

Sandusky County

Coordinated Public and Human Services Transportation Plan

2026-2030

Great Lakes Community Action Partnership

For more information about this plan please contact

Mobility Management Coordinator at 419-333-5087

Funding for the development of this plan was provided by the
Ohio Department of Transportation

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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Sandusky County. The plan was initially developed in 2016 and updated in 2021. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Infrastructure Investment and Jobs (IIJ) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2026. According to requirements of the IIJ Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the IIJ Act legislation. The IIJ Act applies new programs and rules for all Fiscal Year 2026 funds and authorizes transit programs for five (5) years.

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

1. Identify all community resources including
 - Transportation Resources for the Independent People of Sandusky County (TRIPS)
 - Hart's Ambulette
 - Lynx EMS
 - North Central EMS
 - Sandusky County Veterans Service Commission
 - Sandusky County Board of Developmental Disabilities
 - Sandusky County Department of Job and Family Services
 - Great Lakes Community Action Partnership
2. Identify and Prioritize community transportation needs
 1. Few transportation options for early morning, evening, or shift workers
 2. Limited staffing and driver shortages reducing service availability
 3. Lack of same-day or short-notice ride options
 4. Need for sustainable and consistent funding to maintain services and vehicles
 5. Unaffordable or cost-prohibitive transportation for some residents
 6. Heavy reliance on family, friends, or informal networks for rides
 7. Lack of accessible vehicles to accommodate medical or mobility needs
 8. Need for coordination among transportation providers and services
 9. Delays and reliability concerns in current transportation services
 10. Unsafe or inadequate walking and biking infrastructure
 11. Physical, medical, or health-related mobility limitations
 12. Distance and weather barriers' impact on walking and biking access
 13. Need for better information and trip planning tools to help riders navigate transportation options
 14. Inadequate services for seniors, people with disabilities, or non-drivers
 15. Need for transportation options that support healthy aging in place
 16. Need for more community awareness and education about transportation resources
3. Establish a clear plan for achieving shared goals

To achieve the shared goals outlined in the Sandusky County Coordinated Public and Human Services Transportation Plan, a structured and collaborative implementation approach will be used. Each goal is accompanied by specific, actionable strategies, detailed timelines, responsible parties, and measurable performance targets to ensure progress and accountability. Mobility Management will lead coordination efforts with strong support from TRIPS, local governments, human service agencies, employers, and planning partners.

Quarterly Transportation Advisory Committee (TAC) meetings will serve as a platform to monitor implementation, encourage stakeholder input, and align resources. Targeted outreach, pilot programs, infrastructure assessments, driver recruitment strategies, and advocacy efforts will be rolled out according to defined timeframes, with periodic evaluation of outcomes. Funding will be pursued from federal, state, and local sources to support vehicle acquisition, service expansion, infrastructure, staffing, and public awareness.

By aligning data-driven decision-making with community engagement and cross-sector partnerships, Sandusky County aims to build a flexible, sustainable, and inclusive transportation network that meets the needs of all residents.

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

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

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

- A series of stakeholder planning meetings with agencies and individuals who serve target populations
- A SWOT analysis with transportation providers, social service agencies, and other local agencies
- Social media and other outreach methods
- Completion of surveys by a sample of persons representing the disabled, seniors, and the general population, many of whom are of low income, to learn of priorities and obstacles facing any of these user groups
- Facilitation of focus groups of individuals with developmental disabilities and seniors to gain insight into their issues and obstacles faced when desiring public transportation services

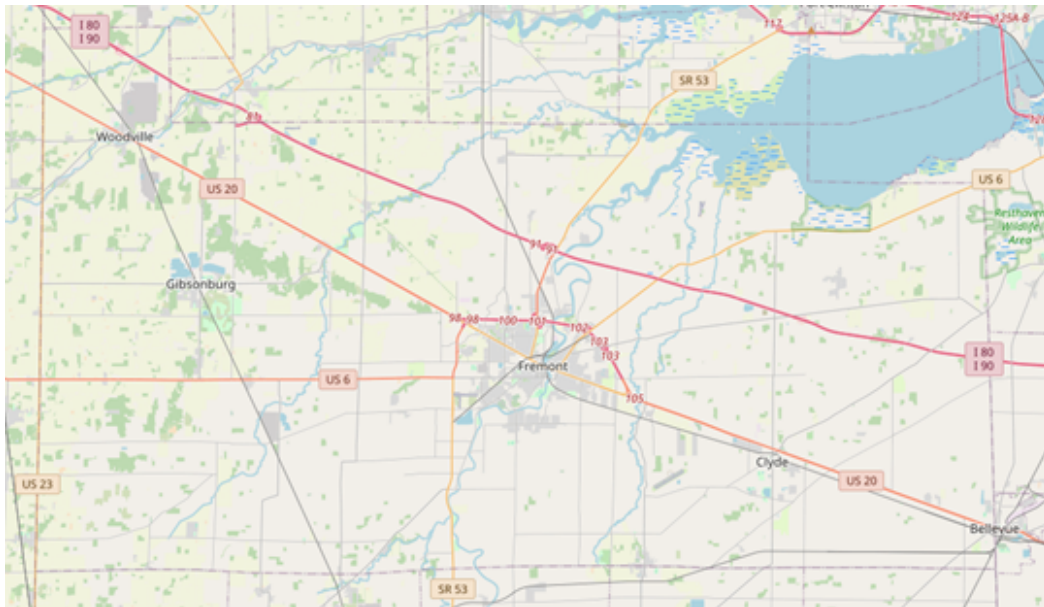
This plan was developed and adopted by the Sandusky County Transportation Advisory Committee (TAC). More information about the planning committee can be found in Appendix A.

I. Geographic Area

Sandusky County is located in northwestern Ohio. As of the 2020 census, the population was 58,896 and its county seat is Fremont. Sandusky County is not part of a Rural Transportation Planning Organization. Sandusky County is designated as a rural area.

According to the U.S. Census Bureau, the county has a total area of 418 square miles (1,080 km), of which 408 square miles (1,060 km) is land and 9.3 square miles (24 km) (2.2%) is water.

