

Coshocton County

Locally Developed Transportation Plan for Coshocton County, Ohio

February 29, 2016 to February 29, 2020

Coshocton County Coordinated Transportation Agency
For more information about this plan please contact Nic Carey at 740-622-
7139 or transportation@coshoctoncounty.net
Funding for the development of this plan was provided by ODOT

TABLE OF CONTENTS

Contents

- Executive Summary 2
- I. Geographic Area..... 8
- II. Population Demographics 11
- III. Assessment of Available Services..... 20
 - Inventory of Transportation Providers..... 20
 - Existing Transportation Services 24
 - Assessment of Community Support for Transit 28
 - Safety..... 29
 - Vehicles 30
 - Summary of Existing Resources 0
- IV. Assessment of Transportation Needs and Gaps 0
 - Local Demographic and Socio-Economic Data..... 0
 - Analysis of Demographic Data 4
 - General Public and Stakeholder Meetings/Focus Groups 4
 - Surveys 5
 - Challenges to Coordinated Transportation..... 8
 - Summary of Unmet Mobility Needs 10
- V. Goals and Strategies 11
 - Developing Strategies to Address Gaps and Needs 11
 - Goal #1: 11
- VI. Plan Adoption..... 17
- Appendix A: List of Planning Committee Participants 19
 - Agency Representation 19
- Appendix B: List of Annual Reviews and Plan Amendments..... 20
 - Annual Review [DATE]..... 20
 - Amendment [DATE] 20
- Appendix C: Definitions..... 21

Executive Summary

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

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

1. Identify all community resources including

Transportation is provided throughout Coshocton County by the following;

- Coshocton County Coordinated Transportation Agency - 12 Vehicles
- Veteran's Service Commission – 1 Vehicle
- RHDD (one shuttle available to schedule by CCCTA) – 3 Vehicles
- Coshocton County Board of Developmental Disabilities – 1 Vehicle
- Coshocton County Emergency Medical Services – 15 Vehicles
- Coshocton County Regional Medical Center 1 Vehicle
- Coshocton Springs – 2 Vehicles
- Echoing Hills Village – 2 Vehicles
- Gentle Brook/West Lafayette Meadows – 3 Vehicles
- Signature Health & Rehabilitation Center – 1 Vehicle
- Lafayette Pointe Health & Rehabilitation Center – 2 Vehicles
- Coshocton County Emergency Management Agency – 1 Communication Vehicle
- Coshocton County Juvenile Court - 3 Vehicles for court transport use only
- Hospice/Health Services of Coshocton – 6 vehicles
- Interim Home Health Services – 3 Vehicles
- Hopewell Industries Inc. – 5 Vehicles
- Pioneer Trails – 25 Vehicles (Charter service only)
- Coshocton County Senior Center – 3 Vehicles

- Privately owned Taxi Services (sum of all companies) – 6 Vehicles
- Amish Transport Services – Total Vehicles Unknown
- Area Churches – Total Vehicles Unknown

2. Identify and Prioritize community transportation needs

- *Marketing and Promotion*

Overwhelmingly, response indicated that many services offered through the coordinated transportation system were unknown to survey respondents. Of the nearly 500 survey responses received, 19 percent requested that the county develop services that were already in place. In 22 percent of cases, lack of knowledge was tied directly to a lack of marketing.

- *Financial Support*

One reason for lack of community outreach (marketing and promotion) is financial in nature on two counts. First, accounts receivable are nearly all utilized for direct service to county residents. Secondly, CCCTA resources are near capacity as is. All vehicles, driving personnel and office staff are stretched to allowable work limits. To advertise new services and appreciably increase demand would necessitate an investment in resources to meet that demand.

Long-term funding sources to enable enlarging the system and introducing new programs and services have not been successfully identified. Further, funding from existing sources tends to fluctuate from one year to the next, making it difficult to budget for long-term time and resources needs. Some grant opportunities may arise for one or two years in duration and then evaporate as quickly as they came, jeopardizing the efficient use and longevity of any new equipment purchases, personnel hiring or program services added.

CCCTA's experience has been that adjusting prospective clients' transportation habits from the total freedom of personal call-and-respond transport to a scheduled and coordinated transportation system requires a sizeable and very personal marketing campaign. Even those interested in trying coordinated transportation are sometimes frustrated by the personal adjustments necessary in learning to fully take advantage of the services currently offered by CCCTA. Having services come and go because of fluctuations in funding confuses the public and frustrates those who were taking advantage of services that are no longer available.

- *Expanded Service for Non-Medical Needs*

The bread-and-butter of the coordinated service is subsidized transport to medical appointments. However, no funding source subsidizes the costs of meeting the basic daily needs for those within poverty guidelines and under the age of 60. Even funding for senior citizens is not adequate for the current demand, causing

CCCTA staff to establish standards that serve to ration these services.

As an option, personal pay transportation is available. Personal pay transport within the city is best left to the private taxi companies, which provide the convenience of call-and-respond service. However, for residents in the outlying rural areas of the county or for those going long distances outside of the county, private taxi service is often prohibitively expensive for low-income families. Therefore, CCCTA makes every effort to coordinate private pay requests with other riders so that costs can be shared. In 2010 and 2011, CCCTA received New Freedom grants from the State of Ohio. These grants were to assist in reimbursing costs incurred in transporting clients for non-medical trips. During the course of the two year program, CCCTA made 855 New Freedom trips – 89 percent of which served elderly and disabled clients.

CCCTA also attempted to use New Freedom funding for a weekend shuttle service that would board passengers from outlying areas of the county and deliver them into the City of Coshocton for shopping and other personal business. However, the intended target audience did not respond well and the service was quickly halted before too many expenses and commitments were incurred. Similarly, survey suggestions to run weekend shuttles to Zanesville were established, but no trips were ever reserved by local residents. A large obstacle was that local residents did not want to be accountable to a coordinated pickup and delivery schedule, rather opting for transportation from family, friends and neighbors where they could come and go as they pleased.

3. Establish a clear plan for achieving shared goals

- *Marketing and Promotion Strategies*

CCCTA is now a well-established entity within the county community. Taking it to the “next level” will require a significant marketing and promotional effort:

Branding

In 2012, CCCTA began working on consolidating its identify by moving to a more uniform look. This includes developing a new logo and a more consistent look in vehicle decals, signage, brochures and other documents. As the five shuttles from the Coshocton County Board of Developmental Disabilities are assimilated into the CCCTA vehicle inventory in the summer of 2013, their exterior will adapt the CCCTA brand with new decals and matching coloration. This will help to identify CCCTA vehicles at a greater distance, plus act as moving advertisements of the agency’s brand.

Outreach

CCCTA would like to develop a 24-month program that would concentrate

outreach activities to one township per month (excepting December), starting with the most outlying rural areas. Ideas for implementing this strategy include creating a volunteer force to work with office staff to educate residents in the target township on what transportation services are available and the easiest way(s) to connect their lives with these services. Township trustees, churches and service agencies are viewed as important entry points to distribute literature and personally advise residents through the process.

Once CCCTA has redeveloped printed literature with the new branding message, the agency will approach doctors' offices, churches, county offices, etc., on placing these brochures in high traffic areas of their facilities.

CCCTA will conduct two public surveys: 1. for the public at large; and 2. for social service agencies, to include faith-based organizations, home health agencies, public and private school officials/guidance counselors, etc. Results from these surveys will assist to identify gaps and provide suggestions on how to better communicate the CCCTA message to its intended audiences.

Special Activities

CCCTA would like to organize "Ride Free" days. Ideas for service include rides to the county fair, Roscoe Village and Towne Centre events, Election Day polling places, Lake Park Aquatic Center, etc.

- *Financial Strategies*
Foundation Assistance

CCCTA has never asked Coshocton-based foundations for financial assistance, nor has the service requested tax levy support. Once specific marketing plans are in place, CCCTA will seek funding from alternate sources to try one new visionary program or to serve an unsubsidized population in need. The goal is that a foundation will fund a project for a specified amount of time that will allow for proper evaluation of the service to see if can develop into a self-supporting program.

Organize a Fund-Raising Committee

Form a committee whose sole objective is to develop funding sources for transportation services. The board would be similar to a "Friends" organization and would focus on issues of grant identification and capital campaigns.

Consider a Tax Levy

As a last resort, CCCTA would research the viability of placing a tax levy on the ballot to support more diversified programming, especially for those in need who reside outside the Coshocton market area.

Sell Advertising Space

CCCTA is interested in finding ways to sell advertising space either on vehicles or in brochures/newsletters to help generate funding to support service.

- *Strategies to Expand Service to Non-Medical Needs*

Identify a Specific Project

The CCCTA Advisory Board will be asked to develop a plan that will focus on expanding one area of need not currently served, such as weekend service, county shopping shuttles, expanded hours on existing shuttles...

Create a Long-Term Plan

CCCTA will ask the advisory board or a separate committee to prioritize a list of non-medical transportation options so that several new ideas can be rolled out to the community on an ongoing basis depending upon financial support and anticipated participation.

Fund Raising

A variety of opportunities exist here, including grants, foundational support, advertising sales, etc. These will need to be done to support any pilot programming to expand service and to fill identified gaps.

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

- Seniors;
- Individuals with disabilities;
- People with low incomes;
- Public, private and non-profit transportation providers;
- Human services providers, and;
- The general public.
- Veterans

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

Date	Meeting Type	Time of Meeting
3/2/2015	High Rise Citizens Advisory Meeting	5-6 pm
3/12/2015	Meadows Citizens Advisory Meeting	5-6 pm
3/10/2015	Senior Citizens Advisory Meeting	5-6 pm
4/6/2015	Thompkins Child/Adol. Provider Survey	12:00 PM
7/20/2015	WTNS Radio Sidewalk/LDTP Public Address Frontier Power Public Sidewalk/LDTP	9:00 AM
7/28/2015	meeting	12:00 PM
9/3/2015	Sidewalk/LDTP Advisory Meeting	4:15 PM
9/10/2015	CCCTA Advisory Meeting/LDTP	10:00 AM
9/13/2015	Commons Apt Agency/LDTP	1:30 PM
12/3/2015	Sidewalk/LDTP Advisory Meeting	4:15 PM
1/7/2016	Sidewalk/LDTP Advisory Meeting	4:15 PM
2/4/2016	Sidewalk/LDTP Advisory Meeting	4:15 PM
4/7/2016	Sidewalk/LDTP Advisory Meeting Meeting with Mary Ellen Given for LDTP	4:15 PM
8/21/2015	Surveys	

This plan was developed and adopted by a planning committee. More information about the planning committee can be found in Appendix A.

I. Geographic Area

Coshocton County

Coshocton County is a rural Appalachian county with an estimated population of 36,901 in 2014 (US Census). Located in east-central Ohio, the county comprises 563.91 square miles, divided into 22 townships.

Coshocton's prominence was established early as an important port (Roscoe) along the Ohio-Erie Canal, which helped to open commerce from the East Coast to central and southern Ohio. Later, a mainline of the Pennsylvania Railroad was built through Coshocton County, ensuring fast and convenient transportation for the county's industry and residents. The county's economy flourished with the development of U.S. Hwy 36 as a four-lane connection to the federal interstate system, as well as development of Ohio Route 16 as a direct route to the state capital – much of which includes limited access, four-lane highway. Coshocton County shares a border with Holmes County, home to the largest Amish community in the United States. A significant number of Amish reside in the northern and western sectors of Coshocton County.

However, as is true of many rural counties in Ohio, even with its sound transportation connectivity Coshocton began to experience a severe economic downturn in 1990. Five major employers have closed or drastically downsized, idling thousands of workers. Most recently, 250+ employees were affected with the closing of West Rock formerly known as RockTenn and Smurfit Stone Container. Manufacturing-based entrepreneurship has been next to non-existent; however, Kraft Foods did begin a \$40 million expansion in 2015, projecting an additional 300 jobs.

