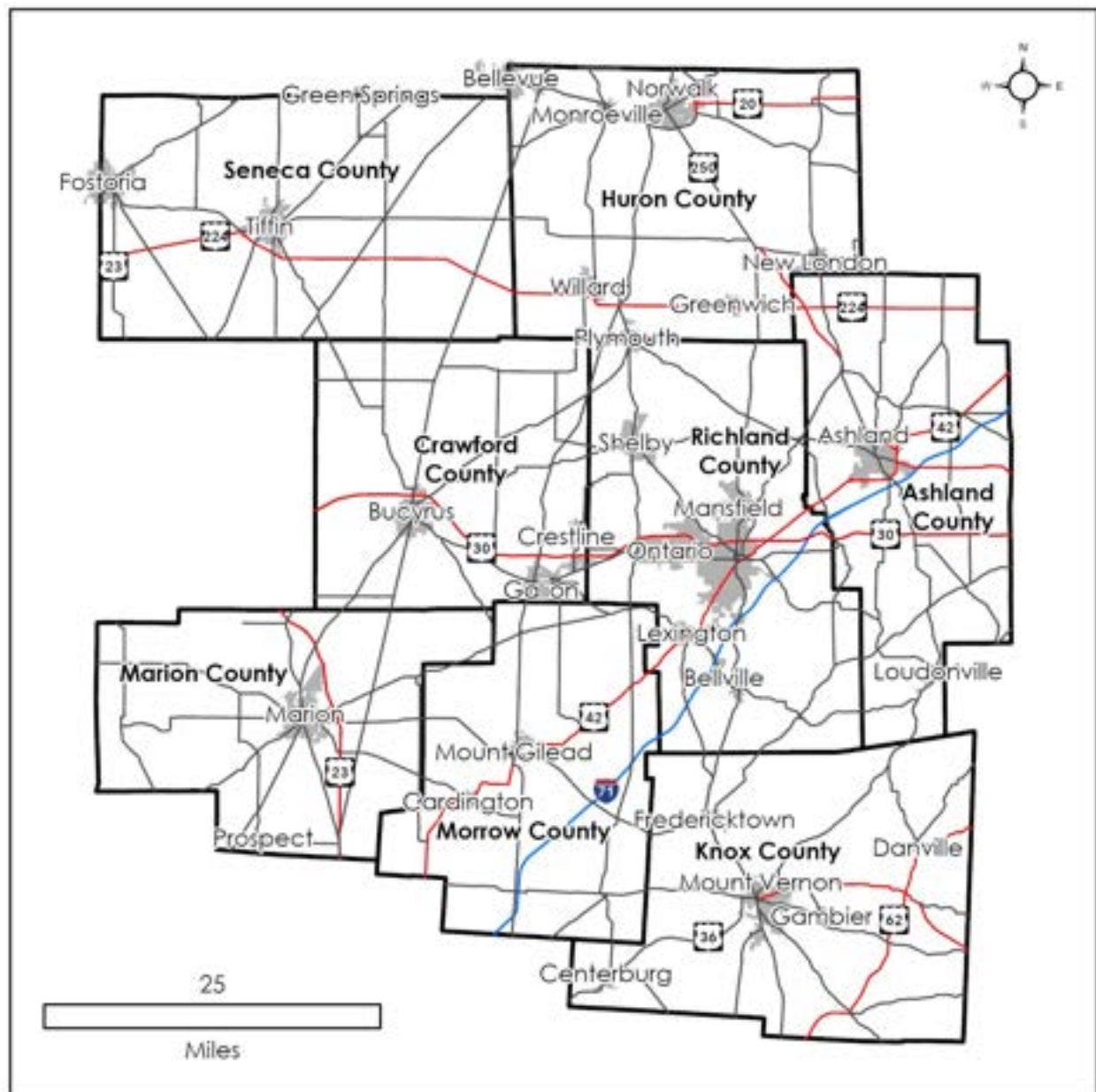
To reduce duplication and address service gaps, ODOT initiated efforts to organize transportation services into defined regions. This led to the creation of Human Service Transportation Coordination (HSTC) regions, established using a combination of key factors, including demographic trends, county-to-county travel patterns, employment-related travel, and local economic conditions. Additionally, ODOT aligned these regions with the boundaries of existing regional entities that plan, fund, and/or provide transportation services—such as AAAs, Managed Care Organizations (MCOs), MPOs, and RTPOs. This regional structure is intended to promote more efficient, coordinated service delivery across the state. As the designated MPO for the region, RCRPC was chosen to lead the coordination of this project.

Figure 2.1A: Human Services Transportation Coordination Regions Map



Source: [Ohio Department of Transportation: Office of Transit](#)

Figure 2.1B: Region 5 Map



2.2 Governance Structure

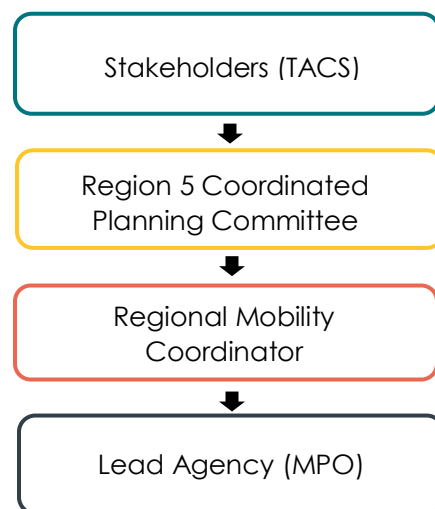
RCRPC operates under a governance framework that emphasizes transparency, inclusivity, and collaborative decision-making. The Commission is comprised of representatives from local governments, public agencies, and other key stakeholders across Richland County.

As part of this planning initiative, a Region 5 Committee was established, comprising the Mobility Managers from each of the eight counties in the region. Each Mobility Manager also leads a local Transportation Advisory Committee (TAC), which serves as a

platform for gathering input from community stakeholders. The goals presented in this plan are informed by the priorities and recommendations developed through these TACs, ensuring that the planning process reflects the needs and perspectives of each county.

The Region 5 Coordinating Planning Committee (R5CPC) is responsible for providing regional insight, identifying local and cross-county transportation needs, and assisting in the development of coordinated strategies to enhance mobility and access to transportation services. Members also contribute to the evaluation of existing services, prioritize transportation initiatives, and support stakeholder engagement efforts throughout the planning process.

Figure 2.2A: Governance Structure Flowchart



2.3 Roles and Responsibilities

2.3.1 Stakeholders

Stakeholders include individuals, groups, organizations, and businesses that participate in their respective county TAC meetings and actively collaborate with Mobility Managers to address unmet transportation needs and service gaps within their communities. These stakeholders represent a diverse cross-section of the community, including transit riders, transportation providers, agencies that coordinate transportation services for their clients, representatives from health and human service organizations, county commissioners, and other engaged community members.

2.3.2 Region 5 Coordinated Planning Committee

The R5CPC is composed of the five Mobility Managers serving the counties of Crawford, Huron, Knox, Marion, Morrow, Richland, and Seneca. These individuals are responsible for overseeing coordinated transportation planning efforts within their respective counties. While Ashland County is part of Region 5, it currently does not have an

appointed Mobility Manager and is therefore not directly represented on the committee at this time.

2.3.3 Regional Mobility Coordinator

The Regional Mobility Coordinator is responsible for planning, developing, implementing, and promoting the Coordinated Transportation Plan for Region 5, which includes the counties of Ashland, Crawford, Huron, Knox, Marion, Morrow, Richland, and Seneca. The primary goal of this role is to enhance and expand transportation services that address the needs of individuals with disabilities, older adults, and low-income residents throughout the region. The Regional Mobility Coordinator also manages the program application process and ensures compliance with administrative requirements, including quarterly invoicing and reporting to ODOT.

2.3.4 Lead Agency (MPO) – RCRPC

RCRPC serves as the lead agency for Region 5 and houses the Regional Mobility Coordinator. As the designated MPO, RCRPC is responsible for the adoption of the four-year coordinated transportation plan. Additionally, the lead agency oversees the application and administrative responsibilities associated with the Regional Mobility Coordinator position, as required by ODOT. This includes securing and managing collaborative funding when necessary to support regional mobility initiatives.

CHAPTER 3

3.1 Demographics

Demographics studied include seniors, individuals with disabilities, individuals whose income is below the federal poverty level, minorities and limited English-speaking individuals. Each of these demographics have special needs:

- Seniors may no longer drive and require accessible, reliable transit to maintain independence and access healthcare, shopping, and social activities.
- Individuals with disabilities may need vehicles with specific accommodations (e.g., wheelchair lifts, paratransit services) and barrier-free infrastructure.
- Individuals whose income is below the federal poverty level may rely more heavily on public transportation due to limited access to personal vehicles.
- Minorities may face transportation challenges due to historical disinvestment and systemic inequities.
- Limited English-speaking individuals may require access to multilingual information, translated materials, user-friendly technology, and culturally appropriate instruction in order to effectively navigate and utilize alternative transportation options.

3.2 Current Population

There are eight counties that make up Region 5 with a total estimated 2023 population of 495,427. Figures 3.2A and 3.2B illustrate the distribution of population across each of the counties.

Figure 3.2A: Population by County

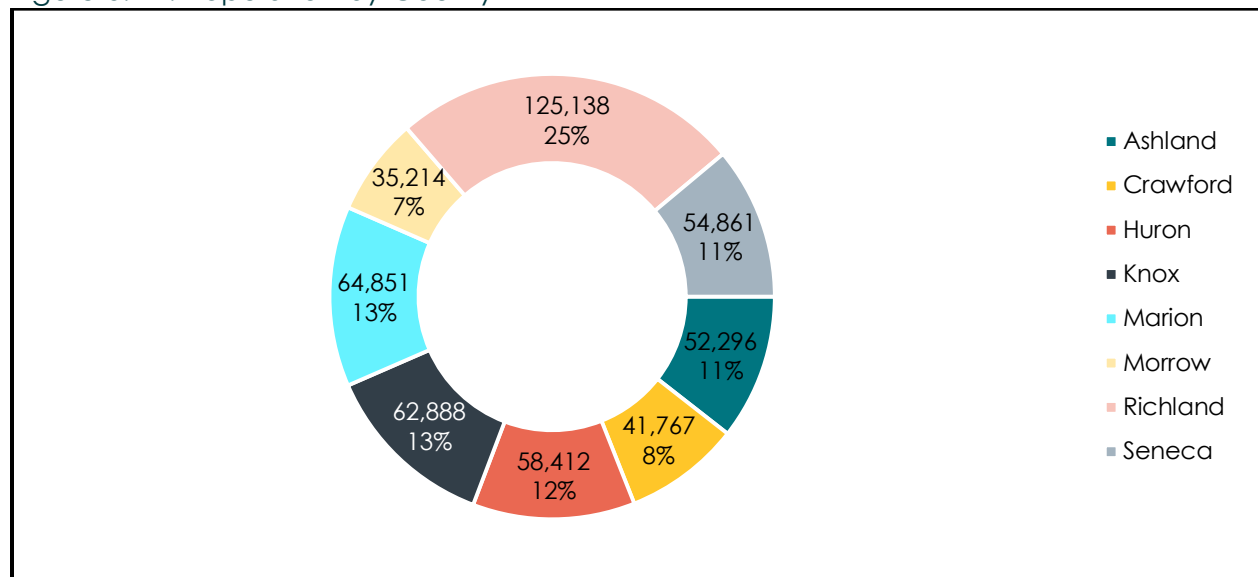
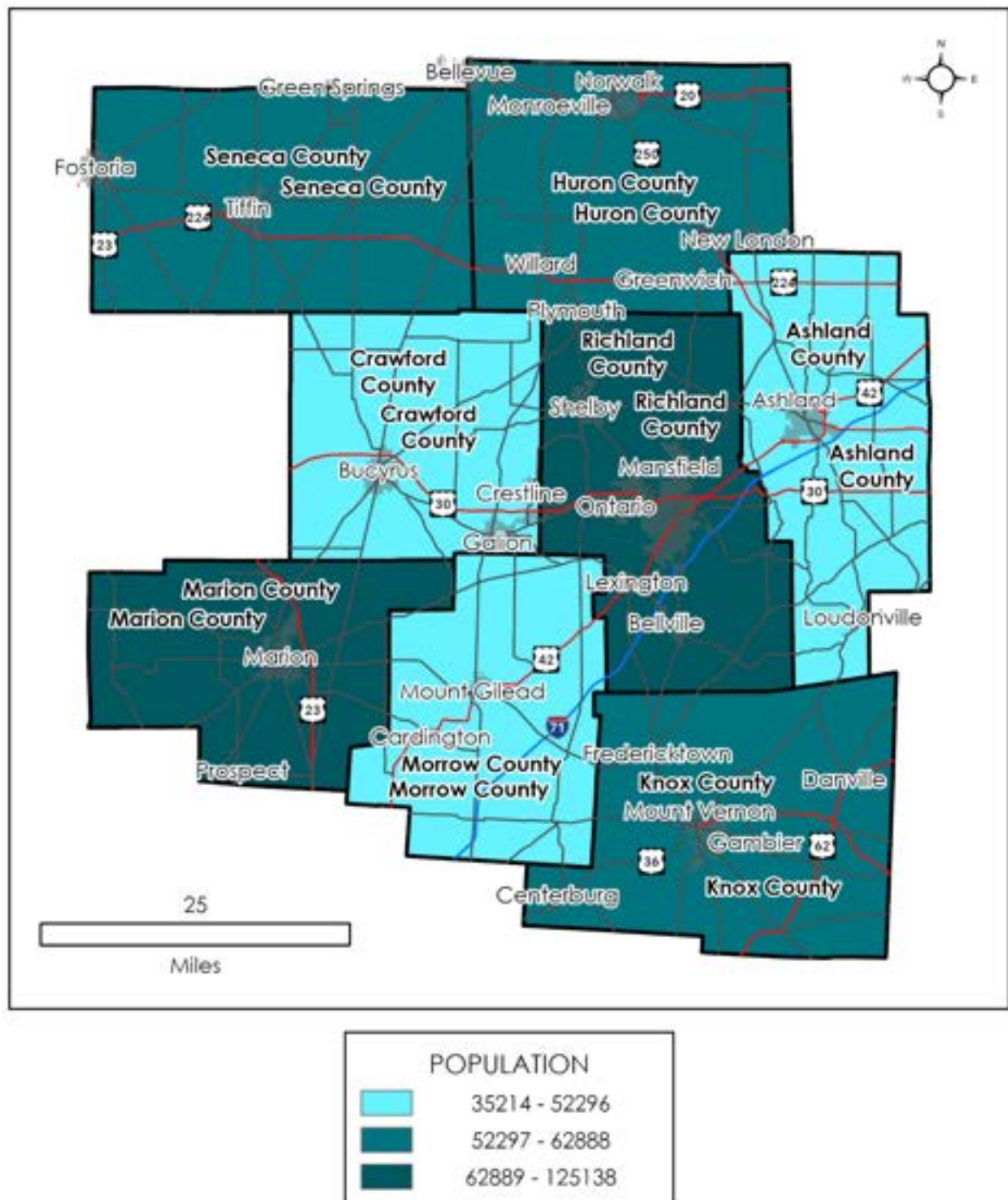


Figure 3.2B: Population by County Map



3.3 Projected Population

Figure 3.3A presents the region's projected population distribution in 2050. The Ohio Department of Development has developed population projections for each of Ohio's counties up to the year 2050 considering various attributes including birth rates, death rates, and migration patterns. According to this extensive research, Region 5's population is projected to decline by 12.4 percent by 2050, reaching a population of 434,186.

Figure 3.3A: Regional Share of 2050 Projected Population

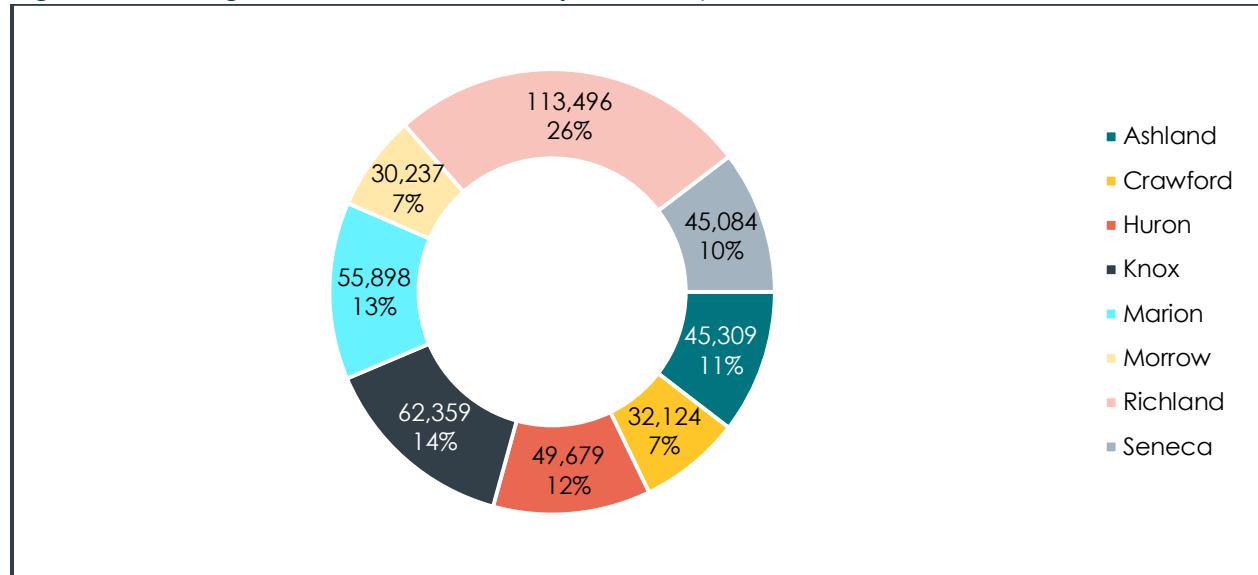


Figure 3.3B presents the percentage of each county's population loss. While every county is expected to decline in population, some counties are expected to lose more population than others, with the average being 13.5 percent. Knox County is expected to lose the least amount of residents, declining by less than one percent. On the opposite side of the spectrum, Crawford County is projected to lose nearly a quarter of its existing population.

Figure 3.3B: Percentage of Population Decline by County from 2023 to 2050

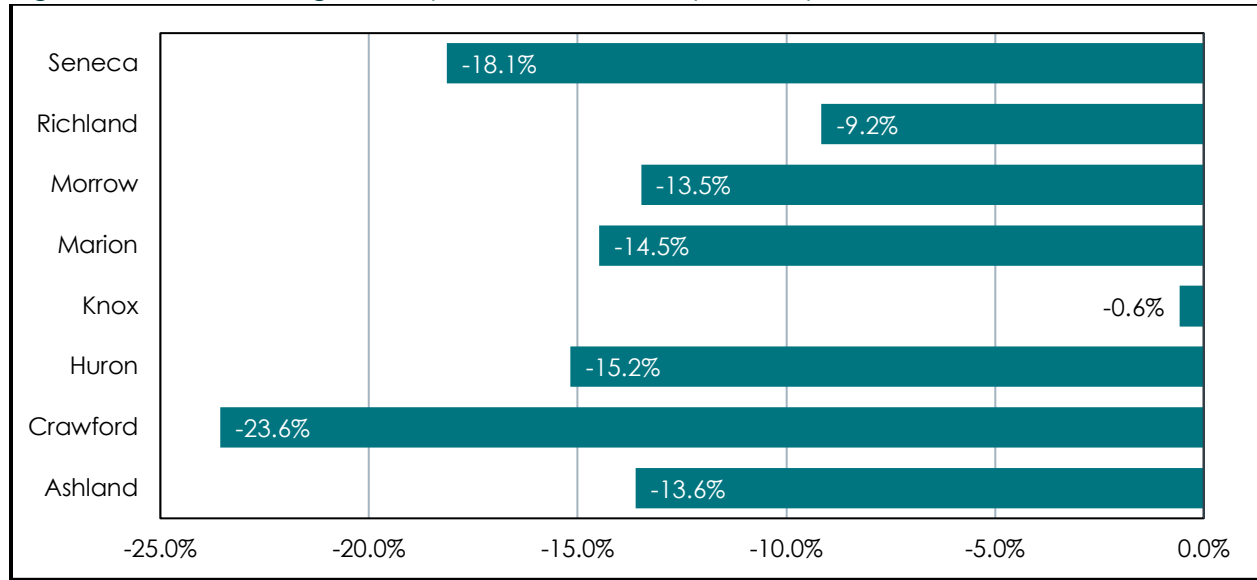


Figure 3.3C presents each county's population decline in 5 year intervals starting with 2030. When spread over five year intervals, the difference in decline rates becomes more apparent. Due to such differences in rates of decline, Marion County's population is set to fall below Knox's by 2035. Figure 3.3D is a map that illustrates the region's projected population in 2050. In Figure 3.3D, the three groups of population shown are the same as the ones in Figure 3.2B to allow for a direct comparison.

Figure 3.3C: Population by County from 2030 to 2050

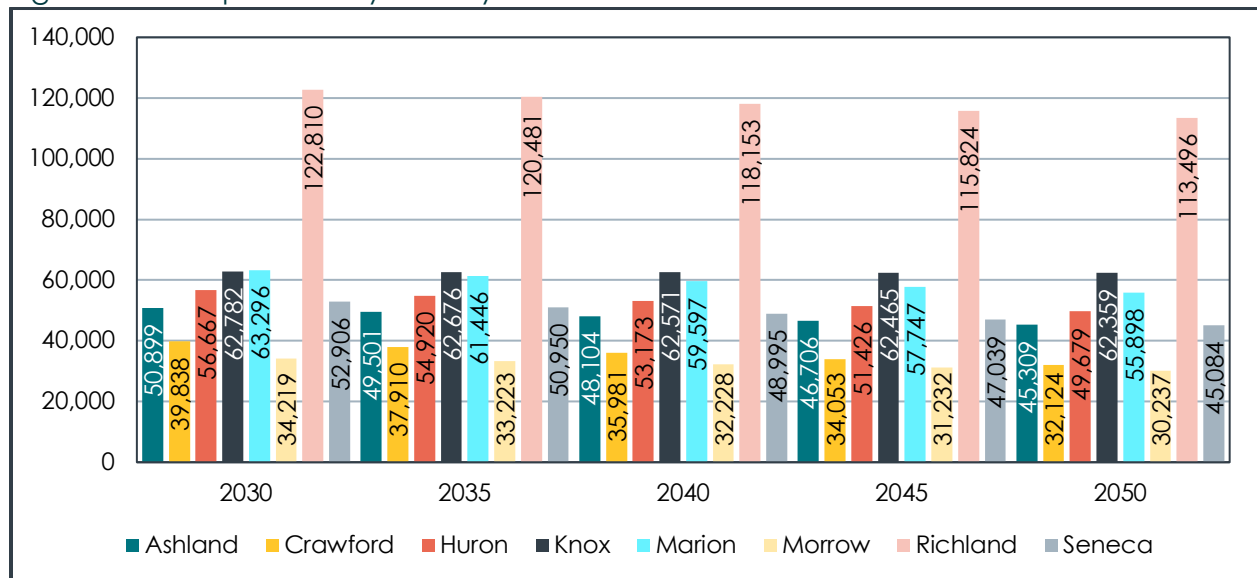
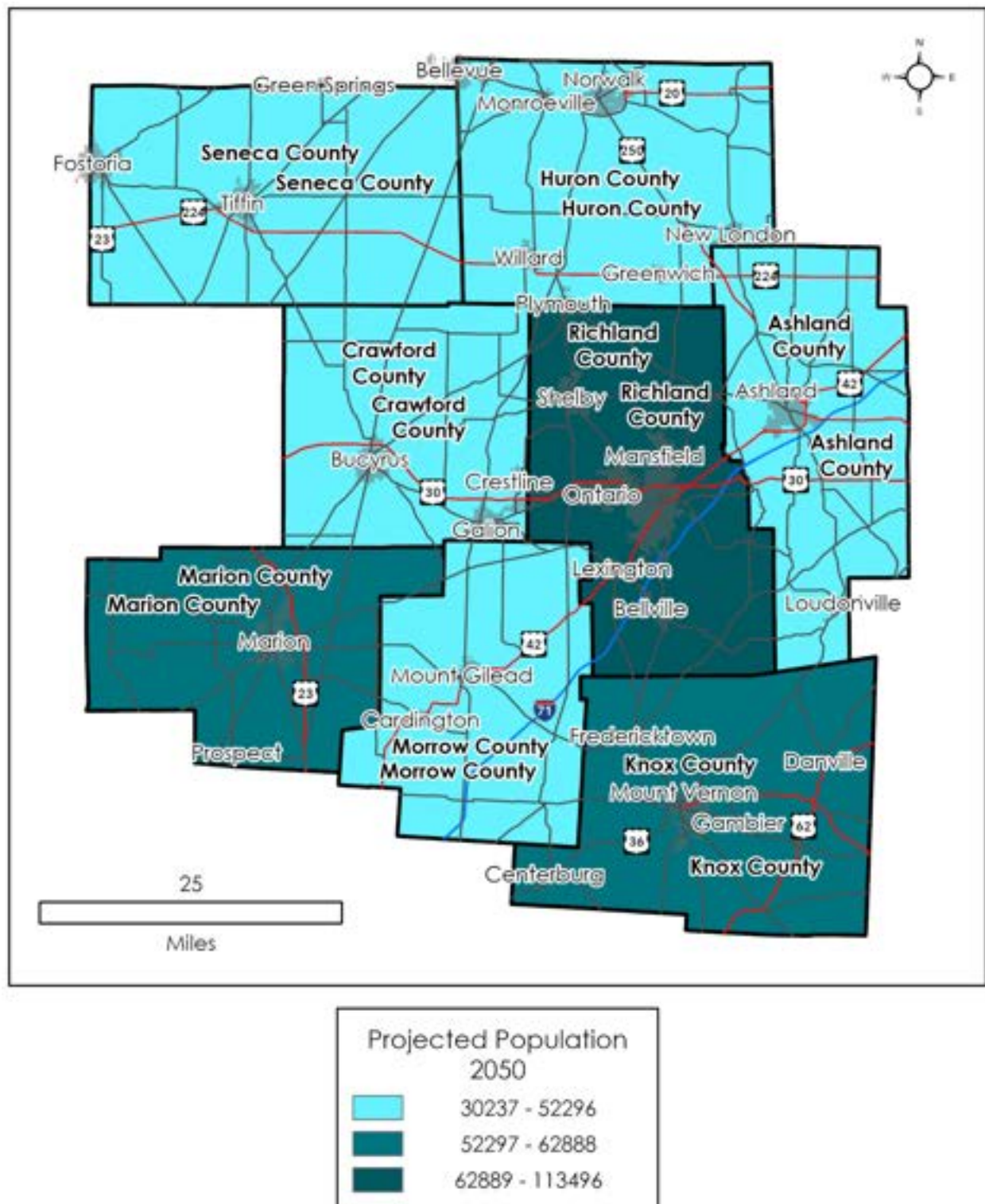


Figure 3.3D: Projected Population in 2050 by County Map

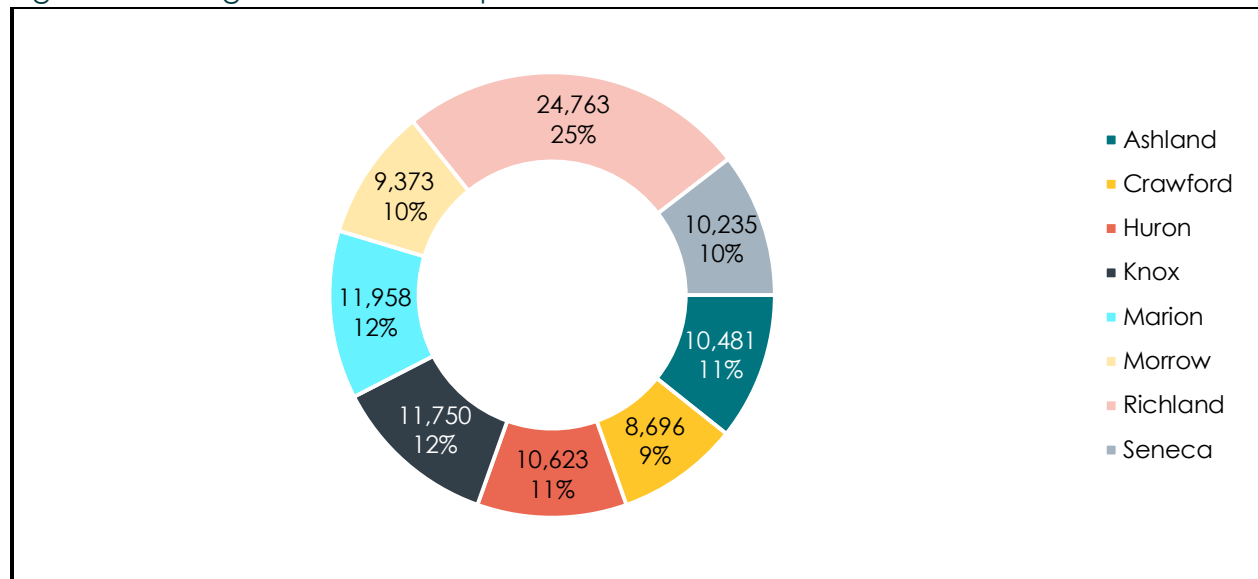


3.4 Population by Individuals Aged 65 or Older

Figure 3.4A presents the distribution of individuals aged 65 or older across each of the counties. As many seniors may no longer drive, accessible and reliable transportation options are essential to support their independence, enabling them to access healthcare, shopping, social activities, and other vital services.

As a whole, roughly one out of five individuals in Region 5 are aged 65 or older, with an average of 19 percent and ranging from 17.3 percent to 21.2 percent among the eight counties.

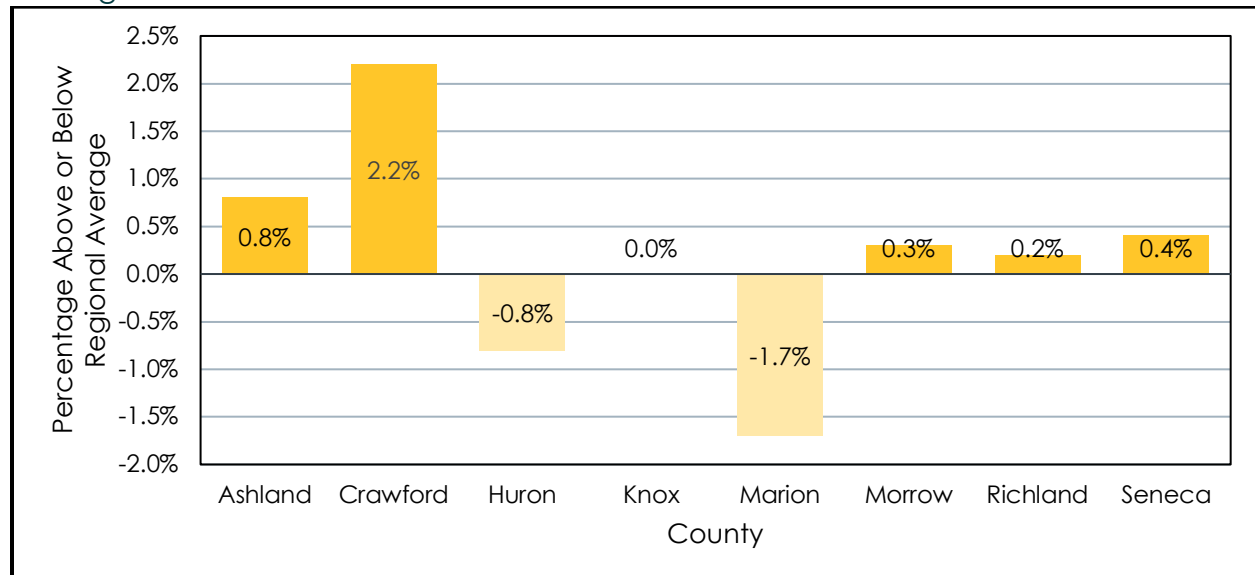
Figure 3.4A: Regional Share of Population Over 65



3.4.1 Population Over 65 County-Level Comparison

Figure 3.4B compares each county's percentage of population aged 65 or older to the entire region's average, which is 19 percent. Crawford County's average is significantly higher than the other counties, while the opposite is true for Marion County. This indicates that more senior-focused transportation resources may be needed for Crawford County. In the case of Marion County, a portion of the senior-focused transportation resources may be better spent on other vulnerable populations. A similar situation exists for both Ashland and Huron counties. The presence of Kenyon College in Knox County possibly has likely contributed to it having the regional average of population aged 65 or older.