Map 1: Basic Map of the Geographic Area Covered by the Plan



Map 2: Major Trip Generators in the Geographic Area

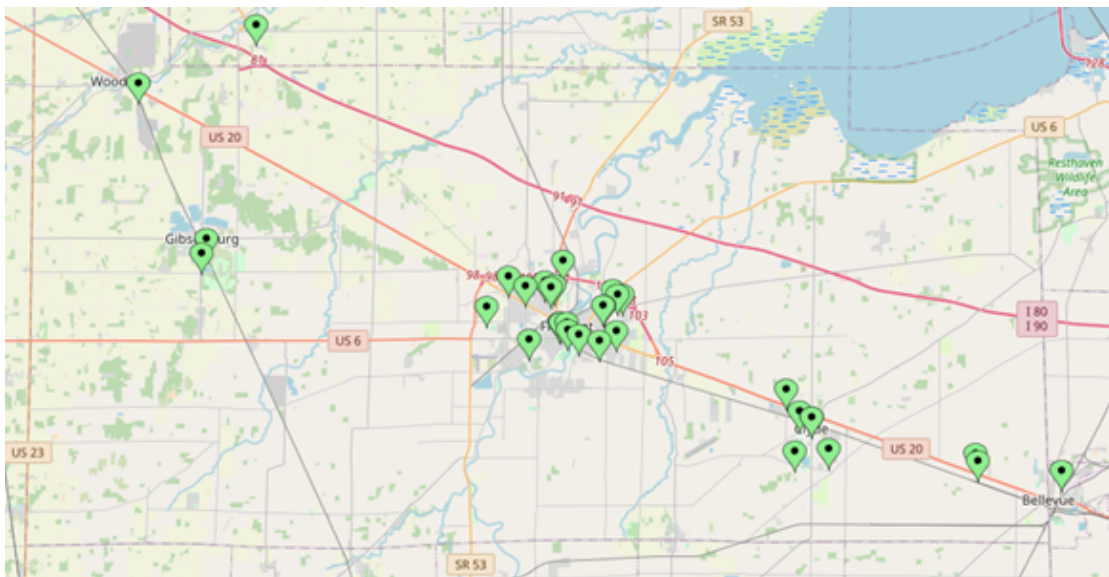


Table 1: List of Trip Generators

Healthcare	
ProMedica Memorial Hospital 715 S Taft Ave, Fremont, OH 43420	The Bellevue Hospital 1400 W Main St, Bellevue, OH 44811
Community Health Services 2221 Hayes Ave, Fremont, OH 43420	Firelands Counseling & Recovery Services 675 Bartson Rd, Fremont, OH 43420
Government	
Sandusky County Commissioners 622 Croghan St, Fremont, OH 43420	Sandusky County Court House 100 N Park Ave, Fremont, OH 43420
Clyde City Hall 225 N Main St, Clyde, OH 43410	Fremont City Hall 323 S Front St, Fremont, OH 43420
Schools	
Fremont Ross High School / Middle School 1100 North St, Fremont, OH 43420	Clyde High School 1015 Race St, Clyde, OH 43410
Vanguard Sentinel Career Center 1220 Cedar St, Fremont, OH 43420	Terra State Community College 2830 Napoleon Rd, Fremont, OH 43420
Woodmore High School 633 Fremont St, Elmore, OH 43416	Gibsonburg High School 740 S Main St, Gibsonburg, OH 43431
Manufacturers	
Whirlpool Corporation 119 Birdseye St, Clyde, OH 43410	Style Crest Inc 600 Hagerty Dr, Fremont, OH 43420
Carbo Forge 150 State Route 523, Fremont, OH 43420	Green Bay Packaging 2323 Commerce Dr, Fremont, OH 43420
Kokosing Materials 875 E Main St, Woodville, OH 43469	International Metal House 520 Goodrich Rd, Bellevue, OH 44811
Revere Plastics Systems 401 Elm St, Clyde, OH 43410	Bower's Great Lakes Inter-Drain Inc 1912 W McPherson Hwy, Clyde, OH 43410
Recreation	
Fremont Community Recreation Complex 600 St Joseph St, Fremont, OH 43420	YMCA of Sandusky County 1000 North St, Fremont, OH 43420
Clyde Recreation Department 222 N Main St, Clyde, OH 43410	Rutherford B. Hayes Presidential Library & Museums Spiegel Grove, Fremont, OH 43420
Shopping	
Potter Village Shopping Center 1210 Oak Harbor Rd, Fremont, OH 43420	Applewood Village Shopping Center 1800 E State St, Fremont, OH 43420
Walmart 2052 State Route 53, Fremont, OH 43420	Discount Drug Mart 1062 W McPherson Hwy, Clyde, OH 43410
Adult Day Programs/Seniors	
GLCAP Senior Centers 1101 Castalia St, Fremont, OH 43420 900 N Woodland Ave, Clyde, OH 43410 100 Meadow Ln, Gibsonburg, OH 43431	Sandco Industries 567 Premier Dr, Clyde, OH 43410
Human Services Agencies/Non-Profits	

Sandusky County Job and Family Services 2511 Countryside Dr, Fremont, OH 43420	Great Lakes Community Action Partnership 127 S Front St, Fremont, OH 43420
Sandusky County Health Department 2000 Countryside Dr, Fremont, OH 43420	Sandusky County Board of Developmental Disabilities 1001 Castalia St, Fremont, OH 43420
Nursing Homes/Assisted Living	
Countryside Manor Healthcare 1865 Countryside Dr, Fremont, OH 43420	The Willows at Bellevue 101 Auxiliary Dr, Bellevue, OH 44811
Valley View Health Campus 1247 N River Rd, Fremont, OH 43420	Bethesda Care Center 600 N Brust St, Fremont, OH 43420
Parkview Care Center 1406 Oak Harbor Rd, Fremont, OH 43420	Elmwood Assisted Living 1545 Fangboner Rd, Fremont, OH 43420
Majestic Care of Clyde 700 Helen St, Clyde, OH 43410	Spring Creek Nursing & Rehabilitation Center 401 N Broadway St, Green Springs, OH 44836
Trustwell Living at Clyde Gardens Place 700 Coulson St, Clyde, OH 43410	

II. Population Demographics

There has been a steady, but slight decrease in Sandusky County's population over the last five years. According to the 2020 census, the total population of Sandusky County was 58,896, the population loss is seen most in the city of Fremont, which is the county seat.

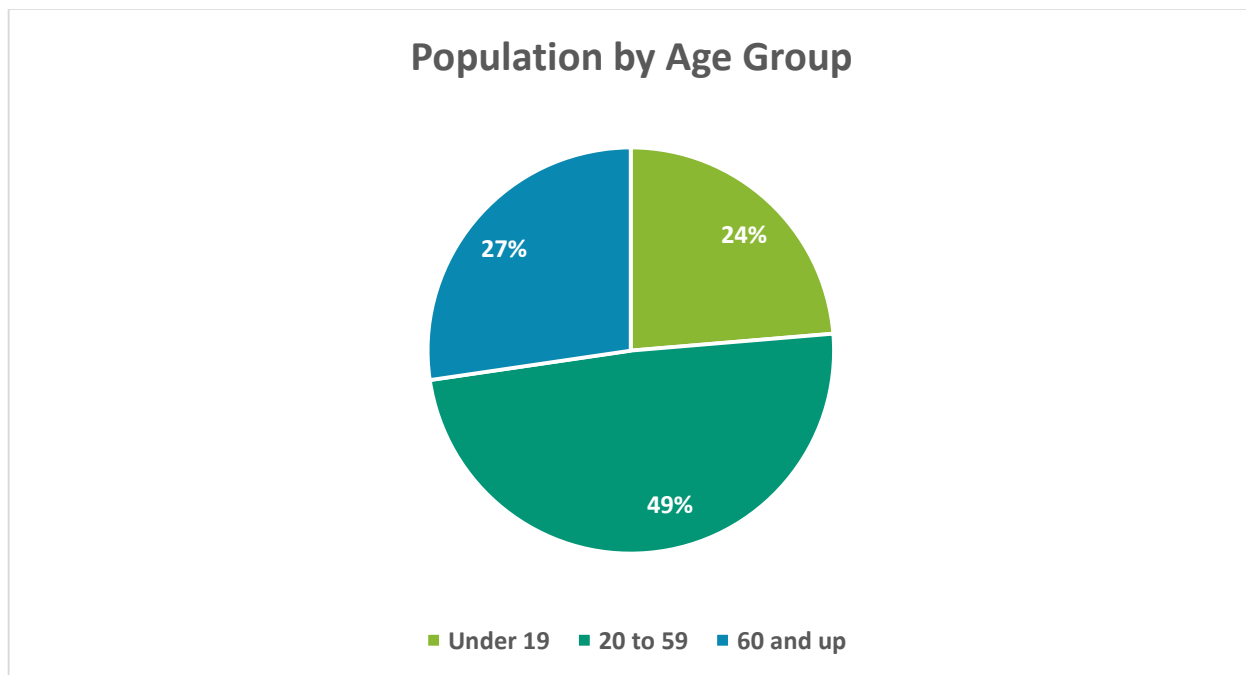
Chart 1 shows the population projections in five-year increments:

Chart 1: Total Population Current and Projected for Five Years

Year	Total Population	Male	Female	Change
2025	58,896	29,231	29,575	
2030	58,770	29,258	29,512	-126
2035	58,644	29,195	29,448	-126
2040	58,518	29,133	29,385	-126
2045	58,393	29,070	29,322	-126
2050	58,268	29,008	29,258	-127

The chart below shows the population divided into various age groups. The age group of 65+ is expected to grow over the next five years according to the US Census. There is a total of 13,918 people under the age of 19, there are 28,795 people between the ages of 20 and 59, and 16,057 aged 60 and over.