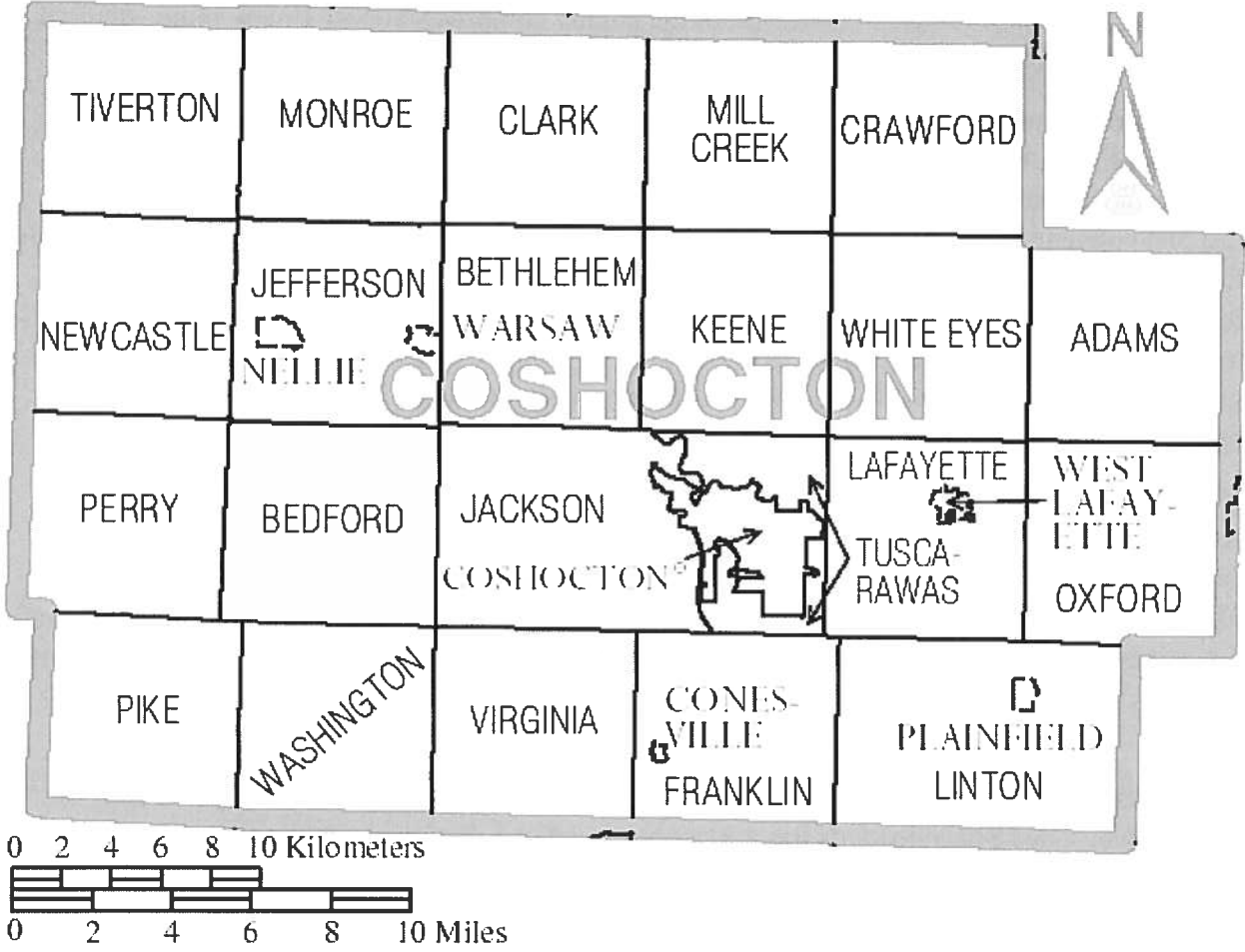
The oil and gas industry shows promise for the future, though the activity anticipated with the discovery of Utica Shale deposits has not yet been realized. Pipeline construction, which provided a substantial boost to the local economy in 2012-2013, has concluded. In 2015 optimism for the local oil and gas industry no longer applies.

An ethanol plant, which had been out of production for several years, was recently restarted -- its potential is unproven and uncertain. One remaining factory has added significantly to its workforce in the past year (2014-2015), however, other manufacturers have not appreciably enlarged their workforce. Local trucking and railroad activity is growing noticeably. The WestRock closure is expected to have an adverse effect on the local railroad industry.

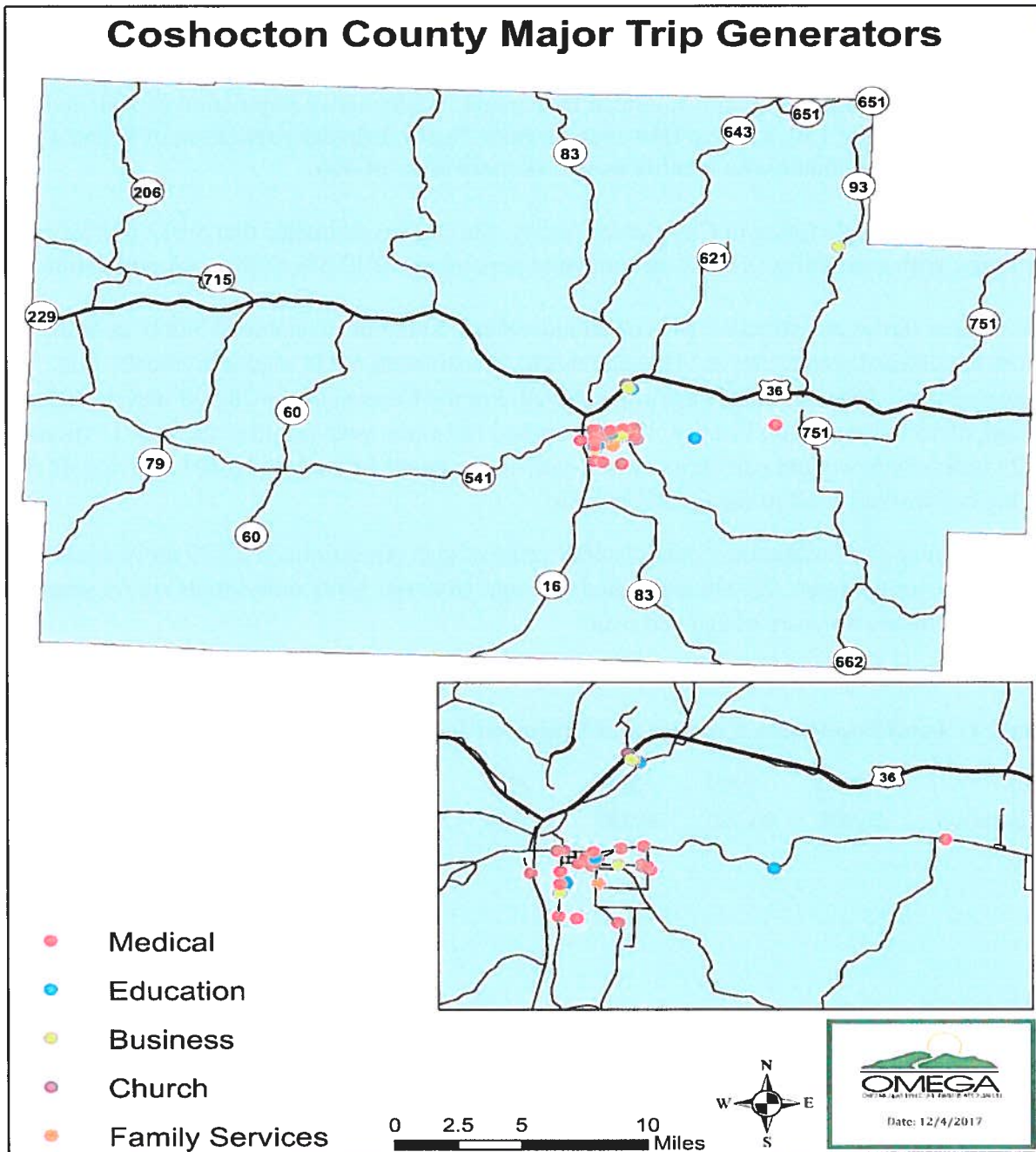
Although unemployment rates have stabilized in recent years, this is due mostly to the emigration of a trainable and skilled workforce to other locales. Of concerning significance is that the percentage of households qualifying for poverty level services continues to grow. Both results have increased significantly the demand for public services -- including transportation -- while providing less tax base with which to provide for those public services and infrastructure maintenance/repair. The gradual loss of intellectual capacity and easily trainable, educated

workforce from the county has noticeably hindered redevelopment as displaced managers and able workers go elsewhere in search for jobs.

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



Map 2: Major trip generators in the geographic area



II. Population Demographics

Per the 2010 US Census, there were 36,901 people, 14,658 households, and 10,089 families residing in the county. The Census showed a white population of 35,450, a black or African American population of 440, an American Indian and Alaska native population of 108, and Asian population of 130, a native Hawaiian or other Pacific Islander population of 8, and a population of individuals who identify as two or more races of 466.

Of the 36,901 people living in Coshocton County, the Census estimates that 5,012 individuals are living with a disability. That is an estimated percentage of 13.8% of the total population.

The Census shows an estimated 14% of all individuals living in Coshocton County as being below the defined poverty level. This equates to an estimated 5,058 total individuals. It is estimated that 1,085 individuals are unemployed. Per the Census, of the 28,538 individuals over the age of 16 in Coshocton County, 10,908 worked full-time, year-round in the past 12 months. 6,829 individuals worked part-time, or part-year in the past 12 months. 10,801 individuals show having not worked at all in the last 12 months.

The median age in Coshocton County is 40.8 years of age. An estimated 8,879 individuals are 18 years of age or younger. 22,030 individuals are age 18 to 64. 5,992 individuals are 65 years and over, and 768 are 85 years of age and over.

Chart 1: Total Population Current and Projected for Five Years

Year	2010	2015	2020	2025	2030	2035	2040
Population	36,901	36,650	36,190	35,660	34,790	34,070	33,390

Chart 2: Total Population by Age Group

Age	April 1, 2010						Population Estimate (as of July 1)											
	Census			Estimates Base			2010			2011			2012			2013		
	Both Sexes	Male	Female	Both Sexes	Male	Female	Both Sexes	Male	Female	Both Sexes	Male	Female	Both Sexes	Male	Female	Both Sexes	Male	Female
Total	36 901	18 225	18 676	36 898	18 223	18 675	36 927	18 253	18 674	36 909	18 247	18 662	36 818	18 201	18 617	36 750	18 199	18 552
Under 5 years	2 291	1 164	1 127	2 291	1 164	1 127	2 296	1 171	1 125	2 246	1 149	1 097	2 197	1 127	1 070	2 265	1 168	1 097
5 to 9 years	2 473	1 333	1 140	2 473	1 333	1 140	2 467	1 329	1 138	2 459	1 292	1 167	2 438	1 270	1 166	2 387	1 249	1 138
10 to 14 years	2 517	1 305	1 212	2 517	1 305	1 212	2 528	1 309	1 219	2 546	1 315	1 231	2 517	1 319	1 198	2 502	1 315	1 187
15 to 19 years	2 525	1 277	1 248	2 524	1 276	1 248	2 494	1 269	1 225	2 400	1 235	1 165	2 365	1 229	1 137	2 295	1 214	1 061
20 to 24 years	1 940	959	981	1 940	959	981	1 965	968	997	2 054	1 012	1 042	2 075	1 033	1 042	2 068	1 039	1 049
25 to 29 years	2 131	1 099	1 032	2 131	1 099	1 032	2 134	1 102	1 032	2 093	1 062	1 031	2 019	1 007	1 012	1 990	975	1 015
30 to 34 years	1 984	966	1 018	1 984	966	1 018	1 996	976	1 020	2 062	1 037	1 025	2 145	1 074	1 071	2 157	1 079	1 076
35 to 39 years	2 202	1 109	1 093	2 202	1 109	1 093	2 180	1 094	1 086	2 096	1 046	1 050	2 004	996	1 006	1 929	964	965
40 to 44 years	2 343	1 176	1 167	2 343	1 176	1 167	2 340	1 173	1 167	2 347	1 164	1 183	2 350	1 152	1 196	2 317	1 143	1 174
45 to 49 years	2 692	1 326	1 366	2 692	1 326	1 366	2 673	1 327	1 346	2 555	1 291	1 264	2 467	1 254	1 233	2 423	1 229	1 194
50 to 54 years	2 887	1 442	1 445	2 885	1 441	1 444	2 887	1 439	1 448	2 869	1 433	1 436	2 824	1 418	1 406	2 706	1 361	1 345
55 to 59 years	2 625	1 327	1 298	2 625	1 327	1 298	2 632	1 328	1 304	2 679	1 335	1 344	2 749	1 362	1 367	2 619	1 400	1 419
60 to 64 years	2 299	1 128	1 171	2 299	1 128	1 171	2 335	1 151	1 184	2 466	1 226	1 242	2 413	1 179	1 234	2 452	1 206	1 246
65 to 69 years	1 756	819	937	1 756	819	937	1 752	822	930	1 759	842	917	1 904	926	976	1 968	965	1 023
70 to 74 years	1 546	713	833	1 546	713	833	1 543	707	836	1 556	705	851	1 561	690	871	1 578	708	870
75 to 79 years	1 060	497	563	1 060	497	563	1 097	496	591	1 127	509	618	1 167	549	616	1 253	563	670
80 to 84 years	642	321	321	642	321	321	638	322	316	631	322	309	628	325	303	605	328	477
85 years and over	768	264	504	768	264	504	780	270	510	762	272	490	776	269	507	796	272	524
Under 18 years	6 679	4 603	4 276	6 678	4 602	4 276	6 670	4 609	4 261	6 755	4 551	4 234	6 660	4 502	4 176	6 657	4 517	4 140
Under 5 years	2 291	1 164	1 127	2 291	1 164	1 127	2 296	1 171	1 125	2 246	1 149	1 097	2 197	1 127	1 070	2 265	1 168	1 097
5 to 13 years	4 521	2 391	2 130	4 521	2 391	2 130	4 505	2 383	2 122	4 460	2 329	2 131	4 468	2 325	2 143	4 376	2 302	2 074
14 to 17 years	2 067	1 048	1 019	2 066	1 047	1 019	2 069	1 055	1 014	2 079	1 073	1 006	2 015	1 050	965	2 016	1 047	969
18 to 64 years	22 030	11 003	11 022	22 028	11 007	11 021	22 057	11 027	11 030	22 059	11 046	11 043	21 902	10 940	10 962	21 673	10 825	10 846
18 to 24 years	2 867	1 435	1 432	2 867	1 435	1 432	2 880	1 437	1 443	2 920	1 452	1 468	2 911	1 476	1 435	2 880	1 468	1 412
25 to 44 years	6 660	4 360	4 310	6 660	4 359	4 310	6 650	4 345	4 305	6 596	4 309	4 299	6 516	4 231	4 267	6 393	4 161	4 232
45 to 64 years	10 503	5 223	5 280	10 501	5 222	5 279	10 527	5 245	5 262	10 571	5 285	5 266	10 473	5 233	5 240	10 400	5 196	5 204
65 years and over	5 992	2 614	3 378	5 992	2 614	3 378	6 000	2 617	3 383	6 035	2 650	3 385	6 216	2 759	3 477	6 420	2 896	3 564
65 years and over	768	264	504	768	264	504	780	270	510	762	272	490	776	269	507	796	272	524
16 years and over	29 139	14 176	14 963	29 136	14 174	14 962	29 155	14 196	14 959	29 166	14 236	14 928	29 122	14 206	14 916	29 118	14 210	14 906
16 years and over	26 022	13 622	14 460	26 022	13 621	14 399	26 057	13 644	14 413	26 124	13 696	14 426	26 136	13 699	14 439	26 093	13 661	14 412
15 to 44 years	13 125	6 566	6 539	13 124	6 585	6 539	13 109	6 582	6 527	13 052	6 556	6 496	12 959	6 493	6 466	12 776	6 414	6 362
Median age (years)	40.6	39.6	42.1	40.6	39.6	42.1	40.6	39.6	42.1	41.0	39.9	42.1	41.4	40.2	42.5	41.7	40.4	42.9