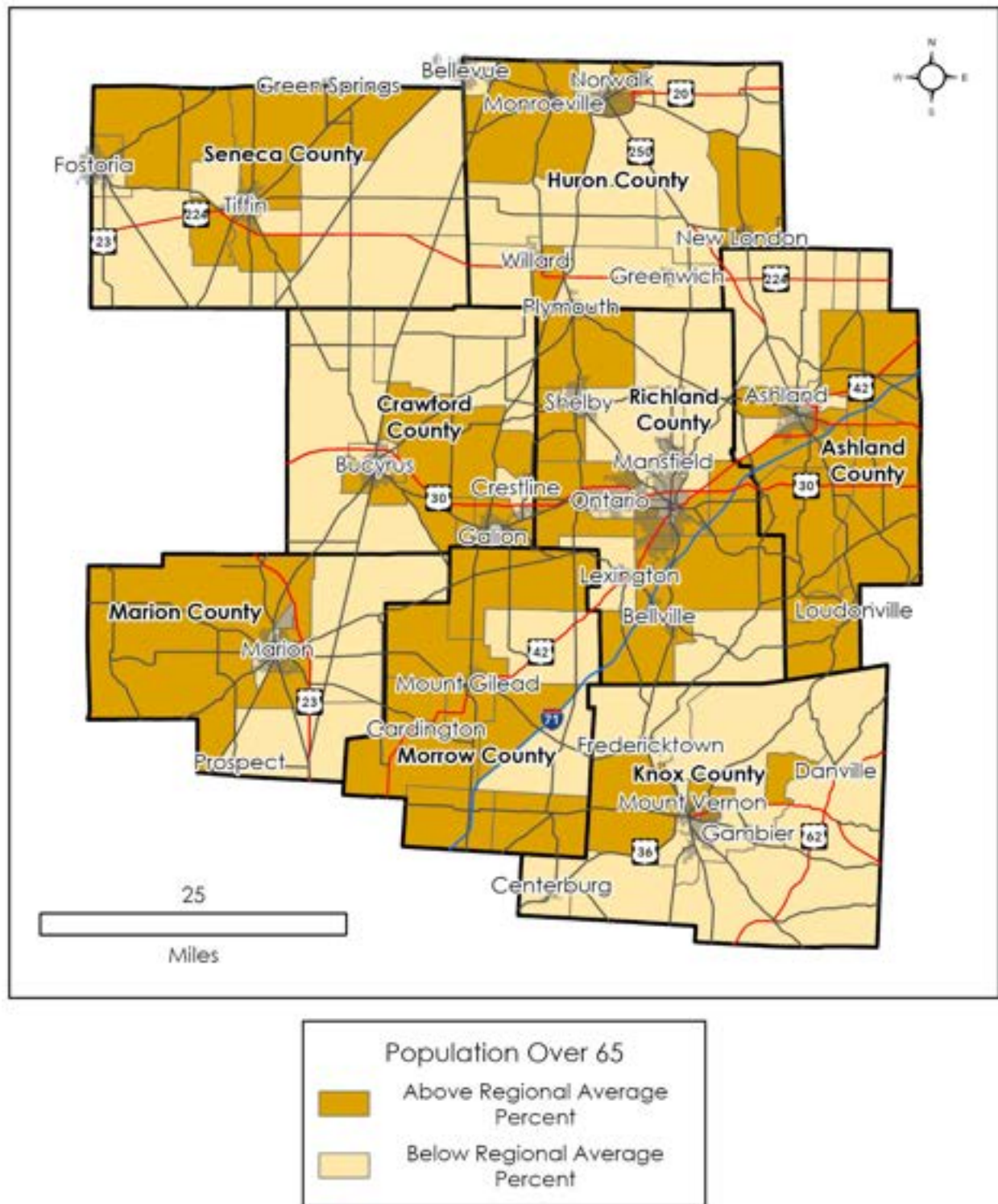
Figure 3.4B: Percentage of Population Over 65 by County Compared to Regional Average



3.4.2 Population Over 65 Census Tract Level Comparison

Figure 3.4C is a map that compares each county's census tract's percentage of population aged 65 or older to the entire region's average, which is 19 percent. For the most part, the population aged 65 or older is fairly evenly spread between urban, suburban, and rural areas. Any increase in senior-focused transportation services in Crawford County should target the rural areas of the southeast part of the county, while in increase in Ashland County should target the southern half. Should Marion County and Huron County scale back on senior-focused transportation services, an area to scale back on would be the rural eastern half of Marion County and southern half of Huron County.

Figure 3.4C: Map of Percentage of Population Over 65 by Census Tract Compared to the Regional Average

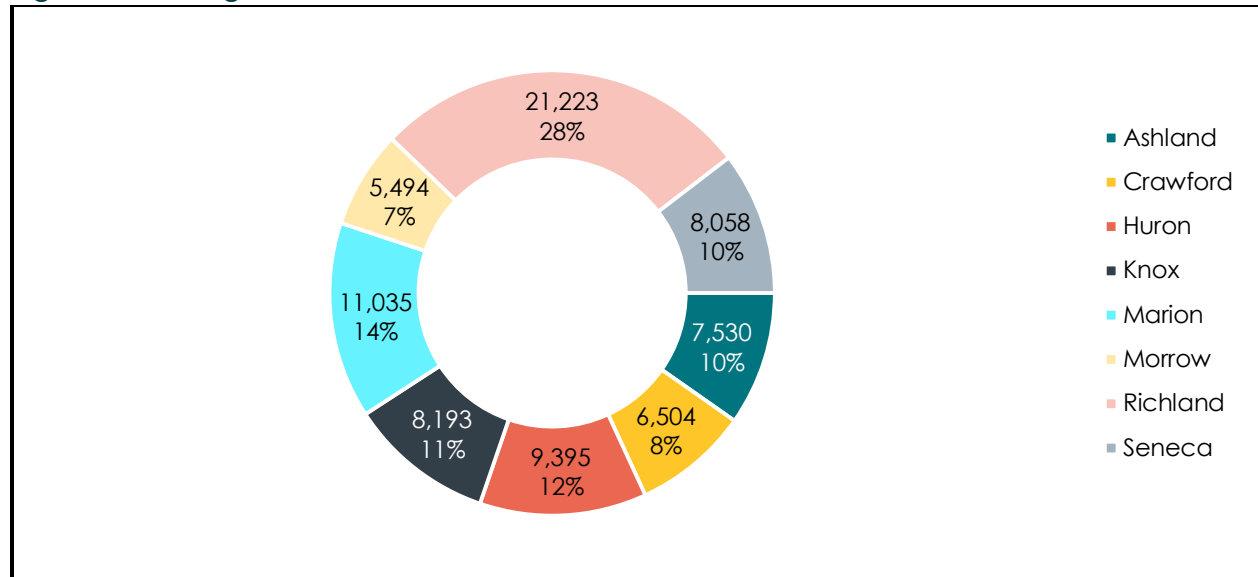


3.5 Population of Individuals with Disabilities

Figure 3.5A presents the distribution of individuals with disabilities across each of the counties. This population often requires specialized transportation accommodations—such as wheelchair-accessible vehicles, paratransit services, and barrier-free infrastructure—to ensure safe, reliable, and equitable mobility throughout the region.

As a whole, roughly one out of six individuals in Region 5 live with disabilities, with an average of 16.7 percent and ranging from 13.6 percent to 20.4 percent among the eight counties.

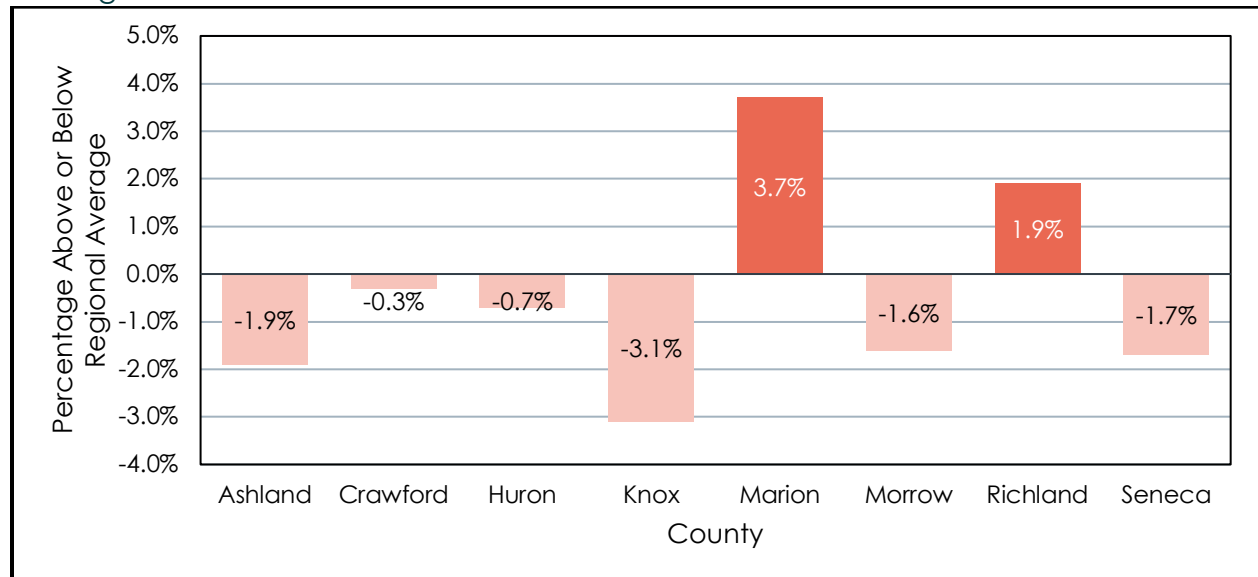
Figure 3.5A: Regional Share of Individuals with Disabilities



3.5.1 Individuals with Disabilities County-Level Comparison

Figure 3.5B compares each county's percentage of population aged 65 or older to the entire region's average, which is 16.7 percent. It appears that there is a concentration of individuals with disabilities population in both Marion and Richland Counties. This indicates that in those two counties, more transportation resources for that population may be needed. In the case of Ashland, Knox, Morrow, and Seneca counties, a portion of the transportation services focusing on individuals with disabilities may be better spent on other vulnerable populations.

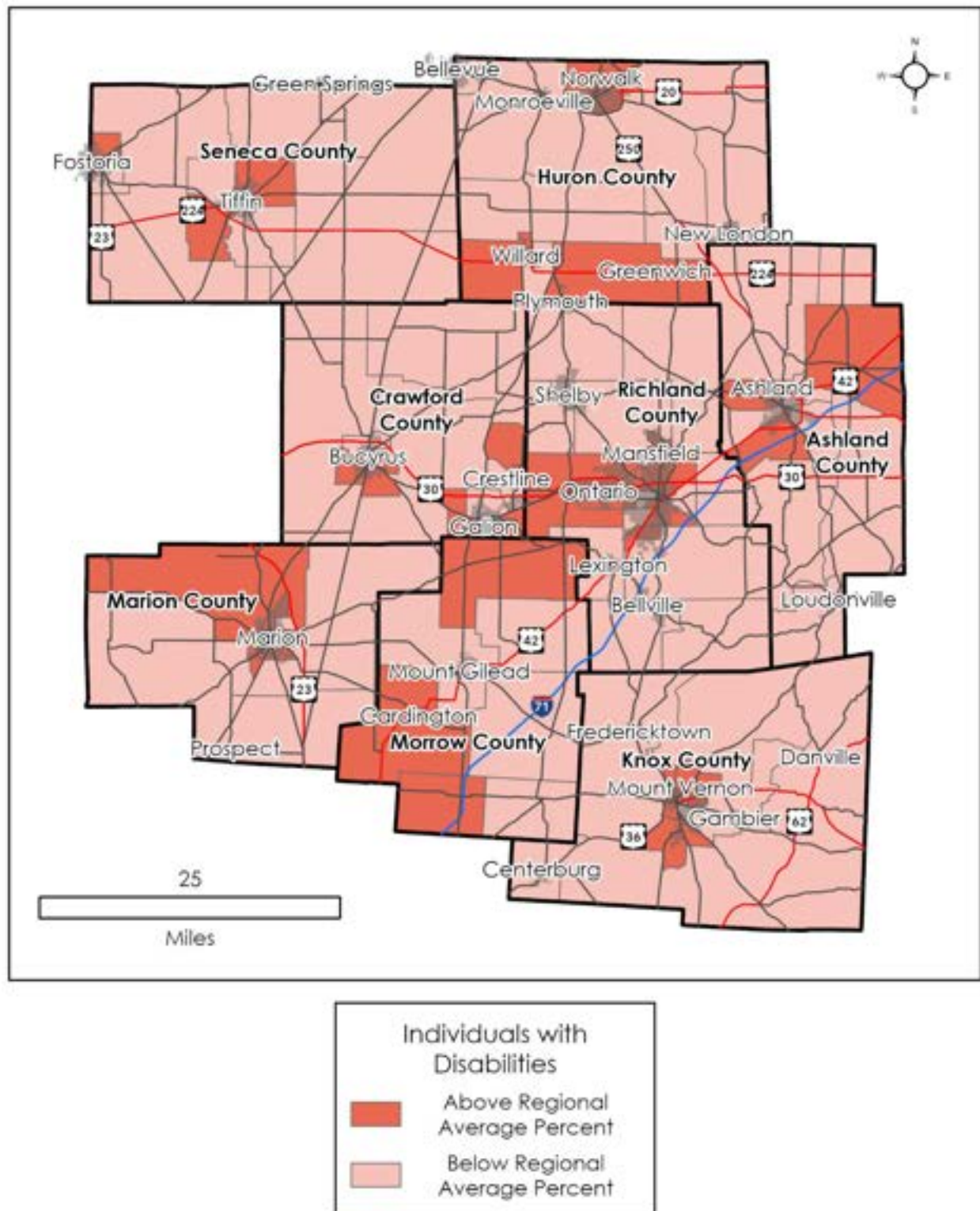
Figure 3.5B: Percentage of Individuals with Disabilities by County Compared to Regional Average



3.5.2 Individuals with Disabilities Census Tract Level Comparison

Figure 3.5C is a map that compares each county's census tract's percentage of individuals with disabilities to the entire region's average, which is 16.7 percent. For the most part, individuals with disabilities are typically concentrated in the urban areas of each county. While Richland and Marion both appear to have a higher average of individuals with disabilities, the parts of the county where they live differ. Richland's disabled population is concentrated in the urban areas, while Marion's is more concentrated in rural parts of the county. This indicates that Marion County may want to focus more of its resources on accessible transportation for rural residents.

Figure 3.5C: Map of Percentage of Individuals with Disabilities by Census Tract Compared to the Regional Average

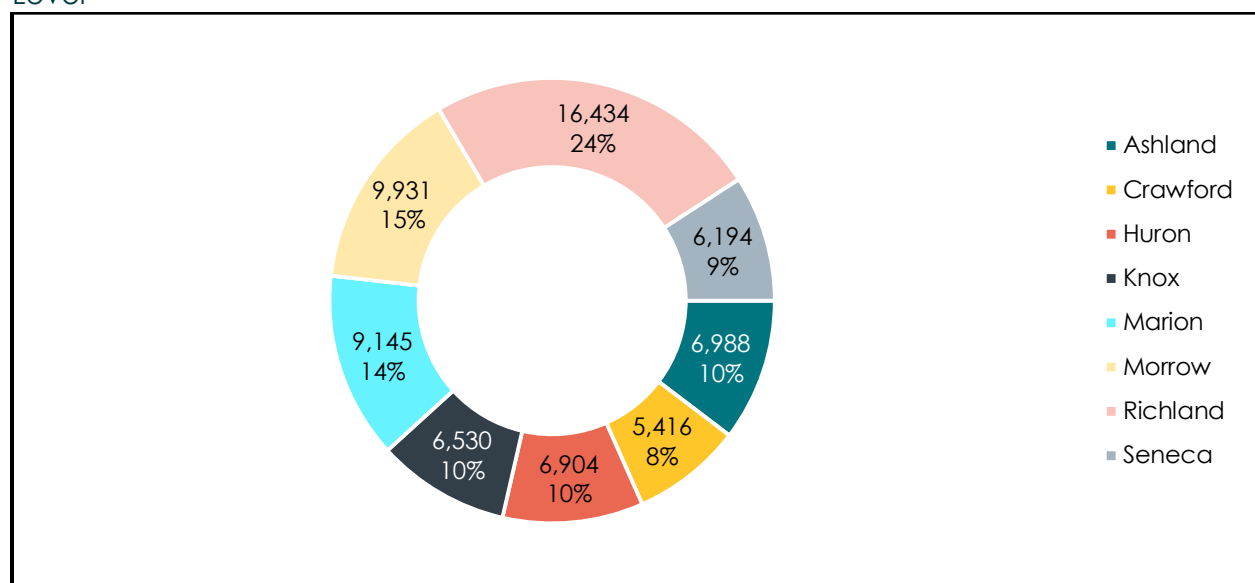


3.6 Population of Individuals Whose Income is Below the Federal Poverty Level

Figure 3.6A presents the population of individuals classified as low-income or living below the poverty level. These individuals often have limited access to personal vehicles and may depend more heavily on public transportation to reach employment, healthcare, education, and other essential services.

As a whole, roughly one out of seven individuals have an income that is below the federal poverty level in Region 5, with an average of 14.1 percent and ranging from 10.4 percent to 17.4 percent among the eight counties.

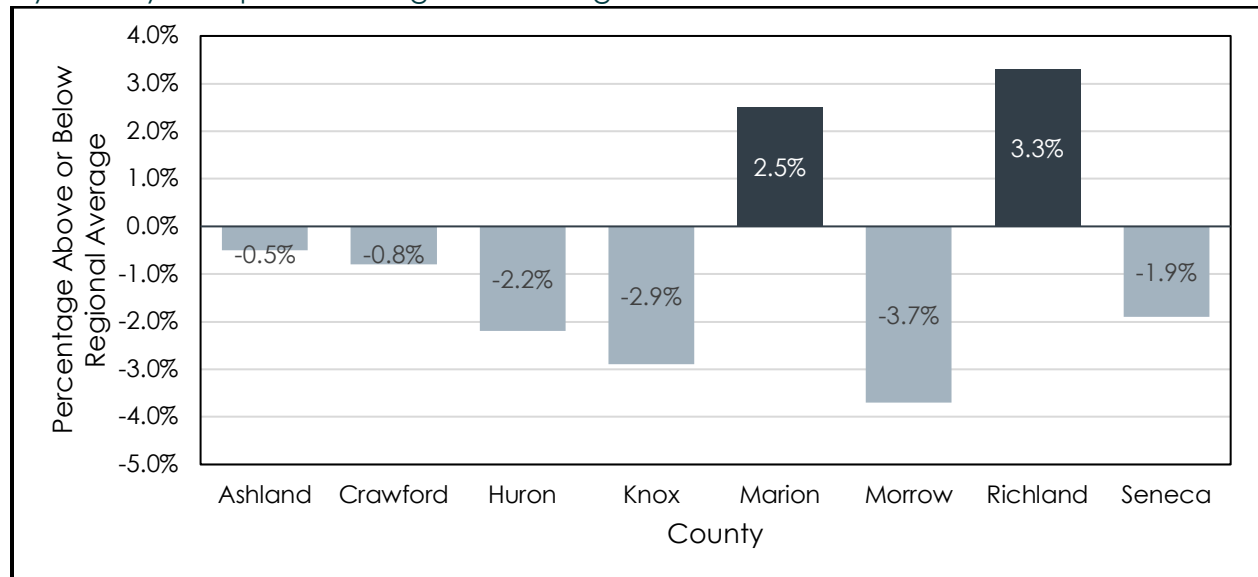
Figure 3.6A: Regional Share of Individuals Whose Income is Below the Federal Poverty Level



3.6.1 Individuals Whose Income is Below the Federal Poverty Level County-Level Comparison

Figure 3.6B compares each county's percentage of low-income individuals to the entire region's average, which is 14.1 percent. It appears that there is a higher than regional average of low-income individuals in both Marion and Richland Counties. This would indicate that there is a need for affordable transportation options. The opposite is true in counties such as Morrow, where there is a lower than regional average of individuals whose income is below the federal poverty level. These counties could consider focusing a portion of their resources targeting low-income individuals to other vulnerable populations.

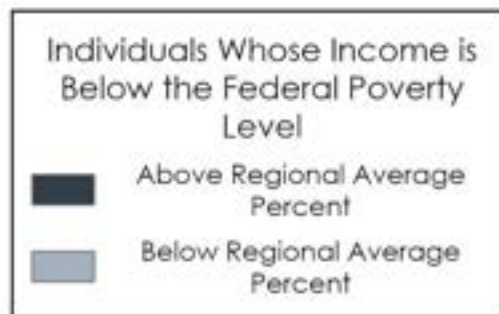
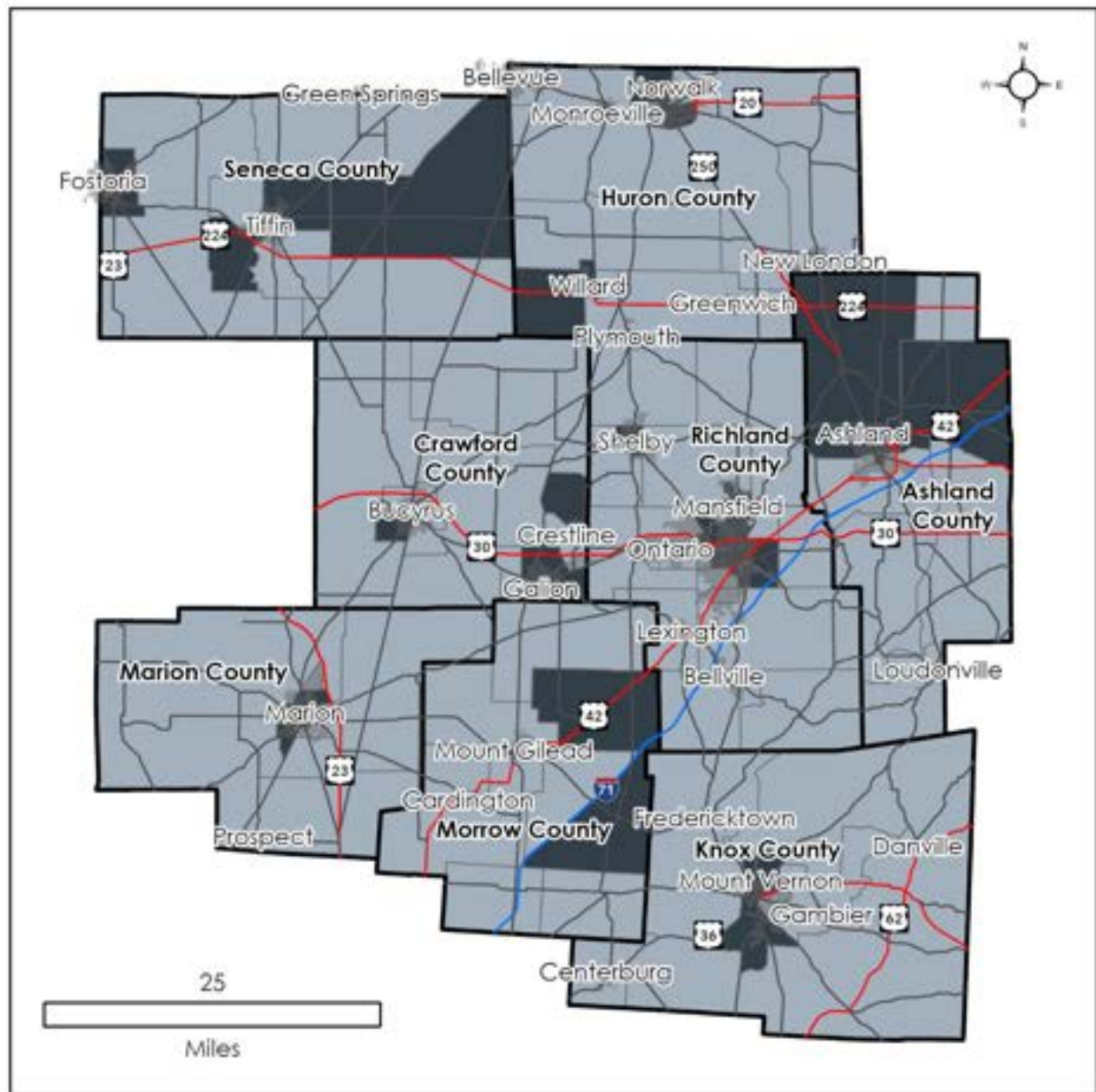
Figure 3.6B: Percentage of Individuals Whose Income is Below the Federal Poverty Level by County Compared to Regional Average



3.6.2 Individuals Whose Income is Below the Federal Poverty Level Census Tract Level Comparison

Figure 3.6C is a map that compares each county's census tract's percentage of individuals whose income is below the federal poverty level to the entire region's average, which is 14.1 percent. About half of the counties in Region 5 have high poverty levels in the urban areas and the other half in more rural areas. This indicates that while not all counties are the same as far as locations of impoverished populations, affordable transportation options are important countywide.

Figure 3.6C: Map of Percentage of Individuals Whose Income is Below the Federal Poverty Level by Census Tract Compared to Regional Average



3.7 Population of Minorities

Figure 3.7A presents the distribution of minorities across each of the counties. Minority populations are more likely to experience discrimination than White populations and may avoid using transportation that they perceive is discriminatory. Public transportation agencies that receive federal funding are required by law to avoid discriminatory practices. However, private transportation services such as intercity bus services, rideshare companies, and taxis often do not receive federal funding and thus fall outside the purview of these laws. Additionally, the communities that minorities live in often were historically subjected to disinvestment.

Figure 3.7A: Regional Share of Minorities

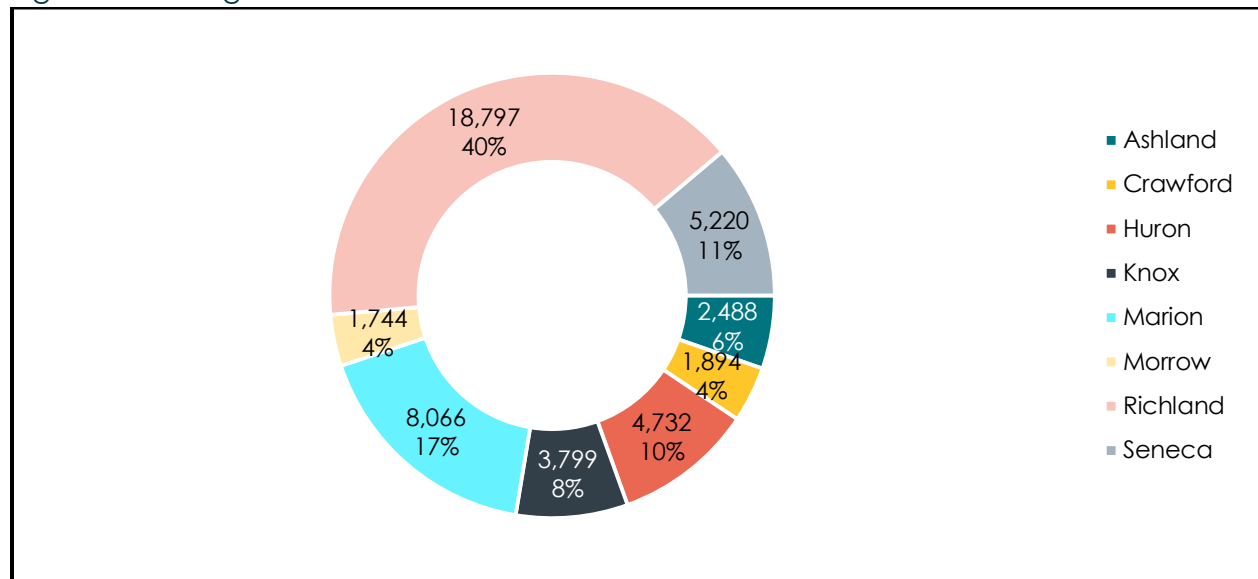


Figure 3.7B illustrates the percentage of minorities in each county. As a whole, the race of Region 5's population is overwhelmingly White with an average of 90.6 percent and ranging from 85 percent to 95.5 percent among the eight counties.

Figure 3.7B: Percentage of Minorities by County

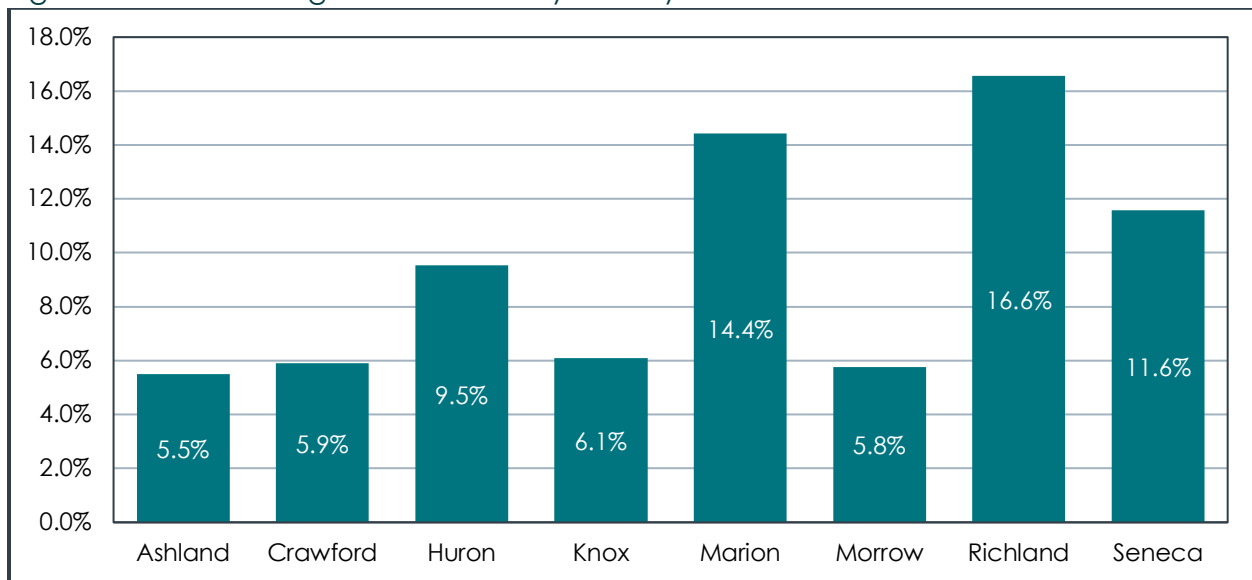
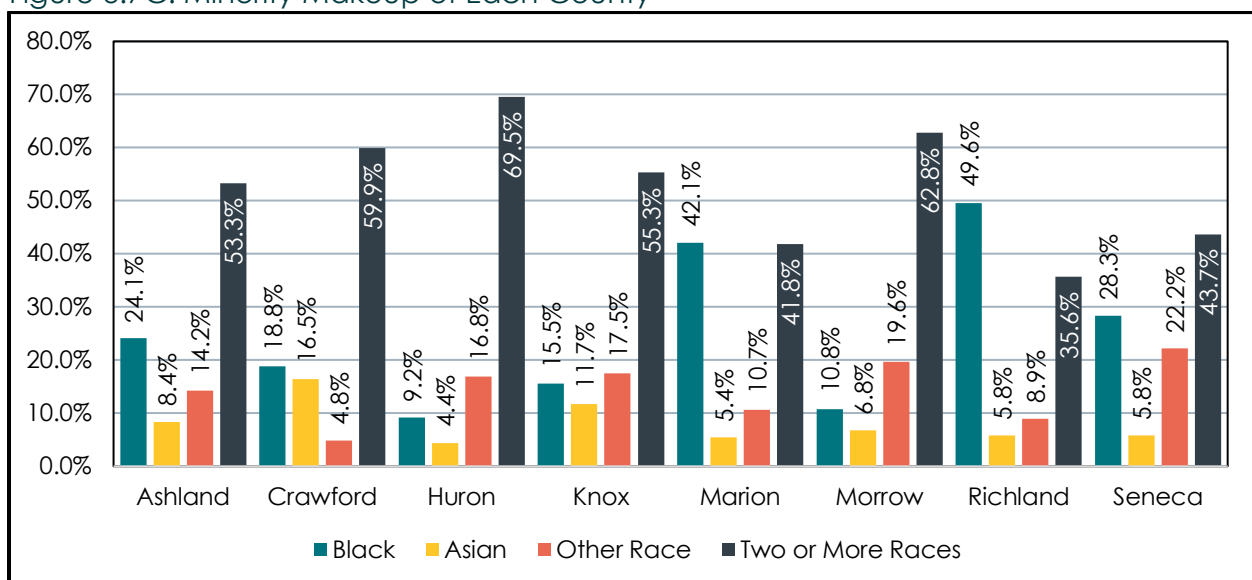


Figure 3.7C presents the minority makeup of each county. Note that other race in Figure 3.7C includes American Indian/Alaska Native, Native Hawaiian/Pacific Islander, and some other race. In most of the counties, the majority of minorities identify as two or more races. Marion, Richland, and Seneca are different due to having higher than average Black populations. Marion's Black and two or more race populations are about equally split while Richland County has a much higher percentage of Black residents. Crawford County has the highest Asian population percentage and Huron County has the highest two or more races percentage in the region. Seneca County's minority population is the most racially diverse in the region since three of the four minority groups each make up over 20 percent. It also has the highest percentage of other race.