Chart 2: Total Population by Age Group



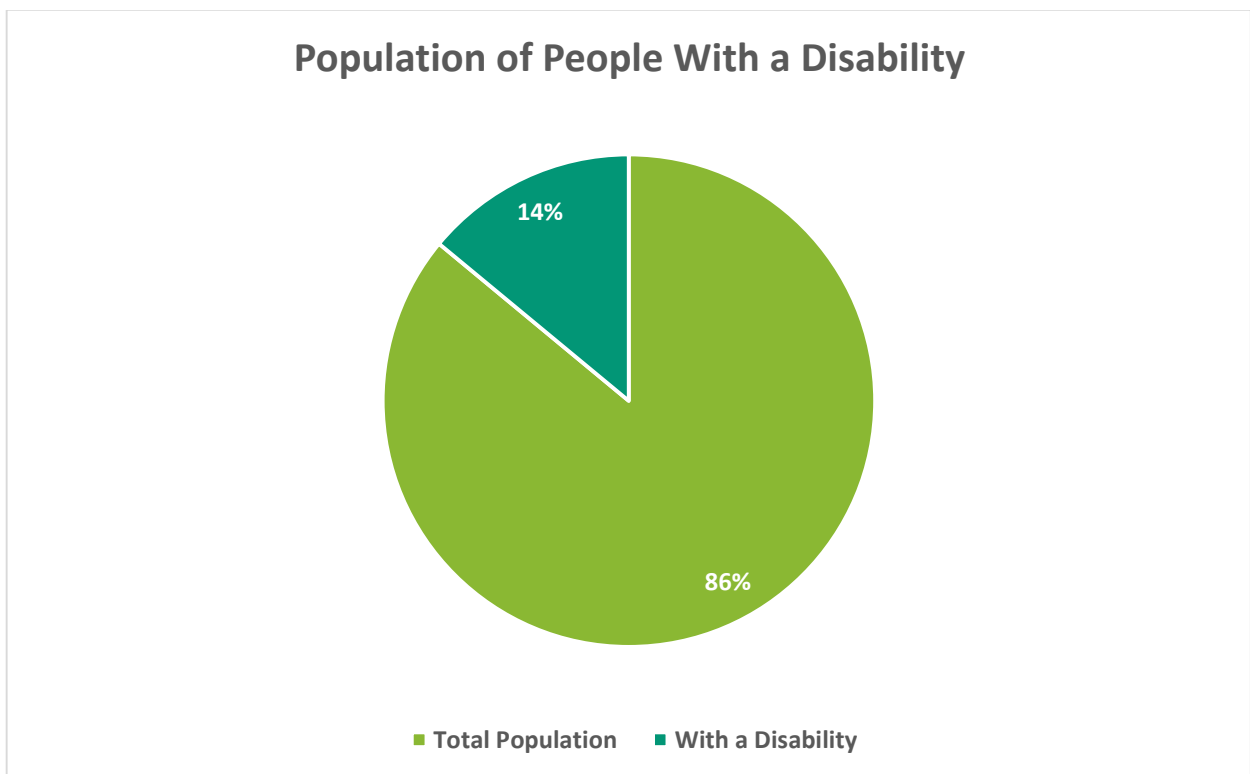
The majority of this area identifies as White (50,425), with the following groups also noted:

Chart 3: Total Population by Race

Black or African American	1,886
American Indian and Alaska Native	197
Asia	202
Native Hawaiian and Other Pacific Islander	8
Some Other Race	1,829
Two or More Races	4,349

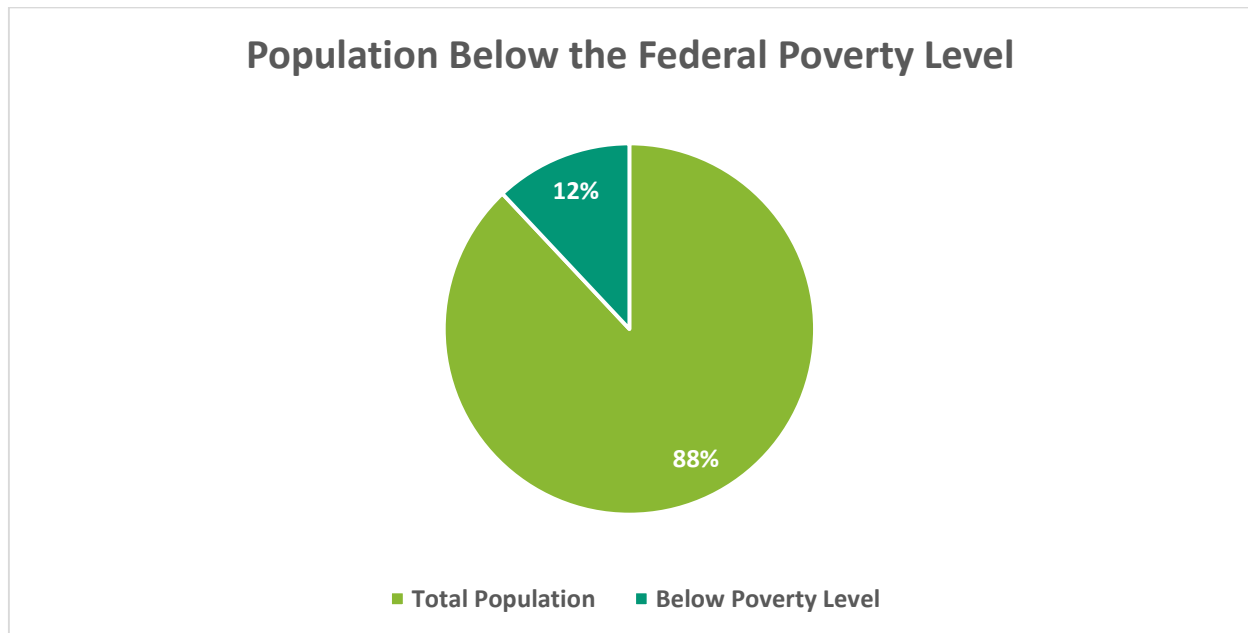
The number of people identifying as having a disability in Sandusky County is 9,607 or 14% of the overall population, which is slightly above the national average of 13%. The chart below shows the number and percentage of people with disabilities living in Sandusky County.