Chart 3: Total Population by Race

2016 Both Sexes										
Geography	Total	Race Alone								Two or More Races
		White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Island				
Coshocton County, Ohio	36 602	35 450	440	108	130	8	466			

Chart 4: Number and percentage of people with disabilities

Subject	Coshocton County, Ohio					
	Total		With a Disability		Percent With a Disability	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total civilian noninstitutionalized population	36,273	+/-128	5,012	+/-362	13.80%	+/-1.0
SEX						
Male	18,072	+/-108	2,522	+/-251	14.00%	+/-1.4
Female	18,201	+/-157	2,490	+/-229	13.70%	+/-1.3
RACE AND HISPANIC OR LATINO ORIGIN						
White alone	35,174	+/-158	4,831	+/-361	13.70%	+/-1.0
Black or African American alone	355	+/-89	60	+/-43	16.90%	+/-12.8
American Indian and Alaska Native alone	62	+/-58	33	+/-49	53.20%	+/-53.2
Asian alone	127	+/-41	0	+/-24	0.00%	+/-20.9
Native Hawaiian and Other Pacific Islander alone	0	+/-24	0	+/-24	-	**
Some other race alone	15	+/-21	0	+/-24	0.00%	+/-73.6
Two or more races	540	+/-124	88	+/-53	16.30%	+/-8.7
White alone, not Hispanic or Latino	34,903	+/-127	4,821	+/-363	13.80%	+/-1.0
Hispanic or Latino (of any race)	342	+/-24	20	+/-21	5.80%	+/-6.0
AGE						
Under 5 years	2,264	+/-75	0	+/-24	0.00%	+/-1.3
5 to 17 years	6,418	+/-79	334	+/-113	5.20%	+/-1.7
18 to 34 years	6,880	+/-91	561	+/-168	8.20%	+/-2.4
35 to 64 years	14,475	+/-97	2,074	+/-224	14.30%	+/-1.5
65 to 74 years	3,617	+/-60	725	+/-142	20.00%	+/-3.9
75 years and over	2,619	+/-97	1,318	+/-155	50.30%	+/-5.7
DISABILITY TYPE BY DETAILED AGE						
With a hearing difficulty	(X)	(X)	1,265	+/-173	3.50%	+/-0.5
Population under 18 years	8,682	+/-60	56	+/-44	0.60%	+/-0.5
Population under 5 years	2,264	+/-75	0	+/-24	0.00%	+/-1.3
Population 5 to 17 years	6,418	+/-79	56	+/-44	0.90%	+/-0.7
Population 18 to 64 years	21,355	+/-81	432	+/-102	2.00%	+/-0.5
Population 18 to 34 years	6,880	+/-91	64	+/-45	0.90%	+/-0.7
Population 35 to 64 years	14,475	+/-97	368	+/-90	2.50%	+/-0.6
Population 65 years and over	6,236	+/-105	777	+/-132	12.50%	+/-2.2
Population 65 to 74 years	3,617	+/-60	264	+/-71	7.30%	+/-2.0
Population 75 years and over	2,619	+/-97	513	+/-115	19.60%	+/-4.5
With a vision difficulty	(X)	(X)	682	+/-163	1.90%	+/-0.4
Population under 18 years	8,682	+/-60	69	+/-39	0.80%	+/-0.5
Population under 5 years	2,264	+/-75	0	+/-24	0.00%	+/-1.3
Population 5 to 17 years	6,418	+/-79	69	+/-39	1.10%	+/-0.6
Population 18 to 64 years	21,355	+/-81	334	+/-106	1.60%	+/-0.5
Population 18 to 34 years	6,880	+/-91	63	+/-41	0.90%	+/-0.6
Population 35 to 64 years	14,475	+/-97	271	+/-92	1.90%	+/-0.6
Population 65 years and over	6,236	+/-105	279	+/-86	4.50%	+/-1.4
Population 65 to 74 years	3,617	+/-60	89	+/-49	2.50%	+/-1.4
Population 75 years and over	2,619	+/-97	190	+/-70	7.30%	+/-2.6
With a cognitive difficulty	(X)	(X)	1,560	+/-215	4.60%	+/-0.6
Population under 18 years	6,418	+/-79	246	+/-86	3.80%	+/-1.3
Population 18 to 64 years	21,355	+/-81	942	+/-163	4.40%	+/-0.8
Population 18 to 34 years	6,880	+/-91	251	+/-92	3.60%	+/-1.3
Population 35 to 64 years	14,475	+/-97	691	+/-134	4.80%	+/-0.9
Population 65 years and over	6,236	+/-105	372	+/-111	6.00%	+/-1.8
Population 65 to 74 years	3,617	+/-60	119	+/-60	3.30%	+/-1.7
Population 75 years and over	2,619	+/-97	253	+/-80	9.70%	+/-3.1
With an ambulatory difficulty	(X)	(X)	2,867	+/-301	8.40%	+/-0.9
Population under 18 years	6,418	+/-79	32	+/-25	0.50%	+/-0.4
Population 18 to 64 years	21,355	+/-81	1,551	+/-219	7.30%	+/-1.0
Population 18 to 34 years	6,880	+/-91	186	+/-125	2.70%	+/-1.8
Population 35 to 64 years	14,475	+/-97	1,365	+/-198	9.40%	+/-1.4
Population 65 years and over	6,236	+/-105	1,284	+/-175	20.60%	+/-2.8
Population 65 to 74 years	3,617	+/-60	482	+/-119	13.30%	+/-3.3
Population 75 years and over	2,619	+/-97	802	+/-137	30.60%	+/-4.9
With a self-care difficulty	(X)	(X)	863	+/-181	2.50%	+/-0.5
Population under 18 years	6,418	+/-79	30	+/-21	0.50%	+/-0.3
Population 18 to 64 years	21,355	+/-81	416	+/-136	1.90%	+/-0.6
Population 18 to 34 years	6,880	+/-91	77	+/-46	1.10%	+/-0.7
Population 35 to 64 years	14,475	+/-97	339	+/-114	2.30%	+/-0.8
Population 65 years and over	6,236	+/-105	417	+/-105	6.70%	+/-1.7
Population 65 to 74 years	3,617	+/-60	151	+/-63	4.20%	+/-1.7
Population 75 years and over	2,619	+/-97	266	+/-80	10.20%	+/-3.1
With an independent living difficulty	(X)	(X)	1,790	+/-195	6.50%	+/-0.7
Population 18 to 64 years	21,355	+/-81	920	+/-158	4.30%	+/-0.7
Population 18 to 34 years	6,880	+/-91	123	+/-67	1.80%	+/-1.0
Population 35 to 64 years	14,475	+/-97	797	+/-152	5.50%	+/-1.0
Population 65 years and over	6,236	+/-105	870	+/-122	14.00%	+/-2.0
Population 65 to 74 years	3,617	+/-60	219	+/-80	6.10%	+/-2.2
Population 75 years and over	2,619	+/-97	651	+/-108	24.90%	+/-4.0

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

Subject	Coshocton County, Ohio											
	Coshocton County, Ohio				Married-Couple Families				Female Householder, No Husband Present			
	Total		Percent Below Poverty Level		Total		Percent Below Poverty Level		Total		Percent Below Poverty Level	
Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	
Families	9 840	+/-334	9 00%	+/-1 8	7 092	+/-329	4 90%	+/-1 3	1 329	+/-208	33 40%	+/-8 4
With related children of householder under 18 years	4 007	+/-250	17 00%	+/-3 6	2 855	+/-191	8 80%	+/-2 7	850	+/-183	45 60%	+/-10 8
With related children of householder under 6 years	778	+/-152	21 00%	+/-11 3	528	+/-116	6 60%	+/-4 4	186	+/-102	68 80%	+/-27 8
With related children of householder under 6 years and 6 to 17 years	755	+/-146	22 00%	+/-8 0	6 18	+/-123	16 20%	+/-8 0	101	+/-69	61 40%	+/-24 2
With related children of householder 6 to 17 years	2,474	+/-210	14 20%	+/-3 6	1 709	+/-167	6 80%	+/-3 3	563	+/-133	35 20%	+/-9 8
RACE AND HISPANIC OR LATINO ORIGIN												
Families with a householder who is--												
White alone	9 692	+/-333	9 00%	+/-1 9	7 795	+/-328	4 90%	+/-1 3	1 307	+/-203	34 00%	+/-8 5
Black or African American alone	60	+/-36	0 00%	+/-36 7	49	+/-38	0 00%	+/-40 7	0	+/-24		**
American Indian and Alaska Native alone	13	+/-20	0 00%	+/-79 6	0	+/-24		**	13	+/-20	0 00%	+/-79 0
Asian alone	19	+/-17	0 00%	+/-65 4	19	+/-17	0 00%	+/-65 4	0	+/-24		**
Native Hawaiian and Other Pacific Islander alone	0	+/-24		**	0	+/-24		**	0	+/-24		**
Some other race alone	0	+/-24		**	0	+/-24		**	0	+/-24		**
Two or more races	56	+/-39	32 10%	+/-40 2	29	+/-29	0 00%	+/-52 9	9	+/-18	0 00%	+/-95 0
Hispanic or Latino origin (of any race)	108	+/-51	0 00%	+/-24 3	92	+/-48	0 00%	+/-27 2	0	+/-24		**
White alone, not Hispanic or Latino	9 596	+/-330	9 10%	+/-1 9	7 713	+/-330	5 00%	+/-1 3	1 307	+/-203	34 00%	+/-8 5
HOUSEHOLD TYPE												
Householder worked	6 786	+/-332	8 10%	+/-2 4	5 370	+/-289	3 90%	+/-1 5	914	+/-198	35 60%	+/-11 6
Householder worked full-time, year-round in the past 12 months	4 683	+/-272	3 30%	+/-1 6	3 838	+/-275	2 20%	+/-1 2	433	+/-118	15 20%	+/-12 1
Householder 65 years and over	2 322	+/-164	3 10%	+/-1 7	1 969	+/-145	2 40%	+/-1 6	306	+/-103	8 20%	+/-7 7
Family received --												
Supplemental Security Income (SSI) and/or cash public assistance income in the past 12 months	691	+/-137	28 50%	+/-9 4	437	+/-105	22 20%	+/-10 3	181	+/-80	38 70%	+/-21 0
Social security income in the past 12 months	3 220	+/-183	5 90%	+/-2 3	2 643	+/-171	2 70%	+/-1 4	446	+/-125	19 30%	+/-10 3
EDUCATIONAL ATTAINMENT OF HOUSEHOLDER												
Less than high school graduate	1 100	+/-184	21 20%	+/-6 9	852	+/-155	14 30%	+/-6 9	186	+/-72	57 50%	+/-17 3
High school graduate (includes equivalency)	4 791	+/-306	8 10%	+/-2 3	3 775	+/-303	3 80%	+/-1 7	601	+/-134	32 10%	+/-11 0
Some college, associate's degree	2 604	+/-238	9 70%	+/-3 6	2 074	+/-217	5 00%	+/-2 5	434	+/-126	33 20%	+/-13 2
Bachelor's degree or higher	1 345	+/-178	1 20%	+/-1 3	1 191	+/-172	1 30%	+/-1 5	108	+/-53	0 00%	+/-23 9
NUMBER OF RELATED CHILDREN OF THE HOUSEHOLDER UNDER 18 YEARS												
No child	5 833	+/-286	3 50%	+/-1 2	5 037	+/-279	2 60%	+/-1 1	479	+/-121	11 70%	+/-7 0
1 or 2 children	3 170	+/-273	15 70%	+/-4 1	2 120	+/-203	6 60%	+/-2 6	752	+/-174	42 60%	+/-12 3
3 or 4 children	697	+/-132	22 00%	+/-8 6	595	+/-120	13 60%	+/-7 5	98	+/-51	69 40%	+/-22 7
6 or more children	140	+/-67	22 10%	+/-21 2	140	+/-67	22 10%	+/-21 2	0	+/-24		**
NUMBER OF OWN CHILDREN OF THE HOUSEHOLDER UNDER 18 YEARS												
No own child of the householder	6 140	+/-281	3 90%	+/-1 2	5 200	+/-287	2 70%	+/-1 1	589	+/-140	13 60%	+/-7 4
1 or 2 own children of the householder	2 904	+/-266	16 70%	+/-4 3	1 982	+/-195	6 60%	+/-2 8	666	+/-165	47 40%	+/-12 7
3 or 4 own children of the householder	648	+/-120	20 50%	+/-8 5	570	+/-115	14 20%	+/-7 9	74	+/-39	64 90%	+/-23 9
6 or more own children of the householder	140	+/-67	22 10%	+/-21 2	140	+/-67	22 10%	+/-21 2	0	+/-24		**
NUMBER OF PEOPLE IN FAMILY												
2 people	5 146	+/-336	6 10%	+/-2 2	4 036	+/-292	3 10%	+/-1 5	690	+/-158	23 60%	+/-10 1
3 or 4 people	3 612	+/-273	11 00%	+/-3 0	2 831	+/-247	4 00%	+/-1 9	582	+/-132	38 50%	+/-12 5
6 or 6 people	802	+/-132	14 20%	+/-5 8	855	+/-134	10 50%	+/-5 4	37	+/-27	100 00%	+/-48 8
7 or more people	190	+/-76	26 80%	+/-20 4	170	+/-72	18 20%	+/-17 5	20	+/-32	100 00%	+/-63 7
NUMBER OF WORKERS IN FAMILY												
No workers	1 587	+/-167	13 70%	+/-5 2	1 307	+/-147	7 50%	+/-4 0	207	+/-78	35 70%	+/-19 0
1 worker	3 375	+/-293	15 60%	+/-4 3	2 232	+/-251	8 50%	+/-2 9	820	+/-174	39 90%	+/-11 8
2 workers	3 893	+/-260	3 30%	+/-1 5	3 483	+/-259	2 80%	+/-1 4	210	+/-78	15 30%	+/-14 1
3 or more workers	985	+/-157	1 60%	+/-1 8	800	+/-158	0 00%	+/-3 3	86	+/-54	11 60%	+/-18 6
INCOME DEFICIT												
Mean income deficit for families (dollars)	8 427	+/-1 656	(X)	(X)	8 362	+/-2 535	(X)	(X)	8 707	+/-2 428	(X)	(X)
TENURE												
Owner occupied	7 919	+/-304	5 70%	+/-1 4	6 872	+/-311	3 80%	+/-1 2	647	+/-137	23 80%	+/-8 8
Renter Occupied	1 921	+/-232	22 90%	+/-6 5	1 020	+/-168	12 20%	+/-6 5	682	+/-167	42 50%	+/-11 9
ALL FAMILIES WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS												
50 percent of poverty level	257	+/-113	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
125 percent of poverty level	1 502	+/-207	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
150 percent of poverty level	1 977	+/-228	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
185 percent of poverty level	2 695	+/-244	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
200 percent of poverty level	3 063	+/-243	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
300 percent of poverty level	5 220	+/-354	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
400 percent of poverty level	6 782	+/-356	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
600 percent of poverty level	7 923	+/-357	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)