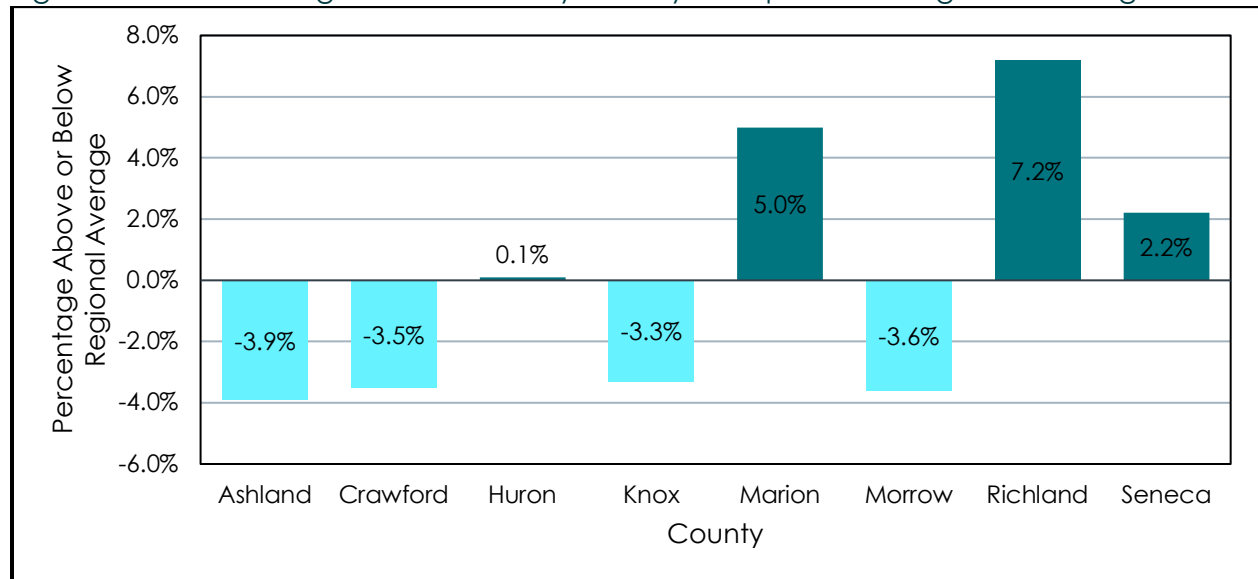
Figure 3.7C: Minority Makeup of Each County



3.7.1 Race County-Level Comparison

Figure 3.7D compares each county's percentage of minorities to the entire region's average which is 9.4 percent. Despite being the most racially diverse county when the White population is excluded, Seneca County falls below Marion and Richland but still has a higher than average amount of minorities. Huron County's amount above average can be attributed to it having the highest percentage of two or more races. Interestingly, the minority percentages of the remaining four counties are each about 3.5 percent below average.

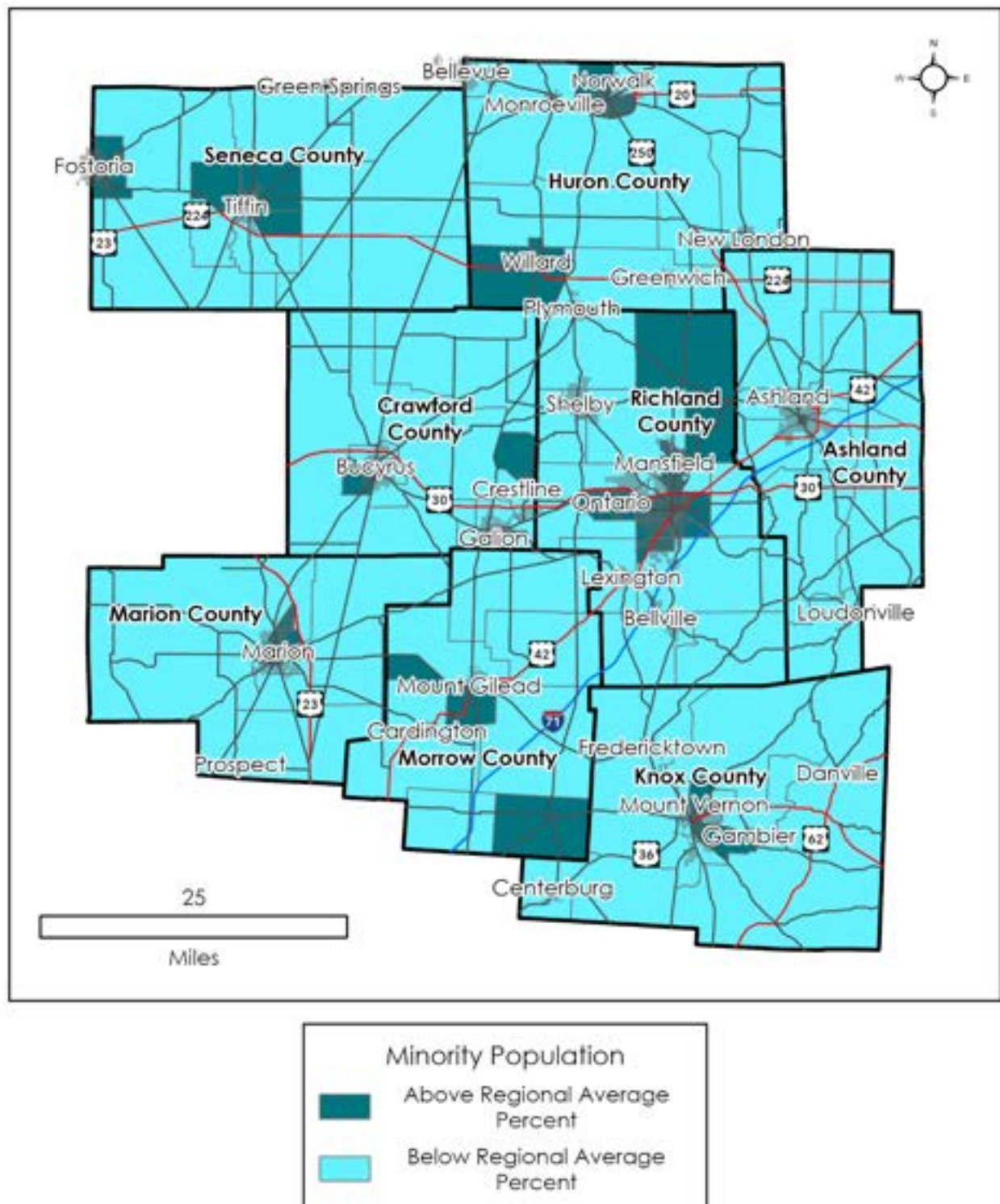
Figure 3.7D: Percentage of Minorities by County Compared to Regional Average



3.7.2 Race Census Tract Level Comparison

Figure 3.7E is a map that compares each county's percentage of minorities to the entire region's average which is 9.4 percent.

Figure 3.7E: Percentage of Minorities by Census Tract Compared to Regional Average

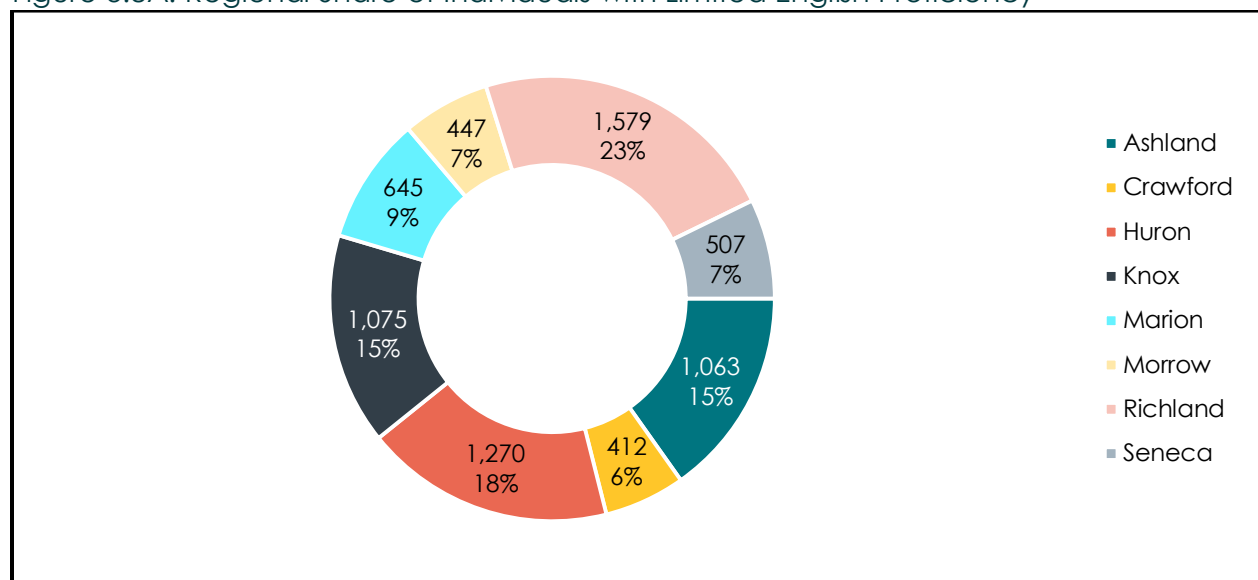


3.8 Population of Individuals with Limited English Proficiency

Figure 3.8A presents the regional share of individuals with limited English proficiency. Life in the United States can be challenging for those who do not speak or read English proficiently. English is ubiquitous to the country and nearly all signage and printed materials do not have translations of what is being presented on them. In recent years, however, getting by without knowing English, or nearly any other language, has become easier. Various translation websites are available as well as websites with information about local transportation services. Those who need information about local public transit, for example, can go to its website and then copy the text into a translator. However, in the physical space, these options may not always be available and, as a result, some English proficiency is still necessary.

As a whole, the percentage of individuals with limited English proficiency in Region 5 is very low, with an average of 1.4 percent and ranging from 0.9 percent to 2.2 percent among the eight counties. This low number does not negate the importance of its consideration in this plan.

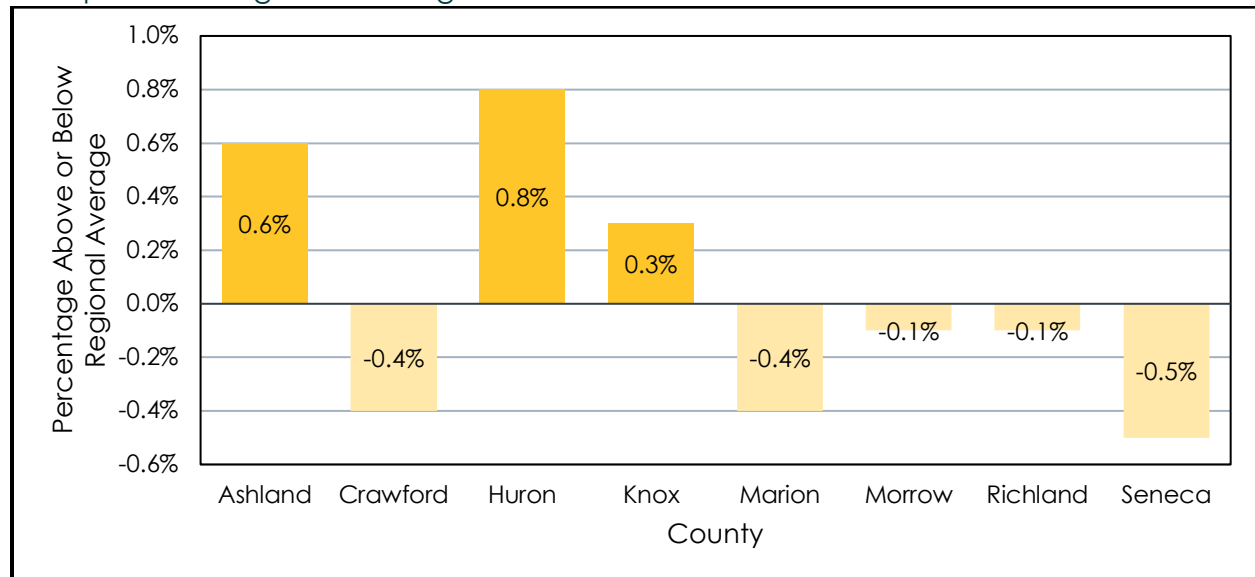
Figure 3.8A: Regional Share of Individuals with Limited English Proficiency



3.8.1 Individuals with Limited English Proficiency County-Level Comparison

Figure 3.8B compares each county's percentage of individuals with limited English proficiency to the region's average which is 1.4 percent. Unlike the previous demographics studied in this plan, the above average percentages for this one do not gravitate toward the most populated counties. The reasoning behind this is unclear. In any case, transportation services in Ashland, Huron, and Knox counties may need to be more aware of riders who are not well-versed in English and be more willing and able to assist in that regard.

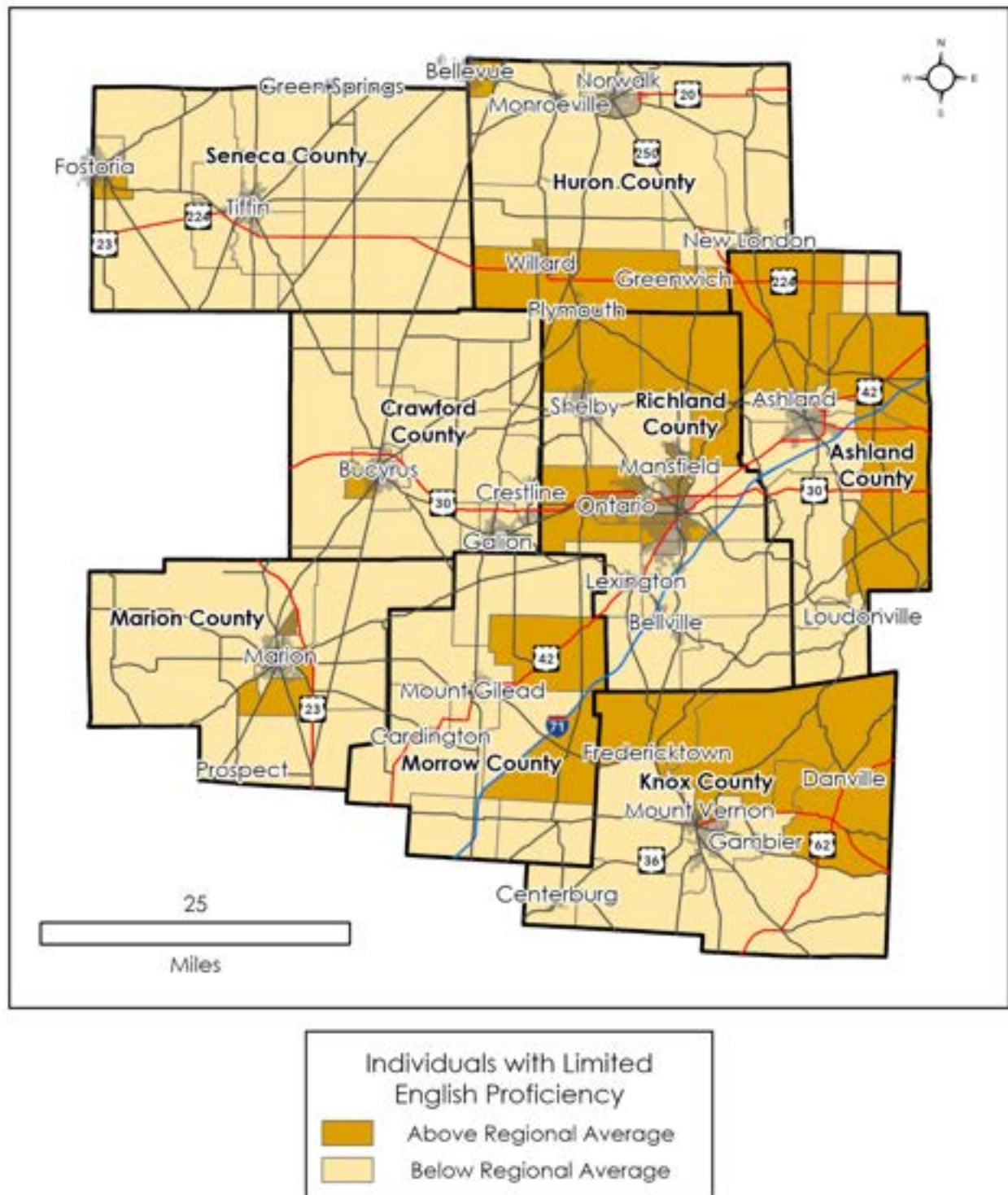
Figure 3.8B: Percentage of Individuals with Limited English Proficiency by County Compared to Regional Average



3.8.2 Individuals with Limited English Proficiency Census Tract Level Comparison

Figure 3.8C is a map that compares each county's census tract's percentage of individuals with limited English proficiency to the entire region's average which is 1.4 percent.

Figure 3.8C: Percentage of Individuals with Limited English Proficiency by Census Tract Compared to Regional Average



CHAPTER 4

4.1 Commute Patterns

Long driving distances represent one of the most significant barriers to transportation access, particularly in rural communities. To better understand regional commuting patterns and identify where individuals are traveling for employment, figures 4.1A and 4.1B present the various means of travel to work across the region. The majority of commuters drive alone. Those who do not drive alone overwhelmingly choose to carpool. This is indicative of a lack of alternatives to using a private automobile as well as highlights automobile orientation in regional development patterns.

Figure 4.1A: Percentage of Individuals who Commute by Driving Alone

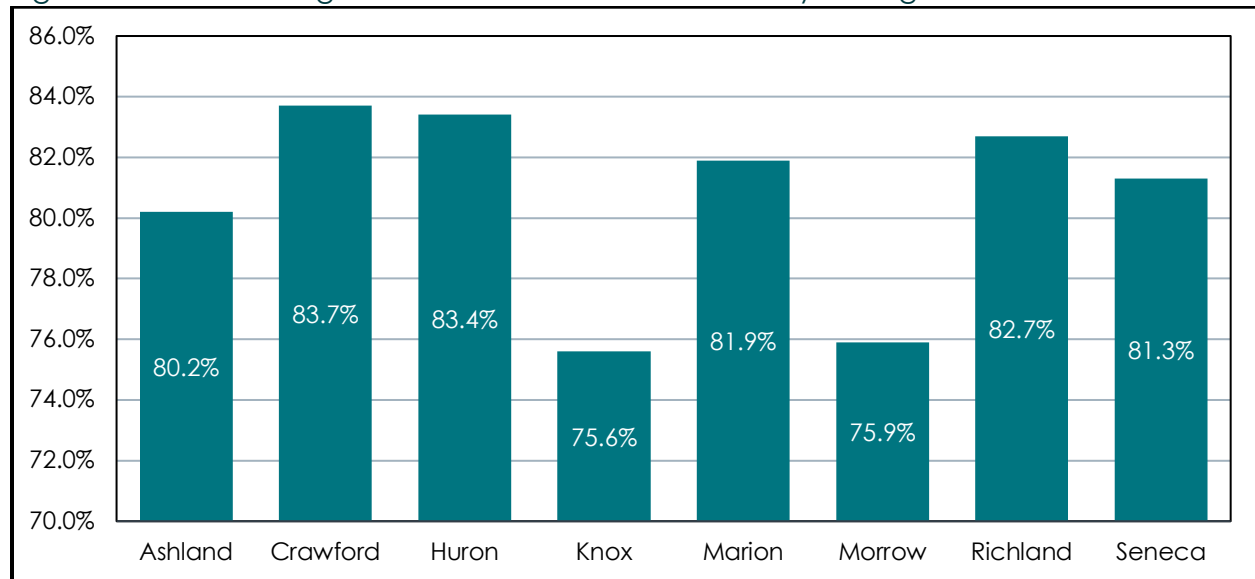
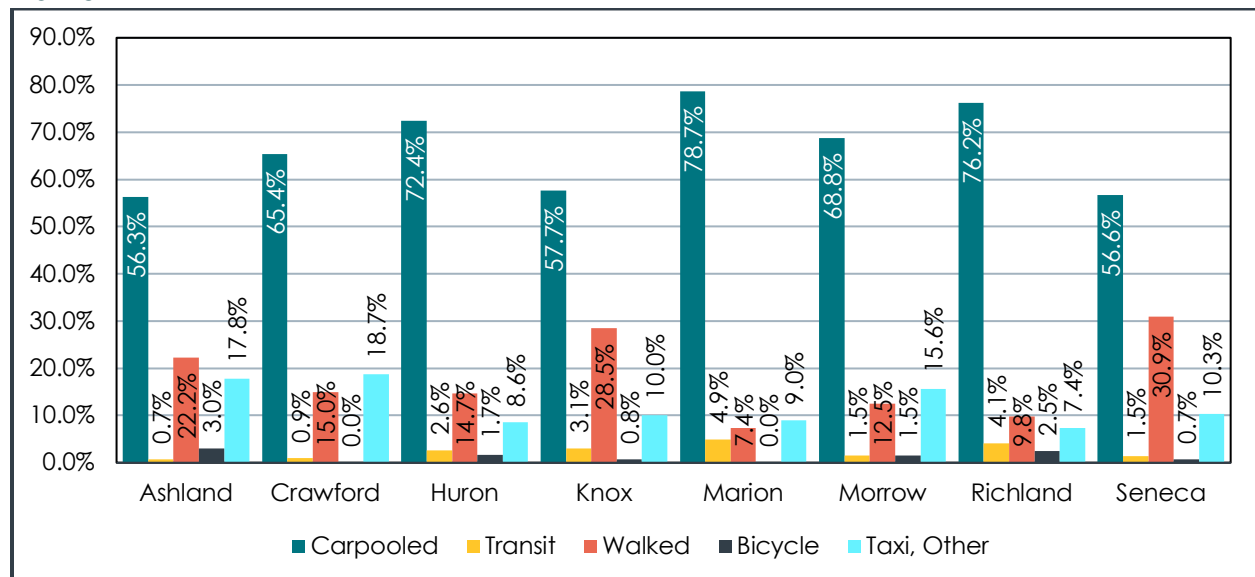


Figure 4.1B: Means of Transportation to Work Excluding Driving Alone and Working from Home

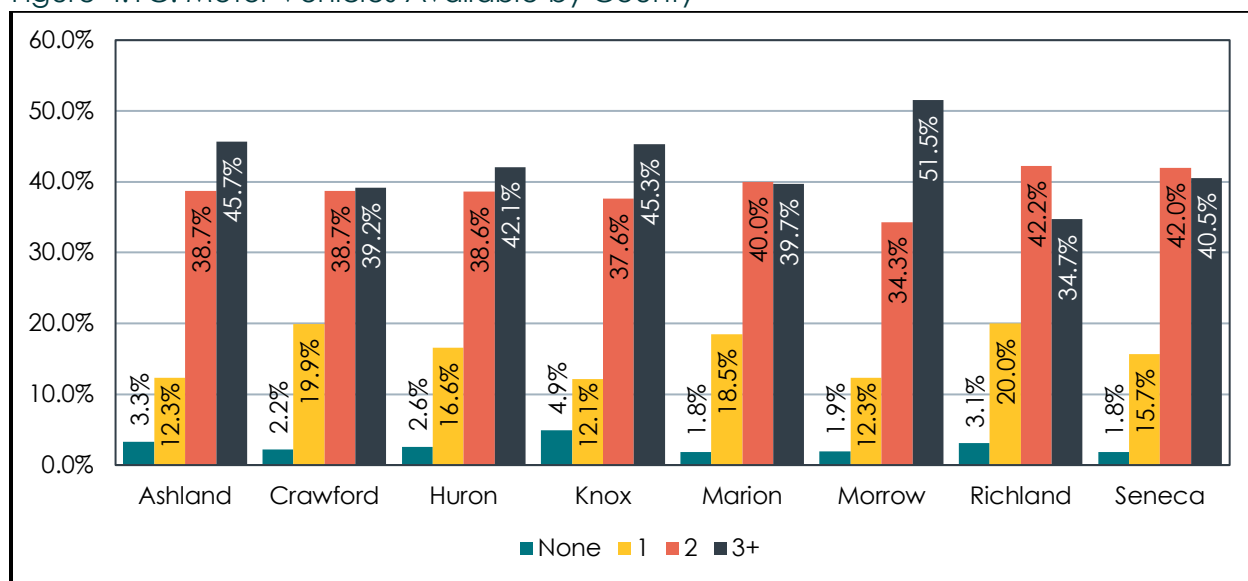


This lack of alternatives combined with automobile oriented development patterns can make life very difficult for those who, for whatever reason, do not own a motor vehicle. Figure 4.1C indicates that between 1.8 and 4.9 percent of Region 5 county residents do not own a motor vehicle. The majority of households are split between owning two motor vehicles and owning three or more, which is also very telling. There are many reasons why one may not own a motor vehicle, including, but not limited to, religious views, not needing one due to having other viable alternatives, and not being able to afford one.

COST OF MOTOR VEHICLE OWNERSHIP

One major barrier to owning a motor vehicle is the cost associated with it. After decades of relative stability, the cost of vehicle ownership has increased by about 20 percent since the COVID-19 pandemic. A large portion of this is due to fixed costs such as the purchase and financing of a motor vehicle. Variable costs, such as fuel, maintenance, and insurance have also risen at a similar rate but tend to be more volatile. Due to transportation expenditures in the US usually being inversely correlated with income, those with lower incomes must spend a higher portion of their income on a motor vehicle. This exacerbates economic and social inequalities and leaves those individuals with less funds to spend on other essential needs. The lack of viable alternatives to using personal vehicles combined with sprawling development patterns requires people to either own a personal motor vehicle to access essential destinations or face limited economic or social opportunities. Rising motor vehicle costs highlights the need for not only public transit in general but also the need for seamless and well integrated public transit to aid in travel that extends beyond the urban areas and crosses county lines.

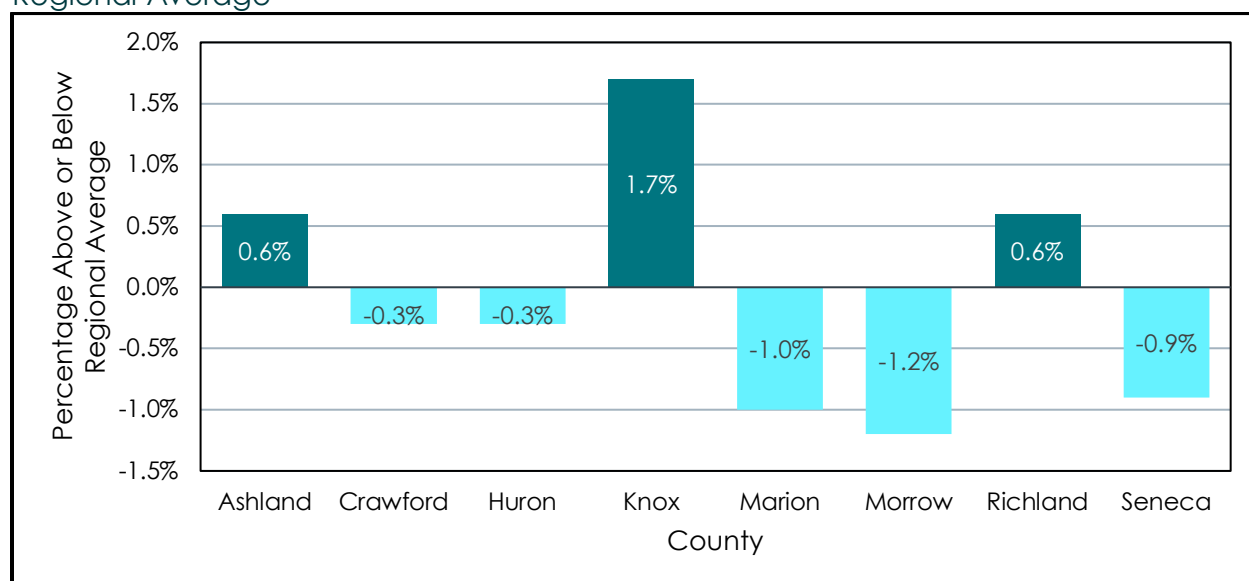
Figure 4.1C: Motor Vehicles Available by County



4.1.1 Households without Motor Vehicles County-Level Comparison

Figure 4.1D compares each county's percentage of households without motor vehicles to the entire region's average, which is 2.8 percent. Knox County stands out by being 1.7 percent above the region's average, while Marion, Morrow, and Seneca are below. The presence of Kenyon College in Knox County may be a major contributor to its higher percentage since college students often do not bring a motor vehicle with them. This indicates that there is less of a need for alternative transportation services and/or infrastructure in Marion, Morrow, and Seneca counties and more of a need for Ashland, Richland, and Knox Counties.