Chart 4: Number and Percentage of People with Disabilities



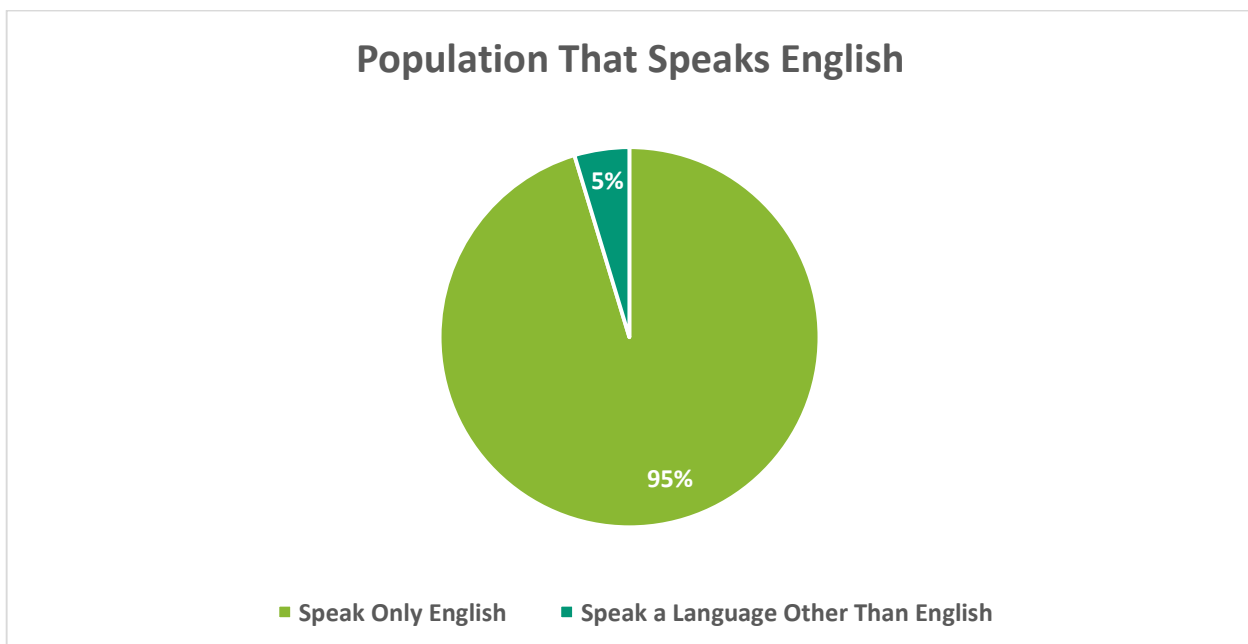
The number and percentage of people or households that have incomes below the Federal poverty level in Sandusky County is 7,654 people or 11%, which is on par with the national rate of 11.1%.

Chart 5: Number and Percentage of Households with Incomes Below the Federal Poverty Level



In Sandusky County, the percent of population that speak English as their primary language is 98% or a total of 53,031. A total of 2,602 people, or 2%, speak a language other than English.

Chart 6: Population That Speaks English



This chart shows the various ways that individuals use to get to work, utilizing their own vehicle as the primary way. Working from home has increased over the last few years.

Chart 7: Means of Transportation to Work

Means of Transportation to Work	
Car, truck, or van	92.9%
Public transportation (excluding taxicab)	0.1%
Walked	2.0%
Bicycle	0.3%
Taxicab, motorcycle, or other means	1.3%
Worked from home	3.4%

The majority of households in Sandusky County have at least one vehicle, the following chart shows the percentages of homes with no vehicles or one or more vehicles.

Chart 8: Number of Vehicles per Household

Vehicles Available	
No vehicle available	1.7%
1 vehicle available	18.8%
2 vehicles available	41.6%
3 or more vehicles available	37.9%

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 Sandusky County and across county lines.

Great Lakes Community Action Partnership 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

Included in this section is a list of all participating transportation providers. Descriptions of transportation providers include organizations that subsidize transportation at the local level, administer transportation or mobility programs, directly operate vehicles, and/or arrange transportation on behalf of an individual.

The participating organizations provide a wide range of transportation including demand response, on-demand, ambulette, and human service agency contracted transportation. 8 of the participating organizations provide services on weekdays. 3 operate transportation on Saturdays and 2 on Sundays. Evening services after 6pm are operated by 2 organizations.

Transportation-related expenses and revenues also differ by organization. ODOT 5311 and 5310 funds, federal, state, and local grants, are common revenue sources for transportation operators in Sandusky County, Ohio, with local match requirements being met by local social service agencies and other contracts.

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of 8 organizations provided information about their services.

List of Transportation Service Providers

Agency Name: Great Lakes Community Action Partnership

Transportation Service Type: Indirectly provides transportation through the Mobility Management program by offering transportation information, referrals, and travel training

Other Services Provided: In addition to mobility management, GLCAP provides a wide range of services including early childhood education (Head Start), housing and energy assistance, senior support services, workforce development, and community health programs to assist individuals and families in achieving greater self-sufficiency.

Contact Information: 1-800-775-9767

Hours: Monday–Thursday, 8:00 a.m.–4:30 p.m.

Service Area: Seneca County and surrounding Northwest Ohio region

Eligibility Requirements: Open to the general public

Website: glcap.org/mobilitymanagement

Agency Name: Hart's Ambulette

Transportation Service Type: On-demand (appt. only on weekends); wheelchair van transport

Other Services Provided: Facility agreements

Contact Information: 419-332-3911

Hours: M-F 5am-6pm; Weekends by appointment only

Service Area: Sandusky County, Seneca, Erie, Huron, and Wood Counties

Eligibility Requirements: By source of payment (Medicaid, facility resident, public)

Website: hartsambulette.com

Agency Name: Lynx EMS

Transportation Service Type: Directly operates ambulance and ambulette emergency services and non-emergency transport services.

Other Services Provided: Provides emergency and non-emergency services to and from private residences, emergency rooms, and long-term care, skilled nursing, or assisted living facilities, as well as behavioral health transports.

Contact Information: 1-877-574-6777

Hours: 24/7/365

Service Area: Surrounding areas of Cleveland, Columbus, Greater Cincinnati, Dayton, Lorain, Mansfield, Sandusky, Toledo

Eligibility Requirements: Lynx EMS is a private transportation company specializing in behavioral health transport.

Website: lynx911.com

Agency Name: North Central EMS

Transportation Service Type: Provides emergency, mental health emergency, and non-emergency medical service, ambulette service, and dispatch services.

Other Services Provided: Provides wheelchair and stretcher door-to-door service.

Contact Information: 419-499-2515

Hours: 24/7/365

Service Area: Surrounding areas of Erie, Huron, Lorain, Ottawa, Sandusky, and Seneca counties.

Eligibility Requirements: North Central EMS is a non-profit health service corporation that provides emergency, mental health emergency, and non-emergency medical service, ambulette service, and dispatch services.

Website: fishertitus.org/north-central-ems/

Agency Name: Sandusky County Board of Developmental Disabilities

Transportation Service Type: Indirectly provides transportation through contracting with other transportation providers

Other Services Provided: Various services to enhance the everyday lives of individuals with developmental disabilities

Contact Information: 419-332-9296

Hours: Monday - Friday 8:00 a.m. - 4:00 p.m.

Service Area: Sandusky County

Eligibility Requirements: Varies across life cycle

Website: scbdd.org

Agency Name: Sandusky County Department of Job & Family Services

Transportation Service Type: Contracted and direct

Other Services Provided: Various public assistance programs, child support enforcement, adoption/foster care, adult protective services, etc.

Contact Information: 419-334-3891 / Toll Free: 1-800-883-8283

Hours: Monday - Friday 8:30 a.m. - 4:30 p.m.