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

Subject	Coshocton County, Ohio					
	Total		Below Poverty Level		Percent Below Poverty Level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population for whom poverty status is determined	36,173	+/- 146	5,058	+/- 667	14.00%	+/- 1.8
AGE						
Under 18 years	8,552	+/- 93	1,637	+/- 367	19.10%	+/- 4.3
Under 5 years	2,183	+/- 88	496	+/- 167	22.70%	+/- 7.6
5 to 17 years	6,369	+/- 86	1,141	+/- 252	17.90%	+/- 4.0
Related children of householder under 18 years	8,501	+/- 110	1,593	+/- 363	18.70%	+/- 4.2
18 to 64 years	21,385	+/- 67	2,958	+/- 347	13.80%	+/- 1.6
18 to 34 years	6,887	+/- 90	1,271	+/- 209	18.50%	+/- 3.0
35 to 64 years	14,498	+/- 89	1,687	+/- 279	11.60%	+/- 1.9
65 years and over	8,800	+/- 254	703	+/- 147	8.00%	+/- 1.6
65 years and over	6,236	+/- 105	463	+/- 132	7.40%	+/- 2.1
SEX						
Male	18,037	+/- 108	2,159	+/- 331	12.00%	+/- 1.8
Female	18,136	+/- 160	2,899	+/- 408	16.00%	+/- 2.3
RACE AND HISPANIC OR LATINO ORIGIN						
White alone	35,092	+/- 173	4,787	+/- 654	13.60%	+/- 1.9
Black or African American alone	355	+/- 89	55	+/- 55	15.50%	+/- 16.6
American Indian and Alaska Native alone	62	+/- 58	33	+/- 49	53.20%	+/- 53.2
Asian alone	113	+/- 45	34	+/- 41	30.10%	+/- 32.6
Native Hawaiian and Other Pacific Islander alone	0	+/- 24	0	+/- 24	-	**
Some other race alone	15	+/- 21	0	+/- 24	0.00%	+/- 73.6
Two or more races	536	+/- 123	149	+/- 105	27.80%	+/- 17.6
Hispanic or Latino origin (of any race)	342	+/- 24	13	+/- 22	3.80%	+/- 6.3
White alone, not Hispanic or Latino	34,821	+/- 144	4,774	+/- 652	13.70%	+/- 1.9
EDUCATIONAL ATTAINMENT						
Population 25 years and over	24,843	+/- 134	2,853	+/- 358	11.50%	+/- 1.4
Less than high school graduate	3,484	+/- 370	957	+/- 210	27.50%	+/- 5.0
High school graduate (includes equivalency)	12,222	+/- 403	1,307	+/- 212	10.70%	+/- 1.7
Some college, associate's degree	6,117	+/- 382	510	+/- 140	8.30%	+/- 2.2
Bachelor's degree or higher	3,020	+/- 295	79	+/- 50	2.60%	+/- 1.6
EMPLOYMENT STATUS						
Civilian labor force 16 years and over	16,973	+/- 362	1,472	+/- 260	8.70%	+/- 1.5
Employed	15,888	+/- 365	1,053	+/- 198	6.60%	+/- 1.2
Male	8,770	+/- 305	420	+/- 106	4.80%	+/- 1.2
Female	7,118	+/- 312	633	+/- 149	8.90%	+/- 2.0
Unemployed	1,085	+/- 193	419	+/- 136	38.60%	+/- 8.5
Male	652	+/- 145	266	+/- 104	40.80%	+/- 12.3
Female	433	+/- 117	153	+/- 70	35.30%	+/- 13.1
WORK EXPERIENCE						
Population 16 years and over	28,538	+/- 157	3,487	+/- 399	12.20%	+/- 1.4
Worked full-time, year-round in the past 12 months	10,908	+/- 372	277	+/- 100	2.50%	+/- 0.9
Worked part-time or part-year in the past 12 months	6,829	+/- 359	1,198	+/- 218	17.50%	+/- 3.0
Did not work	10,801	+/- 346	2,012	+/- 269	18.60%	+/- 2.4
ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS						
50 percent of poverty level	1,848	+/- 449	(X)	(X)	(X)	(X)
125 percent of poverty level	8,015	+/- 797	(X)	(X)	(X)	(X)
150 percent of poverty level	10,202	+/- 851	(X)	(X)	(X)	(X)
185 percent of poverty level	13,195	+/- 811	(X)	(X)	(X)	(X)
200 percent of poverty level	14,399	+/- 761	(X)	(X)	(X)	(X)
300 percent of poverty level	22,241	+/- 727	(X)	(X)	(X)	(X)
400 percent of poverty level	27,007	+/- 719	(X)	(X)	(X)	(X)
500 percent of poverty level	30,681	+/- 620	(X)	(X)	(X)	(X)
UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED	5,995	+/- 384	1,789	+/- 272	29.80%	+/- 3.8
Male	2,760	+/- 262	749	+/- 168	27.10%	+/- 5.6
Female	3,235	+/- 243	1,040	+/- 172	32.10%	+/- 4.3
15 years	34	+/- 37	34	+/- 37	100.00%	+/- 48.9
16 to 17 years	17	+/- 17	10	+/- 14	58.80%	+/- 50.0
18 to 24 years	506	+/- 134	306	+/- 114	60.50%	+/- 14.7
25 to 34 years	689	+/- 165	181	+/- 97	26.30%	+/- 12.2
35 to 44 years	755	+/- 145	290	+/- 94	38.40%	+/- 10.6
45 to 54 years	789	+/- 188	326	+/- 128	41.30%	+/- 10.1
55 to 64 years	1,136	+/- 195	326	+/- 119	28.70%	+/- 9.2
65 to 74 years	928	+/- 162	118	+/- 63	12.70%	+/- 6.4
75 years and over	1,141	+/- 160	198	+/- 87	17.40%	+/- 6.9
Mean income deficit for unrelated individuals (dollars)	6,311	+/- 631	(X)	(X)	(X)	(X)
Worked full-time, year-round in the past 12 months	1,701	+/- 259	64	+/- 38	3.80%	+/- 2.1
Worked less than full-time, year-round in the past 12 months	1,216	+/- 206	535	+/- 145	44.00%	+/- 8.7
Did not work	3,078	+/- 280	1,190	+/- 213	38.70%	+/- 5.3

Chart 7: Percent of population that speak English “Less than very well”

Coshocton County, Ohio												
Subject	Total		Percent		Percent of specified language speakers							
	Estimate	Margin of Error	Estimate	Margin of Error	Speak English only or speak English "very well"	Percent speak English only or speak English "very well"	Estimate	Margin of Error	Speak English less than "very well"	Percent speak English less than "very well"	Estimate	Margin of Error
Population 5 years and over	34,401	+/- 75	(X)	(X)	33,257	+/- 328	96.7%	+/-0.9	1,144	+/- 316	3.3%	+/-0.9
Speak only English	31,533	+/- 513	91.7%	+/-1.5	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	2,868	+/- 508	8.3%	+/- 1.5	1,724	+/- 510	60.1%	+/- 11.3	1,144	+/- 316	39.9%	+/- 11.3
SPEAK A LANGUAGE OTHER THAN ENGLISH												
Spanish 5 to 17 years old	198	+/-95	0.6%	+/-0.3	130	+/-75	65.7%	+/-16.8	68	+/-40	34.3%	+/-16.8
	59	+/- 36	0.2%	+/- 0.1	17	+/- 16	28.8%	+/- 27.0	42	+/- 32	71.2%	+/- 27.0

Coshocton County, Ohio

Subject	Total		Percent		Percent of specified language speakers							
	Estimate	Margin of Error	Estimate	Margin of Error	Speak English only or speak English "very well"		Percent speak English only or speak English "very well"		Speak English less than "very well"		Percent speak English less than "very well"	
					Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
18 to 64 years old	138	+/-85	0.4%	+/-0.2	112	+/-75	81.2%	+/-12.1	26	+/-18	18.8%	+/-12.1
65 years old and over	1	+/-2	0.0%	+/-0.1	1	+/-2	100.0%	+/-100.0	0	+/-24	0.0%	+/-100.0
Other Indo-European languages	2,627	+/-506	7.6%	+/-1.5	1,579	+/-507	60.1%	+/-12.2	1,048	+/-311	39.9%	+/-12.2
5 to 17 years old	914	+/-285	2.7%	+/-0.8	461	+/-278	50.4%	+/-22.0	453	+/-202	49.6%	+/-22.0
18 to 64 years old	1,590	+/-327	4.6%	+/-0.9	1,059	+/-323	66.6%	+/-11.8	531	+/-183	33.4%	+/-11.8
65 years old and over	123	+/-61	0.4%	+/-0.2	59	+/-46	48.0%	+/-29.3	64	+/-45	52.0%	+/-29.3
Asian and Pacific Island languages	43	+/-34	0.1%	+/-0.1	15	+/-15	34.9%	+/-35.0	28	+/-30	65.1%	+/-35.0
5 to 17 years old	0	+/-24	0.0%	+/-0.1	0	+/-24	-	**	0	+/-24	-	**
18 to 64 years old	22	+/-22	0.1%	+/-0.1	15	+/-15	68.2%	+/-29.8	7	+/-10	31.8%	+/-29.8

Coshocton County, Ohio

Subject	Total		Percent		Percent of specified language speakers							
	Estimate	Margin of Error	Estimate	Margin of Error	Speak English only or speak English "very well"		Percent speak English only or speak English "very well"		Speak English less than "very well"		Percent speak English less than "very well"	
					Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
65 years old and over	21	+/- 29	0.1%	+/- 0.1	0	+/- 24	0.0%	+/- 62.2	21	+/- 29	100.0%	+/- 62.2
Other languages	0	+/-24	0.0%	+/-0.1	0	+/-24	-	**	0	+/-24	-	**
5 to 17 years old	0	+/- 24	0.0%	+/- 0.1	0	+/- 24	-	**	0	+/- 24	-	**
18 to 64 years old	0	+/-24	0.0%	+/-0.1	0	+/-24	-	**	0	+/-24	-	**
65 years old and over	0	+/- 24	0.0%	+/- 0.1	0	+/- 24	-	**	0	+/- 24	-	**
CITIZENS 18 YEARS AND OVER												
All citizens 18 years old and over	27,936	+/-63	(X)	(X)	27,297	+/- 212	97.7%	+/-0.7	639	+/- 197	2.3%	+/-0.7
Speak only English	26,081	+/- 343	93.4%	+/- 1.2	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)

Coshocton County, Ohio

Subject	Total		Percent		Percent of specified language speakers							
	Estimate	Margin of Error	Estimate	Margin of Error	Speak English only or speak English "very well"				Percent speak English only or speak English "very well"			
					Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Speak a language other than English	1,855	+/- 340	6.6%	+/-1.2	1,216	+/- 335	65.6%	+/-10.7	639	+/- 197	34.4%	+/-10.7
Spanish	109	+/- 79	0.4%	+/- 0.3	83	+/- 67	76.1%	+/- 14.2	26	+/- 18	23.9%	+/- 14.2
Other languages	1,746	+/- 332	6.3%	+/-1.2	1,133	+/- 329	64.9%	+/-11.2	613	+/- 192	35.1%	+/-11.2

III. Assessment of Available Services

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

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

Interviews were conducted with each of the identified stakeholders.