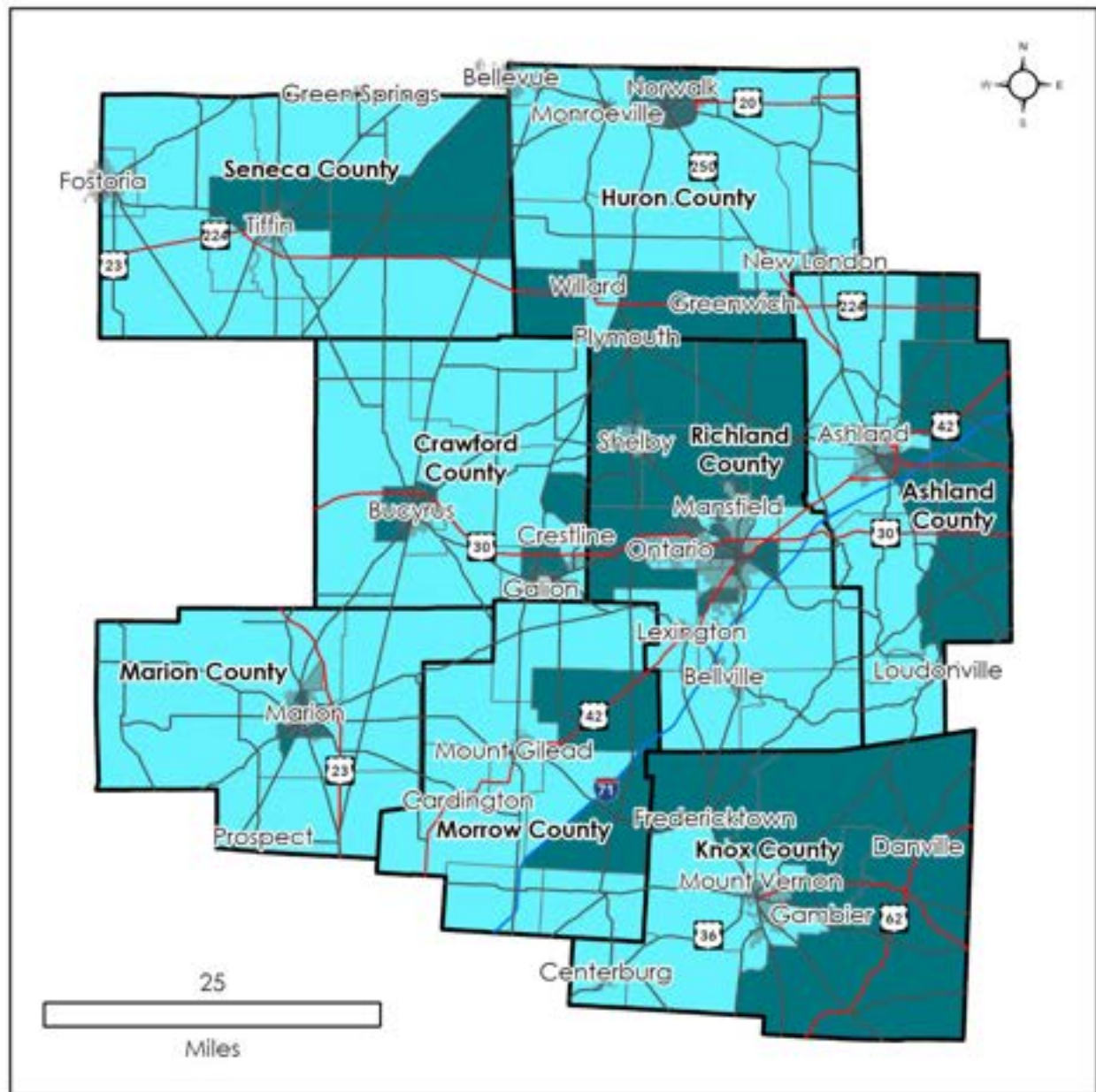
Figure 4.1D: Percentage of Households without Motor Vehicles by County Compared to Regional Average



4.1.2 Households without Motor Vehicles Census Tract Level Comparison

Figure 4.1E is a map that compares each county's census tract's percentage of households without motor vehicles to the entire region's average, which is 2.8 percent. In the counties of Richland, Seneca, Ashland, Knox, and Morrow, there are higher Amish populations. This could contribute to the areas with higher than the regional average of households without motor vehicles. Urban area residents may have less of a need for a motor vehicle because they are closer to the services they require and alternatives such as transit service may be more available.

Figure 4.1E: Map of Households without Motor Vehicles by Census Tract Compared to Regional Average



4.2 Trip Generators

A trip generator is any location that attracts a significant number of trips. Examples include an event venue, an amusement park, a shopping mall, a large factory, an office building, an apartment complex, and many others. For this plan, trip generators focusing on major employment locations, shopping areas, senior care homes, and public agencies that support the well-being of seniors, individuals with disabilities, and individuals whose income is below the federal poverty level were mapped.

The trip generator types indicated in figures 4.2B, 4.2D, 4.2F, 4.2H, 4.2J, 4.2L, 4.2N, and 4.2P are defined as follows:

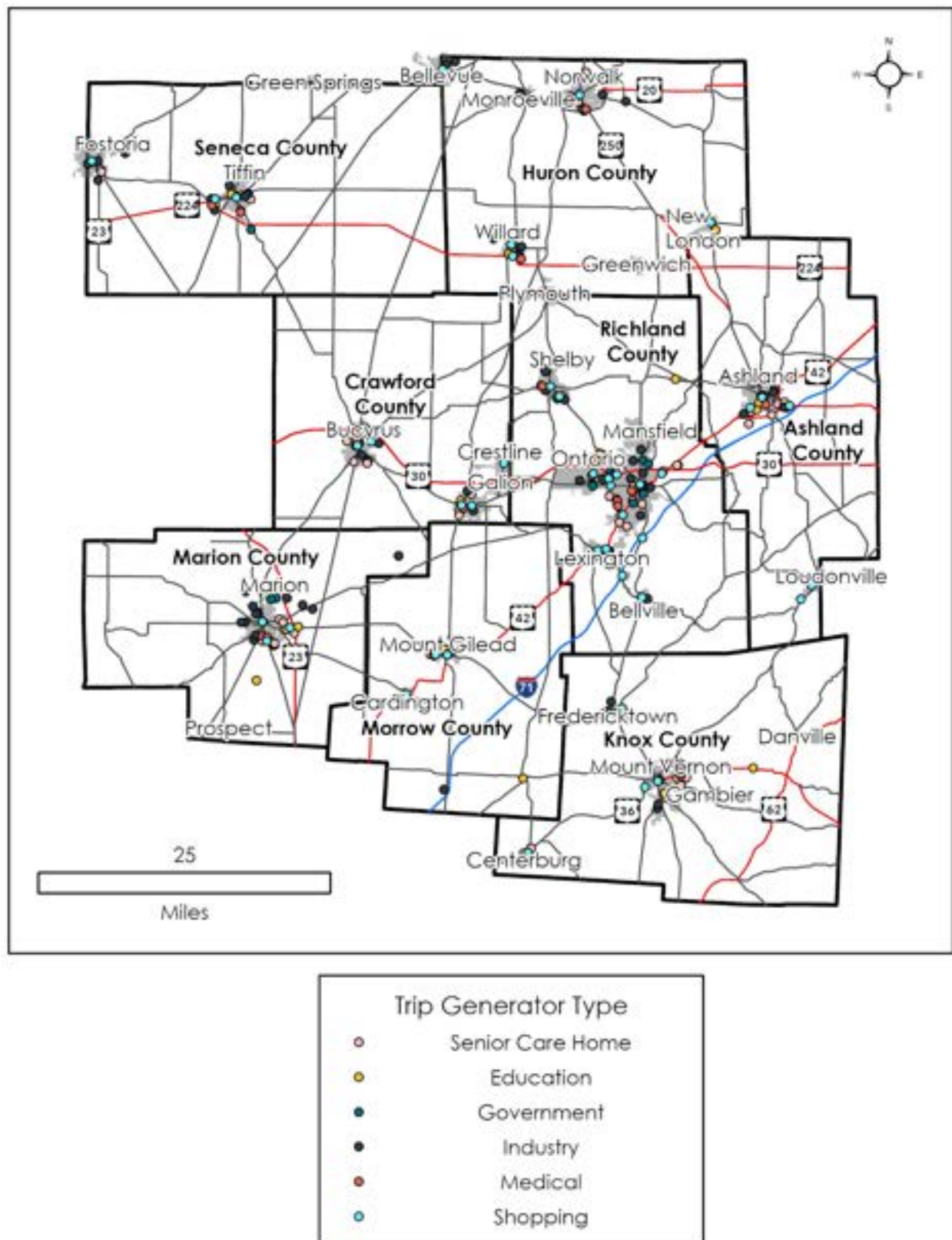
- Education includes universities and clusters of schools. Individual schools that are scattered are not included because they do not have significant numbers of employees or students.
- Government includes offices or agencies that support employment and the well-being of seniors, county offices, or an office or agency with significant numbers of employees.
- Industry includes single facilities with significant numbers of employees and concentrations of industries in a single district.
- Medical includes hospitals and clusters of hospitals and/or medical offices.
- Shopping includes concentrations of retailers in districts and along major road corridors. Individual retailers that are scattered are not included because they do not have significant numbers of employees.
- Senior Care Home includes nursing homes, assisted living homes, retirement communities, and other similar facilities.

4.2.1 Regional Trip Generators

Figure 4.2A maps the region's trip generators. The majority of them are concentrated in urban areas. Several counties have clusters of schools located in rural areas. A large baking mix mill is located in rural Marion County and a large national retailer distribution center is located in rural Morrow County. Several patterns are noticeable:

- Senior care homes are often located on the edges of towns and the government services supporting them are often located in the downtowns which can pose a challenge for transportation.
- Major industries and industrial parks are also commonly located on the edges of towns or outside of them which can increase commute distances for employees living in the town's central areas or on the opposite side.
- Rural areas sometimes have clusters of schools in one location which is more efficient and convenient but can also increase commute distances for employees, school transportation services, parents, and students.

Figure 4.2A: Regional Map of Trip Generators



4.2.2 Ashland County Trip Generators

Ashland County's trip generators are mostly concentrated in the City of Ashland with two in the southern part which are related to tourism at Mohican State Park. In Ashland, several senior care homes are located along the US 42 and US 250 bypass on the edge of the town, while most of the public services are located in the central part of the city, about a mile away from them. Similarly, many industries are also located in parks near the bypass and I-71 exit. The most prominent educational facility in Ashland is Ashland University, which is located just southwest of the downtown. Transportation services may need to focus on connecting the bypass area to the university and downtown. Note that some trip generators listed in Figure 4.2B may not be labelled in Figure 4.2C due to space limitations.

Figure 4.2B: Ashland County Trip Generator Table

TRIP GENERATORS VISIBLE IN FIGURE 4.2C			
COUNT	NUMBER	TYPE	NAME
1	63	Government	Ohio Department of Transportation District 3 Office
2	64	Industry	North Ashland Industrial District
3	65	Industry	Packaging Corporation of America
4	66	Industry	Northeast Ashland Industrial District
5	67	Shopping	East Main Street Corridor Retail
6	68	Industry	Charles River Laboratories
7	69	Industry	East Ashland Industrial District
8	70	Industry	Snyder's Lance
9	71	Shopping	Claremont Avenue Corridor Retail
10	73	Education	Ashland City Schools
11	74	Education	Ashland University
12	75	Medical	University Hospital Samaritan Medical Center
13	77	Government	Ashland County Council on Aging
14	78	Government	Ashland County Job & Family Services
15	79	Government	Ashland County
16	80	Shopping	Downtown Ashland
17	81	Senior Care Home	Good Shepherd Villa

18	82	Senior Care Home	Chrystal Care Centers of Ashland
19	83	Senior Care Home	Lutheran Village of Ashland
20	84	Senior Care Home	Bretheran Care Village
21	85	Senior Care Home	Mill Run Place
22	86	Senior Care Home	The Inn at Ashland Woods
23	87	Senior Care Home	Kingston Care & Rehabilitation
24	88	Shopping	Downtown Loudonville
25	89	Shopping	Mohican State Park Recreation District

4.2.3 Crawford County Trip Generators

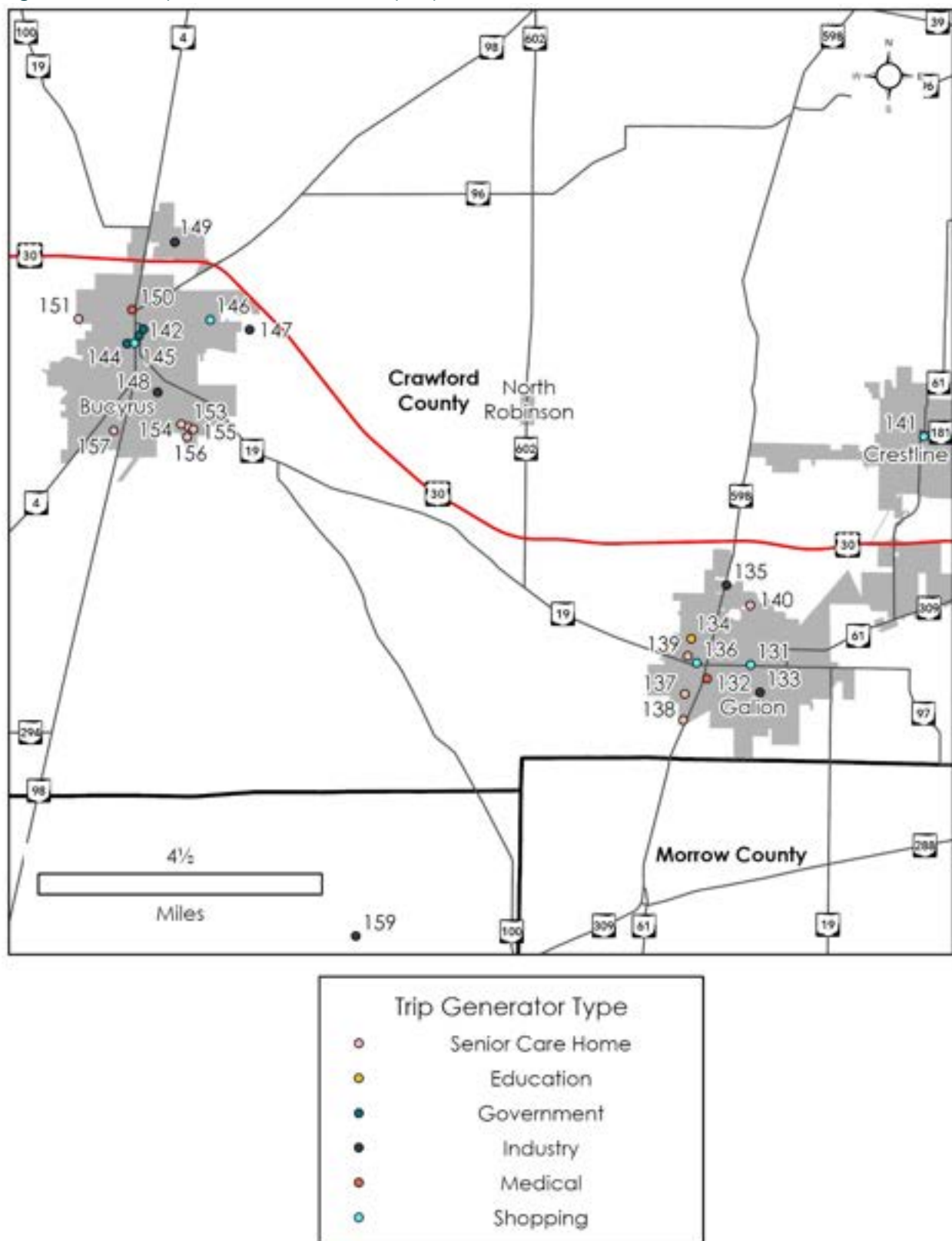
Crawford County's trip generators are largely in the county's two large towns. Bucyrus, being the county seat, houses all of the government agency trip generators. In that town, there is a noticeable concentration of senior care homes in the southeast corner which are roughly a mile and a half from public services in downtown and the town's major hospital. Industrial areas are located along the northeast edge near the US 30 bypass and south of the downtown. In Galion, the senior care homes are clustered along the OH 598 corridor but are located closer to shopping areas and the local hospital than they are in Bucyrus. Like Bucyrus, Galion also has a centrally located industrial area and an industrial park near US 30. Crestline's main draw is its quaint downtown. Regionally, transportation services may need to focus on connecting Galion to Bucyrus. Locally, transportation services may need to focus on linking the cluster of senior care homes to the downtown and hospital in Bucyrus as well as the general population to the industrial areas along US 30.

Figure 4.2D: Crawford County Trip Generator Table

TRIP GENERATORS VISIBLE IN FIGURE 4.2E			
COUNT	NUMBER	TYPE	NAME
1	142	Government	Crawford County
2	143	Government	Crawford County Job & Family Services
3	144	Government	Crawford County Council on Aging
4	145	Shopping	Downtown Bucyrus
5	146	Shopping	East Mansfield Street Corridor Retail
6	147	Industry	Timken
7	148	Industry	South Bucyrus Industrial District
8	149	Industry	North Bucyrus Industrial District
9	150	Medical	Avita Health System Bucyrus Hospital
10	151	Senior Care Home	Legacy Bucyrus
11	153	Senior Care Home	Trustwell Living at Carlisle Place
12	154	Senior Care Home	Ridgewood Senior Apartments
13	155	Senior Care Home	Kettle Run
14	156	Senior Care Home	Altercare Bucyrus
15	157	Senior Care Home	Orchard Park Assisted Living
16	131	Shopping	Downtown Galion

17	132	Medical	Avita Health System Galion Hospital
18	133	Industry	Central Galion Industrial District
19	134	Education	Galion City Schools
20	135	Industry	North Galion Industrial District
21	136	Shopping	West Galion Commercial District
22	137	Senior Care Home	Signature HealthCARE of Galion
23	138	Senior Care Home	Mill Creek Nursing
24	139	Senior Care Home	JAG Healthcare Galion
25	140	Senior Care Home	Magnolia Terrace
26	141	Shopping	Downtown Crestline

Figure 4.2E: Map of Crawford County Trip Generators



4.2.4 Huron County Trip Generators

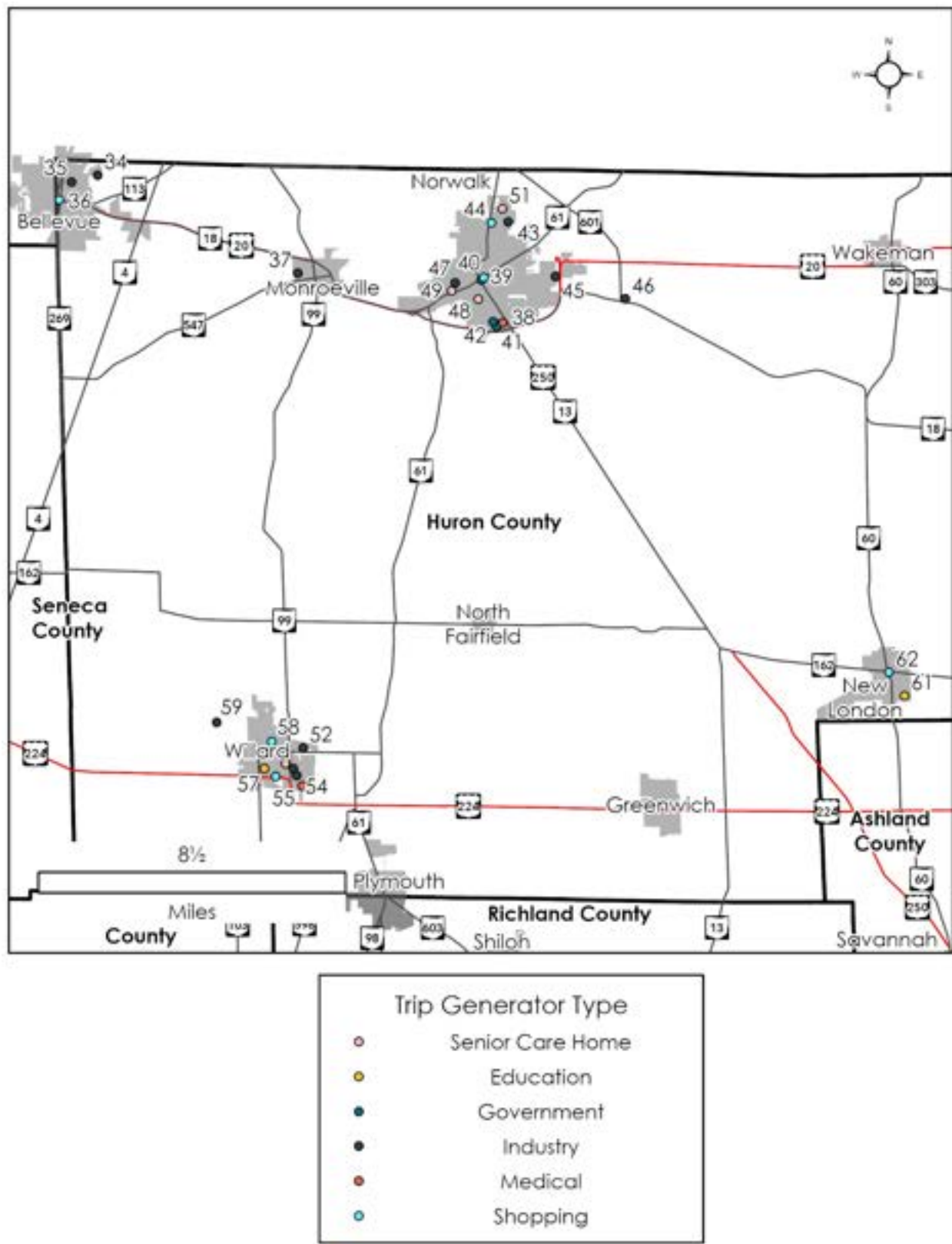
Huron County has the majority of its trip generators in three towns: Bellevue, Willard, and Norwalk. Norwalk, being the county seat, houses all of the government agency trip generators. Both Bellevue and Willard have many industrial jobs. New London, in the southeastern corner of the county, has a school complex and shopping in its downtown. Close to the intersection of US 250 and the US 20 southern bypass in Norwalk is the hospital and the county's job services and senior enrichment services. The majority of the senior care homes in the county are in Norwalk, including one that is next to, and owned by the same organization as, the hospital. Two more are just north of there and another is on the northern edge of town. Industries in Norwalk are scattered and one is nearly two miles east of the city limits. In Willard, there is also a hospital and one senior care home close to it. Industries are located in the eastern half of the town with the exception of a rail yard about a mile west of the city limits. Bellevue's industries are in the town's northern half. Regionally, transportation services could focus on connecting Willard's and Bellevue's industries to Norwalk. Locally, improving the connection of the three other senior care homes in Norwalk to the hospital and the senior services office could be a focus. Note that some trip generators listed in Figure 4.2F may not be labelled in Figure 4.2G due to space limitations.

Figure 4.2F: Huron County Trip Generator Table

TRIP GENERATORS VISIBLE IN FIGURE 4.2G			
COUNT	NUMBER	TYPE	NAME
1	38	Medical	Fisher-Titus Medical Center
2	39	Government	Huron County
3	40	Shopping	Downtown Norwalk
4	41	Government	Huron County Job Services
5	42	Government	Huron County Senior Enrichment Services
6	43	Industry	North Norwalk Industrial District
7	44	Shopping	Milan Avenue Corridor Retail
8	45	Industry	Norwalk Furniture
9	46	Industry	R&L Carriers
10	47	Industry	West Norwalk Industrial District
11	48	Senior Care Home	Gaymont Care & Rehabilitation
12	49	Senior Care Home	Twilight Gardens Nursing & Rehabilitation
13	50	Senior Care Home	The Carriage House of Fisher-Titus

14	51	Senior Care Home	Luther Oaks Retirement Apartments
15	52	Industry	Pepperidge Farm
16	53	Industry	Stanley Black & Decker
17	54	Industry	Lakeside Book Company
18	55	Medical	Mercy Willard Hospital
19	56	Shopping	Walton Street Corridor Retail
20	57	Education	Willard City Schools
21	58	Shopping	Downtown Willard
22	59	Industry	CSX Transportation Willard Yard
23	60	Senior Care Home	Embassy of Willard
24	37	Industry	Berry Global
25	34	Industry	Norfolk Southern Bellevue Rail Yard
26	35	Industry	Bellevue Industrial District
27	36	Shopping	Downtown Bellevue
28	61	Shopping	New London Schools
29	62	Education	Downtown New London

Figure 4.2G: Map of Huron County Trip Generators



4.2.5 Knox County Trip Generators

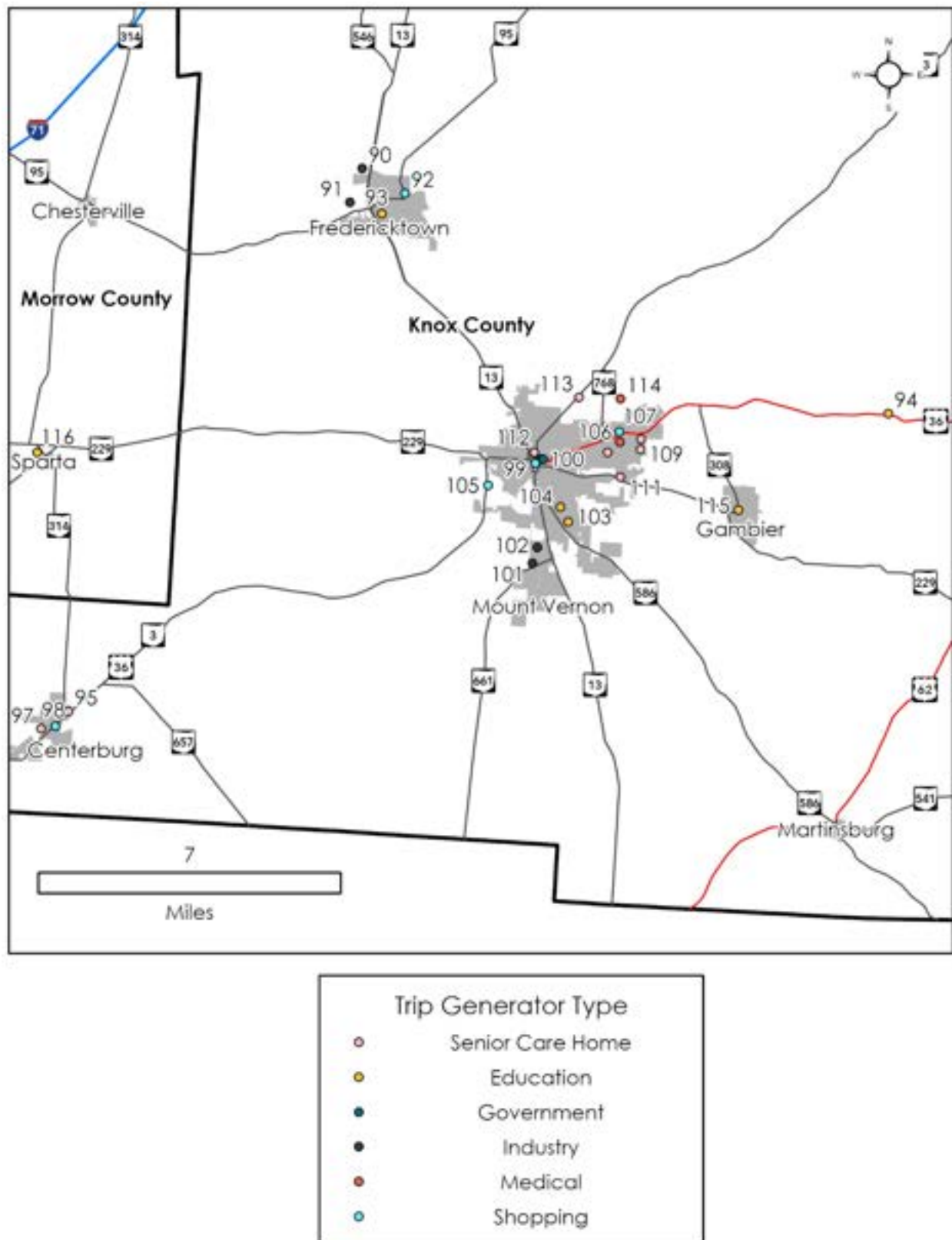
Knox County's trip generators are mostly within Mount Vernon. In Fredericktown, there is a school complex and some industry in the town's western half. Centerburg is home to two senior care homes and a lively downtown. Mount Vernon is characterized by older neighborhoods in the central part and newer, suburban-style development on the south and east sides. Government offices are concentrated in the central part. The south side is home to an industrial park along with a college and school complex while the east side has a retail strip along US 36, newer residential development, a major hospital, and several senior care homes. East of Mount Vernon is Gambier, home of Kenyon College. Regionally, linking both Gambier and Fredericktown to Mount Vernon can be a focus of transportation services. While the senior care homes are grouped near the hospital, they are still about two miles from the downtown and transportation services could focus on this connectivity. Note that some trip generators listed in Figure 4.2H may not be labelled in Figure 4.2I due to space limitations.

Figure 4.2H: Knox County Trip Generator Table

TRIP GENERATORS VISIBLE IN FIGURE 4.2I			
COUNT	NUMBER	TYPE	NAME
1	99	Shopping	Downtown Mount Vernon
2	100	Government	Knox County
3	101	Industry	Ariel Corporation
4	102	Industry	South Mount Vernon Industrial District
5	103	Education	Mount Vernon Nazarene University
6	104	Education	Mount Vernon City Schools
7	105	Shopping	Harcourt Road Corridor Retail
8	106	Medical	Knox Community Hospital
9	107	Shopping	Coshocton Road Corridor Retail
10	108	Senior Care Home	Danbury Mount Vernon
11	109	Senior Care Home	Brookdale Mount Vernon
12	110	Senior Care Home	Country Club Rehabilitation Campus
13	111	Senior Care Home	The Ohio Eastern Star Home
14	112	Senior Care Home	The Living Center
15	113	Senior Care Home	The Laurels of Mount Vernon
16	114	Medical	Mount Vernon Developmental Center

17	115	Education	Kenyon College
18	120	Government	Knox County Child Support Services
19	90	Industry	Kokosing Construction Company
20	91	Industry	FT Precision
21	92	Shopping	Downtown Fredericktown
22	93	Education	Fredericktown Schools
23	94	Education	East Knox Schools
24	95	Senior Care Home	Centerburg Pointe
25	97	Senior Care Home	Centerburg Place
26	98	Shopping	Downtown Centerburg

Figure 4.2l: Map of Knox County Trip Generators



4.2.6 Marion County Trip Generators

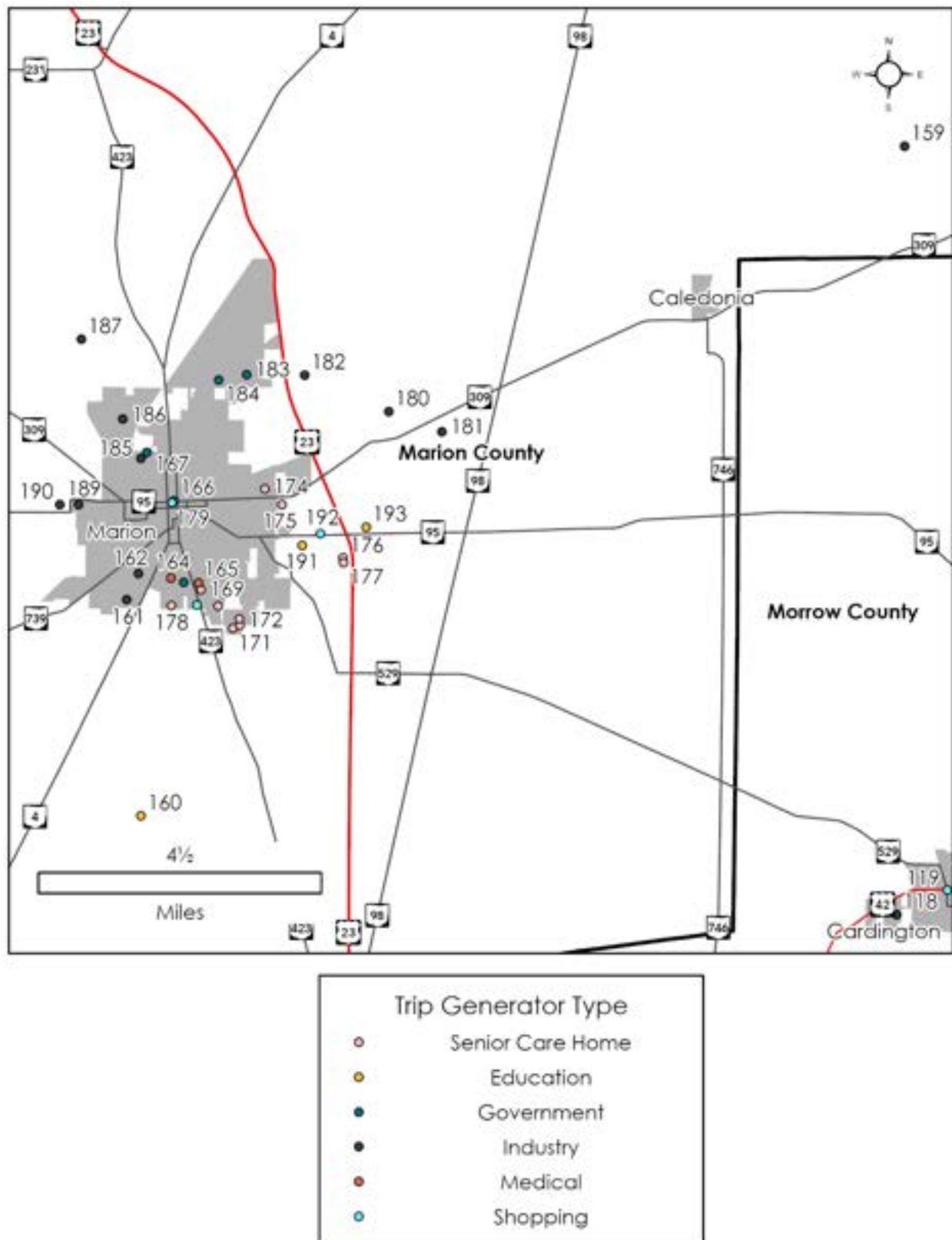
Marion County's trip generators are mostly concentrated in Marion. A single factory also exists in the northeastern edge of the county and a school complex is located about five miles south of Marion's city limits. Marion is heavily industrialized with industry clusters in the western and northern parts of the town. Several industries are located outside of the city limits. Government offices are located in the downtown and in a complex in the south side. Also on the south side are two hospitals, a concentration of six senior care homes, the county's senior service agency, and a retail district. On the east side of Marion along US 23 are four more senior care homes, a retail district, a college, and a career center. Transportation services could focus on linking the industries outside of city limits and the trip generators within the US 23 corridor to the central part of Marion. For transportation services focusing on individuals aged 65 or older, the senior care homes on the south and east sides could be connected to the downtown area. Note that some trip generators listed in Figure 4.2J may not be labelled in Figure 4.2K due to space limitations.