Service Area: Sandusky County

Eligibility Requirements: Varies by program

Website: sanduskycountydjfs.org

Agency Name: Sandusky County Veterans Service Commission

Transportation Service Type: On-demand; non-emergency medical for veterans

Other Services Provided: Emergency financial assistance, VA Benefits

Contact Information: 419-334-4421

Hours: 6:45 a.m. - return from appointment

Service Area: Sandusky County resident vets to VA facilities in Sandusky, Lorain, Parma, Toledo, and Ann Arbor

Eligibility Requirements: US military veteran

Website: sanduskycountyoh.gov/veterans

Agency Name: TRIPS (Transportation Resources for Independent People of Sandusky County)
Transportation Service Type: Public, on-demand, deviated route, and contracted
Other Services Provided: The TRIPS program is a rural general-public transportation provider for Sandusky County providing curb-to-curb service, offering low fare rides to employment, medical appointments, shopping, etc. Rides must be scheduled 24 hours in advance. TRIPS also operates two deviated fixed routes in the city of Fremont, Monday through Friday from 8:00am to 6:00pm.
Contact Information: 419-332-8091 / 1-800-775-9767
Hours: On Demand: M-F 5am-7pm Sat 5am-12pm; Fremont Shuttle: M-F 8am-6pm
Service Area: Sandusky County, NW Ohio
Eligibility Requirements: Sandusky County resident
Website: glcap.org/trips

Agency Name: Flat Rock Homes Inc.
Transportation Service Type: Door-to-door, demand response to individuals with disabilities enrolled in services
Other Services Provided: Flat Rock Homes, Flat Rock Care Center and Flat Rock Community Services provide services to youth and adults with disabilities, with a special focus on adults with intellectual and developmental disabilities. Programs include a 36-bed intermediate care facility (Seneca County); supportive living homes (Seneca, Erie, Huron and Lorain Counties); homemaker and personal care services (Seneca, Erie, Huron, and Lorain Counties); non-medical transportation (Seneca, Sandusky, Erie, and Huron Counties); Adult Day Support Program (Seneca, Sandusky, Erie, and Huron Counties).
Contact Information: 419-483-7330
Office Hours: 8:00 AM – 4:30 PM Monday – Friday
Service Area: Any destination required by individuals enrolled for medical, school, employment, social events, and activities. Past trips have included many out-of-county destinations as far as Cleveland, Toledo, and/or Mansfield.
Eligibility Requirements: Individuals with disabilities who enroll in the non-medical transportation program in the primary service area of Seneca, Sandusky, Erie, Huron, and Lorain Counties.
Website: flatrockhomes.org

Assessment of Community Support for Transit

Community support for public transportation in Sandusky County is broad and continues to grow, especially among older adults, individuals with disabilities, and residents with limited access to private vehicles due to physical, financial, or geographic barriers. Feedback from surveys, focus groups, and stakeholder outreach highlights the importance of reliable, affordable transportation options that enable independence and reduce reliance on family members. Residents consistently expressed a need for expanded service hours, including early mornings, evenings, and weekends, along with improved regional connectivity, particularly between Fremont, Clyde, Bellevue, and neighboring counties such as Erie and Seneca. There is strong interest from employers in Bellevue and Clyde for consistent transportation options to support workforce access. Stakeholders, including human service agencies, health providers, and the Chamber of Commerce, also voiced support for solutions such as employment shuttles, on-demand services, and micro-transit to meet diverse community needs and enhance economic opportunity.

Safety

Transportation safety is a central concern in Sandusky County, especially for older adults, people with disabilities, and pedestrians navigating areas with limited infrastructure. Stakeholders and residents noted challenges such as sidewalk disrepair, lack of safe crossings, insufficient lighting, and limited mobility-friendly options within communities like Gibsonburg and Clyde. These concerns are particularly relevant as more residents seek to age in place. In response, this plan supports targeted strategies such as launching a Safe Routes to Age in Place study in partnership with GLCAP Mobility Management, with proposed investments in age-appropriate mobility devices like senior tricycles. Complete Streets policies have already been adopted in Gibsonburg and Clyde, with Fremont in development, reinforcing a countywide commitment to active transportation and safer, more inclusive roadways. The plan also emphasizes continued driver safety training and vehicle maintenance standards through TRIPS to ensure a secure and dependable transit environment for all riders.

Vehicles

Survey/Interview participants listed a combined total of 66 vehicles. Approximately 65% of the vehicles are wheelchair accessible. Wheelchair accessible vehicles are used by older adults and individuals with disabilities to access medical appointments, employment, grocery store, and other essential destinations throughout the county.

Most of the transportation providers provide at least 1 wheelchair accessible vehicle, while some organization's fleet are primarily wheelchair accessible vehicles. The vehicles in Sandusky County are spread among a few providers, primarily TRIPS, the Sandusky County Board of Developmental Disabilities, and Flat Rock Homes Inc. Around 36% are at least 10 years of age or older. 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.

Summary of Existing Resources

Sandusky County's transportation network is supported by a broad mix of public, private, and nonprofit providers that collectively address the mobility needs of older adults, individuals with disabilities, low-income residents, veterans, and the general public. The primary public transportation provider in the

county is TRIPS (Transportation Resources for Independent People of Sandusky County), which offers ADA-accessible, general public demand-response and deviated fixed-route transportation within Sandusky County. TRIPS provides essential access to work, healthcare, shopping, and community services, particularly for individuals without personal vehicles. It operates both on-demand services and two fixed routes within the city of Fremont Monday through Friday.

The Sandusky County Veterans Service Commission also offers direct transportation services to VA facilities for eligible veterans, ensuring they have access to medical care and support.

In addition, several human service organizations play a key role in transportation access. The Sandusky County Board of Developmental Disabilities and the Sandusky County Department of Job and Family Services (DJFS) offer specialized transportation services, often tied to employment, day programs, and medical appointments for individuals with disabilities and low-income residents. These services are typically tailored to the specific needs of clients, including transportation both within the county and to neighboring areas.

Emergency and non-emergency medical transportation services are provided by agencies such as Hart's Ambulette, Lynx EMS, and North Central EMS, which offer door-to-door and wheelchair-accessible transportation across the region, typically on a scheduled or on-demand basis. These agencies are critical in supporting the mobility needs of individuals requiring medical transportation.

Great Lakes Community Action Partnership (GLCAP) leads mobility management efforts in the county by offering travel training, transportation referrals, and coordination support. GLCAP also assists with public outreach and ensures that transportation services are accessible to those who need them most. The Sandusky County DJFS also provides limited transportation coordination, focusing on helping eligible clients with access to healthcare, employment, and self-sufficiency services.

Together, these agencies form a vital and evolving transportation network that strives to meet the diverse mobility needs of Sandusky County residents. Ongoing coordination, supported by mobility management and community collaboration, ensures that transportation services remain accessible, equitable, and responsive to the community's needs.

IV. Assessment of Transportation Needs and Gaps

In an effort to better understand Sandusky County's needs, the TAC 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.

Great Lakes Community Action Partnership and 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.