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

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

Inventory of Transportation Providers

By 2008, CCCTA had become the focal point for the area's transportation services. Professional services provided by CCCTA include Medicaid transport, senior services funded by Area Agency on Aging, Region 9, Veterans Services Commission transport, Coshocton County Board of DD adult employment program transit to/from workshop settings, transport for Job & Family Services job training assignments, and mental health counseling services for low-income clients and juveniles in trouble. The agency is open to other miscellaneous requests, upon special consideration.

The following transportation services are not provided by CCCTA:

- Emergency Medical Transportation
- Ambulette-required Transportation
- Private call-and-respond taxi services
- Senior congregate meals and home-delivered meals
- Transportation needs for residents of assisted-living facilities (though exceptions have occurred)
- Coshocton County Memorial Hospital in-patient care

Transportation to/from workshop settings for adult disabled and developmentally disabled residents is provided by both CCCTA and the workshop companies which have available transportation. Individual clients/families, in consultation with their social service advocate, choose their desired transportation service.

Medical Services

CCCTA -- in conjunction with Job & Family Services, the Veterans Services Commission and the Area Agency on Aging Region 9 -- provides the vast majority of non-emergency medical transportation for the county community. CCCTA may provide services to medical facilities statewide, however, the greatest distances regularly traveled are to the Cleveland and Columbus metropolitan areas.

Access to specialized medical care often requires travel outside of Coshocton County. This is because of a low number of physicians, lack of specialists, specialized medical services not in the county and specialized diagnostic or laboratory services not available locally. Some doctors travel to Coshocton just one or two days per week, yet may want to see patients on days other than when in Coshocton.

Some additional information regarding the county's youth and medical services, as presented by Coshocton County Job & Family Services in its 2013-2014 PCSAQ Factbook report:

- 11% percent increase in the number of children insured by Medicaid
- 47 - number of dependent teens (ages 15-19) who gave birth in 2011.
- 612 - number youth (ages 0-21) receiving treatment from the county's mental health system in 2011.

Employment Services

CCCTA remains the only entity providing job- and education-related public transportation at the direction of the Ohio Means Jobs Coshocton County office (Department of Job & Family Services/Bureau of Vocational Rehabilitation Services).

Some interesting statistics regarding participation in public programs by Coshocton County residents, as presented by Coshocton County Job & Family Services in its 2013 and 2014 annual reports:

- **For the last 5 years, Coshocton JFS has surpassed state averages in work participation for families receiving cash assistance through Ohio Works First. The actual rate tripled between 2010 and 2014.**
- **A total of 9,369 clients received food assistance in 2014, a decrease of 228 from 2013.**

- **Subsidized child care was provided for 205 children in 2014, a decrease of 144 from 2013.**

CCCTA also may provide transportation for employment, educational field trips and social interaction for the Coshocton County Board of Developmentally Disabled.

Basic Daily Living Needs

Two days each week, CCCTA provides shuttle services from centers of independent senior living to various public areas, such as grocery stores, the hospital, Towne Centre business district (banking, financial planning, etc.) and the public library. Additionally, funding from the Area Agency for Aging Region 9 helps provide broader CCCTA services for seniors to meet daily quality of life needs.

Funding is not available to provide similar “daily living needs” services to low-income residents **(under the age of 60)** through Job & Family Services. Clients with developmental disabilities are commonly provided with “daily needs” transportation by their families or the assisted-living facility in which they reside. **In its 2015 Community Needs Assessment, the Coshocton County Health Department notes that 4.6% of homeowners and 11.6% of renters do not have vehicles available.**

Community Involvement

Although CCCTA/MM no longer provides vehicles for special community events, the county’s mobility manager refers and may connect inquiring parties to resources that can provide such services. CCCTA/MM is sometimes called upon to provide scheduling assistance for such events.

The Mobility Manager regularly participates in private and public functions to educate the community about mobility services that are available to them and how they can best utilize those services.

The overriding concern is that CCCTA/MM not impose upon or compete against private businesses and agencies that can provide this service.

Private Pay

CCCTA/MM respects the fact that at least three private taxi/delivery service companies operate 24 hours a day, seven days a week in Coshocton County. However, these companies do not

maintain vehicles that can accommodate wheelchair transport and these employees are generally not trained/certified in transporting medically sensitive clients. CCCTA/MM does not aggressively advertise for private pay business. However, when requested, the agency will provide transportation on a private pay basis to residents who do not otherwise qualify for funding assistance through Medicaid, AAA9, Job & Family Services, Passport, etc. CCCTA/MM attempts to coordinate these private pay clients with other riders in order to bring down the overall individual cost of riding long distances.

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of 4 organizations provided information about their services.

List of Transportation Service Providers

Agency Name: Coshocton County Coordinated Transportation Agency

Transportation Service Type: Demand based

Other Services Provided: N/A

Contact Information: Nic Carey, Mobility Manager. niccarey@coshoctoncounty.net. 740-622-7139

Hours: Monday-Friday 8:00am-4:00pm

Service Area: Coshocton County

Eligibility Requirements:

Web-site: coshoctoncounty.net/transportation

The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

Table 1: Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*
CCCTA	Yes	No	Public Non-Profit	19,610	>1	No
RHDD	Yes	No	Private Non-Profit	Information Not Obtained	Information Not Obtained	No
Veterans Service Commission	Yes	No	Public Non-Profit	Information Not Obtained	>1	Yes
Hopewell Inc.	Yes	No	N/A	Information Not Obtained	Information Not Obtained	N/A

* Answering “Yes” indicates that your agency is closed door. Your agency is considered closed door if you ONLY provide transportation to your facility as a courtesy or if you ONLY serve a particular clientele that are enrolled in your agency programs (i.e. members of a sheltered workshop, or residents in a nursing home). Answering “No” indicates that your agency is open door. This means the service is open to the public or a segment of the general public defined by age, disability, or low income. For example, if an agency provides general transportation for anyone in the community who is over the age of 60, they are considered “open door”. For example, an individual who is 60 or over can request transportation to a doctor’s appointment or the grocery store regardless of their affiliation with your agency.

The participating organizations provide a wide range of transportation including FIXED ROUTE, DEMAND RESPONSE, ON-DEMAND, AND HUMAN SERVICE AGENCY FIXED ROUTES. 4 of the participating organizations provide services on weekdays. 1 operate transportation on Saturdays and 1 on Sundays. Evening services after 5 are operated by 4 organizations. The following table depicts the transportation service characteristics by agency.

Table 2: Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
RHDD	Shuttle	M-F	y	Courtesy Assistance	Information Not Obtained
Veterans Service Commission	Van	M-F	N	Courtesy Assistance	Information Not Obtained
CCCTA	Shuttle/Van	M-F	Y	Courtesy Assistance	List Available Upon Request
Hopewell Inc.	Information Not Obtained	7 Days a Week	Information Not Obtained	Information Not Obtained	Information Not Obtained

Transportation-related expenses and revenues also differ by organization. Medicaid, Area Agency on Aging, private pay, Medicaid Waiver, Social Service Agencies, Veteran’s Service Commission are common revenue sources for transportation operators in Coshocton County. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

Table 3: Transportation-Related Expenses and Revenues

Agency Name	Fare Structure	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Full-Time & Part-Time Schedulers / Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses
CCCTA	N/A	Y	9 Part-Time	1	See Above	
RHDD	N/A	N	Information Not Obtained	Information Not Obtained	Information Not Obtained	Information Not Obtained
Hopewell Inc	N/A	N	Information Not Obtained	Information Not Obtained	Information Not Obtained	Information Not Obtained
Veteran's Service Commission	N/A	N	1	1	Information Not Obtained	Information Not Obtained

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

Table 6: Alternative/ Active Transportation Options

Transportation Option	Availability	Cost	Usage	Service Area
Private Taxi Service	N/A	N/A	N/A	N/A
Friends and Family	N/A	N/A	N/A	N/A

The following table provides basic information about local travel training program options.

Table 4: Transportation Resources

Transportation Resource	Availability	Cost	Usage	Service Area
Private Taxi Service	N/A	N/A	N/A	N/A
Friends and Family	N/A	N/A	N/A	N/A

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

Table 5: Technology

Agency Name	Name of Scheduling Software	Do you have an App for Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
No Agencies reported any Technology being utilized				

Assessment of Community Support for Transit

Steve Mercer, Mayor

Beth Cormack, CBHC

Lisa Glazer, College Park

Dr. Hire, Superintendent Coshocton City Schools

Debbie Taylor, Foster Grandparents

Jim McClure, Roscoe Village

William Zanders, Interim Superintendent, RW School

Cindy Bradford, Seaton Apartments

Stephanie Hoke, Wal-Mart

Vickie Davis, City Health Dept.

Senior Center, Jamie Williams

Captain John Cornelius, Salvation Army

Karrie Wisecraver, Autumn Health Care

April Ridenbach, Kindred of Coshocton

Stacy Guilliams, Windsorwood Place

Vanessa Immel, Oak Pointe Nursing Center

Robert Miller, CCMH

Barbara Emmons, Hospice

American Red Cross, Kelly Brenneman

Amy Stockdale, Coshocton County Chamber of Commerce,

Steve Troendly, Headstart

Wendy Moats, Learning Garden

Karla Dawson, Kids Campus

Francie Shuck, Precious Treasures

Dorothy Skowrunski, Coshocton Port Authority

Safety

CCCTA strictly follows all safety recommendations and standards set forth by all of our funding sources and partnering agencies. These policies include, but are not limited to, standards set by ODOT, the Ohio Revised Code, the Area Agency on Aging, the Coshocton County Policy handbook, etc. To date, CCCTA has been found in compliance for all safety precautions and procedures.

The Mobility Manager has been in discussion with the Coshocton County Emergency Management Agency about entering CCCTA into the County's Emergency Preparedness Plan. There have also been several private health care providers in Coshocton County reach out to the Mobility Manager of CCCTA and request help in the event of an emergency. They are currently working on a memorandum of understanding between all cooperating agencies.

Vehicles

Survey/Interview participants listed a combined total of 71 vehicles. Approximately 25% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table 6).

All of the transportation providers provide at least 1 wheelchair accessible vehicle, while some organizations have an entire fleet of wheelchair accessible vehicles. Wheelchair vehicles are in high demand in Coshocton County. With the vehicles limited to the amount of wheelchairs they can transport at once, it makes it more difficult to coordinate rides for multiple individuals going to the same destination. This also affects our ambulatory clients. The more clients there are in the shuttle that are in a wheelchair, the less ambulatory clients we can accommodate. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

Table 7 Vehicle Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hour
CCCTA								
1	Ford	Supreme Conversion	2007	1FTSS34LX7DA56359	6	1	5	Dema Respor
2	Ford	Cutaway Van E-350	2011	1FDEE3FS5EDB17683	10	2	5	Dema Respor
3	Ford	E350 Super	2014	1FDEE3FS5EDB17683	12	2	5	Dema Respor
4	Ford	E350 Super	2014	1FDEE3FS7EDB17684	12	4	5	Dema Respor
5	Ford	E3FC Bus Champion	2016	1FDEE3FS6GDC17066	12	4	5	Dema Respor
6	Ford	E350 Super	2016	1FDEE3FS9GDC16204	12	4	5	Dema Respor
7	Dodge	Caravan	2016	2C7WDGBG1GR202883	5	1	5	Dema Respor
8	Ford	E350 Goshen Bus	2016	1FDEE3FS8DGC49162	8	3	5	Dema Respor
COSHOCTON COUNTY EMERGENCY MEDICAL SERVICE								
1	Ford	Horton F-450 Type 1	2005	1FDXE47P15EA69745	NA	NA	7	NA
2	Ford	AEV F-450	2009	1FDAF46R69EA55791	NA	NA	7	NA
3	Chevy	AEV CHEVY C4500	2008	1GBE4V1978F401160	NA	NA	7	NA
5	GMC	McCOY-MILLER C4500	2009	1GDE4C1919F412538	NA	NA	7	NA
6	Ford	McCOY-MILLER F-450	2004	1FDXF46P54EB46021	NA	NA	7	NA
7	Mercedes	AEV SPRINTER	2013	WD3PE7CC5D5777176	NA	NA	7	NA
8	Mercedes	AEV SPRINTER	2012	WD3PE7CC9C5629532	NA	NA	7	NA
9	Ford	WHEELED COACH F350	1999	1FDSS34P15HA84037	NA	NA	7	NA