Figure 4.2J: Marion County Trip Generators

TRIP GENERATORS VISIBLE IN FIGURE 4.2K			
COUNT	NUMBER	TYPE	NAME
1	161	Industry	Union Tank Car
2	162	Industry	Nucor Steel
3	163	Shopping	South Delaware Avenue Corridor Retail
4	164	Medical	OhioHealth Marion General Hospital
5	165	Medical	OhioHealth Smith Clinic
6	166	Government	Marion County
7	167	Government	Marion County Job & Family Services
8	168	Government	Marion County Council on Aging
9	169	Senior Care Home	Embassy of Marion
10	170	Senior Care Home	The Wyndmoor of Marion
11	171	Senior Care Home	Primrose Retirement Community of Marion
12	172	Senior Care Home	Villas at Center Park
13	173	Senior Care Home	Chadwick Place
14	174	Senior Care Home	DeWolfe Place
15	175	Senior Care Home	Brownstone Terrace

16	176	Senior Care Home	Kingston Residence
17	177	Senior Care Home	Presidential Post Acute
18	178	Senior Care Home	Legacy
19	179	Shopping	Downtown Marion
20	180	Industry	Marion Airport Industrial District
21	181	Industry	CSX Transportation Marion Yard
22	182	Industry	Northwest Marion Industrial District
23	183	Government	Marion Correction Institution
24	184	Government	North Central Correctional Complex
25	185	Industry	North Marion Industrial District
26	186	Industry	Northeast Marion Industrial District
27	187	Industry	POET Marion
28	189	Industry	Graphic Packaging International
29	190	Industry	Whirlpool Corporation
30	191	Education	Ohio State University Marion Campus
31	192	Shopping	Mount Vernon Avenue Corridor Retail
32	193	Education	Tri-Rivers Career Center
33	159	Industry	Mennel Milling Bakery Mix
34	160	Education	Pleasant Schools

Figure 4.2K: Map of Marion County Trip Generators



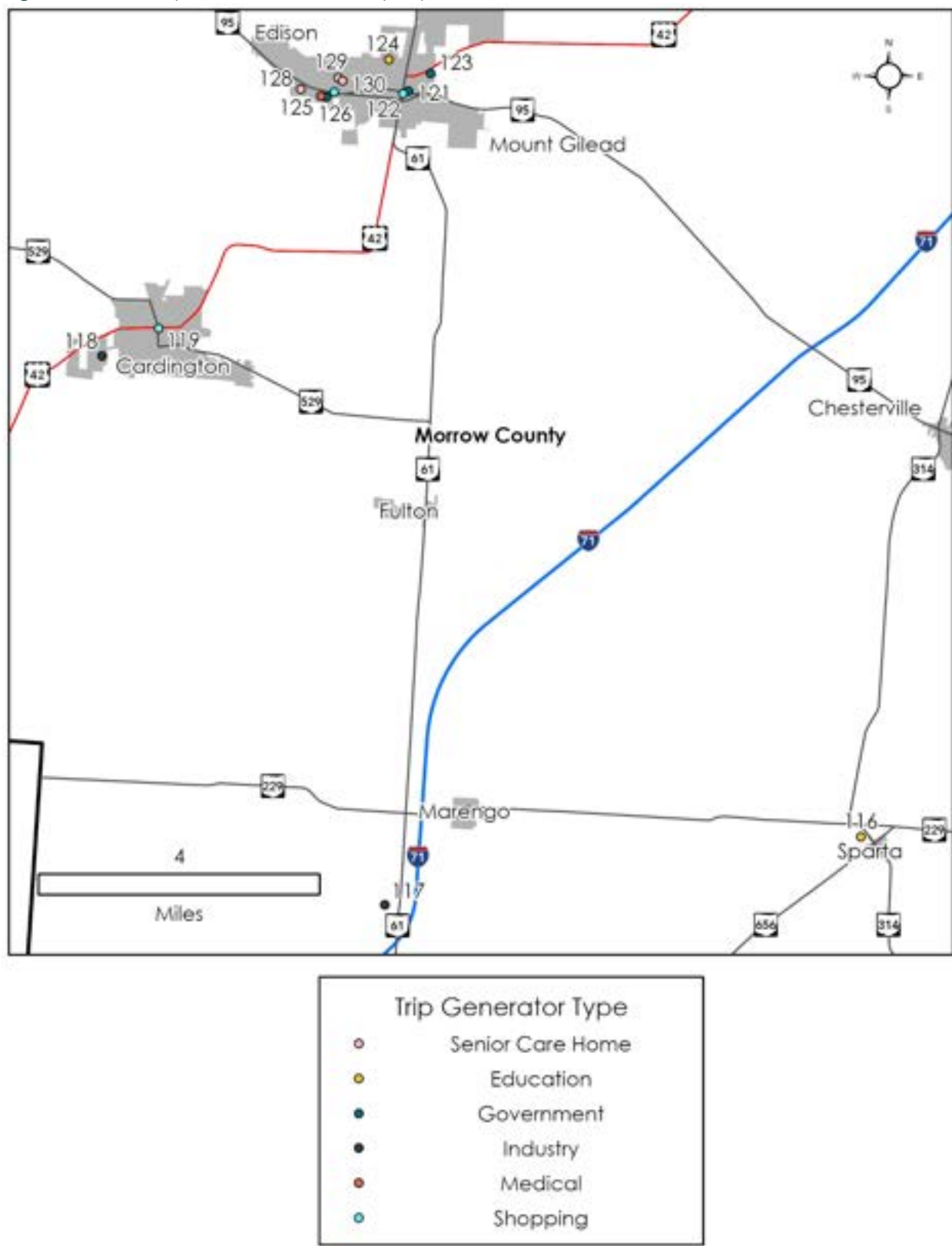
4.2.7 Morrow County Trip Generators

Morrow County is fairly rural in nature and has most of its trip generators in its seat, Mount Gilead. Two major industries are located in the county, one in Cardington, and one along I-71 near Marengo. A school complex is located near Sparta. Mount Gilead's development is largely contained to the OH 95 corridor, with the downtown, two government agencies, and a school complex in the eastern half and a cluster of senior care homes and the local hospital in the western half. Transportation services could focus on connecting Cardington and the Dollar Tree Distribution Center to Mount Gilead. Local transportation services in Mount Gilead could focus on linking the trip generator clusters in the western half to the eastern half. Note that some trip generators listed in Figure 4.2L may not be labelled in Figure 4.2M due to space limitations.

Figure 4.2L: Morrow County Trip Generators

TRIP GENERATORS VISIBLE IN FIGURE 4.2M			
COUNT	NUMBER	TYPE	NAME
1	121	Government	Morrow County
2	122	Shopping	Downtown Mount Gilead
3	123	Government	Morrow County Board of Developmental Disabilities
4	124	Education	Mount Gilead Schools
5	125	Medical	Morrow County Hospital
6	126	Government	Morrow County Job & Family Services
7	127	Shopping	West Marion Street Corridor Retail
8	128	Senior Care Home	Woodside Village Care Center
9	129	Senior Care Home	Woods Mount Gilead Manor
10	130	Senior Care Home	The Reserve at Mount Gilead
11	118	Industry	Cardington Yutaka Technologies Inc.
12	119	Shopping	Downtown Cardington
13	117	Industry	Dollar Tree Distribution Center
14	116	Education	Highland Schools

Figure 4.2M: Map of Morrow County Trip Generators



4.2.8 Richland County Trip Generators

Richland County has two trip generator concentrations in Shelby and Mansfield. Lexington is industrialized and has a single senior care home while Bellville is characterized by shopping in the downtown and at the OH 97 and I-71 interchange. A rural school complex is located northeast of Mansfield. In Mansfield, trip generators are evenly spread across it with a cluster of government services in the downtown, industrial areas on the north and northwest sides, shopping areas in the western half, and senior care homes and medical facilities on the south and southwest sides. Government services can also be found at a complex southwest of the downtown. Several senior care homes are located near the downtown, which places them close to shopping, government services, and the city's main hospital. Senior care homes are also located within the Trimble Road and US 42 corridors. Some industry can be found in older areas close to the downtown but the majority of it is located in parks, the largest of which is on the northern edge of the city limits near Mansfield's airport. Ontario, a western suburb of Mansfield, has industrial areas and government agencies of its own, including the agency on aging, but is most known for its retail offerings within the Lexington Springmill Road corridor. Additionally, a university branch is near the retail corridor. Shelby has industrial areas on its south and north sides, a college and career center, and a local hospital. Senior care homes in that community can be found next to the hospital and in the south side. Transportation services could focus on connecting Shelby, Lexington, and Ontario to Mansfield. Due to Mansfield's large size, transportation services within the city could be used to link residents to the industrial areas and link individuals aged 65 or older to government agencies in the downtown and the various shopping areas. Note that some trip generators listed in Figure 4.2N may not be labelled in Figure 4.2O due to space limitations.

Figure 4.2N: Richland County Trip Generators

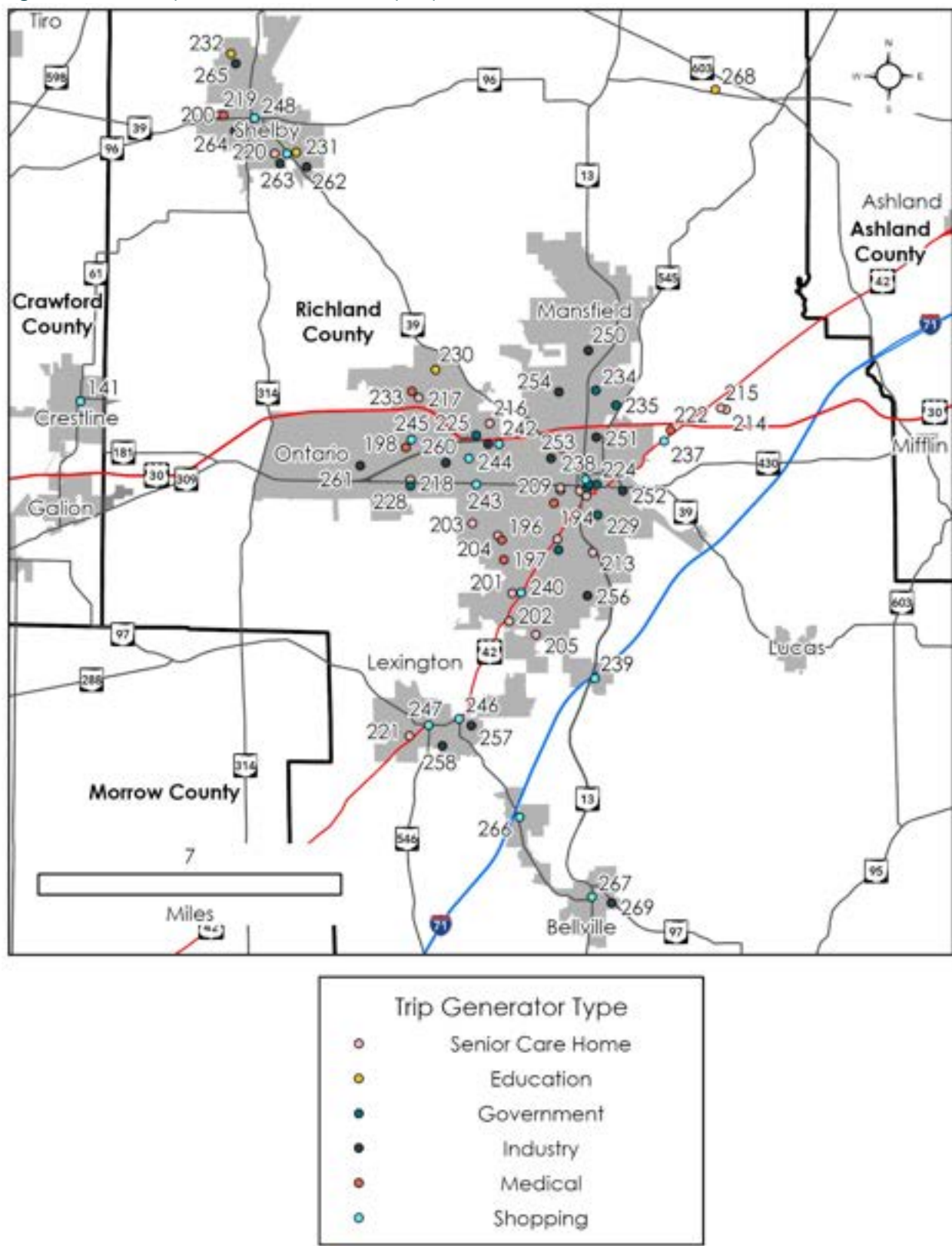
TRIP GENERATORS VISIBLE IN FIGURE 4.2O			
COUNT	NUMBER	TYPE	NAME
1	194	Medical	OhioHealth Mansfield Hospital
2	196	Medical	Trimble Road Corridor Medical
3	197	Medical	Akron Children's Hospital
4	198	Medical	Avita Health Ontario Hospital
5	201	Senior Care Home	The Waterford at Mansfield
6	202	Senior Care Home	Applewood Place II
7	203	Senior Care Home	Primrose Retirement Community of Mansfield
8	204	Senior Care Home	Wedgewood Estates

9	205	Senior Care Home	Trustwell Living at Mansfield Place
10	206	Senior Care Home	Liberty Nursing Center of Mansfield
11	208	Senior Care Home	Diamond View Residential Care
12	209	Senior Care Home	Conard House Assisted Living
13	210	Senior Care Home	Mansfield Memorial Homes
14	212	Senior Care Home	West Park Senior Living
15	213	Senior Care Home	Winchester Terrace Nursing Center
16	214	Senior Care Home	Oak Grove Manor
17	215	Senior Care Home	Arbors at Mifflin
18	216	Senior Care Home	Chrystal Care Centers of Mansfield
19	217	Senior Care Home	Ontario Estates Senior Living
20	218	Senior Care Home	Ontario Pointe Assisted Living
21	221	Senior Care Home	Lexington Court Care Center
22	222	Medical	University Hospital Samaritan Health Center
23	223	Government	Richland County
24	224	Government	Richland County Job & Family Services
25	225	Government	Richland County Longview Center
26	226	Government	Richland County Sterkel Complex
27	227	Government	City of Mansfield & Municipal Court
28	228	Government	Area Agency on Aging
29	229	Government	Richland County Juvenile Court
30	230	Education	Ohio State University Mansfield Campus
31	233	Medical	OhioHealth Emergency Care Center
32	234	Government	Mansfield Correctional Institution
33	235	Government	Richland Correctional Institution
34	237	Shopping	Ashland Road Corridor Retail
35	238	Shopping	Downtown Mansfield
36	239	Shopping	South Mansfield Commercial District

37	240	Shopping	Lexington Avenue Corridor Retail
38	242	Shopping	Trimble Road Corridor Retail
39	243	Shopping	West Park Avenue Corridor Retail
40	244	Shopping	West Fourth Street Corridor Retail
41	245	Shopping	Lexington Springmill Road Corridor Retail
42	246	Shopping	Main Street Corridor Retail
43	247	Shopping	Downtown Lexington
44	250	Industry	Mansfield Airport Industrial District
45	251	Industry	North Mansfield Industrial District
46	252	Industry	East Mansfield Industrial District
47	253	Industry	Gorman Rupp Pumps
48	254	Industry	Cleveland-Cliffs
49	255	Industry	West Mansfield Industrial District
50	256	Industry	Therm-O-Disc
51	257	Industry	East Lexington Industrial District
52	258	Industry	South Lexington Industrial District
53	260	Industry	East Ontario Industrial District
54	261	Industry	Central Ontario Industrial District
55	200	Medical	OhioHealth Shelby Hospital
56	219	Senior Care Home	Crestwood Care Center
57	220	Senior Care Home	Heritage Care Center
58	231	Education	Kehoe Center North Central State College
59	232	Education	Pioneer Career & Technical Center
60	248	Shopping	Downtown Shelby
61	249	Shopping	Mansfield Avenue Corridor Retail
62	262	Industry	Southeast Shelby Industrial District
63	263	Industry	MTD
64	264	Industry	ArcelorMittal

65	265	Industry	North Shelby Industrial District
66	266	Shopping	North Bellville Commercial District
67	267	Shopping	Downtown Bellville
68	268	Education	Crestview Schools
69	269	Industry	East Bellville Industrial District

Figure 4.20: Map of Richland County Trip Generators



4.2.9 Seneca County Trip Generators

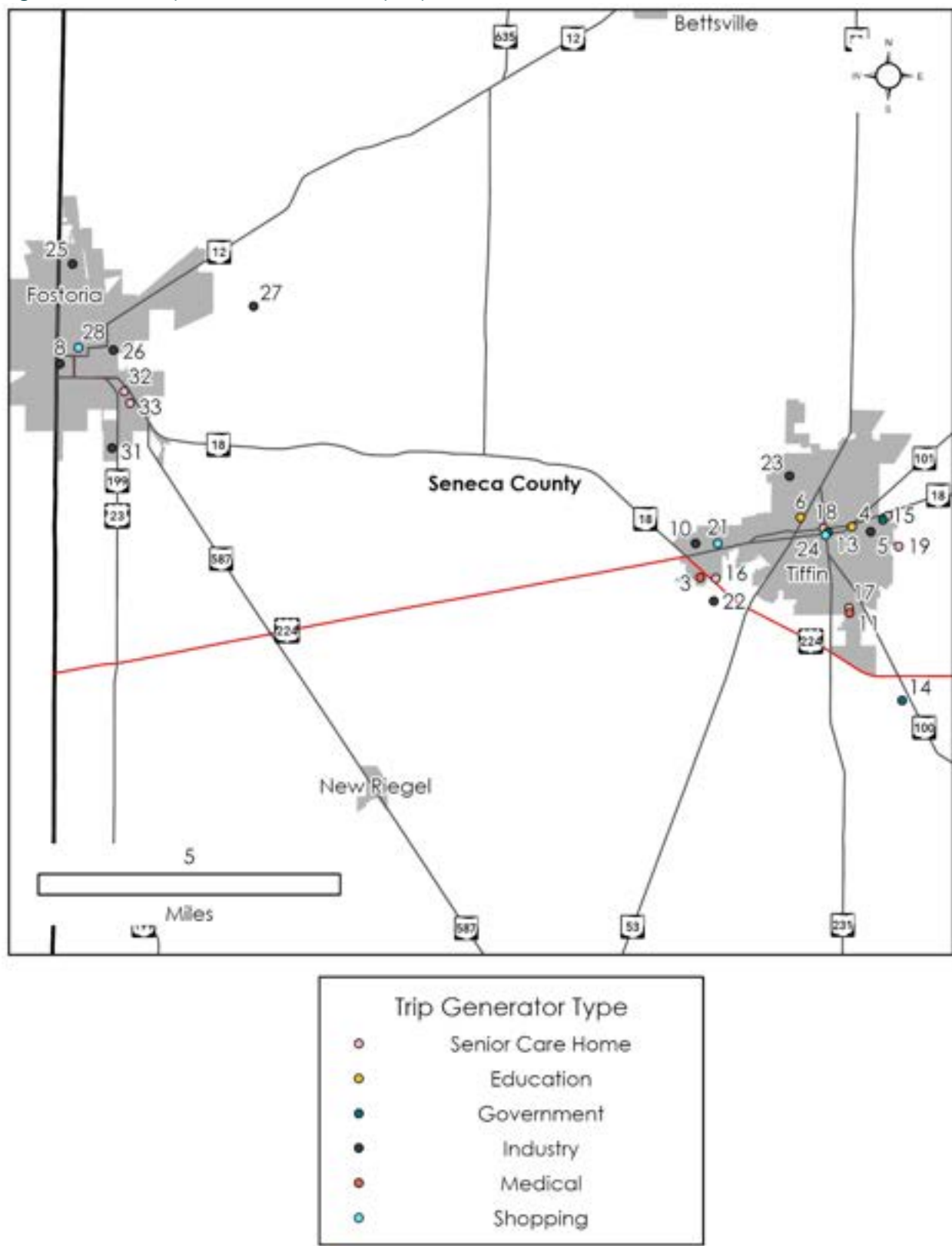
Seneca County has two trip generator concentrations in Tiffin and Fostoria. Fostoria is fairly industrialized and has two senior care homes. Industry is located in the north, east, and south sides and a rail yard is located about two miles east of the town limits. Portions of Fostoria are within neighboring Hancock and Wood counties (not mapped), and in the Hancock County portion has its local hospital. Tiffin is unique in the region as it has two universities next to the downtown. In the same general area are two senior care homes, government agencies, and two major industries. In the west side at the intersection of OH 18 and US 224 is a group of senior care homes, industry, a retail district, and a hospital. The Sisters of Saint Francis complex just south of downtown includes a senior care home and a hospital. Approximately half a mile south of the city limits near the intersection of OH 100 and US 224 is a complex made up of several government agencies. Transportation services can focus on connecting Fostoria to Tiffin. Within Tiffin, services could connect the generators along the US 224 corridor, including the government services complex, to the downtown. Such a connection would also benefit seniors living at those senior care homes. Note that some trip generators listed in Figure 4.2P may not be labelled in Figure 4.2Q due to space limitations.

Figure 4.2P: Seneca County Trip Generators

TRIP GENERATORS VISIBLE IN FIGURE 4.2Q			
COUNT	NUMBER	TYPE	NAME
1	3	Medical	Mercy Tiffin Hospital
2	4	Education	Heidelberg University
3	5	Industry	National Machinery
4	6	Education	Tiffin University
5	10	Industry	Seneca Medical
6	11	Medical	Sisters of Saint Francis
7	13	Government	Seneca County
8	14	Government	Seneca County Job & Family Services
9	15	Government	Seneca County Commission on Aging
10	16	Senior Care Home	The Willows at Tiffin
11	17	Senior Care Home	Friedman Village at Saint Francis
12	18	Senior Care Home	Elmwood at The Shawhan
13	19	Senior Care Home	Seneca House

14	20	Senior Care Home	Autumnwood Care Center
15	21	Shopping	Market Street Corridor Retail
16	22	Industry	South Tiffin Industrial District
17	23	Industry	North Tiffin Industrial District
18	24	Shopping	Downtown Tiffin
19	25	Industry	North Fostoria Industrial District
20	26	Industry	East Fostoria Industrial District
21	27	Industry	Norfolk Southern Fostoria Rail Yard
22	28	Shopping	Downtown Fostoria
23	8	Industry	Mennel Milling
24	31	Industry	South Fostoria Industrial District
25	32	Senior Care Home	Good Shepherd Home
26	33	Senior Care Home	Saint Catherine's Manor of Fostoria

Figure 4.2Q: Map of Seneca County Trip Generators



CHAPTER 5

5.1 Assessment of Available Services

Evaluating the capabilities of service providers and analyzing existing gaps and overlaps in transportation services within each community equips transportation planners with the critical insights needed to enhance the overall transportation network. This process supports the development of targeted improvements that strengthen service delivery both within individual counties and across county boundaries, fostering a more efficient, coordinated, and accessible regional transportation system.

The lead agency identified key stakeholders to participate in the assessment of available transportation services. These stakeholders included individuals already engaged in their respective county TACs, as represented by the Mobility Managers who facilitate those meetings. Where applicable, information from each county's existing Coordinated Transportation Plan was incorporated to supplement and enrich the data collected during this regional planning effort.

5.2 Inventory of Transportation Providers

The lead agency identified relevant stakeholders to participate in the assessment of available transportation services. These stakeholders are members of the TACs within each county and were represented by the respective Mobility Managers who coordinate those committees. When applicable, data and insights from existing county-level Coordinated Transportation Plans were utilized to supplement and support the information gathered throughout this regional planning effort.

Figure 5.2A: Table of Transportation Providers

REGIONAL TRANSPORTATION SERVICE PROVIDERS LIST	
ASHLAND COUNTY	<ul style="list-style-type: none">• Ashland Public Transit• Ashland County Council on Aging• NET Transportation• Ashland County Board of Developmental Disabilities• Ashland County Veterans Transportation• All-Ways Trans Plus Inc.• Lyft
CRAWFORD COUNTY	<ul style="list-style-type: none">• Buckeye Taxi• Crawford County Council on Aging (CCCOA)• Crawford County Board of Developmental Disabilities• Crawford County Department of Job and Family Services

- Crawford County Veterans Services
- OCC Taxi
- SCAT (Seneca-Crawford County Area Transit)
- United Way of Crawford County

HURON COUNTY

- Huron County Transit
- Senior Enrichment Services: Senior Express
- Huron County Veterans Services
- Huron County Department of Job and Family Services
- Huron County Board of Developmental Disabilities
- Flat Rock Homes, LLC
- Ability Works
- North Central EMS
- Lyft

KNOX COUNTY

- Knox Area Transit (KAT)
- NET (Non-Emergency Transportation)
- GoBus
- Station Break
- Knox County Veterans Services
- Elite Transport Group
- Elite Medical Transportation
- Independency, LLC
- Apple Lane Transportation
- Interchurch Social Services of Knox County
- Knox County Department of Job and Family Services
- Ontario Cab Company
- Mount Vernon Health and Rehabilitation
- Brookdale of Mount Vernon
- Country Club Rehabilitation Campus
- The Laurels of Mount Vernon
- The Living Center

- Ohio Eastern Star Home
- Veterans Services of Knox County
- Whispering Hills Nursing Home
- Centerburg Pointe

MARION COUNTY

- Blue Bell Taxi
- Frank's Taxi
- Lynx EMS
- Marion Area Transit (MAT)
- Marion Senior Center
- Marion County Council on Aging
- Marion County Department of Developmental Disabilities
- Marion County Veterans Services
- Marion County Department of Job and Family Services
- OCC Taxi

MORROW COUNTY

- Lynx EMS
- Morrow County Area Transit (MCAT)
- Morrow County Board of Developmental Disabilities
- Morrow County Veterans Services
- Morrow County Senior Center
- OCC Taxi
- South East Area Transit
- United Way of Morrow County

RICHLAND COUNTY

- Adult Parole Authority
- All American Transportation
- Apple Lane Transportation
- Catalyst Life Services
- Catholic Charities
- C&D Taxi

- Chihuahua Choo Choo
- Community Health Access Project (CHAP)
- City of Shelby Taxi
- Dayspring Assisted Living and Care Facility
- D&D Rides, LLC
- Elite Medical Transportation
- Family Life Counseling
- 419 Rideshare
- Friendly House
- Greyhound Bus
- GoBus
- Independent Living Center of North Central Ohio
- Liberty Nursing Center of Mansfield
- Mansfield Memorial Homes
- Mansfield Area YMCA
- Mary McLeod-Bethune Center (MBIE)
- Mom's Buggy Rides
- North Central State College
- Ohio District 5 Area Agency on Aging
- Ohio Heartland Community Action Commission
- Opportunities for Ohioans with Disabilities
- Ontario Cab Company
- Primrose Retirement Community
- Richland Board of Developmental Disabilities
- Richland County Department of Job and Family Services
- Richland County Children Services
- Richland County Transit (RCT)
- Richland County Veterans Services
- Richland Newhope Industries
- Third Street Family Health Services
- TNT Taxi

SENECA COUNTY

- Bliss Charters
- Flat Rock Homes, LLC
- Lynx EMS
- Mercy Life Star
- North Central EMS
- Seneca Crawford Area Transit (SCAT)
- Seneca County Commission on Aging
- Seneca County Board of Developmental Disabilities/Opportunity Center
- Seneca County Veterans Services
- Seneca County Department of Job and Family Services
- Saint Francis Senior Ministries
- Tiffin Cab Service
- United Way of Seneca County

5.3 Mobility Management

All Ohio Mobility Management Projects are funded by the Specialized Transportation (Section 5310) Program. The purpose of the 5310 program is to enhance the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. All sub-recipients must be 5310 eligible entities. Eligible entities include:

- Private non-profit organizations
- State or local government authorities that:
 - Are approved by state to coordinate services for older adults and individuals with disabilities
 - Certify that there are no non-profit organizations readily available in the area to provide the services

The Ohio Mobility Management Program increases access to mobility for Ohioans by increasing understanding and awareness of transportation needs, coordination of transportation options to meet needs, and building sustainable and healthy communities by integrating transportation into planning and programs. The goals of the Mobility Management Program are to:

- Increase understanding and awareness of community transportation needs
- Increase awareness of current community transportation options and programs
- Ensure that transportation considerations are included in local and regional planning activities

- Increase local capacity for transportation services
- Assist individuals with accessing all community transportation options

Mobility Managers in the region serve as impartial connectors between the public and transportation providers, offering valuable guidance, travel training, and information to help individuals navigate available transportation options effectively. Each Mobility Manager maintains their counties' locally developed Coordinated Public Transit-Human Services Transportation Plan, as well as transportation resources for their community. One can access each county plan and website in Figure 5.3A. Currently, Ashland County does not have a Mobility Manager.

Figure 5.3A Mobility Management Program Table

MOBILITY MANAGEMENT REGIONAL PLAN LINKS		
COUNTY	WEBSITE	MOBILITY PLAN
Crawford	https://www.glcap.org/programs/transportation/mobility-management/crawford-county-transportation/	https://www.transportation.ohio.gov/programs/transit/transit-repository-coordination/marion,+morrow+and+crawford+county+coordinated+plans
Huron	https://www.glcap.org/programs/transportation/mobility-management/huron-county-transportation/	https://www.transportation.ohio.gov/programs/transit/transit-repository-coordination/huron-county-coordinated-plan
Knox	https://www.knoxhealth.com/index.php/public-health-issues2/mobility-management	https://www.transportation.ohio.gov/programs/transit/transit-repository-coordination/knox+county+coordinated+plan
Marion	https://www.glcap.org/programs/transportation/mobility-management/marion-county-transportation/	Same as Crawford County
Morrow	https://www.glcap.org/programs/transportation/mobility-management/morrow-county-transportation/	Same as Crawford County
Richland	https://www.aaa5ohio.org/services/transportation/mobility-management/	https://www.transportation.ohio.gov/programs/transit/transit-repository-coordination/richland+county+coordinated+plan
Seneca	https://www.glcap.org/programs/transportation/mobility-	https://www.transportation.ohio.gov/programs/transit/transit-repository-

Figure 5.3B: Mobility Managers Table

MOBILITY MANAGERS' CONTACT INFORMATION					
COUNTY	NAME	AGENCY	ADDRESS	PHONE NUMBER	EMAIL
2024 COVERAGE					
Crawford, Erie, Huron, Marion, Morrow, Ottawa, Sandusky, Seneca, Wood	Jim Oliver, Mindy Birkholz, Courtney Curtis	GLCAP	127 Front St PO Box 590 Fremont, OH 43420	1-800-775-9767	jaoliver@glcap.org mabirkholz@glcap.org ctcurtis@glcap.org
Knox	Joe Porter	Knox Public Health	11660 Upper Gilcrest Rd Mount Vernon, OH 43050	1-740-392-2200	jporter@knoxhealth.com
Richland	Randy Hutchinson	Ohio District 5 Area Agency on Aging	2131 Park Ave W Ontario, OH 44906	1-567-247-6483	rhutchinson@aaa5ohio.org

5.4 Current Public Transit Services

There is a distinct difference between the types of public transit systems in Region 5: Urban and Rural. The difference between urban and rural transit funding administered by the FTA in the U.S. primarily lies in the source of federal funds, eligibility criteria, and the purpose or focus of the funding programs.

- Urban Transit funding, Section 5307 supports fixed route services for small-urbanized areas with populations over 50,000. Richland County Transit receives 5307 funds.