The following methods were used to assess transportation needs and gaps

- Assessment of data and demographics (required)
- A SWOT analysis/stakeholder focus group
- Surveys performed with senior centers and the general public
- Focus groups involving and engaging seniors at the senior center and individuals with developmental disabilities

Local Demographic and Socio-Economic Data

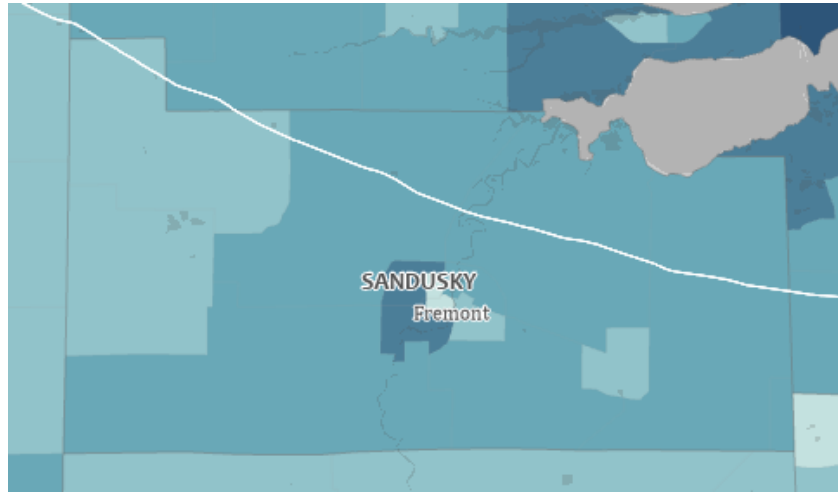
Data for each target population group was aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because it allows for a comparison of where the highest and lowest densities of individuals who are most likely to need transportation live. This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

The following table and exhibit illustrate the areas where the number of older adults (age 65 and older) is at or above Ohio's average.

Table 1: Population Density of Individuals Age 65 and Older

65-74 years	12.0%
75-84 years	5.7%
85 years and over	2.2%

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

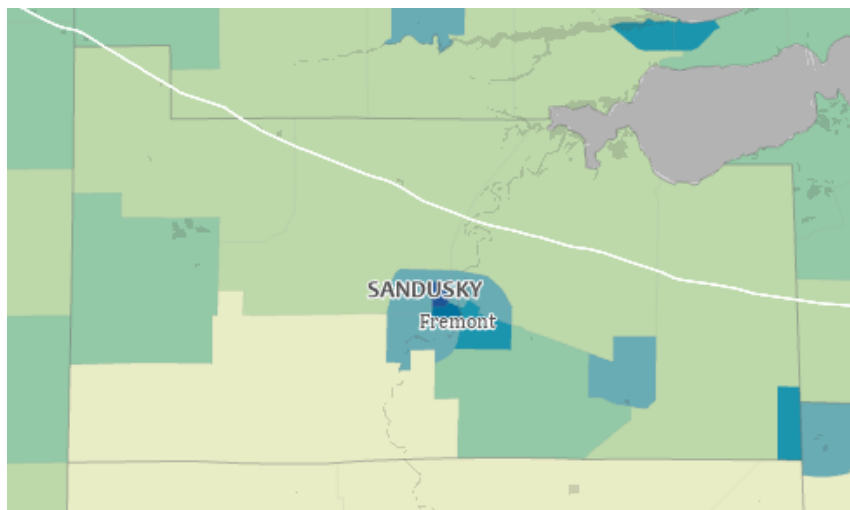


The table and exhibit below indicate the areas where the number of zero vehicle households is above Ohio's average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Table 2: Density of Zero Vehicle Households

No vehicle available	1.7%
1 vehicle available	18.8%
2 vehicles available	41.6%
3 or more vehicles available	37.9%

Exhibit 2: Map of Density of Zero Vehicle Households



Analysis of Demographic Data

Sandusky County, Ohio, has a population of approximately 58,896 residents as of 2025, with notable demographic characteristics that influence transportation planning. A significant portion of the population, 27% or around 16,000 individuals, is aged 65 or older, indicating a growing need for transportation services that accommodate aging adults. Many of these residents require accessible and reliable transit options to maintain independence, access medical care, and engage in community activities.

The county also faces socioeconomic challenges. Median household income levels are below the state average, and certain communities experience higher rates of poverty and unemployment. This economic landscape reinforces the importance of affordable transportation solutions for low-income individuals and families who may not have access to a personal vehicle.

Additionally, the rural makeup of Sandusky County means that many residents live in areas with limited access to public transportation, highlighting the need for flexible, on-demand services. Individuals with disabilities represent another important demographic, requiring transportation that supports mobility aids and specialized assistance.

These demographic trends underscore the necessity of coordinated and inclusive transportation planning that prioritizes equity, accessibility, and regional connectivity to support all segments of the population.

General Public and Stakeholder Meetings/Focus Groups

Great Lakes Community Action Partnership hosted and facilitated 3 local meetings and 2 focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. 28 people participated in the meetings. Of those, 5 self-identified as older adults and 5 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, Great Lakes Community Action Partnership presented highlights of historical coordinated transportation in Sandusky County and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

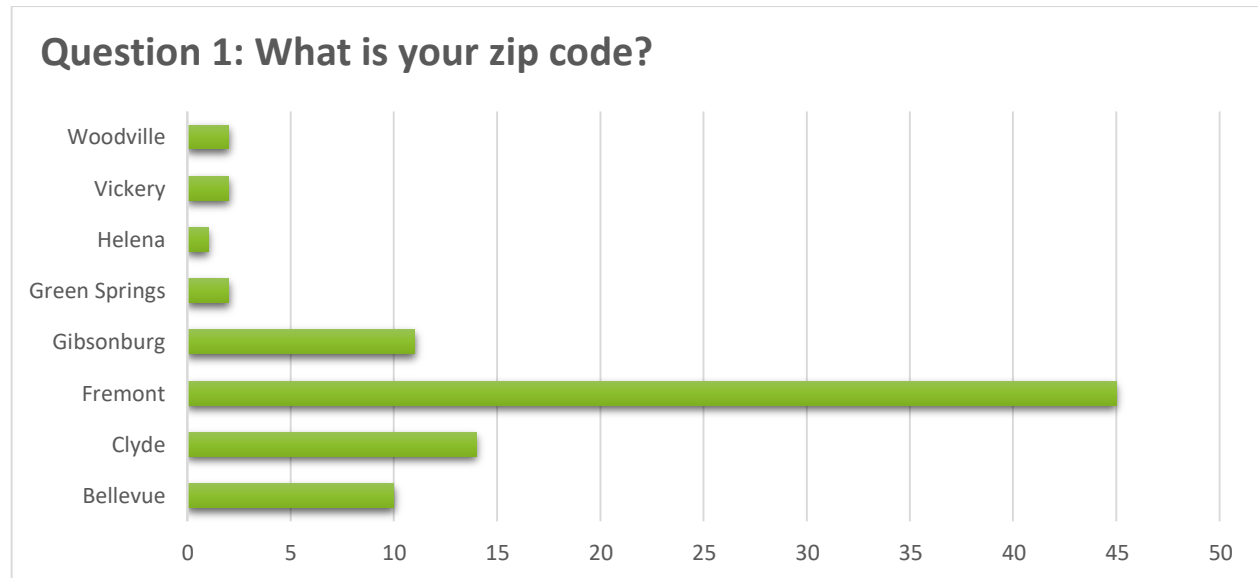
Following the initial presentation, the stakeholders were asked to review the gaps in transportation services and needs from the previous plan/or update and identify any gaps that were no longer valid and any new needs/gaps, which the facilitator deleted/added to/from a list. The focus of the discussion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

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.