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hour
10	Ford	AEV F-350	2009	1FDWF36R69EA94459	NA	NA	7	NA
11	Ford	AEV F-350	2009	1FDWF36R59EA98583	NA	NA	7	NA
12	Ford	AEV F-350	2010	1FDWF3GR2AEA16926	NA	NA	7	NA
RHDD								
11	FORD	LTV	2013	1FDEE3FS4DDB21709	Not Provided	Not Provided	5	Not Provided
12	FORD	LTV	2013	1FDEE3FS4DDB21710	Not Provided	Not Provided	5	Not Provided
13	FORD	LTV	2014	1FDEE3FS6EDB17692	Not Provided	Not Provided	5	Not Provided
14	FORD	LTV	2016	1FDEE3FS4GDC18801	Not Provided	Not Provided	5	Not Provided
15	FORD	LTV	2016	1FDEE3FS4GDC18802	Not Provided	Not Provided	5	Not Provided
17	FORD	LTV	2017	1FDEE3FSHDC47886	Not Provided	Not Provided	5	Not Provided
18	FORD	LTV	2017	1FDEE3FS7HDC52670	Not Provided	Not Provided	5	Not Provided
19	FORD	LTV	2017	1FDEE3FS9HDC52671	Not Provided	Not Provided	5	Not Provided
Coshocton County Veteran's Service Commission								
1	Ford	E350 XL Wagon	2014	1FBNE3BL1EDB05781	12	0	5	Informa Not Obtain
Hopewell Inc.								
	Ford	Goshen Coach	2012	IFDEE3FL3CDA55271	12	2	7	No Restrict
	Ford	Goshen GCII	2012	IFDEE3FSXCDB18986	9	4	7	No Restrict
	Ford Turtle Top	VanTerraXL	2012	IFDWE3FL5CDA87210	9	2	7	No Restrict

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hour
	Dodge	Braun Van	2014	2C4RDGCG3ER187481	4	1	7	No Restrict
	Ford	Econoline Van	2010	1FTNS2EW5ADA97277	12	0	7	No Restrict
	Chrysler	Town & Country	2012	2C4RC1BGXCR124012	6	0	7	No Restrict
	Dodge	Grand Caravan	2016	2C4RDGCGXGR323176	4	1	7	No Restrict
	Dodge	Grand Caravan	2016	2C4RDGCG7GR181627	4	1	7	No Restrict
	Dodge	Grand Caravan	2016	2C4RGCG1GR334633	4	1	7	No Restrict

Summary of Existing Resources

Coshocton County Owned Vehicles

Coshocton County Coordinated Transportation Agency	4 mini-vans (privately owned by contractors)	1 10-seat WCL van	
Veterans Service Commission	1 six-passenger	minivan	
RHDD	1 16-seat WCL van	1 8-seat WCL van	1 10-seat WCL van
County Board of MRDD	5 15-seat van w/ capacity for 4 Wheelchairs		
Emergency Medical Services	9 Ambulances	2 Non transport Supervisor Vehicles	
Coshocton County Emergency Management Agency	2 Communication Vehicles		
Juvenile Court	3 Vehicles for court staff and client transport		

Assisted Living Facilities

Autumn Health Care	1 van w/ WCL
Windsorwood	2 vans
Coshocton Health & Rehabilitation	1 van w/ WCL
West Lafayette Care Center	1 van
Oak Point (Shared with WLCC)	1 van

Other

Muskingum Valley Coach	21 busses
Shelly Taxi	6 vehicles
Senior Center	4 mini-vans
Area Churches	Total Unknown

IV. Assessment of Transportation Needs and Gaps

In an effort to better understand the Coshocton County needs, the planning committee examined research and data, as well as solicited input from the community in an effort to gather information about needs and gaps in transportation services.

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

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

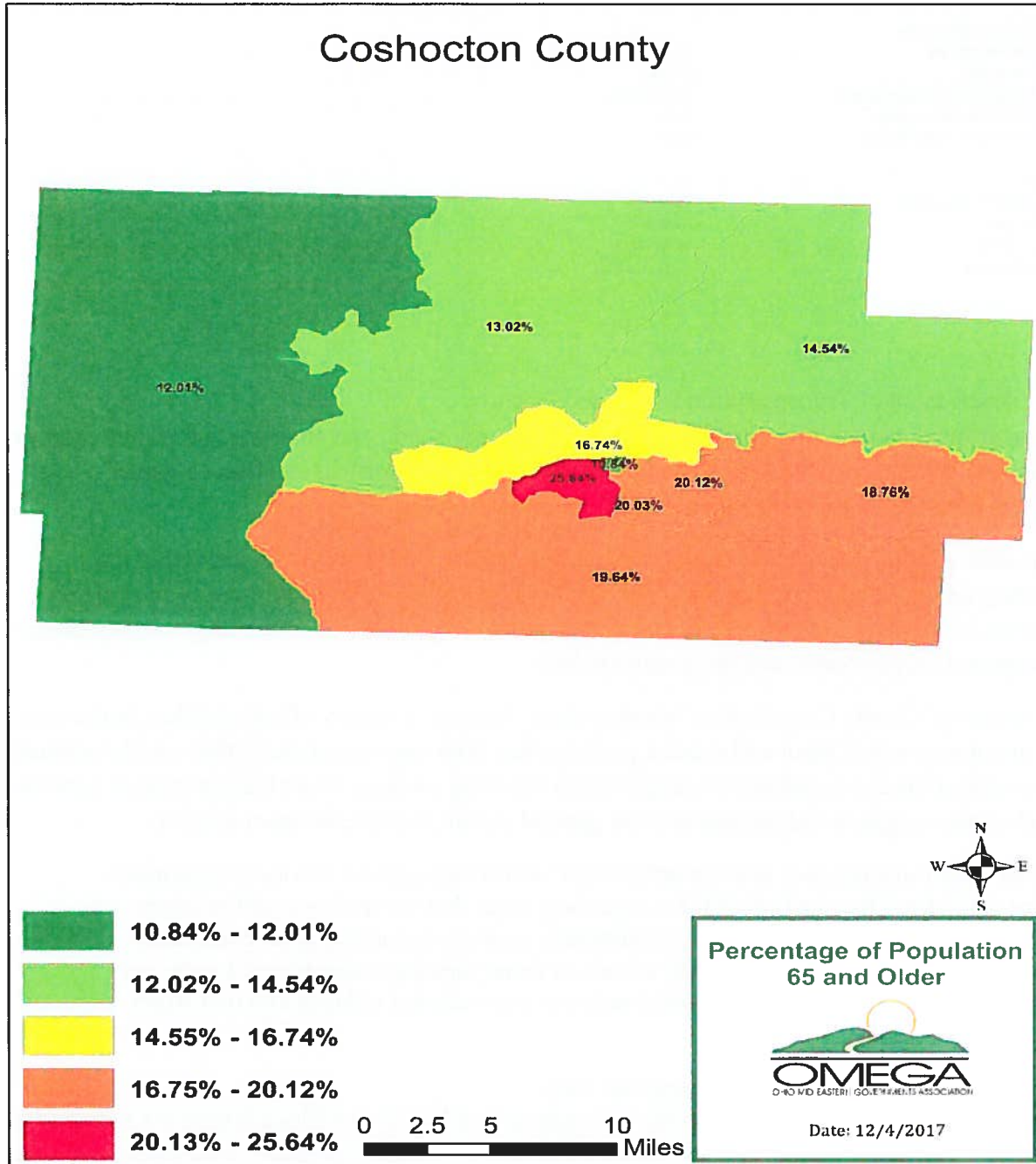
There were three primary sources utilized for identifying gaps in service. Suggestions were made from the staff of CCCTA regarding areas that we realize could be improved. Additionally, we had discussions at committee meetings regarding what community leaders had observed either via their clients or from personal experiences. Lastly, we distributed surveys at heavily traveled stores in two outlying villages and two stores within city limits.

Local Demographic and Socio-Economic Data

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

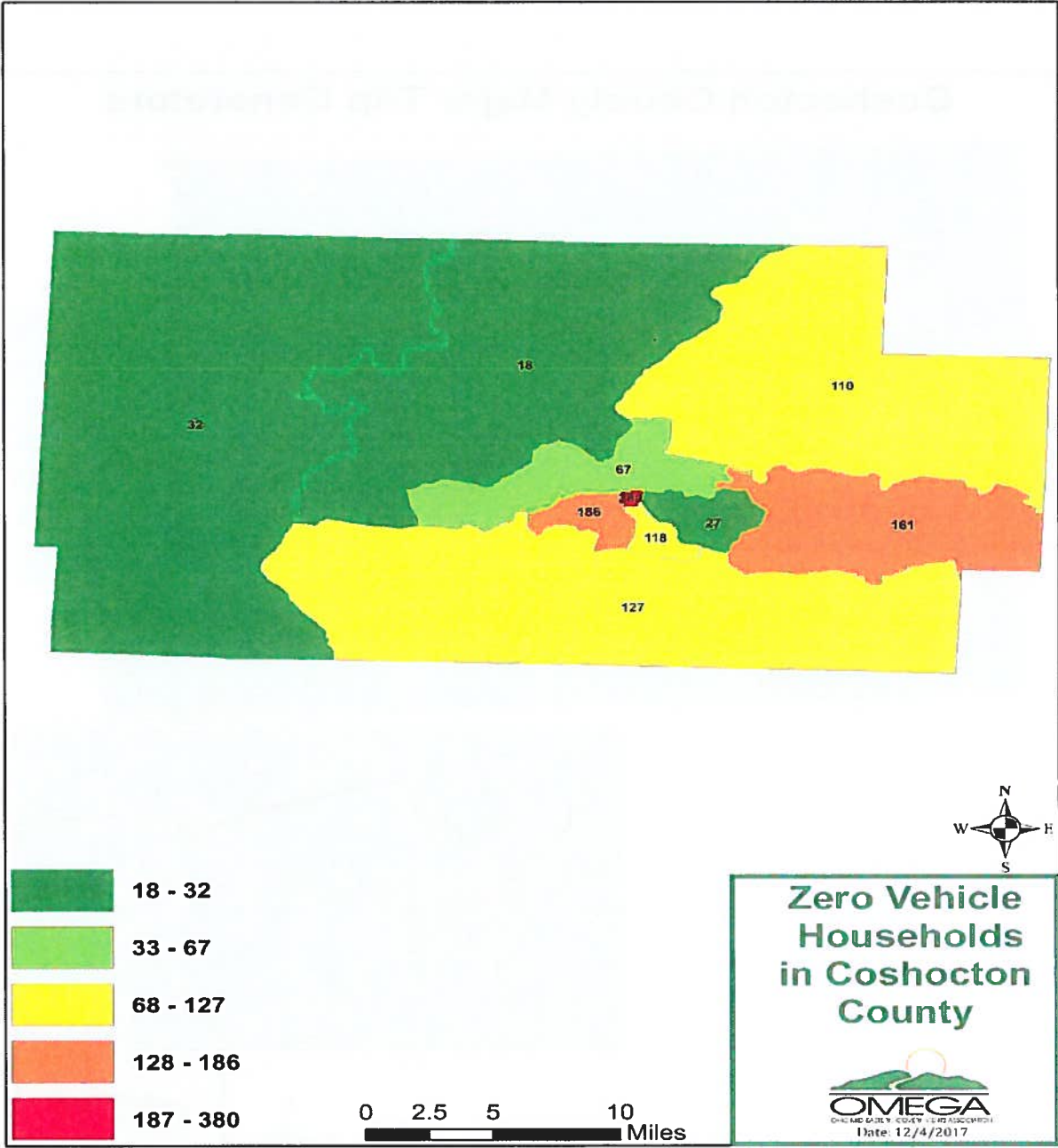
The following exhibit1 illustrates the areas where the number of older adults (age 65 and older) is at or above the Coshocton County average.