- Rural Transit funding, Section 5311 supports more demand-response type services and flexible routes for rural areas with populations under 50,000. Ashland, Crawford, Huron, Knox, Marion, Morrow and Seneca receive 5311 funds.

All funds require local match. Typically 20% for capital and 50% for operations. Local match sources come from state or local government funds, in-kind contributions, funds from service contracts, levies, and private donations or revenues.

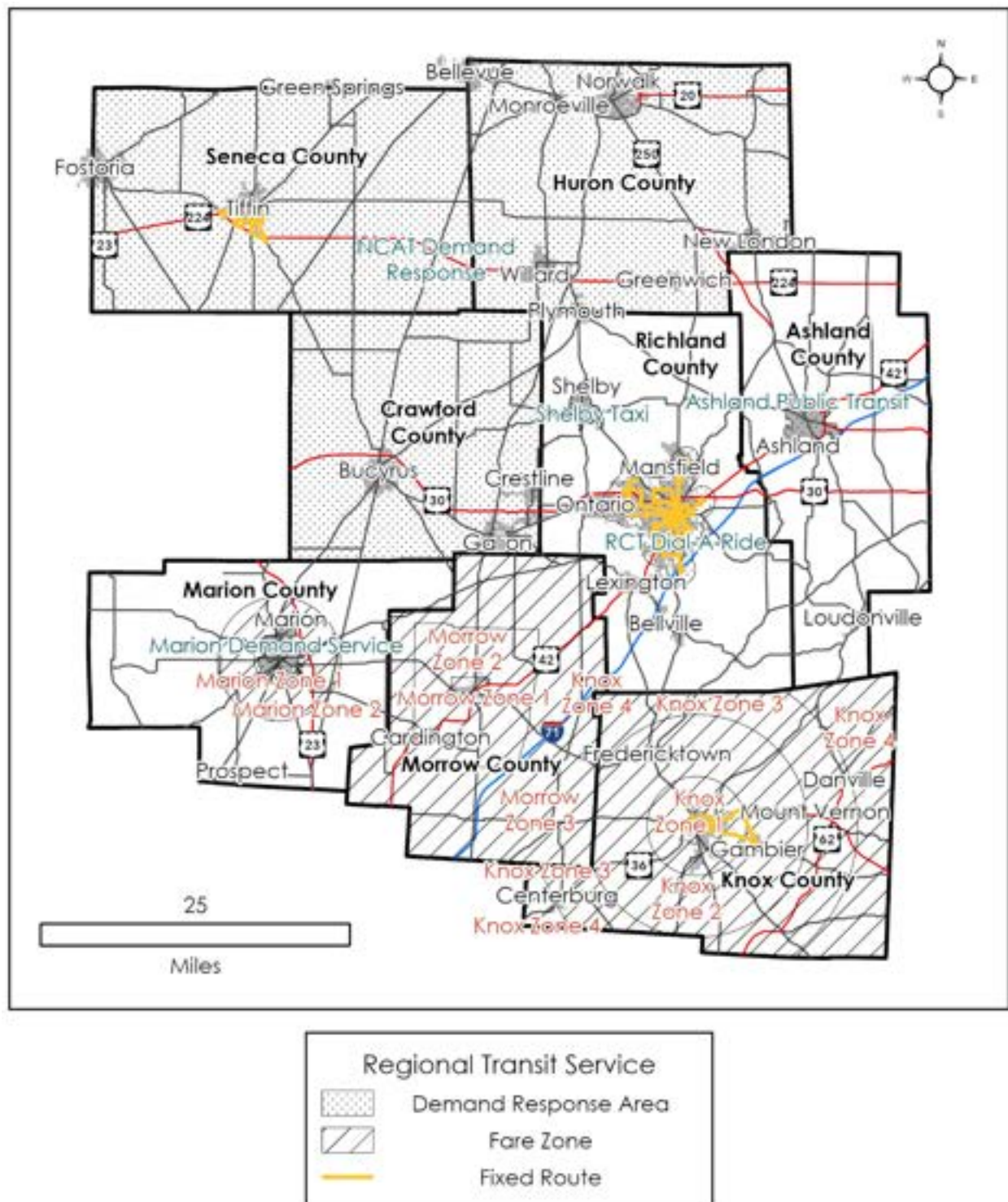
All eight counties in the region are served by public transit; however, only five systems provide countywide coverage. North Central Area Transit (NCAT) serves three counties through its network. While all transit systems offer on-demand services, three of them do not operate on Saturdays and none operate on Sundays, which can limit access to transportation for weekend travel needs. Figure 5.4A presents current operating hours of each transit system and Figure 5.4B is a region-wide map of transit services.

Figure 5.4A: Transit Schedule Table

REGIONAL TRANSIT SERVICE HOURS AND DAYS OF OPERATION			
TRANSIT AUTHORITY	WEEKDAY HOURS	SATURDAY HOURS	DEMAND RESPONSE AVAILABLE (YES OR NO)
Ashland Public Transit	6 AM to 9 PM	8 AM to 6 PM	Yes
Knox Area Transit	5 AM to 7 PM	5 AM to 5 PM	Yes
Marion Area Transit	6 AM to 6 PM	No Service	Yes
Morrow Area Transit	6 AM to 6 PM	6 AM to 12 PM	Yes
NCAT (Crawford, Huron, and Seneca counties)	5 AM to 6 PM	No Service	Yes
Richland County Transit	6 AM to 6:30 PM	No Service	Yes

Figure 5.4B is a map of regional transit services. It illustrates fixed routes, demand response areas, and fare zones. A fare zone is a demand response area that has various fares based on distances from a point. For example, a town has two fare zones: Zone 1 is a four-mile radius from the transit center, and Zone 2 is an eight-mile radius from the transit center. The fare to get from the transit center to anywhere in Zone 1 is \$2.00 and the fare to get from the transit center to anywhere in Zone 2 is \$4.00. Out-of-county transit service offerings are not mapped.

Figure 5.4B: Regional Map of Transit Service



5.4.1 Ashland Public Transit Overview

Ashland Public Transit permits three types of trips from 6 AM to 9 PM Monday through Friday and 8 AM to 6 PM Saturdays. The three types of trips are:

Subscription Trips:

- A pre-scheduled trip for a future date that has no end date
- Individuals can schedule a “standing order” if they will be using the service on a regular basis

Demand Response Trips:

- A pre-scheduled trip that is scheduled 24 hours in advance
- Riders must call dispatch to request a trip between the hours of 7:30 AM and 5 PM the day before they ride. If a trip is scheduled after 5 PM a person will be charged the Same Day service rate

Same-Day Trips:

- Trips that are scheduled the day of the trip
- Ashland Public Transit allows “same day” trips within the city limits

Out-of-Town Trips:

- Ashland Public Transit provides transportation up to a 100-mile radius from downtown Ashland
- Out-of-town trips need to be scheduled at least 72 hours in advance

FARES

Fares are based on a one-way trip and are as follows:

Scheduled Ahead (24 Hour Reservation) inside City limits:

- General Public: \$3.00
- Elderly/Disabled : \$1.50
- Children under 12 with Adult: Free
- Children under 12 without Adult: \$1.50

Same Day Service One-way Trips inside City limits:

- General Public: \$5.00
- Elderly/Disabled: \$2.50
- Children under 12 with Adult: Free
- Children under 12 without Adult: \$2.50

Out-of-Town Trips:

- Ashland Public Transit provides transportation up to a 100-mile radius from downtown Ashland

- Out-of-town trips need to be scheduled at least 72 hours in advance
- The trip cost is determined by charging the in-town rate plus \$2.50 per mile for miles traveled outside the city limits
- If the driver has to wait for the passenger at the out-of-town location, wait time is \$20.00 per hour
- When returning from your out-of-town trip, the cost per mile remains the same as the trip to the destination
- Out-of-town trips must begin or end within City limits

Airport Trips

- Trips to Cleveland Hopkins and Akron-Canton Airport each cost \$100.00 for one person and \$10.00 for each additional passenger
- Trips to Columbus Airport cost \$150.00 for one person and \$10.00 for each additional passenger

The map illustrates the Regional Transit Service (RTS) area in the Ashland region. It shows the following details:

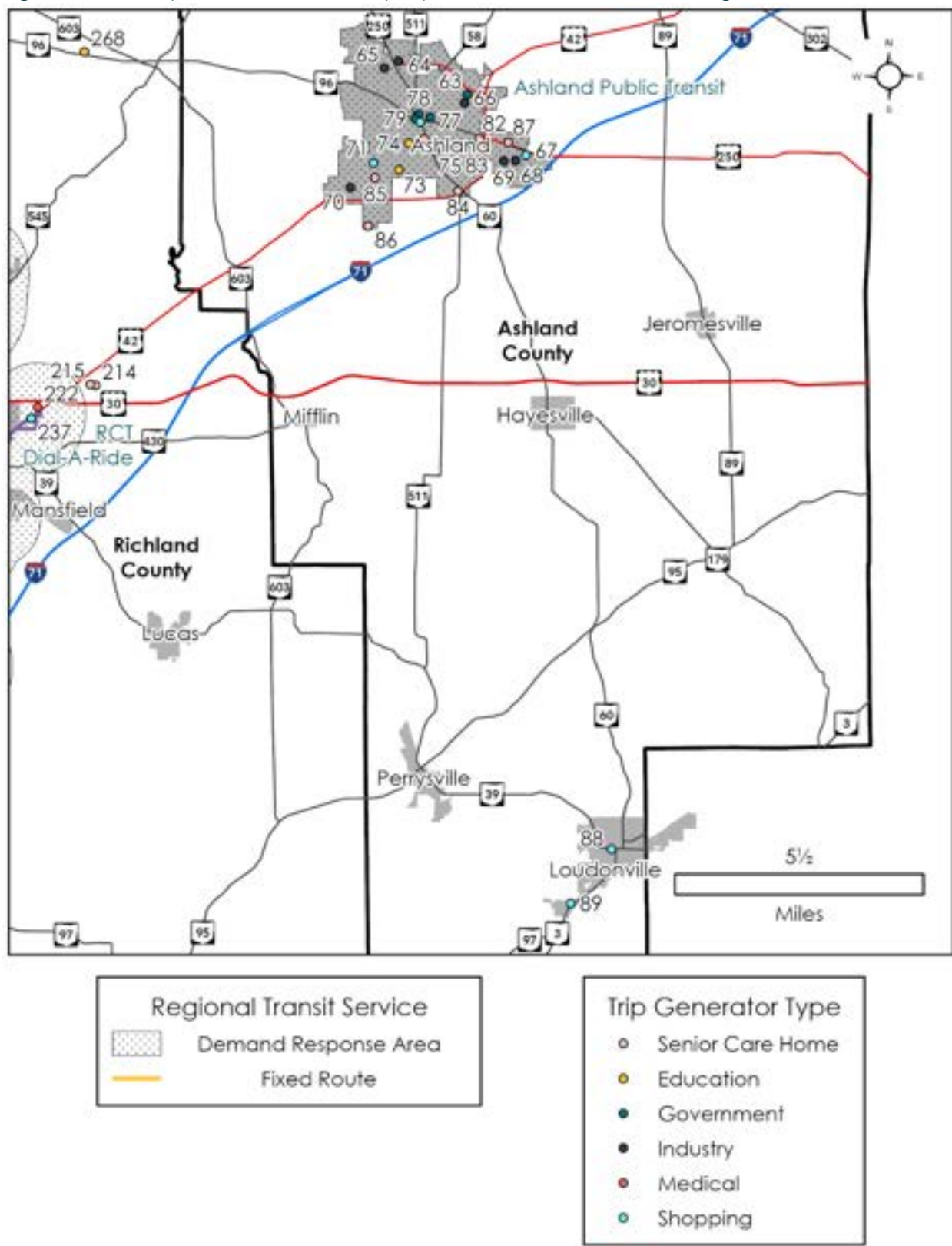
- Counties:** Huron County, Ashland County, Richland County, and Knox County.
- Cities and Towns:** New London, Greenwich, Savannah, Bailey Lakes, Ashland, Polk, Jeromesville, Hayesville, Mifflin, Lucas, Lexington, Mansfield, Bellville, Butler, Perrysville, and Loudonville.
- Transit Services:**
 - NCAT Demand Response:** Indicated by a dotted pattern in the northwest.
 - Ashland Public Transit:** Centered in Ashland.
 - RCT Dial-A-Ride:** Indicated by a yellow line in the southwest.
- Fare Zones:** Knox Zone 3 and Knox Zone 4 are marked in the south with diagonal hatching.
- Fixed Routes:** Shown as yellow lines connecting various points.
- Legend:**
 - Dotted pattern: Demand Response Area
 - Diagonal hatching: Fare Zone
 - Yellow line: Fixed Route
- Scale:** A scale bar indicates 10 miles.
- Compass:** A compass rose is located in the top right corner.

5.4.1.1 Ashland County Trip Generator Transit Coverage

Figure 5.4D illustrates that all major trip generators in Ashland are located within the public transit service area. The two trip generators in Loudonville are not.

Ashland's development along the US 42/US 250 bypass is sufficiently covered by the transit service and links it to the downtown. However, if new development that generates significant trips is built along the bypass but outside of the city limits, it won't be covered by Ashland's transit service. Residents in the rest of the county do not have any transit service available to them and the Mohican State Park recreational areas near Loudonville are not linked to Ashland. The eastern half of Ashland County tends to have more individuals who are aged 65 or older, are disabled, are impoverished, and/or do not own a motor vehicle. It should be noted that service can be provided to residents and locations outside of the town but it would come at a much higher cost. Refer to Figure 4.2B for the table of trip generators.

Figure 5.4D: Map of Ashland County Trip Generator Transit Coverage



5.4.2 Knox Area Transit Overview

Knox County Transit offers in-county and out-of-county, door-to-door service Monday through Saturday services. Knox County Transit operates four different bus routes and schedules:

Kenyon Route – Daytime Downtown Connector

Refer to Figure 5.4E Daytime Downtown Connector

- Only runs in the summer
- Daytime Downtown Connector
- Monday through Friday from 10:28 AM to 4:30 PM
- Route deviations up to ¾ mile are available upon request
- Free for Kenyon College students and employees. \$1.00 for the public

Kenyon Route – Coshocton Avenue Loop

Refer to Figure 5.4E Evening Loop and Saturday Loop

- Tuesday, Thursday, and Saturday only
- Tuesday and Thursday from 4 PM to 8 PM
- Saturday from 1 PM to 7 PM

Mount Vernon Flex Routes

Refer to Figure 5.4E for Mount Vernon Flex Routes

- Divided into four routes: Yauger Jog, Coshocton Express, Round Hill, and Yellow Jacket Express
- Monday through Friday from 7 AM to 5 PM
- Fare Free

Night Bus

Refer to figures 4.2I and 5.4F for workforce zone locations

- Monday through Saturday from 7 PM to 1 AM
- Pick up or drop off must be in the workforce zone locations: Mount Vernon Industrial Park (trip generator number 102), Fredericktown Industrial Park (trip generator number 91), or Coshocton Avenue (trip generator number 107)
- Fare Free

FARES

Refer to Figure 5.4E for fare zone boundaries. Fares are based on a one-way trip and are as follows:

In-County Rides (One-Way):

- 0 to 4 miles from Mount Vernon Square: \$1.00. (Knox zone 1.)

- 4 to 13 miles from Mount Vernon Square: \$3.00. (Knox zones 2 and 3.)
- 9 to 20 miles from Mount Vernon Square: \$5.00. (Knox zones 3 and 4.)

Out-of-County Rides:

- A trip must be scheduled at least one week in advance
- Trips are confirmed three days in advance
- Same-day rides may be possible if a bus is already scheduled to travel to the requested destination
- Out-of-county rides are priced per mile; \$5.00 trip fee + \$1.00 per mile. \$20.00 per hour wait time

The map displays Knox County, Ohio, with its transit fare zones and fixed routes. The county is divided into several fare zones, with Mount Vernon at the center. Major highways (Interstates 75 and 71, and State Routes 13, 36, 58, 62, 66, 68, 71, 75, 114, 154, 205, 229, 314, 316, 361, 541, 545, 559, 561, 565, 569, 571, 575, 579, 583, 587, 591, 595, 599, 603, 607, 611, 615, 619, 623, 627, 631, 635, 639, 643, 647, 651, 655, 659, 663, 667, 671, 675, 679, 683, 687, 691, 695, 699, 703, 707, 711, 715, 719, 723, 727, 731, 735, 739, 743, 747, 751, 755, 759, 763, 767, 771, 775, 779, 783, 787, 791, 795, 799, 803, 807, 811, 815, 819, 823, 827, 831, 835, 839, 843, 847, 851, 855, 859, 863, 867, 871, 875, 879, 883, 887, 891, 895, 899, 903, 907, 911, 915, 919, 923, 927, 931, 935, 939, 943, 947, 951, 955, 959, 963, 967, 971, 975, 979, 983, 987, 991, 995, 999) are shown. Surrounding counties are Morrow, Richland, and Ashland. Major cities and towns include Fredericktown, Mount Vernon, Gambier, Martinsburg, Centerburg, Sparta, Chesterville, Bellville, Botler, Perryville, Loudenville, and Ashland. The map also shows the location of the Knox Area Transit Fixed Routes, including the Daytime Downtown Connector, Evening Loop & Saturday Loop, Yellow Jacket Express, Coshocton Express, Round Hill Route, and Yaeger Jog.

Regional Transit Service

- Fare Zone (Hatched area)
- Fixed Route (Yellow line)

Knox Area Transit Fixed Routes

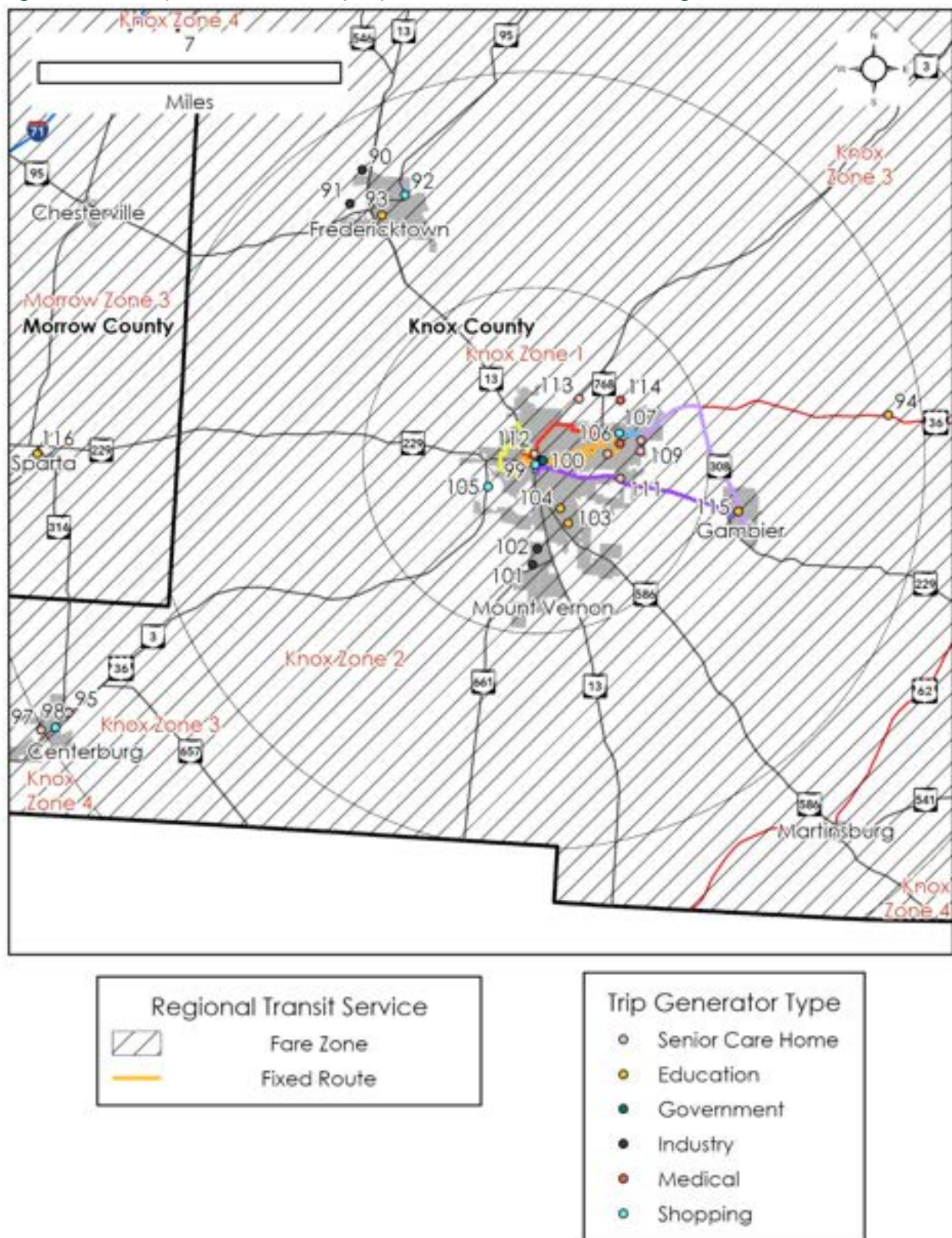
- Daytime Downtown Connector (Purple line)
- Evening Loop & Saturday Loop (Blue line)
- Yellow Jacket Express (Yellow line)
- Coshocton Express (Blue line)
- Round Hill Route (Red line)
- Yaeger Jog (Yellow line)

5.4.2.1 Knox County Trip Generator Transit Coverage

Figure 5.4F illustrates that all major trip generators in Knox County are located within the public transit service area. The majority are in Mount Vernon and in close proximity to the Kenyon and flex fixed routes. Four generators on the south side of Mount Vernon and two on the far north side are not close to the fixed routes but are within Zone 1. All the Fredericktown generators and a school complex are within Zone 2. In Centerburg, trip generators are split between zones 3 and 4.

The flex fixed routes for the most part connect the senior care homes on the east side of Mount Vernon to the downtown area. Notably, the south side of the town is not covered by the fixed routes but still lies within a demand response service fare zone. Refer to Figure 4.2H for the table of trip generators labelled in Figure 5.4F.

Figure 5.4F: Map of Knox County Trip Generator Transit Coverage



5.4.3 Marion Area Transit Overview

Marion Area Transit operates Monday through Friday with two different types of services:

Demand Service

- Demand Service available Monday through Friday from 8 AM to 4 PM with possible transfers required
- This origin to destination service operates within the city limits.
- Service is divided into four regions; transit vehicles travel in an established directional pattern within each region with designated checkpoint times at the downtown transfer center
- Buses run every half hour
- Trips can be pre-scheduled or walk-on service is permitted and destinations within the pick-up region will be accommodated
- Passengers traveling from one region to another must transfer at the downtown transfer center

Enhanced Service

- Enhanced Service is available Monday through Friday from 6 AM to 6 PM
- Service operates from origin to destination and eliminates a transfer but must be scheduled 24 hours in advance
- The driver may assist passengers from the door but will not enter a building
- Drivers are limited to one-step for wheelchair assistance. All reasonable modifications are considered
- Same day service will be accommodated if capacity allows

FARES

Refer to Figure 5.4G for fare zone boundaries. Fares are based on a one-way trip and are as follows:

Within the City of Marion:

- Adults \$1.25
- Elderly/disabled, students, and children: \$0.60
- Children under 5: Free

Enhanced:

- \$2.50 Adults
- Elderly/disabled, students, and children: \$1.25
- Children under 5: Free

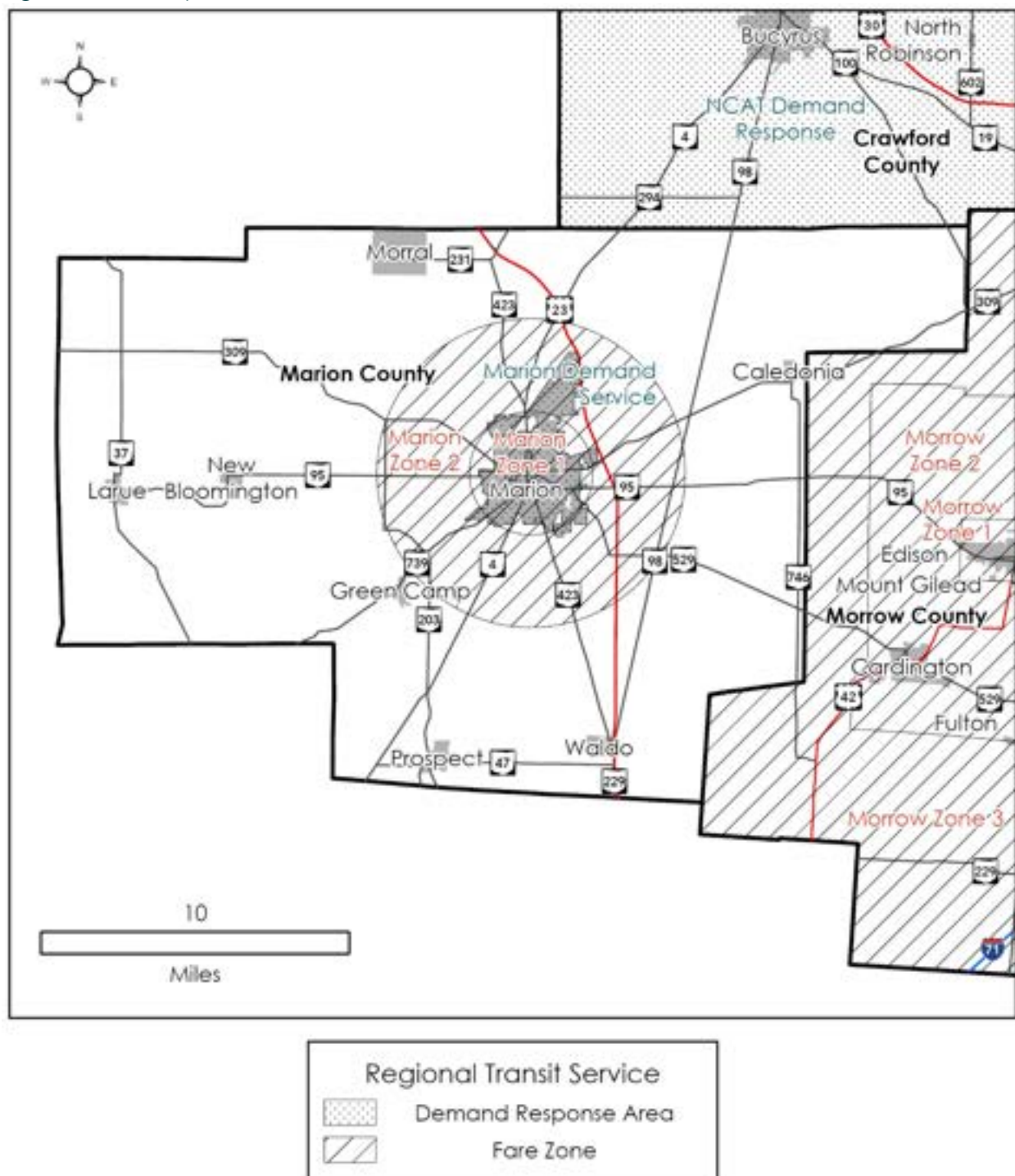
2 Miles from Transit (Marion Zone 1):

- Enhanced Adult: \$3.75
- Elderly/disabled, students, and children: \$1.85
- Children under 5: Free

5 Miles from Transit (Marion Zone 2):

- Enhanced Adult: \$6.25
- Elderly/disabled, students, and children: \$3.10
- Children under 5: Free

Figure 5.4G: Map of Marion Area Transit Service

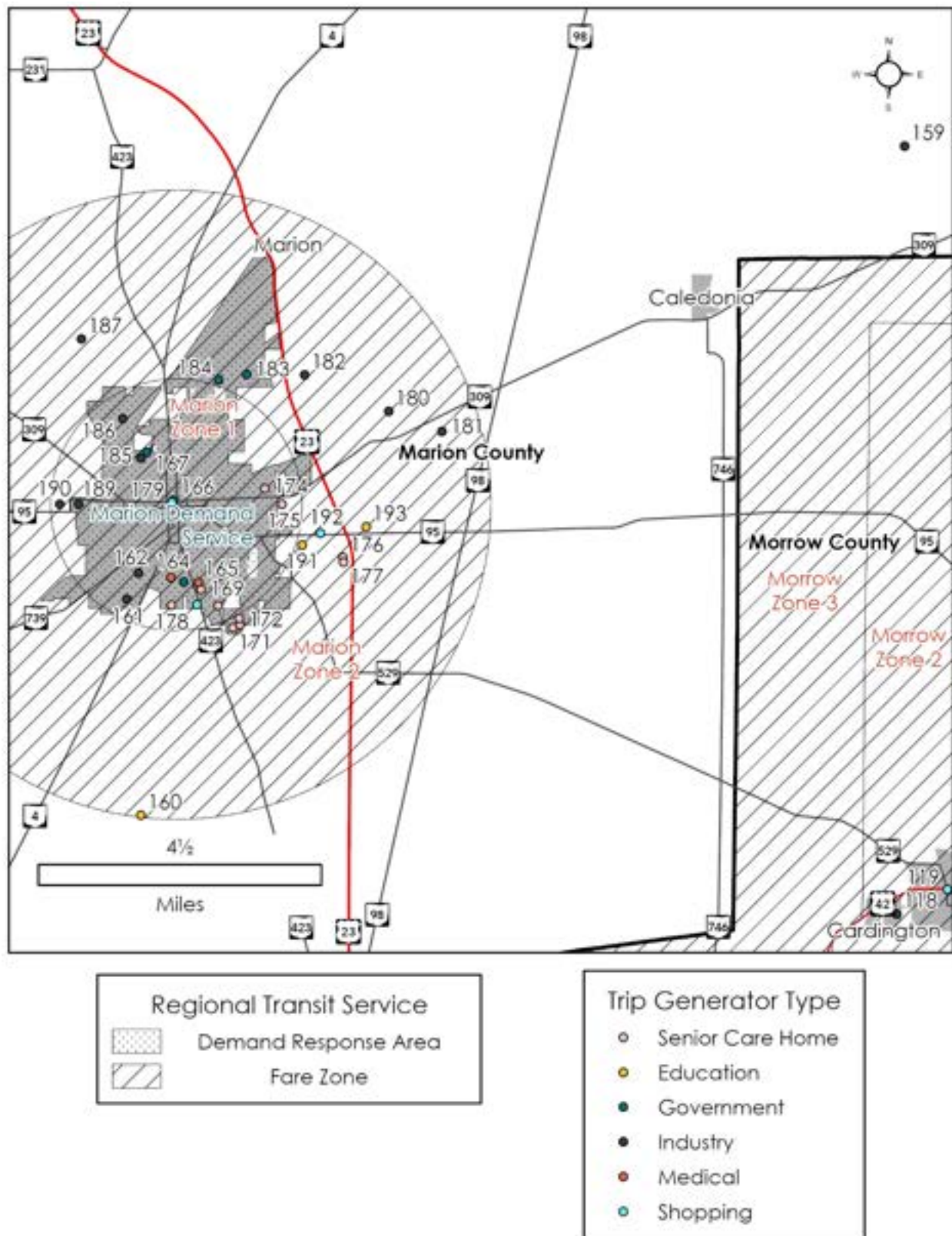


5.4.3.1 Marion County Trip Generator Transit Coverage

Figure 5.4H illustrates that nearly all major trip generators in Marion County are located within the public transit service area. Trip generators are about evenly split between the Demand Service area and both fare zones. However, there is one significant trip generator in the northeastern part of the county that lies outside of the transit service boundary.

Marion's citywide demand response service that connects the senior care homes in the south side to the downtown and the two fare zones ensure that the senior care homes, businesses, and educational facilities in along the OH 95 corridor are also connected to the downtown and the city's residential areas. County residents, including those in the northwest corner of the county who tend to be older and/or disabled, and any services or jobs outside of these fare zones, however, do not have transit access. Refer to Figure 4.2J for the table of trip generators.

Figure 5.4H: Map of Marion County Trip Generator Transit Coverage



5.4.4 Morrow Area Transit Overview

Morrow County Area Transit (MCAT) provides countywide demand response, curb-to-curb public transportation service. MCAT operates as a shared-ride service. It is common that passengers will be on board the vehicle with others who are traveling at the same time and in the same direction.