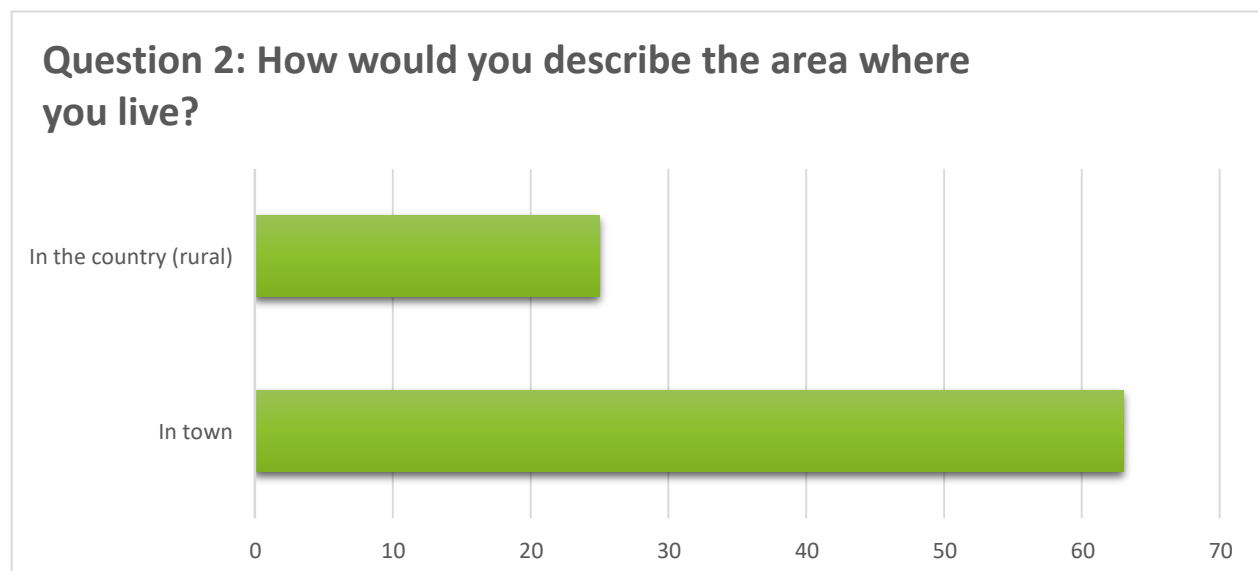
Participants discussed more than 5 mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meeting[s]. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at 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. 91 surveys from the general public: 34.33% of individuals with disabilities completed the survey; 73.86% of older adults completed the survey.

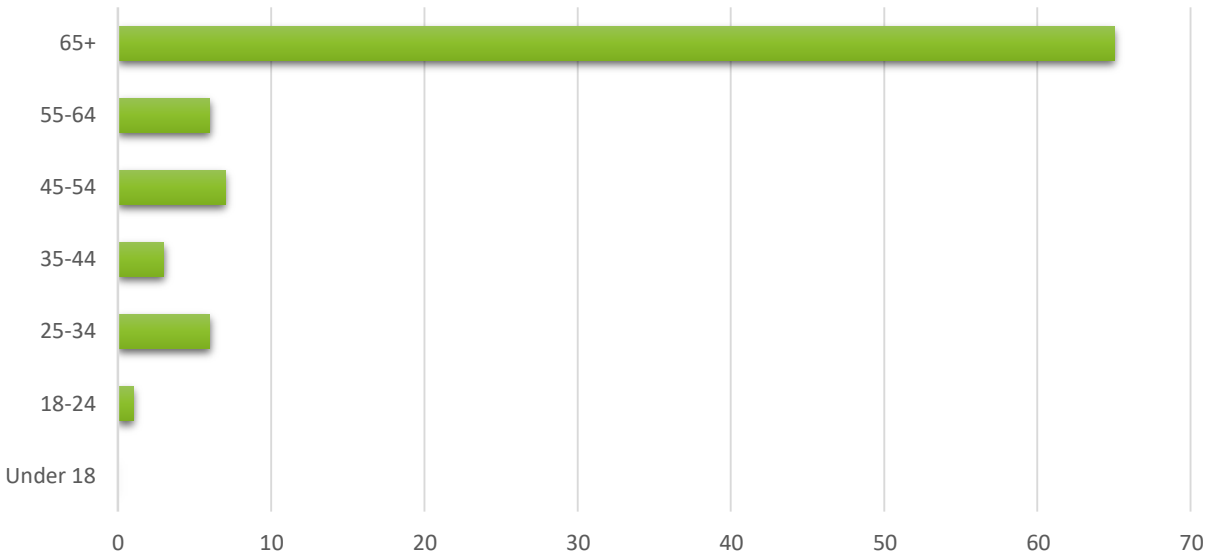


Summary: A majority of respondents from Sandusky County live in either Fremont (52%) Clyde (16%), with a small portion 13% residing in Gibsonburg and Bellevue (12%). Only 2 respondents or 2% live in Green Springs, Woodville, and Vickery with 1% living in Helena.



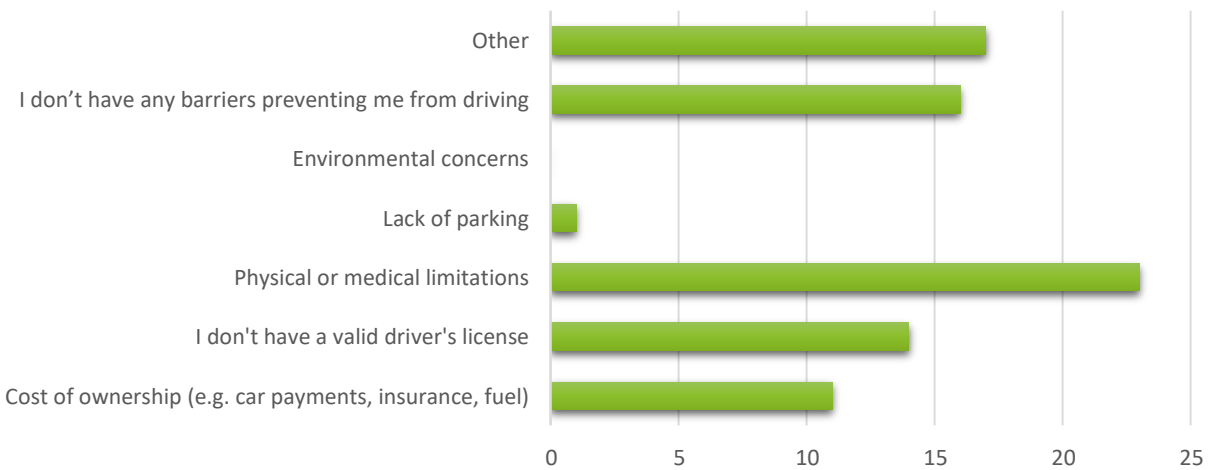
Summary: Most respondents, 71.59% live in town while the remaining 28.41% live in the country (rural).

Question 3: What is your age group?