Exhibit 1: Map of Population Density of Individuals Age 65 and Older



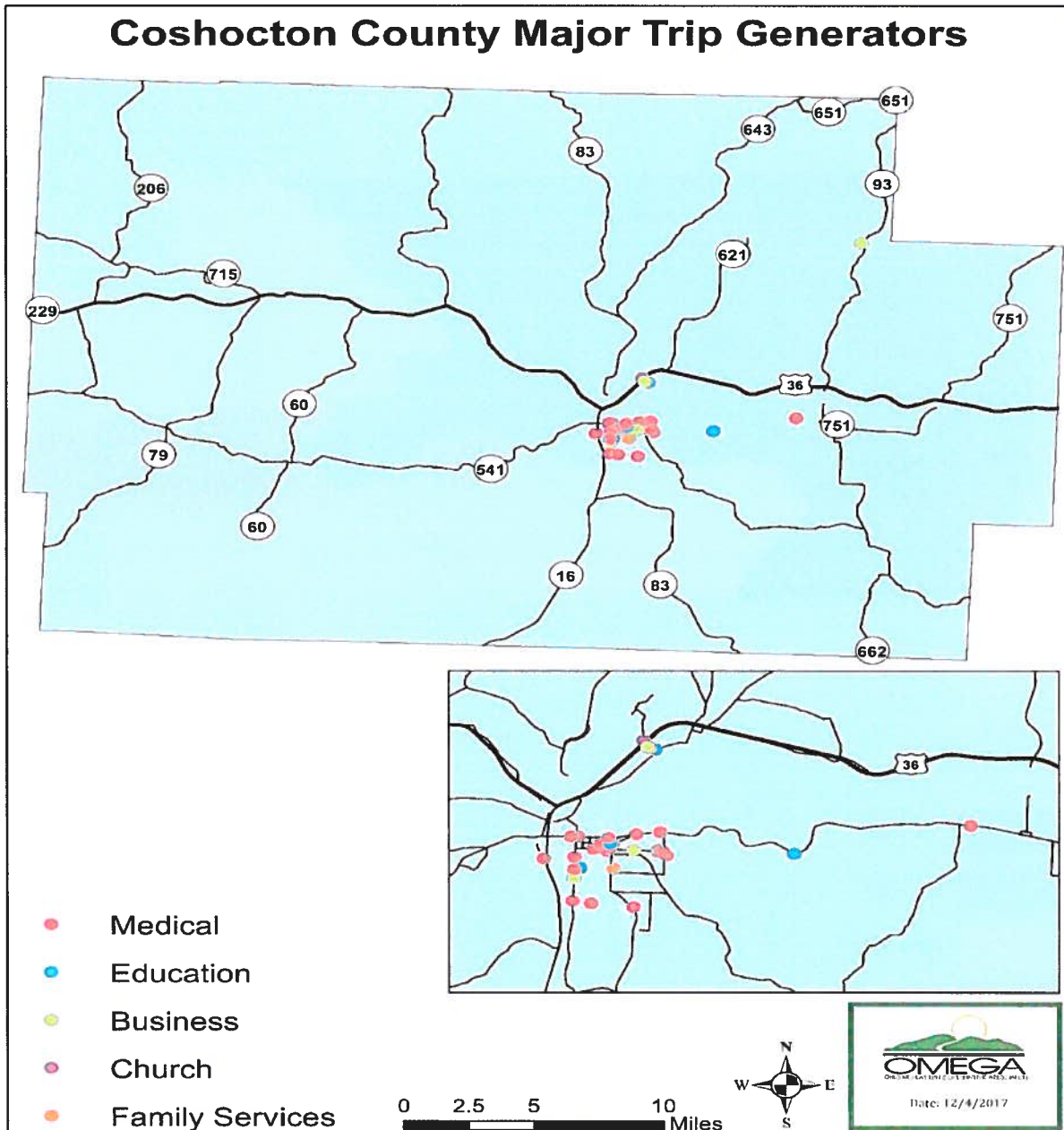
The exhibit below indicates the areas where the number of zero vehicle households is above the Coshocton County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Exhibit 2: Map of Density of Zero Vehicle Households



The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle. [

Exhibit 3: Map of Major Trip Generators



Analysis of Demographic Data

Coshocton County is a rural Appalachian county with a population of 36,655 in 2000. Covering 564.1 square miles and comprised of 22 townships, Coshocton County is located in the east-central part of Ohio. Bordered by Holmes, Tuscarawas, Guernsey, Muskingum, Licking and Knox Counties, Coshocton is a rich historical area. Since it shares a county line with Holmes County, the largest Amish community in the United States, there are a significant number of Amish in the county.

As is true of many rural counties in Ohio, Coshocton has experienced an economic downturn in the past few years with several large industries closing or leaving the state. Unemployment has been as high as 10% recently. Along with unemployment there is a fairly significant percent of families living at or below the poverty level. There is still some income from farming, manufacturing, and retail/service industry.

General Public and Stakeholder Meetings/Focus Groups

Coshocton County Coordinated Transportation Agency hosted and facilitated 4 local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. 126 people participated in the surveys. Of those, 104 self-identified as older adults and 60 self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

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

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

After the changes to the needs/gaps list were completed and new needs/gaps were added, each participant was asked to rank the needs/gaps using colored dots representing a high, medium, or low priority or that the remaining gap/need should be deleted.

Participants discussed more than 10 mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meetings. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

Surveys

The following survey summary includes the information gained from the following surveys that were performed. 127 surveys from the general public: 47% of individuals with disabilities completed the survey; 76% of older adults completed the survey.

Provider Survey - Results

I am an: Independent Provider 2
 Office Admin. 33
 Manager 7

Owner 5
 Field Worker/Aide 9
 Other (list below as written)

Receptionist 7

Teacher 5

Clinic 1

Social Worker 1

Registered Nurse 3

We are a:

Dr./Dental Off. 33

Lab/Testing 1

Health Rehab 1

Hospital/Clinic 10

Dialysis 4

Mental Health 4

Child Care 13

Housing 3

Education 1

Veterans Serv.

Senior Center

Social Services

Church

Food Pantry

Banking 5

Cover 1

Assisted Living 1

Shopping/Retail

Gov't Agency 1

Pharmacy

Home Health Agency 4

Home Health Aide

Other (list below as written)

Medical Supply 2

Hours of Operation: (list answers below categories)

(Open)	(Close)	M	T	W	Th	F	St	Su
8 am 26	4 pm 8							
9 am 5	5 pm 20	73	72	72	67	69	26	14
10 am 2	6 pm 32							
7 am 9	7 pm 2							
5:45 am 11	2 pm 1							
6 am 10	10 pm 2							
10 am 5	5:30 pm 4							
7:30 am 3	4:30 pm 4							
9:30 am 1	24 hrs 5							
8:30 am 2								

What Methods of Transportation do your clients use (check for all that apply):

Private drives self 79

Private PAID service 57

Pedestrian 59

Private someone else drives 71

Coord transport 55

Other (list below)

Sheriff's cruisers 1

Nursing home 1

Squad 4

How much advance notice is required to schedule an appointment with your facility?

one week + 8

five biz days 2

three biz days 15

next same day 29

walk-ins 33

Dates set by cover 1

Clients (collectively speaking) express an inability to make keep appointments due to a need for transportation...

Often (more than once week) 20

Seldom (once month) 16

Occasionally (once week) 25

Not much at all 17

**Coshocton County Locally Developed Transportation Plan
Consumer Survey – 2013/2014 Results**

Personal Information

Age: 16-25 -- 1	Marital Status:	Gender:	Special Circumstance:
26-40 -- 3	Single -- 65	Male -- 39	Veteran -- 14
41-59 -- 19	Married -- 47	Female -- 56	Disabled -- 46
60-75 -- 68			
76 and older -- 36			

Number in Household:	Monthly Income:
1 -- 88	\$1,300 -- 48
2 -- 50	\$1,760 -- 19
3 -- 5	\$2,200 -- 8
4 -- 4	\$2,650 -- 4
5 -- 2	\$3,100 -- 3
6+ -- 2	\$3,660 -- 15

Residential Information

Where you live:

City of Coshocton -- 118	Adams Twp -- 1	Jefferson Twp -- 0	Oxford Twp -- 3
Conesville -- 0	Bedford Twp -- 0	Keene Twp -- 3	Perry Twp -- 0
Fresno -- 3	Bethlehem Twp -- 3	Lafayette Twp -- 1	Pike Twp -- 0
Nellie -- 0	Clark Twp -- 2	Linton Twp -- 2	Tiverton Twp -- 2
Plainfield -- 0	Crawford Twp -- 0	Millcreek Twp -- 0	Tuscarawas Twp -- 4
Warsaw -- 2	Franklin Twp -- 2	Monroe Twp -- 0	Virginia Twp -- 0
West Lafayette -- 14	Jackson Twp -- 0	Newcastle Twp -- 0	White Eyes Twp -- 5

Living Arrangement:

Owens Home -- 73	Nursing Home -- 0	Lives with Family -- 5
Rents -- 72	Assisting Living -- 12	Lives alone -- 32

Special Circumstances:

Disabled -- 60	Military Veteran -- 26	Active Military -- 2
----------------	------------------------	----------------------

Personal Transportation

Modes of Transport Used:

Own Vehicle -- 118	Public Transport -- 18	Family Member -- 44	Walk -- 33
Bicycle -- 12	Taxi -- 18	Friend/Neighbor -- 23	EMS/Ambulance -- 10
Non-Profit Entity -- 4			

Consider Using New Mode of Travel?

Yes -- 37	No -- 104
-----------	-----------

What would motivate to try New Mode of Travel?

Health -- 31	Save Money -- 15	Personal Finances -- 9	Concern/Environment -- 4
--------------	------------------	------------------------	--------------------------

Places Wanting to Go:

Work -- 18	Social Service Agency -- 16	Social Security Office -- 23	Veterans Appts. -- 13
Medical Appt. -- 94	Public Park/Recreation -- 1	Dentist -- 50	Visit Friends/Family -- 39
Physical Therapy -- 13	Greyhound/Amtrak -- 3	Daycare -- 1	Community Events -- 23
Mental Health Appt. -- 17	Education/School -- 1	Drug Store -- 56	Legal Appt. -- 10
Department Store -- 39	Court Appearance -- 2	Grocery Store -- 81	Airports -- 10
Hair stylist/Barber -- 52	Restaurant -- 48	Child Visitation -- 1	Other -- 22

Commute to Work:

Yes -- 21	No -- 106
-----------	-----------

Interested in Carpooling:

Yes -- 4 No -- 53

Community Events:

Would Access to Public Transportation increase attendance?

Yes -- 54 No -- 57

Events would attend if transportation was provided:

Coshocton County Fair -- 50	Roscoe Village events -- 36	Airport Events -- 23
Airport Amphitheatre -- 20	Local Wineries -- 15	Coshocton Canal Festival -- 31
Holiday-specific events -- 25	Apple Butter Stir -- 30	Farmer's Markets -- 37
Christmas Candlelighting -- 22	School Sporting Events -- 11	Lake Park -- 22
Kids America -- 15	Triple Locks -- 22	Voting/Elections -- 26
Community Fundraisers -- 7	Local Shopping -- 36	Fishing Derby -- 11
First Friday (TCA) -- 24	Miracle on Main Street -- 18	Fourth of July (at fairgrounds) -- 28
Hot Air Balloon Races -- 31	Rough Truck Contest -- 11	Other -- 6

Frequency Transportation is Needed:

Not at All -- 30	Once per week -- 8	Once per month -- 16
Virtually Every Day -- 5	Twice per week -- 15	2-3 times per month -- 25

Need for Wheelchair Lift:

Yes -- 46 No -- 63

Time in Advance Given to Reserve Ride:

Same Day -- 8	Day Before -- 15	Few Days Before -- 24
One Week -- 12	Two Weeks -- 8	Month or More -- 6

Do you know of people who need Transportation?

Yes -- 46 No -- 63

If yes, who requires transportation?

Parents -- 11	Grandparents -- 3	Friends -- 21
Children -- 3	Neighbor -- 28	Church member -- 5

Coordinated Transportation Questions

Willing to Pay for Public Transportation?

Yes -- 90 No -- 33

Aware of Coordinated Transportation agency?

Yes -- 106 No -- 34

Knowledge that anyone can utilize Coordinated Transportation:

Yes -- 75 No -- 56

Suggested Improvements to Transportation in Coshocton County:

- Be more Flexible with Appointment times
- Advertise more
- Make information on services more readily available
- offer special services for weather related instances
- Train Drivers how to properly handle oxygen
- Offer trips to special events outside of Coshocton County

Challenges to Coordinated Transportation

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

There were three primary sources utilized for identifying gaps in service. Suggestions were made from the staff of CCCTA regarding areas that we realize could be improved. Additionally, we had discussions at committee meetings regarding what community leaders had observed either via their clients or from personal experiences. Lastly, we distributed surveys at heavily traveled stores in two outlying villages and two stores within city limits.

1. Marketing and Promotion

The overwhelming gap in service seemed to be promotional in nature. This became evident when reviewing the public survey. Of the nearly 500 surveys completed, 19% of the suggestions made were already in place and 22% were specifically marketing in nature.

In August of 2017, the Mobility Manager developed a Facebook page for CCCTA. This Facebook page has increased the outreach to the residents of Coshocton County and has proved to be a valuable resource in connecting with the public.

2. Financial Support

The next obvious gap in service appeared to be financial in nature. One reason for the lack of community outreach is the maximized use of resources. CCCTA has not advertised service because all vehicles, and office staff have been stretched near capacity and there has not been funding for expansion. Further, there has been fluctuating funding from existing sources such as ODOT, the American Cancer Society and the Senior Levy. CCCTA is facing further cuts in the coming year as demand for service is increasing.

3. Expanded Service for Non-Medical Needs

While most people seem to be served for medical appointments, there is not a funding source to subsidize the costs of basic daily living needs for those under the age of 60. And the funding for those 60 and older is not adequate for the demand. That means that while transportation is provided, it has to be done on a private pay basis. While CCCTA makes every effort to combine private pay service with other riders so costs can be shared, private pay is not always an option financially for clients. Certainly, private pay becomes less of an option the

further riders live from Coshocton City limits, because it is less likely to group the trip and costlier.

Approximately 25% of those surveyed stated that there was a need of more shuttle service. Specifically, those answering the survey requested shuttle service to outlying areas in the county. Others have requested shuttle service at least 5 days a week. Some people would like to see shuttle options later in the day. Lastly, other comments included regular weekend service.