Demand Response Trips

- Door-to-door service is available upon request for individuals requiring reasonable accommodations
- Service is offered Monday through Friday from 6 AM to 6 PM, and on Saturday from 6 AM to 12 PM
- All trips must be scheduled in advance and are provided on a first-come, first-serve basis, subject to time and space availability
- Trip reservations must be made by 12 PM on the business day prior to the trip

Same-Day Trips

- Same-day (add-on) trips may be accommodated if openings are available in the existing schedule

Out-of-County Trips

- Out-of-county trips may be requested by contacting the MCAT office directly

FARES

Fares are based on established zone boundaries and charged on a one-way trip basis: Refer to Figure 5.4I for zone boundaries.

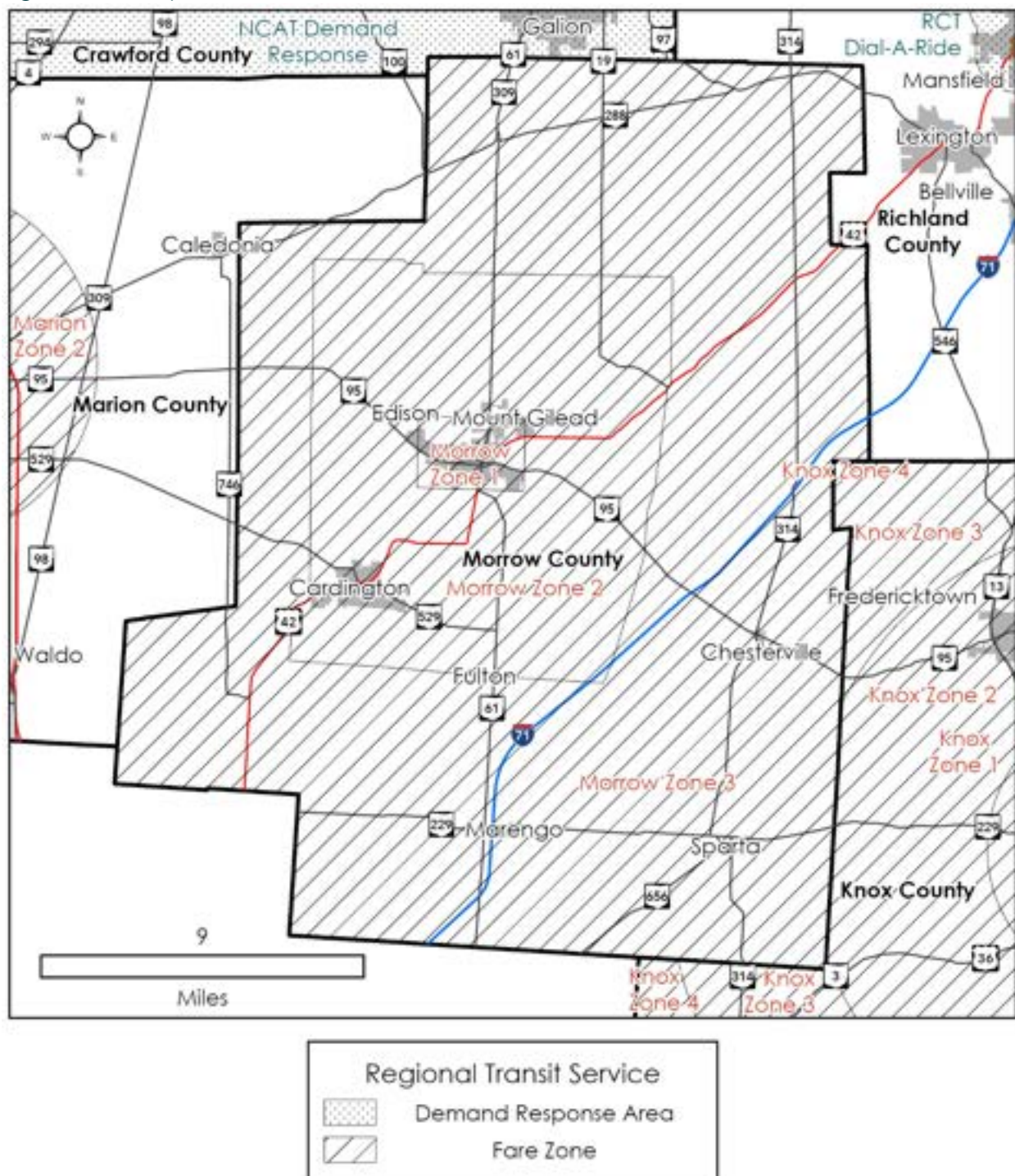
Demand Response Trips

- Zone 1: \$2.00
- Zone 2: \$3.00
- Zone 3: \$4.00
- All persons who are elderly (aged 65 or older) or disabled can purchase a trip with MCAT at the reduced rate of half the normal general public fare.

Out-of-County Trips

- Fares are determined by the MCAT office when contacted and may vary

Figure 5.4I: Map of Morrow Area Transit Service

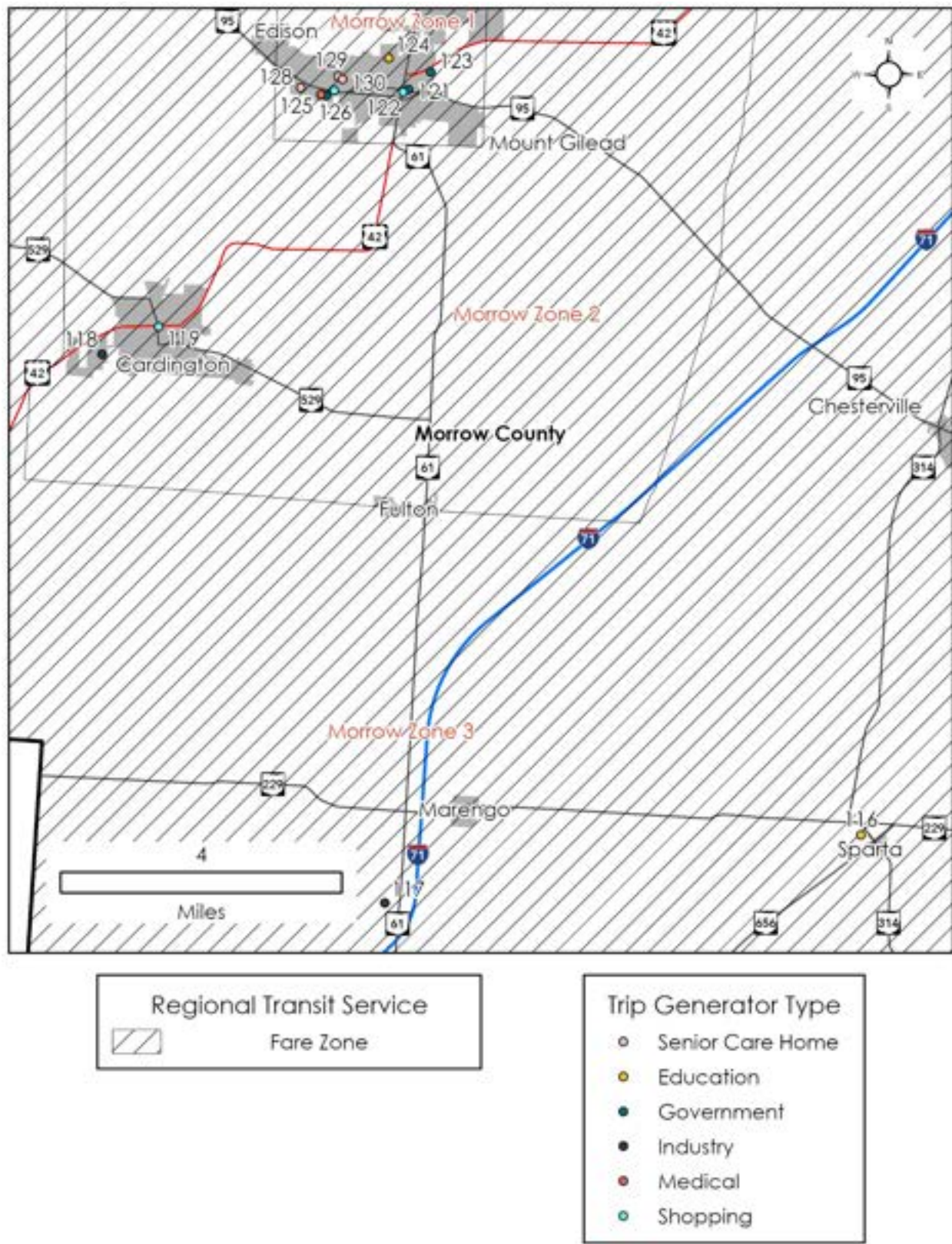


5.4.4.1 Morrow County Trip Generator Transit Coverage

Figure 5.4J indicates that all major trip generators in Morrow County are located within the public transit service area. The majority are within Zone 1, two are within Zone 2, and two are within Zone 3.

Morrow County's transit coverage connects the Dollar Tree Distribution Center and the industry in Cardington to Mount Gilead. The east and west sides of Mount Gilead are also sufficiently linked together and have the added benefit of being within one fare zone. Refer to Figure 4.2L for the table of trip generators.

Figure 5.4J: Map of Morrow County Trip Generator Transit Coverage



5.4.5 NCAT Overview

North Central Area Transit (NCAT) is a non-profit transportation organization that provides local as well as out-of-county trips to the public of Huron, Seneca, and Crawford counties. NCAT offers demand response trips in addition to the Shelton Shuttle, which is made up of fixed routes within the City of Tiffin.

Shelton Shuttle

- Tiffin operates the Shelton Shuttle, a flex-route bus service provided by NCAT
- Features two routes within the City of Tiffin and portions of rural Seneca County: the Blue Line and the Red Line
- Blue Line serves key destinations such as businesses, hospitals, schools, and industrial areas
- Red Line primarily connects residential neighborhoods to downtown

Demand Response Trips

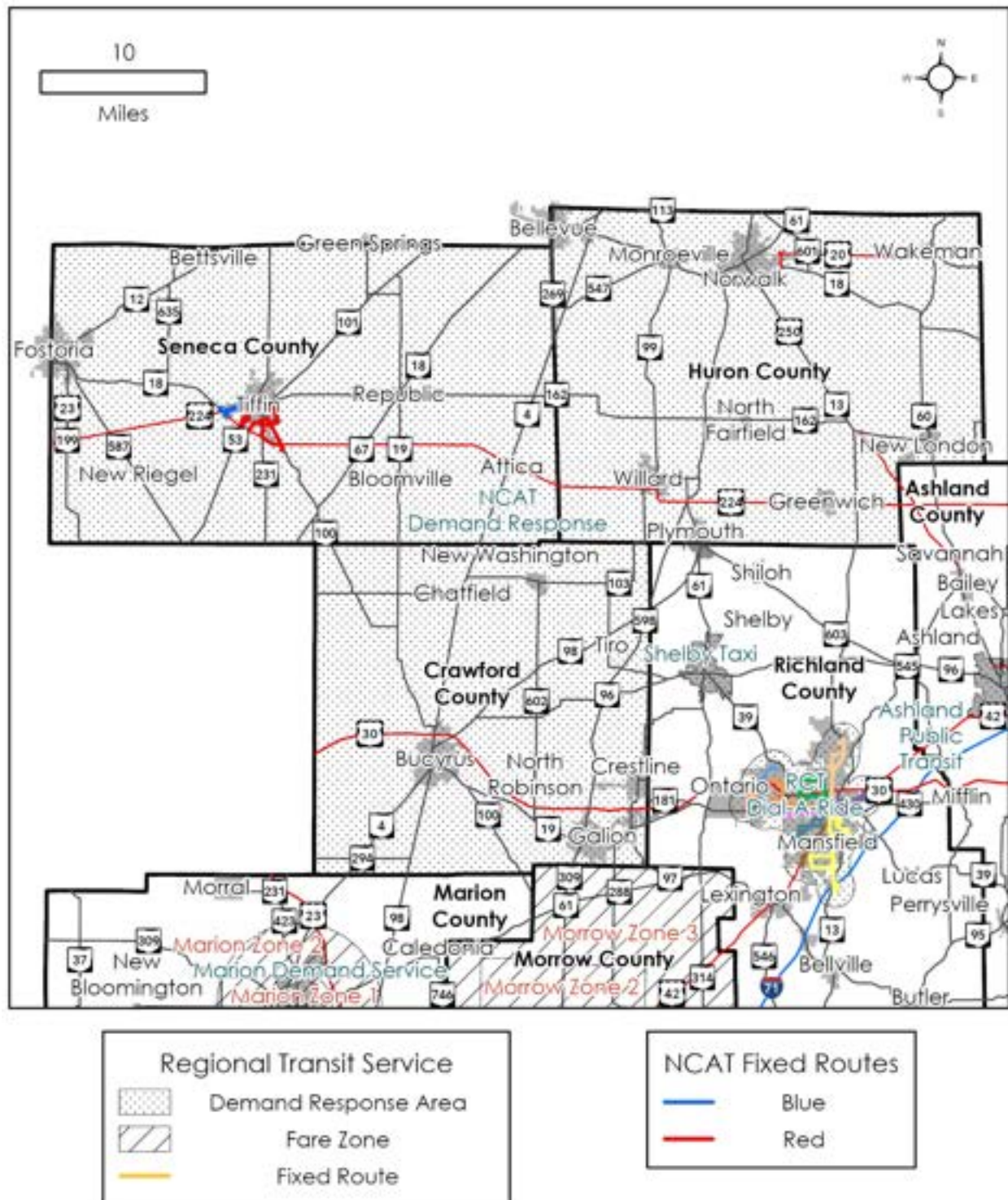
- Service is available Monday through Friday from 5 AM to 6 PM
- All trips are first-come, first-serve
- Trips should be scheduled at least 48 hours in advance to ensure availability and coordination
- Service is curb-to-curb
- Door-to-door assistance may be requested. The driver will watch to make sure the passenger safely reaches their destination

FARES

Fares are based on a one-way trip and are as follows:

- Inside City Limits: \$2.00
- Within 3-Mile Radius: \$3.00
- Within 7-Mile Radius: \$4.00
- All Other County Trips (within Crawford, Huron, and Seneca counties): \$5.00
- Out-of-county trips to adjacent counties to Crawford County include: Marion, Morrow, Richland, and Wyandot \$25.00 per round trip
- Out-of-county trips to adjacent counties to Huron County include: Ashland, Erie, Lorain, Richland, and Sandusky \$25.00 per round trip
- Out-of-county trips to adjacent counties to Seneca County include: Hancock, Wood, Wyandot, and Sandusky \$25.00 per round trip
- NCAT offers half fare (within the county) for elderly persons and those who qualify for the disabled program
- Shelton Shuttle: \$1.00, with free transfers available between Blue and Red Line routes

Figure 5.4K: Map of NCAT Service

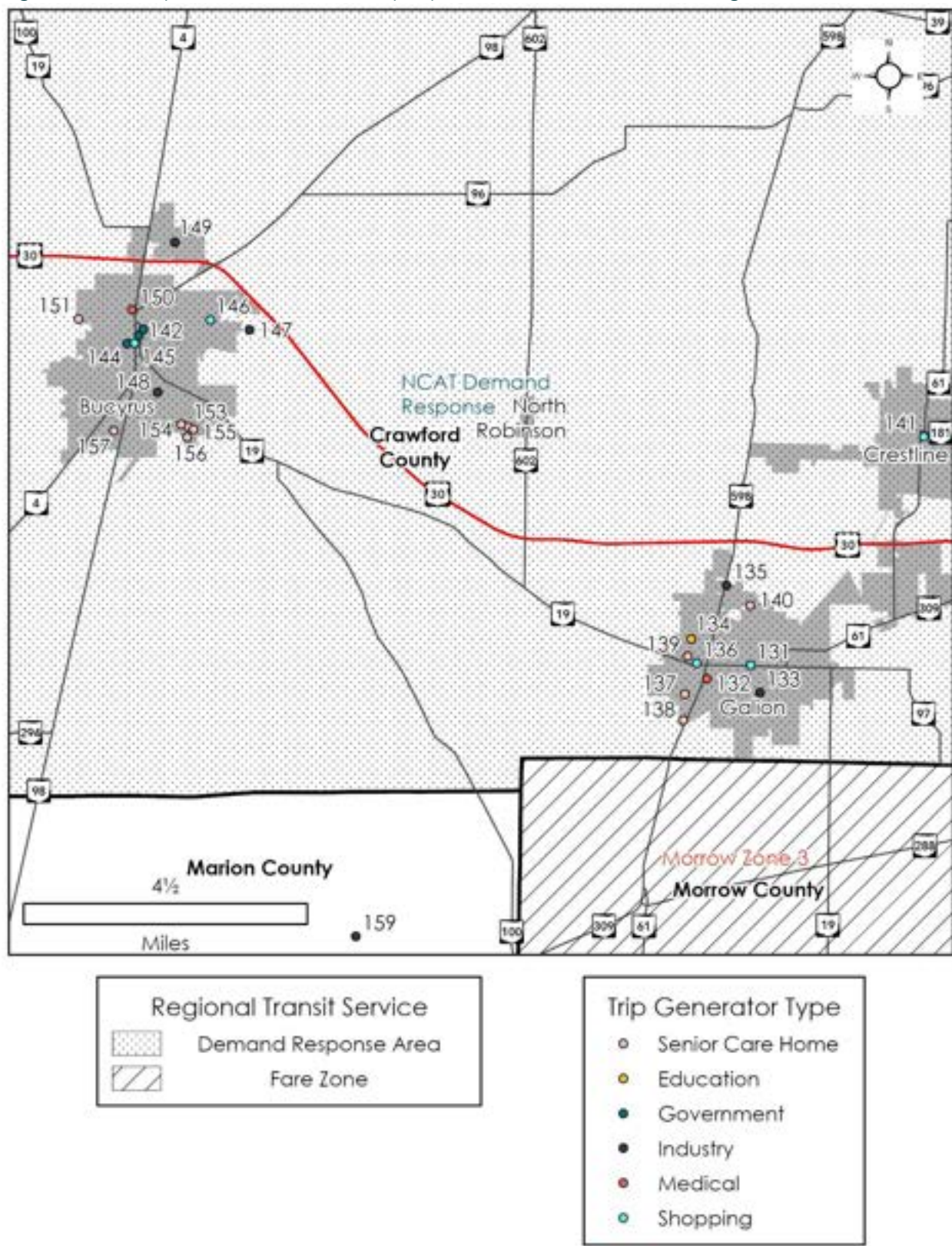


5.4.5.1 Crawford County Trip Generator Transit Coverage

Figure 5.4L demonstrates that all major trip generators in Crawford County are located within the public transit service area.

Crawford County's transit coverage allows residents to travel between Bucyrus and Galion and access all of the county's industrial areas. It also connects the cluster of senior care homes in the southeast side of Bucyrus to the downtown and anywhere else in the county. Refer to Figure 4.2D for the table of trip generators.

Figure 5.4L: Map of Crawford County Trip Generator Transit Coverage

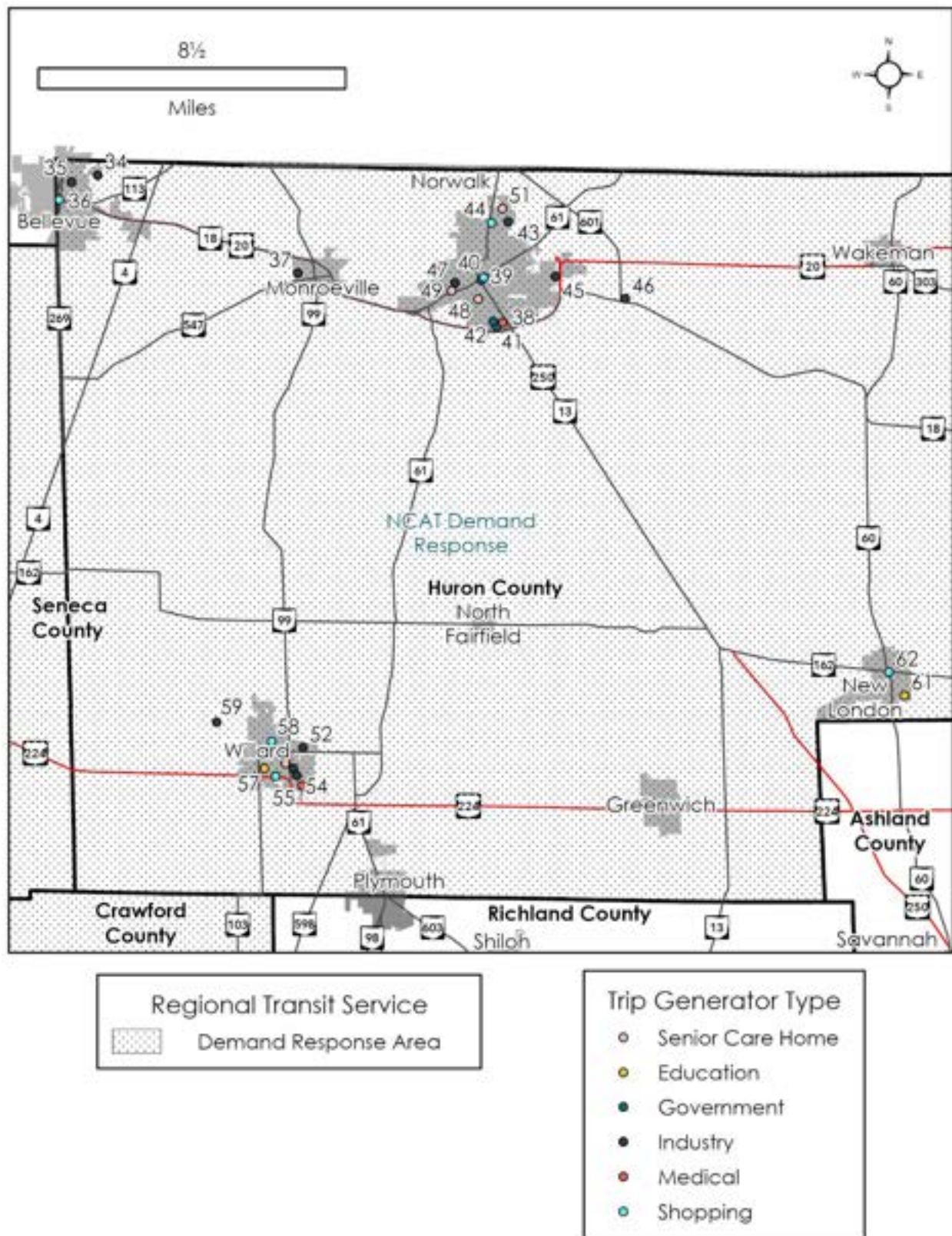


5.4.5.2 Huron County Trip Generator Coverage

Figure 5.4M illustrates that all major trip generators in Huron County are located within the public transit service area.

Huron County's transit coverage links the industrial areas in Bellevue and Willard to Norwalk as well as the industries just outside of Norwalk proper to the central part of Norwalk. Individuals aged 65 or older can also travel freely from their homes to the services they require. Refer to Figure 4.2F for the table of trip generators.

Figure 5.4M: Map of Huron County Trip Generator Transit Coverage

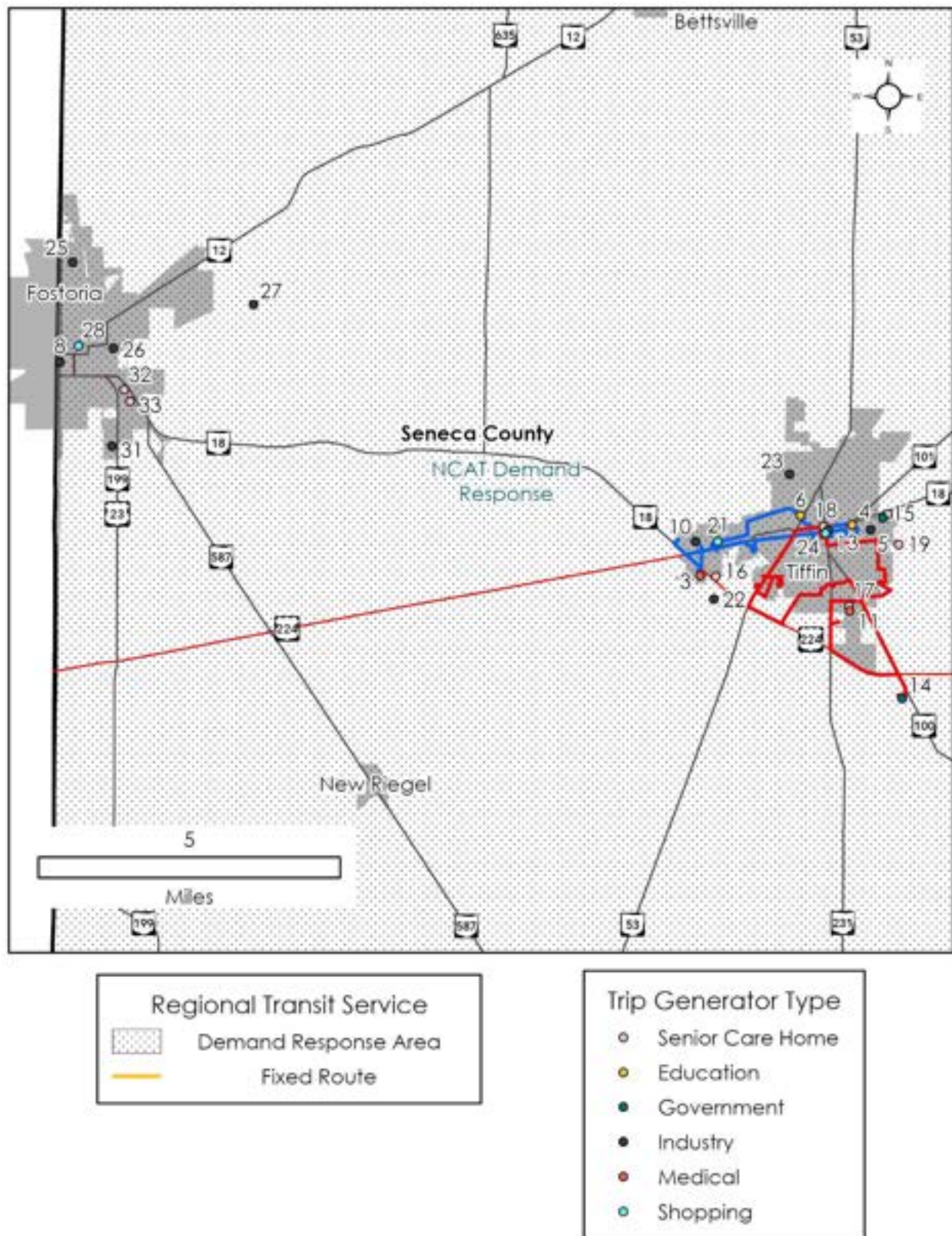


5.4.5.3 Seneca County Trip Generator Coverage

Figure 5.4N illustrates that all major trip generators in Seneca County are located within the public transit service area. Trip generators in Tiffin are also located in close proximity to the Shelton Shuttle's Red and Blue fixed routes.

Shelton Shuttle's fixed routes connect the development along the US 224 corridor to the central part of Tiffin. This allows both university students, the general population, and seniors to access the jobs and services located there. Notably, the government agency complex located about three miles from the center of the town is close to the Red Line. Fostoria is also linked to Tiffin by demand response service. Refer to Figure 4.2P for the table of trip generators.

Figure 5.4N: Map of Seneca County Trip Generator Coverage



5.4.6 Richland County Transit Overview

Richland County Transit (RCT) operates nine fixed routes primarily in Mansfield.

Fixed Route Service

- Fixed routes serve Mansfield, Ontario, and unincorporated portions of Madison Township
- Service is provided Monday through Friday, from 6 AM to 6 PM, excluding national holidays
- Buses are wheelchair accessible and are equipped with bicycle racks
- Priority seating is provided for seniors and individuals with disabilities

Dial-A-Ride

In compliance with the Americans with Disabilities Act, Title II, Section 223, RCT DAR provides transportation services for individuals who, because of their disability, are unable to travel on the fixed route system operated by RCT. This service is designed to provide those with disabilities with equal access to public transportation. Individuals may be eligible for the service if, because of a disability:

- They cannot independently travel to/from fixed route stops.
- They could use an accessible fixed route vehicle, but the route that would be used is not accessible.
- They cannot independently navigate the system even though they can board the bus.

All Dial-A-Ride passengers must complete an application to be considered for the service. Applications must be requested and completed by the individual, as well as a physician or specialist as specified in the form. Applicants will be granted a 90-day grace period to use the service while their application is under review. Richland County Transit will review and respond to all applications within 21 days of receipt. If an application is denied, an appeals process is available for individuals who wish to contest the decision.

RCT Plus Senior Shopping Service – “Grocery Shuttle”

- RCT offers a regularly scheduled shuttle to grocery stores
- The service is for qualified seniors only

FARES

Fares are based on a one-way trip and are as follows:

Single Pass

- Adult – \$2.00
- Children/Student (6 to 18) – \$1.00
- Medicare Card Holders & Senior Citizens (65 and up) – \$1.00
- Disabled – \$1.00

- Children (5 and under) – Free
- Transfers – Free only good at transit center
- Dial-A-Ride/Grocery Shuttle – \$4.00

Day Pass

- Adult – \$5.00
- Children/Student (6 to 18) – \$2.50
- Medicare Card Holders & Senior Citizens (65 and up) – \$2.50
- Disabled – \$2.50
- Children (5 and under) – Free
- Transfers – Free only good at transit center

Monthly Pass

- Adult – \$50.00
- Children/Student (6 to 18) – \$25.00
- Medicare Card Holders & Senior Citizens (65 and up) – \$25.00
- Disabled – \$25.00
- Children (5 and under) – Free
- Transfers – Free only good at transit center
- Dial-A-Ride/Grocery Shuttle – \$100.00

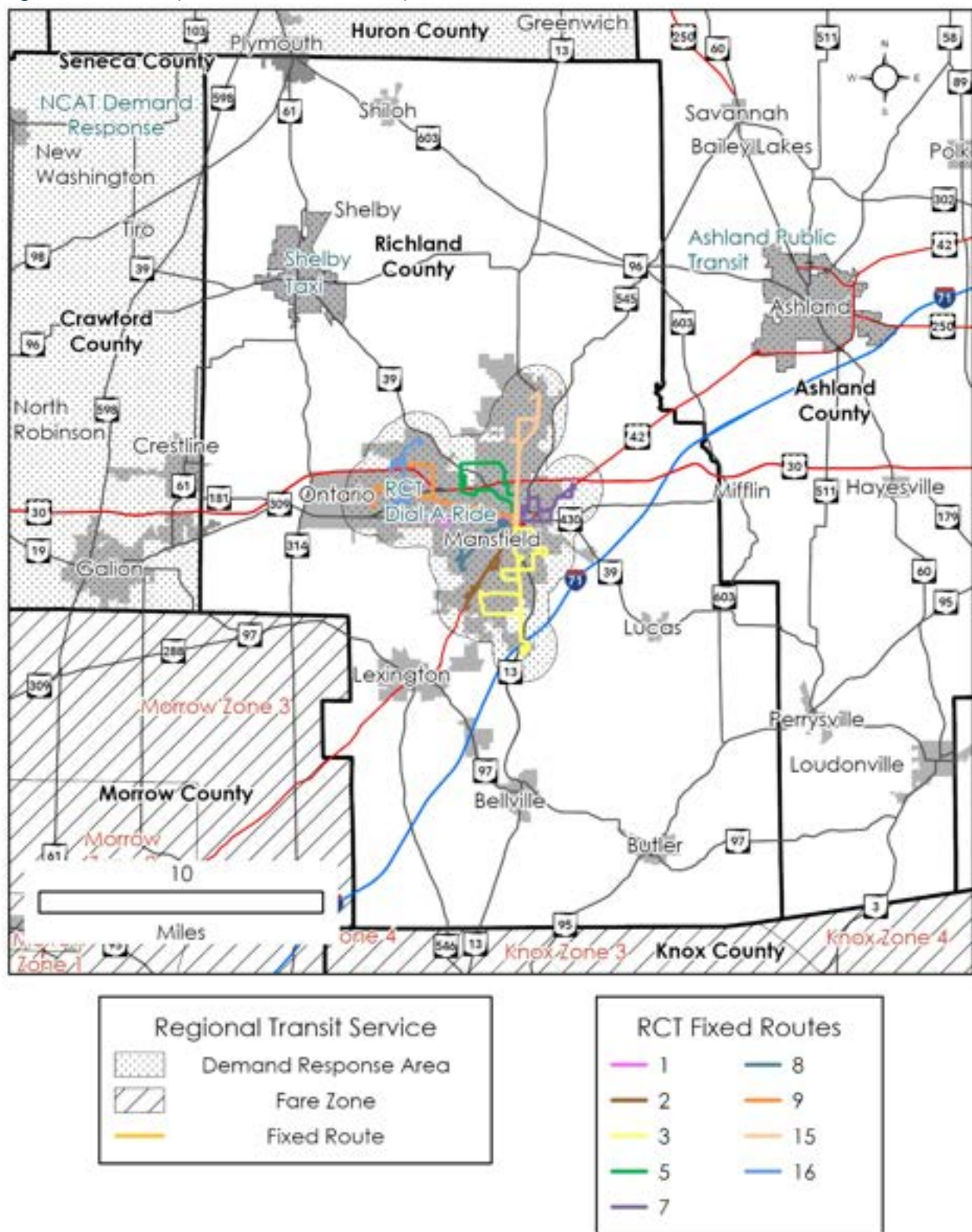
DAR

- \$4.00 per one way trip
- Riders allowed one person to ride with them to assist at no additional cost

Transfers

If a passenger needs to use more than one bus to reach their destination, they must request a free transfer from the driver when paying their fare. Transfers are only issued at the time of fare payment and cannot be obtained otherwise. Transfers are valid only at the Stanton Transit Center and cannot be used for a return trip on the same route from which they were issued. Passengers must present the transfer to the driver before depositing it in the fare box. For better coordination of transfer connections, all buses are equipped with two-way radios. Please note that using a bus pass or transfer to “ride around” without a specific destination on that route is prohibited.

Figure 5.40: Map of Richland County Transit Service

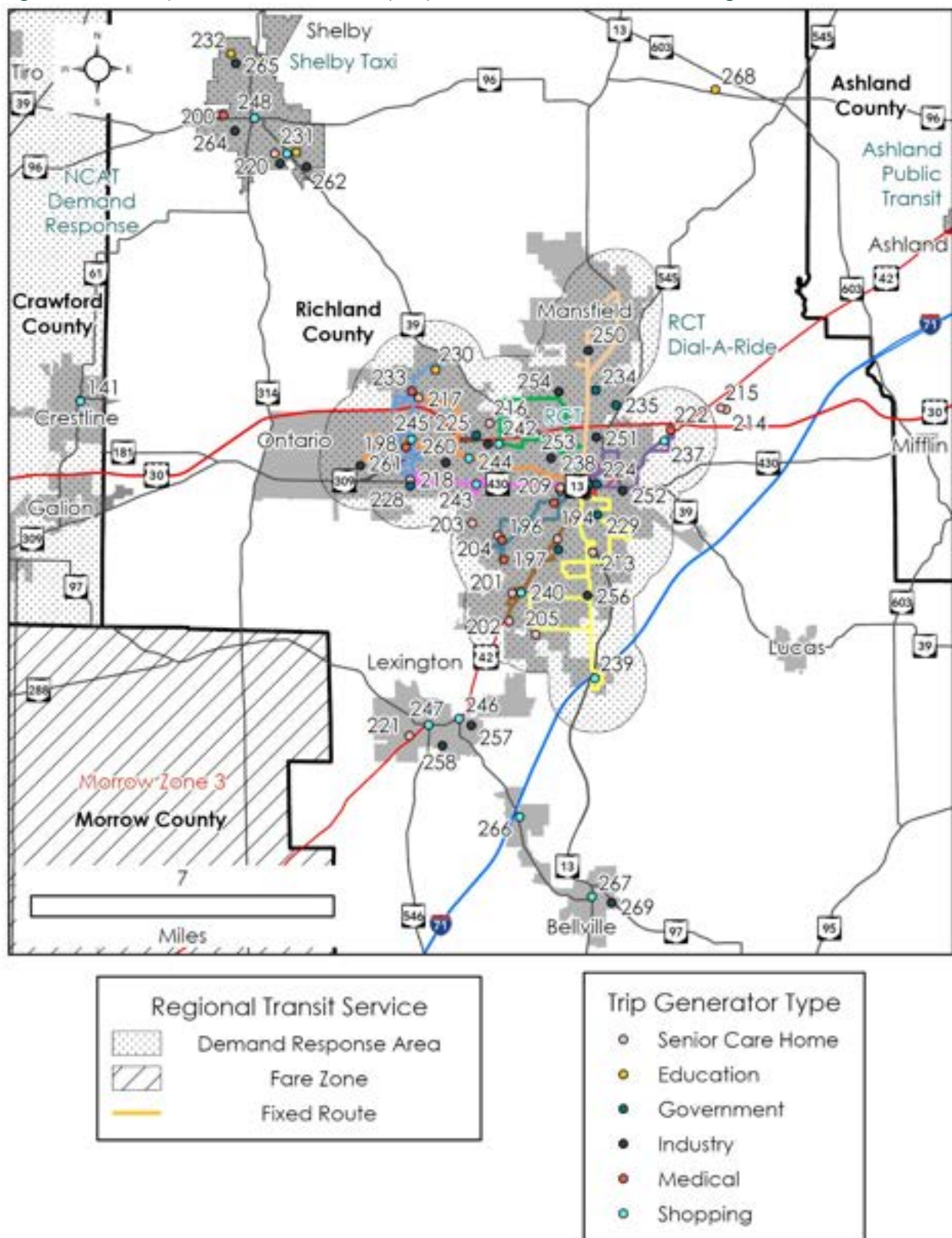


5.4.6.1 Richland County Trip Generator Transit Coverage

Figure 5.4P illustrates that the majority of major trip generators in Richland County are located within the public transit service area. Despite the presence of several significant trip generators in Shelby, it is not connected to Mansfield through fixed route or demand response transit service. Local transportation needs within the city limits of Shelby, however, are met by Shelby Taxi, which is a city-funded demand response service.

RCT's fixed routes allows the spread of trip generators in Mansfield to be linked together. The shopping and services of eastern Ontario are also in close proximity to a route. Individuals who qualify can utilize DAR and access the same places. In Shelby, the development along the Mansfield Avenue corridor and the local hospital is sufficiently connected to the rest of the town. These two systems, however, are isolated from one another and residents, jobs, and services outside of them do not have any transit access. Additionally, those who live a mile from a fixed route but do not qualify for DAR service do not have transit access. Refer to Figure 4.2N for the table of trip generators.

Figure 5.4P: Map of Richland County Trip Generator Transit Coverage



5.5 Assessment of Community Support for Transit

There is strong regional support for sustainable transportation initiatives; however, many transit agencies face significant challenges in securing the necessary funding to expand or enhance existing services. While most counties in Region 5 offer countywide public transportation, residents frequently report that current service hours and days of operation do not align with their needs. In some areas, transit services are limited to within city limits, leaving rural and outlying populations without access to public transportation.

Mobility Managers in Region 5 play a vital role in coordinating with local transit systems. In some counties, they provide travel-training programs that help new riders overcome apprehensions about using public transit. These Mobility Managers also advocate for transit services, facilitate connections between riders and available transportation options, and help link individuals with human service agencies to ensure access to essential destinations.

Feedback from stakeholder meetings and community surveys consistently highlights the ongoing demand for public transit across the region. While the need and support are evident, inadequate funding remains one of the most significant barriers to meeting transportation needs consistently and equitably throughout Region 5.

5.6 Safety and Training

Transportation plays a critical role not only in the everyday movement of people and goods, but also in supporting public safety and emergency response. During and after emergency events, the ability to safely evacuate individuals from hazardous areas or to transport injured persons to medical facilities is a vital component of both disaster response and recovery planning.

Effective transportation in these scenarios extends beyond the availability of vehicles. It also requires a reliable workforce of qualified and trained vehicle operators. Ensuring that drivers hold the appropriate class of driver's license for the vehicle they operate is essential. In cases where vehicles are used for hire, carry a specified number of passengers, or exceed certain weight thresholds, drivers must possess a valid Commercial Driver's License (CDL) with the necessary endorsements, such as a passenger endorsement for those transporting individuals.

Furthermore, maintaining a clean driving record is a key indicator of an operator's safety and reliability. A history free from excessive moving violations reflects the operator's competency and commitment to safety, both of which are critical in emergency response situations.

For Region 5, it is recommended that all drivers transporting passengers across counties meet these standards. Establishing and enforcing these requirements ensures that emergency and general transit services are delivered safely and effectively, contributing to a resilient and responsive regional transportation system.

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CHAPTER 6

6.1 Assessment of Transportation Needs and Gaps

To gain a comprehensive understanding of the transportation needs across Region 5, the planning committee conducted a thorough analysis of existing research and data while also actively engaging with the community to identify service gaps and unmet needs.

The demographic and socio-economic characteristics of the region are detailed in Chapter 3 of this plan. The following section provides an evaluation of service gaps, informed by both geographic data and feedback from key stakeholder groups, including targeted populations, transportation providers, and members of the general public.

As the lead agency, RCRPC, in collaboration with regional stakeholders, facilitated public comment periods to encourage participation from individuals and organizations potentially impacted by the coordinated transportation planning process. Additional details regarding stakeholder and public engagement efforts are available upon request.

To assess transportation needs and identify service gaps, the following methods were utilized:

- Analysis of demographic and socio-economic data
- SWOT analysis – stakeholder meetings
- Public input survey responses

6.2 SWOT Analysis

A SWOT analysis in transportation is a strategic planning tool used to evaluate the **Strengths, Weaknesses, Opportunities, and Threats** related to a transportation system, service, or plan. It helps transportation planners, agencies, and stakeholders make informed decisions by identifying internal and external factors that can impact the success of transportation initiatives. The below SWOT analysis was developed based on combined county TAC's own SWOT analysis and survey findings.

Figure 6.2A: SWOT Analysis



6.3 General Public and Stakeholder Meetings

The RCRPC (Region 5 Coordinated Regional Planning Council) hosted and facilitated four Region 5 Coordinated Planning Committee (R5CPC) meetings as part of the stakeholder engagement process to identify and address unmet transportation needs and mobility gaps across the region. These meetings were strategically scheduled to follow each county's Transportation Advisory Committee (TAC) meetings, allowing for the integration of feedback and insights from a broad range of local stakeholders.

To further strengthen regional coordination and community engagement, the Regional Coordinator attended several TAC meetings in person. These visits provided an opportunity to hear firsthand about transportation challenges in individual communities

and to engage directly with key local stakeholders regarding the development of the Region 5 Coordinated Public Transit–Human Services Transportation Plan.

In addition to in-person engagement, the R5CPC convened monthly via Zoom throughout the planning process. These virtual meetings ensured consistent communication, maintained project momentum, and fostered ongoing collaboration among committee members.

A cornerstone of the Coordinated Transportation Planning process is the active and meaningful engagement of stakeholders. For projects seeking funding under the FTA Section 5310 Program—which supports enhanced mobility for seniors and individuals with disabilities—participation in planning activities must include representation from, or active involvement by, the following groups:

- Seniors
- Individuals with disabilities
- Low-income individuals
- The general public
- Veterans
- Job seekers
- Unemployed
- Individuals who do not own motor vehicles
- Individuals who live in areas with limited or no transportation service available
- Public, private, and non-profit transportation providers
- Human service agencies

This collaborative and inclusive approach ensures that the resulting plan reflects the priorities, challenges, and ideas of those who rely on, provide, and support specialized transportation services across Region 5.

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

- Ashland County Council of Social Services meeting – October 7, 2024
- Knox County TAC meeting – October 9, 2024
- Richland County TAC meeting – Oct 22, 2024
- Huron County TAC meeting – November 5, 2024
- Marion County TAC meeting – November 12, 2024
- Region 5 Coordinated Planning Committee Monthly Zoom– November 6, 2024
- Huron County TAC meeting – November 5, 2024
- Region 5 Coordinated Planning Committee Monthly Zoom– February 5, 2025

- Region 5 Coordinated Planning Committee 1st Meeting – February 12, 2025
- Regional Coordinated Plan Survey Open – February 26, 2025
- Knox County TAC meeting – April 9, 2025
- Regional Coordinated Plan Survey Closed – April 16, 2025
- Region 5 Coordinated Planning Committee 2nd Meeting – April 16, 2025
- Regional Coordinated Plan Public Comment Period Begin – May 1, 2025
- Region 5 Coordinated Planning Committee Monthly Zoom – May 7, 2025
- Regional Coordinated Plan Public Comment Period End – June 1, 2025
- Region 5 Coordinated Planning Committee Monthly Zoom – June 4, 2025
- Region 5 Coordinated Planning Committee 3rd Meeting – June 11, 2025
- Region 5 Coordinated Planning Committee Monthly Zoom – July 2, 2025
- Region 5 Coordinated Planning Committee Monthly Zoom – August 6, 2025
- Region 5 Coordinated Planning Committee 4th meeting – August 13, 2025
- Regional Coordinated Plan Final Public Comment Period Begin – September 1, 2025
- Regional Coordinated Plan Final Public Comment Period End – October 1, 2025
- Regional Coordinated Plan Draft Plan Submit to TAC for Approval – October 7, 2025
- Regional Coordinated Plan Draft to Full Commission for Adoption – October 29, 2025
- Regional Coordinated Plan Due to ODOT – October 31, 2025

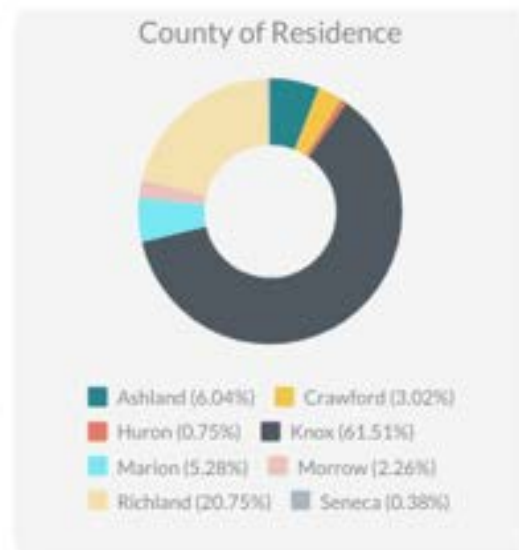
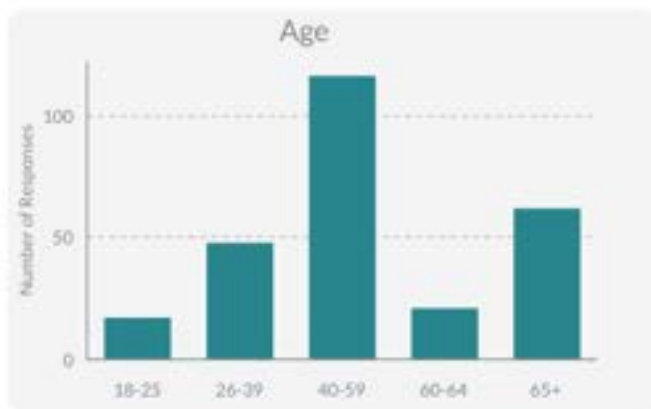
6.4 Survey Results

The R5CPC conducted one public survey, which received 265 responses during the planning process. The following infographic presents key findings from the Regional Transportation Public Input Survey, which was distributed across all eight counties in Region 5. This survey was designed to gather feedback from the general public regarding transportation needs and service gaps. Notably, the survey captured responses from key target populations, including:

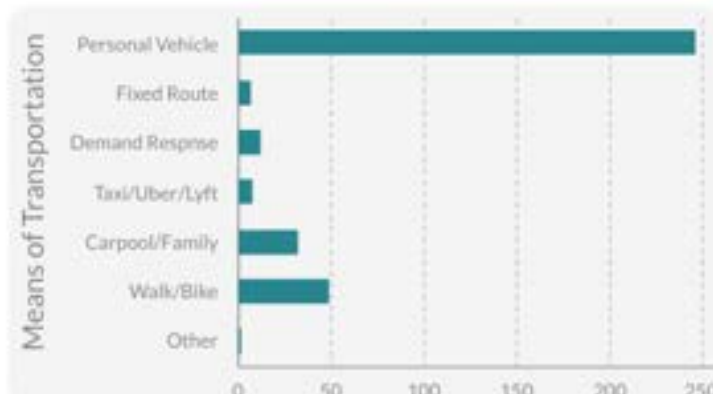
- 8.7 percent of respondents identifying as individuals with disabilities
- 23.4 percent identifying as older adults (age 65 and above)
- 19.3 percent identifying as low-income individuals

This input plays a critical role in shaping transportation strategies that are inclusive and responsive to the needs of these historically underserved groups.

Region 5 Public Transportation Survey Results

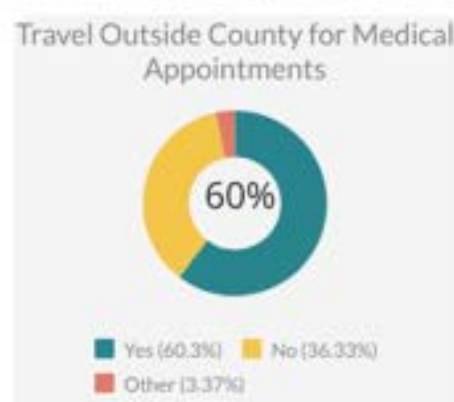


"More interconnected transit systems so people can travel further"

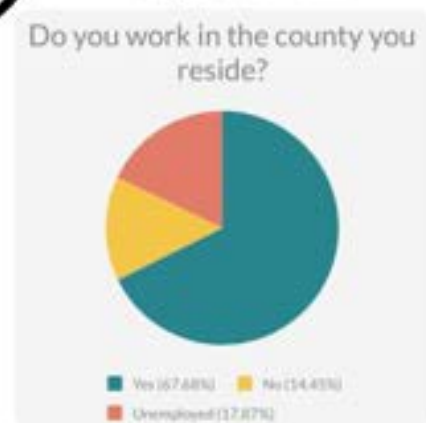


"Unsure of how to schedule a ride and what resources are available"

14%
Travel outside the county they reside for work.



13%
Say they walk to get to where they need to go.



"Public Transit need longer hours & weekend service available"

6.5 Unmet Needs

Unmet transportation needs refer to the gaps or deficiencies in existing transportation services that prevent individuals—particularly those from vulnerable or underserved populations—from accessing essential destinations like healthcare, employment, education, shopping, and social services. These needs are especially prominent in rural or low-density areas and among populations such as older adults, individuals with disabilities, and those with low incomes.

The results of the public input survey, along with insights gained from the SWOT analysis, allowed us to identify several common unmet transportation needs across Region 5. These findings below will serve as a foundation for developing targeted goals and strategies aimed at enhancing mobility and addressing service gaps throughout the region.

- Operate longer/late hours
- Operate on weekends
- Have a larger service area
- Be affordable
- Access out-of-county jobs and appointments
- Offer transfers or connections from county-to-county
- Provide bus stop shelters
- Offer more information on travel training/services available and how to use them

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CHAPTER 7

7.1 Goals and Strategies

To be effective, transportation improvement strategies for Region 5 must directly respond to the service gaps and user needs identified through this comprehensive planning process. These needs were determined using a combination of geographic and demographic analyses, stakeholder input from planning meetings, and data collected through the Regional Public Input Survey.

This plan is grounded in a clear mission and vision: to enhance mobility across Region 5 by reducing existing transportation barriers through a coordinated approach built on shared goals and targeted strategies. The R5CPC developed the following strategies based on the insights gathered throughout the planning effort.

While not all strategies presented in this plan may be eligible for funding through existing programs, and while implementation will be dependent on available resources, each strategy reflects a commitment to improving service through enhanced coordination and stakeholder collaboration.

The core goals of this plan emphasize:

- **Effective communication and targeted public outreach**
- **Cross-county collaboration and relationship building**
- **Improved access and equity for underserved populations**

These strategies have been organized around three primary categories of unmet needs and service gaps. The outline below summarizes the priority strategies aligned to each category, forming a practical framework to guide transportation enhancements across the region.

Goal #1: Increase Public Awareness of Transportation Services

Need Addressed

Limited public knowledge of existing transportation options and services

Objective

To ensure that residents across Region 5—particularly older adults, individuals with disabilities, and low-income populations—are informed about available transportation services and how to access them.

Strategies

- **Strategy 1.1: Maintain and Expand Mobility Management Programs**

Action Steps: Continue supporting and strengthening mobility management efforts in each county. These programs serve as a central point of contact for transportation information, coordination, and assistance, helping to connect riders with appropriate services across the region.

- Timeline: Annual
- Responsible Parties: Mobility Management Host Agency, Mobility Managers, Regional Coordinator
- Performance Measures: Tracking number of clients assisted/trips schedules, types of transportation requested, number of outreach events conducted, number of joint collaborating meetings; maintain local resources
- Possible Outcomes: Mobility Manager in every county, increased number of trips provided through new or expanded programs, funding and grant opportunities
- **Strategy 1.2: Enhance Regional Public Education and Outreach Materials**

Action Steps: Develop and distribute clear, accessible, and up-to-date informational materials about transportation services. This may include brochures, websites, social media content, and public service announcements, with attention to multiple languages and accessible formats.

 - Timeline: 2026-2030
 - Responsible Parties: Regional Coordinator, Mobility Managers
 - Performance Measures: Track number of public information materials distributed, website traffic, surveys, event attendance sheets
 - Possible Outcomes: Increased ridership, reduced trip denials, informed communities on transit options, justification for service expansion, improved access for underserved populations, hub for regional transportation resources
- **Strategy 1.3: Expand Travel Training Programs**

Action Steps: Increase the availability of individualized and group travel training to help community members—especially those unfamiliar with public transit—build confidence in using local and regional transportation services safely and independently.

 - Timeline: 2026-2030
 - Responsible Parties: Regional Coordinator, Mobility Managers, transit authorities
 - Performance Measures: Track number of individuals trained, number of outreach events promoting travel training, geographic areas of training sessions, track any changes in ridership post training
 - Possible Outcomes: Reduced public transportation stigma, increase in ridership

Goal #2: Enhance Coordination of Services

Need Addressed

Limited ability to travel across county lines using existing public transit systems and private providers.

Objective

To strengthen regional mobility by fostering coordination and collaboration among transportation providers, agencies, and stakeholders across county boundaries.

Strategies

- **Strategy 2.1: Build Partnerships to Increase Access to Employment and Medical Services**

Action Steps: Collaborate with healthcare providers, employers, workforce development agencies, and human service organizations to identify transportation needs and coordinate solutions that support access to critical destinations.

- Timeline: Ongoing
- Responsible Parties: Regional Coordinator, Mobility Managers, Regional TAC committee
- Performance Measures: Track number of new partnerships and agreements, frequency of partner meetings or communications and programs or services initiated through partnerships
- Possible Outcomes: Improved efficiency, reduced duplication, streamlined services

- **Strategy 2.2: Improve Connectivity Among Transit Systems for County Line Transfers**

Action Steps: Work with transit agencies to align schedules, establish common transfer points, and explore joint service agreements to facilitate seamless cross-county travel.

- Timeline: Ongoing
- Responsible Parties: Regional Coordinator, Mobility Managers, Regional TAC, Transit agencies
- Performance Measures: Track number of joint meetings per year, number of coordinated planning activities and number of coordination agreements
- Possible Outcomes: Economic benefits (increased labor pool access) , improved quality of life (access to specialized healthcare and social activities), environmental benefits (reducing vehicle emissions)

- **Strategy 2.3: Develop Interagency Relationships for Referrals and Resource Sharing**

Action Steps: Promote cooperation among transportation providers, social service agencies, and community organizations to streamline referrals and optimize use of available transportation resources.

- Timeline: 2026-2030
- Responsible Parties: Regional Coordinator, Regional TAC
- Performance Measures: Track number of referrals made between agencies, number of successful referrals, frequency of meetings and communications, and provider recruitments
- Possible Outcomes: Increased access to services (jobs, healthcare, social services), increased number of persons served, reduction in service duplication

- **Strategy 2.4: Research, Explore, and Collect Data on Trip Denials**

Action Steps: Collaborate with transit and transportation providers to track trip denials and analyze the underlying reasons in order to address transportation gaps.

- Timeline: Annual
- Responsible Parties: Regional Coordinator, Mobility Managers, Transportation Providers
- Performance Measures: Consistent reporting periods, use of common reporting forms across providers, denials by reason
- Possible Outcomes: Improved service delivery, stronger cases for funding and policy changes, identifies underserved populations, insight into peak demand times

- **Strategy 2.5: Research and Explore the Feasibility of a Volunteer Driver Program**

Investigate successful models of volunteer driver programs in similar rural regions to determine the viability of implementing such a program in Region 5, particularly to address gaps in service for medical or long-distance appointments.

Goal #3: Develop a Regional Committee of Stakeholders and Transit Authorities

Need Addressed

Fragmentation of efforts and lack of unified regional coordination; the need to bring together county-level Transportation Advisory Committees (TACs) to form a regional body

Objective

To establish a formal, collaborative regional committee that strengthens partnerships, aligns transportation efforts across counties, and promotes shared decision-making for regional transit planning.

Strategies

- **Strategy 3.1: Develop and Strengthen Cross-County Relationships**

Action Steps: Facilitate regular interaction among mobility managers, TAC members, and transportation providers from all counties in Region 5 to encourage information sharing, trust-building, and aligned planning efforts.

- Timeline: Ongoing
- Responsible parties: Regional Coordinator, Mobility Managers
- Performance measures: Track number of joint meetings and number of coordinated planning activities
- Possible outcomes: Shared platform of available resources, increased access to resources, enhanced stakeholder engagement, increased coordination of services

- **Strategy 3.2: Form a Regional Committee of Transit Representatives and Transportation Advocates**

Action Steps: Establish a standing regional body comprised of transit agency leaders, human service organizations, and rider advocates to guide ongoing coordinated transportation planning and implementation.

- Timeline: 2026
- Responsible parties: Regional Coordinator, Mobility Managers
- Performance measures: Track number of joint meetings and number of coordinated planning activities
- Possible outcomes: Improved regional coordination, prioritization of unmet needs, strengthened advocacy and policy influence

- **Strategy 3.3: Explore Opportunities for Transit Connectivity and Local Match Funding**

Action Steps: Identify ways to better connect transit systems across county lines and assess shared opportunities for leveraging local match funds to support collaborative or multi-jurisdictional transportation initiatives.

- Timeline: Ongoing
- Responsible parties: Regional Coordinator, Regional TAC
- Performance measures: Transit Connectivity data (service coverage, coordinated transfer points, ridership growth tracking)
- Possible outcomes: Stakeholder participation, local match funding and cost sharing, economic impact

Goal #4: Seek Additional Funding Opportunities

Need Addressed

Insufficient coordination across county lines due in part to limited financial resources and lack of shared funding mechanisms

Objective

To identify and pursue diverse funding sources that support coordinated, cross-county transportation initiatives and ensure sustainable financial models for regional mobility solutions.

Strategies

- **Strategy 4.1: Pursue Funding for Joint or Regional Transportation Projects**

Action Step: Identify and apply for state, federal, and private grant opportunities that support collaborative transportation efforts spanning multiple counties in Region 5.

- Timeline: Ongoing
- Responsible Parties: Regional Coordinator, Regional TAC, Mobility Managers, RCRPC
- Performance Measures: Track number of grant application submitted jointly, track local match opportunities,
- Possible Outcomes: Expansion of services, call centers, resource website for the region

- **Strategy 4.2: Seek Local Match Opportunities to Leverage Funding**

Action Step: Explore contributions from local governments, employers, healthcare providers, and philanthropic organizations to fulfill local match requirements and increase competitiveness for external funding.

- Timeline: 2026-2030
- Responsible Parties: Regional Coordinator, Regional TAC
- Performance Measures: Track number of potential local match sources, local entities approached, funding requests submitted to local partners, number of meetings held with potential contributors, letters of support, number of outreach materials/presentations
- Possible Outcomes: Enables eligibility for grant programs, increases chances of receiving competitive funding, leverages more dollars, increased service hours and/or coverage areas, supports new pilot programs, helps reduce service gaps

- **Strategy 4.3: Develop Partnerships to Support Fiscal Accountability and Sustainability**

Action Steps: Work with partner agencies to clarify financial roles, responsibilities, and tracking mechanisms to ensure transparency and long-term stewardship of transportation resources.

- Timeline: 2030
- Responsible Parties: Regional Coordinator, Mobility Managers, Regional TAC

- Performance Measures: implement shared dashboards to track budgets and expenditures, host joint training sessions for county partners on grant compliance and audit readiness, create a regional fiscal oversight committee, set regular financial review meetings
- Possible Outcomes: Increased eligibility for funding, stronger regional collaboration, shared administrative responsibilities (one county leads grant managements, others contribute match or services), more efficient use of public funds, expanded and sustained services

CHAPTER 8

8.1 Plan Adoption

Region 5 encompasses eight counties and is served by a single MPO, RCRPC. As part of the coordinated planning process, each county's Mobility Manager, in collaboration with their respective TACs, reviewed and approved the plan. The finalized plan has been submitted for formal adoption by the MPO representing Region 5.

Appendix A: List of Participants

The Region 5 Planning Committee is composed of the Mobility Managers representing each of the eight counties within the region. For additional information about the planning committee, including member roles and meeting details, please contact Lyndsie Martin at lmartin@rcrpc.org.

Figure AA: Mobility Managers and the Agency they Represent

AGENCY REPRESENTATION	
NAME	AGENCY
Lyndsie Martin	Richland County Regional Planning Commission
Randy Hutchinson	The Ohio District 5 Area Agency on Aging
Joe Porter	Knox County Health Department
Jim Oliver	Great Lakes Community Action Partnership
Mindy Birkholz	Great Lakes Community Action Partnership
Courtney Curtis	Great Lakes Community Action Partnership

Appendix B: Annual Review and Plan Amendments

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

Lyndsie Martin

Richland County Regional Planning Commission

419-774-6203

lmartin@rcrpc.org

Annual Review

An annual review of this plan will be complete in FY2027.

Amendment

Should it become necessary to amend this plan during its implementation, a meeting of the R5CPC will be convened to review and discuss the proposed changes. Public input will be actively solicited as part of this process. If the committee determines that the amendment is warranted, a formal vote will be held to forward the proposed revision to RCRPC for consideration. All approved amendments will be documented in Appendix B of this plan.

Appendix C: Definitions

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

FTA – Federal Transit Administration

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

Infrastructure Investment and Jobs Act – Also known as the Bipartisan Infrastructure Law, is a \$1.2 trillion investment in the nation's infrastructure. Signed into law on November 15, 2021, it focuses on modernizing and repairing transportation and other infrastructure projects. The IIJA aims to improve public safety, create jobs, and address pressing infrastructure needs.

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

MPO – Metropolitan Planning Organization

ODOT – Ohio Department of Transportation

Planning Committee – The Planning Committee is composed of key community stakeholders. Members agree to actively participate in the planning process and act as the plan advisory and adopting entity.

RTPO – Regional Transportation Planning Organization

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

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

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

Transportation – Transportation is broadly defined to include traditional transit, human service agency services, on-demand (taxi-like) services, bicycle, and pedestrian programs and amenities.

Unmet Transportation Needs – Transportation that is wanted or desired but is not currently available.

Appendix D: Sources

Ashland County Transit: <https://www.ashland-ohio.com/page/transit/>

Knox County Transit: <https://knoxcountytransit.com/knox-county-transit-services/>

Marion Area Transit: <https://www.marionohio.us/transit>

Morrow County Area Transit: <https://www.morrowcountyareatransit.com/>

North Central Area Transit: <https://ridencat.com/>

Richland County Transit: <https://rctbuses.com/>

United States Census Bureau: <https://www.census.gov/>

Demographic Chart Sources: American Community Survey 2023 5-Year Estimates

ODOT Mobility Management:

<https://www.transportation.ohio.gov/programs/transit/transit-funding-resources/mobility-management>

Ohio Department of Development: <https://development.ohio.gov/>

Institute for Transportation and Development Policy: <https://itdp.org/2024/01/24/high-cost-transportation-united-states/>

Bureau of Transportation Statistics: <https://www.bts.gov/content/average-cost-owning-and-operating-automobilea-assuming-15000-vehicle-miles-year>