Summary of Unmet Mobility Needs

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

Exhibit 1: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Marketing and Promotion	Pubic
2	Financial Support	Reporting
3	Expanded Service for Non-Medical Needs	Reporting

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

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

Based on information gathered throughout the planning process, the Coshocton County Coordinated Transportation Agency developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to 3 of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.

Goal #1:

Marketing and Promotion Strategies

Branding

Strategy 1.1:

1. Marketing and Promotion Strategies

Branding

CCCTA plans to work on its brand by creating a uniform look in signage, possibly uniform-type clothing, developing a logo, and characteristics that easily identify vehicles at a distance as those being operated by coordinated transportation.

20

CCCTA would like to develop a 24-month program that would concentrate each month (excluding December) on one of the county's 22 townships that do not border the City of Coshocton. The program could possibly utilize volunteers to work with office staff to get the word out about transportation options in Coshocton. Initial ideas would involve talking with township trustees, churches and grange organizations to help distribute literature and

assist in getting the word out.

Bridging the Gap Medically

CCCTA wants to focus on developing a systematic process to insure that doctors' offices have literature about our services and knowledge of what services CCCTA can offer patients for more referrals.

Activities

CCCTA would like to organize quarterly "Ride Free" days. Ideas for service include the county fair, voting booths, events at Roscoe Village, or service the general shuttle route and Lake Park Aquatic Center.

Timeline for Implementation:

Action Steps:

CCCTA will develop a long-term marketing plan by March 2009. Marketing plans for 2009 will be complete by December 2008. Community outreach will begin by January 2009.

Goals of marketing will include better educating users of all the services that are offered, informing those who do not currently use the service of private pay options and branding the department so CCCTA is visually identifiable to the community. Indirect goals of marketing will include more community support in the form of partnerships and funding.

Parties Responsible for Leading Implementation: Mobility Manager

Parties Responsible for Supporting Implementation: CCCTA Staff

Resources Needed:

Potential Cost Range:

Potential Funding Sources:

Performance Measures/Targets:

1. Marketing and Promotion

The overwhelming gap in service seemed to be promotional in nature. This became evident when reviewing the public survey. Of the nearly 500 surveys completed, 19% of the suggestions made were already in place and 22% were specifically marketing in nature.

2. Financial Support

The next obvious gap in service appeared to be financial in nature. One reason for the lack of community outreach is the maximized use of resources. CCCTA has not advertised service because all vehicles, and office staff have been

stretched near capacity and there has not been funding for expansion. Further, there has been fluctuating funding from existing sources such as ODOT, the American Cancer Society and the Senior Levy. CCCTA is facing further cuts in the coming year as demand for service is increasing.

3. Expanded Service for Non-Medical Needs

While most people seem to be served for medical appointments, there is not a funding source to subsidize the costs of basic daily living needs for those under the age of 60. And the funding for those 60 and older is not adequate for the demand. That means that while transportation is provided, it has to be done on a private pay basis. While CCCTA makes every effort to combine private pay service with other riders so costs can be shared, private pay is not always an option financially for clients. Certainly, private pay becomes less of an option the further riders live from Coshocton City limits, because it is less likely to group the trip and costlier.

Approximately 25% of those surveyed stated that there was a need of more shuttle service. Specifically, those answering the survey requested shuttle service to outlying areas in the county. Others have requested shuttle service at least 5 days a week. Some people would like to see shuttle options later in the day. Lastly, other comments included regular weekend service.

Goal #2:

Pedestrians, Bicyclists and Alternative Transportation

PEDESTRIAN TRAVEL: In December 2015, Coshocton County recorded a pedestrian fatality as a result of “interaction” with a motorized vehicle -- this occurred as the pedestrian was walking on a road surface for which no sidewalk was available.

CCCTA staff has witnessed at least two occasions in the last three years when residents in motorized wheelchairs have tipped over into lanes of vehicular travel – one on an uneven berm (no sidewalk available) and the other within an extremely chipped/potholed crosswalk. Stories are told of motorized scooters becoming lodged on railroad tracks – within designated lanes of travel for motor vehicles. It is unknown how many more instances like these have occurred. Numerous instances of stubbed toes, broken arms and strained wrists have been reported, attributed to chipped and heaved sidewalk slabs. In some locations, no sidewalks exist along high-traffic commercial and residential zones. Some local industry and senior living communities are disconnected from the city’s sidewalk matrix, causing residents to walk along streets highly traveled by automobiles, delivery trucks and semi-trucks. Skateboard enthusiasts are commonly observed traveling on streets (including state

highways) because many sidewalks are too chipped and damaged to make use of the sidewalk safely. Local officials consider sidewalk construction, upkeep and repair to be the responsibility of property owners. However, many property owners have more pressing financial needs than upkeep of sidewalks. Community leaders must be creative and committed to overcoming these issues.

CCCTA recognizes that vehicular travel is not the only transportation available to local residents. Sidewalks and bike/hike paths are incredibly important to citizens for recreation, for employment and for meeting daily living needs. Little debate exists that sidewalks and roadways within the City of Coshocton and its surrounding area require a great deal of attention. (A transportation study from the Ohio Mid-Eastern Governments Association identified this need in its conclusions, as well.) The Transportation Advisory Board has already encouraged the county's mobility manager to compose and to promote a comprehensive sidewalk program for the City of Coshocton and its surrounding area. A list of potential stakeholders has been completed and plans are being made for this program's rollout.

Sidewalk Matrix Repair

Established sidewalks within the City of Coshocton are largely the responsibility of property owners. The county's mobility manager has access to an innovative program proposal that would *encourage* residents to update sidewalks rather than rely on law enforcement and court orders to *mandate* compliance.

Sidewalk Matrix Additions

Critical areas of the city are not served by sidewalks. These include connections between disabled, senior and low-income housing areas to high-traffic retail centers; access to recreational areas; pathways to high employment industries; connection from the city to a Wal-Mart retail center two miles away; and connectivity to the city's school district campus. A community group is already addressing some of the needs for the school district, but groups addressing all other opportunities are not known to exist.

The Coshocton County Mobility Management office has thus sponsored an initiative in 2015 that created the Coshocton Sidewalks Advisory Committee. This committee has reviewed sidewalk needs in/around the community and is working on the first three of nine project phases that will address many of these issues. The Committee also is monitoring progress on three other sidewalk initiatives in the community. (Roscoe Village, City Schools "Safer Routes" and Our Town Coshocton).

South Coshocton Sidewalk Project: A memorandum of understanding has been signed between the City of Coshocton and the CCCTA/MM office. The

committee has defined the project area and worked with the county engineer's office to determine an estimated cost (\$1 million) for each of three phases to the project. Public relations efforts began with a display in the Commercial Building of the county fair and a few news releases. Fundraising efforts began in the second half of January 2016 to create a pool of local matching funds for grant applications. The committee will apply to the Ohio Transportation Alternatives Program (OTAP) to pay for the bulk of the construction costs.

Safer Routes to School: The City of Coshocton is working with Coshocton City Schools to prioritize which areas near the schools need sidewalks added and/or improved based on a study by engineering firm EMH and T which identified safety issues. The goal is to request grant funds through the state-run Safe Routes to Schools program which can grant up to \$400,000 per year to a deserving school system. EMH&T has identified about \$1.2 million needed. The city is working with the school system to decide what areas to target in our grant application to be filed in January 2016. -- Jerry Stenner

As of 11/16/18, City Service Director Max Crown stated, the Safe Routes to School Project was still an ongoing project and is in the planning and development stages.

Historic Roscoe Village Infrastructure Improvements: Roscoe Village Foundation and Central Ohio Technical College, working in collaboration with the City of Coshocton, ODOT District 5 and "The Collaborative," have completed a comprehensive Master Plan for development of Historic Roscoe Village and COTC Coshocton Campus. Initial revitalization features renovation of deteriorated brick sidewalks and replacement of obsolete lighting in Historic Roscoe Village which attracts an estimated 70,000 guests annually. These critical infrastructure enhancements will impact local tourism, benefit commerce, improve public safety, and mitigate personal injury and property risk. The project compliments future conversion of the US16/SR541 cloverleaf to a compressed diamond intersection which will improve motorist and pedestrian safety and convenience, plus will create a defined gateway to Historic Roscoe Village, will improve access to the City of Coshocton, and will avail space for COTC expansion. Historic Roscoe Village, a nationally recognized 1800s village that anchors Coshocton County's tourism industry, and adjoining historic and commercial districts feature restaurants, pubs, hotels, inns, retail shops, museum, public gardens, and recreational trails. Coshocton County tourism is vital to the local economy generating \$50.4 million in sales,

over 700 jobs, \$13.6 million in wages, and \$6.6 million in taxes in this economically distressed area. -- David L. Baker

As of 11/16/18, Roscoe Village Executive Director Mary Ellen Given stated the revitalization of Roscoe Village is still an ongoing project and is in the planning and development stages.

Goal #3:

Muskingum River Transportation

The City of Coshocton is located at the northernmost point of the Muskingum River, a 110-mile waterway designated by the U.S. Army Corps of Engineers as a navigable river. To make the river navigable, the Corps constructed 11 dams – with locks – at strategic points along the river’s course. In theory, it is possible for recreational boaters and commercial barge traffic to travel from Coshocton to Marietta, where the Muskingum River connects to the Ohio River.

A group of citizens from the four counties encompassing the Muskingum River have incorporated and received tax-exempt status for the Muskingum Riverway Advocacy Council (MRAC). CCCTA easily can tap into this organization to truly increase the recreational and economic use of the river as a navigable waterway. The potential exists that river travel could be open from Coshocton to Marietta (access to the Ohio River and beyond) with the reconstruction of the dam located closest to Coshocton County. Opportunities for recreation, tourism, birding, community development and small business development are all potentials in this program. MRAC is poised to undertake a \$150,000 Development Fund Campaign, from which to outfit an office and hire a fulltime executive director. MRAC also is on the radar of local, state and federal elected officials.

CCCTA currently has an employee who is a member of the MRAC board of directors

As of 11/28/18, there are no new developments on the Muskingum River Transportation goal.

VI. Plan Adoption
Coshocton County

I. CCCTA will develop a long-term marketing plan by March 2009. Marketing plans for 2009 will be complete by December 2008. Community outreach will begin by January 2009.

Goals of marketing will include better educating users of all the services that are offered, informing those who do not currently use the service of private pay options and branding the department so CCCTA is visually identifiable to the community. Indirect goals of marketing will include more community support in the form of partnerships and funding.

II. Form a non-profit board whose sole objective is to fundraise for transportation services. The board would be similar to Friends of the Park or Friends of the Animal Shelter locally. The board would focus on issues such as levy viability, grant identification and capital campaign fundraising.

III. Design a system that will address the non-medical needs of low-income residents of the county, particularly those living outside city limits, including social options for seniors, those with disabilities and low-income members of our community.

IV. Continue to support the role of the Coshocton County Coordinated Transportation Agency in assisting Coshocton residents with access to education, medical care, employment and training opportunities, and to meet daily basic living needs.

V. Revisit the Locally Developed Plan on a community-wide basis annually.

VI. CCCTA will continue to try to build relationships with facilities providing senior transportation services.

VII. Launch a pilot transportation program from the information derived from this process that addresses new areas of need not previously served by the county coordinated system that is derived from the survey results of the locally developed plan process. Some goals would include service to more private pay clients that could encourage better long-term support financially as well

as de-stigmatize the use of public transportation.

VIII. Develop a schedule for replacing the existing vehicle fleet providing service for the coordination project.

IX. Identify and prioritize city infrastructure needs that create barriers or restrictions of mobility for pedestrian traffic, wheelchairs users, bicycle riders, those with strollers, and other types of non-vehicle travel. As part of addressing infrastructure needs, a citizen's committee could be formed to make recommendations to City Council on sidewalks, curbing, handicap ramps, paving and similar issues to assist mobility options for those using commons areas within the city limits. The committee may also research options for achieving goals including fundraising, grant research and volunteerism to make improvements.

Appendix A: List of Planning Committee Participants

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

Agency Representation

Name	Agency
Melinda Jones	Thompkins
Jim Barstow	Veterans Services
Jed McCoy	DJFS
Mary Buckholt	Kno-Ho-Co-Ashland
Duane Meyers	CCCTA

In addition to participants listed above, the planning committee also included representation of older adults, people with disabilities, and members of the general public. In addition to hosting a planning committee, [CCCTA and other planning committee members also conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. More information about the efforts that occurred is available upon request. To request additional information please contact:

Nic Carey

Coshocton County Coordinated Transportation Agency

(740)622-7139

niccarey@coshoctoncounty.net

Appendix B: List of Annual Reviews and Plan Amendments

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

Nic Carey

Coshocton County Coordinated Transportation Agency

(740)622-7139

niccarey@coshoctoncounty.net

Annual Review 8/20/18

The Coshocton County Mobility Manager updated the Locally Developed Plan for Coshocton County in 2018. Part of this update included moving into the new template from ODOT. During the transition to the new format, the Mobility Manager updated the vehicle information, population demographics, trip generators, and zero vehicle households. The Mobility Manager also reached out to the leads on the goals listed in the trip and compiled updates for each goal. Some, such as the Roscoe Village project, were found to be an active project. Others, such as the Muskingum Waterway Project, seemed to have lost momentum and had no updates at this time.

Amendment

See above

Appendix C: Definitions

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

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

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

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

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

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

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

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

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

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

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

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