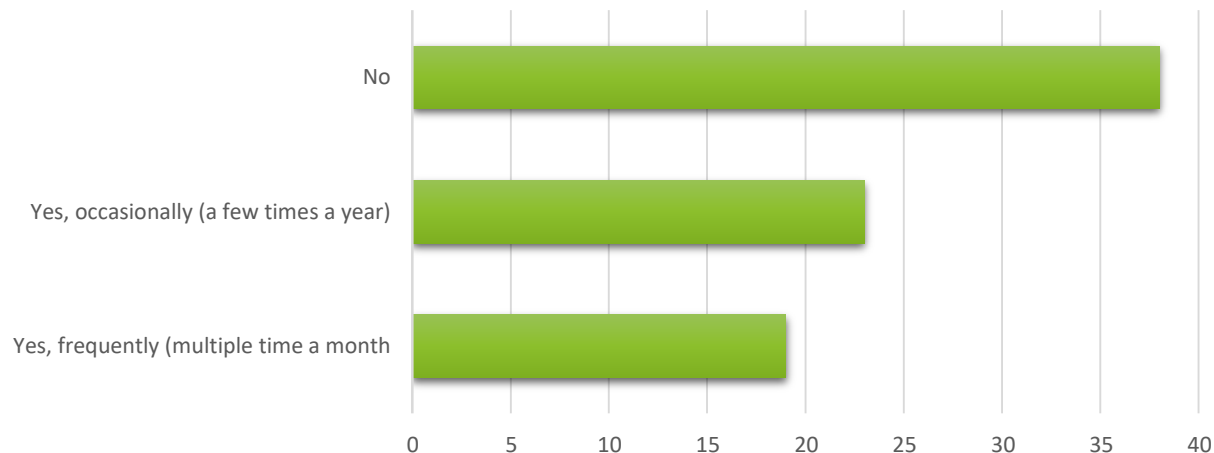
Summary: A majority (73.86%) of those that responded were over the age of 65, 6.82% were between the ages of 55-64, 7.95% aged 45-54, 3.41% 35-44, 6.82% aged 25-34, 1.14% aged 18-24 and 0% under the age of 18

Question 4: Are there any barriers that prevent you from driving or owning a vehicle? (Check all that apply)



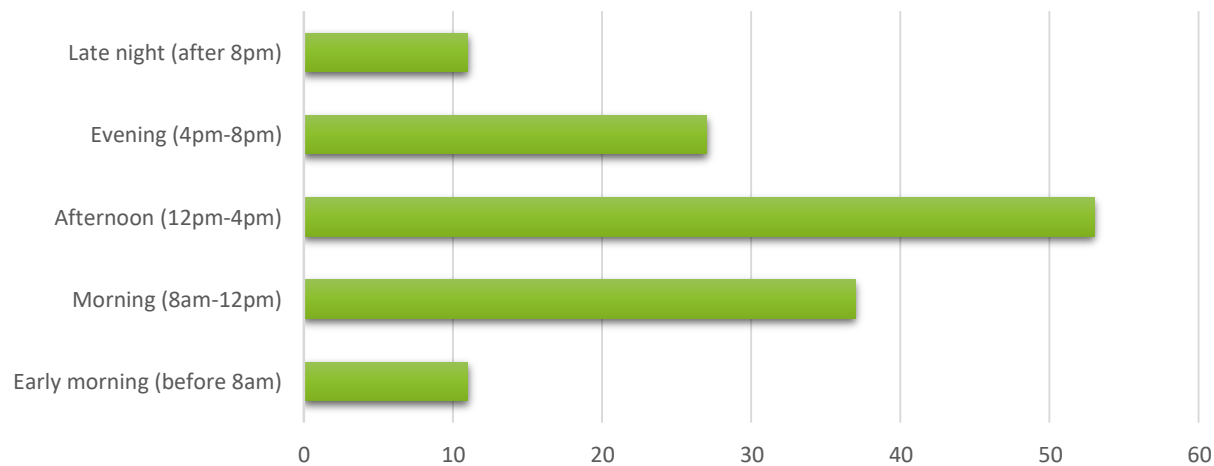
Summary: 25.27% of respondents have a physical or medical limitation that prevents them from being able to drive themselves, over 15% does not have a valid driver's license, and 12% stated the cost of car ownership, while 17.58% did not have any barrier preventing them from driving.

Question 5: Are you ever unable to go somewhere because of lack of transportation?



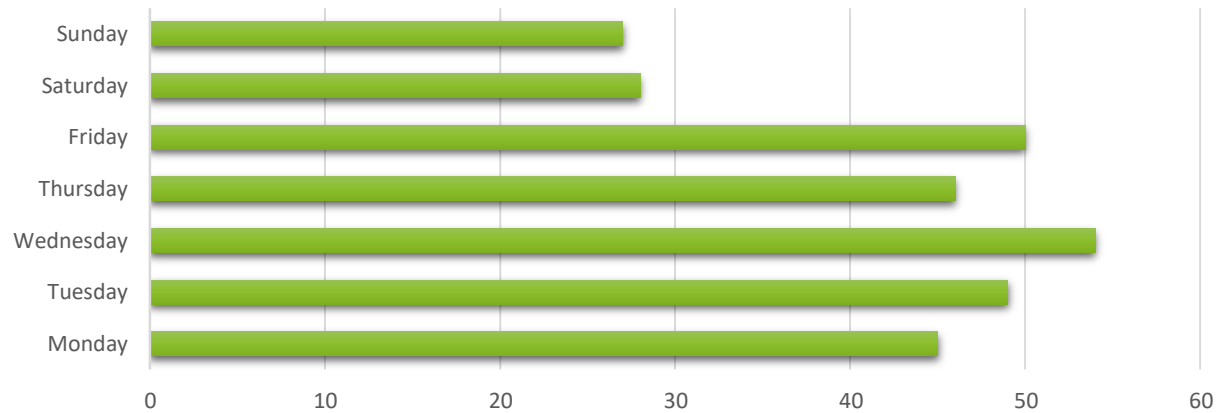
Summary: 52.5% of respondents are unable to go somewhere because of lack of transportation (28.75% is unable to go somewhere a few times a year, and 23.75% is unable to go somewhere multiple times a month); while the other 47.50% is able to go where they need to go.

Question 6: What time of day do you typically need transportation (Check all that apply)



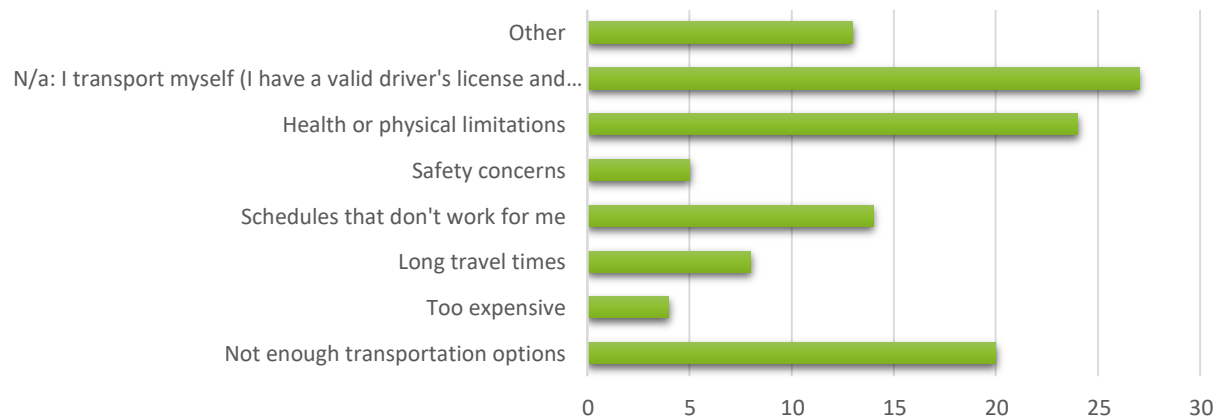
Summary: Most respondents need transportation in the afternoon between 12pm-4pm (77.94%) and morning between 8am-12pm (54.41%). 16.18% of survey participants need transportation before 8am and 39.71% need transportation in the evening between 4pm-8pm. 16.18% expressed needing transportation in the late night after 8pm.

Question 7: What days of the week are you most likely to travel? (Check all that apply)



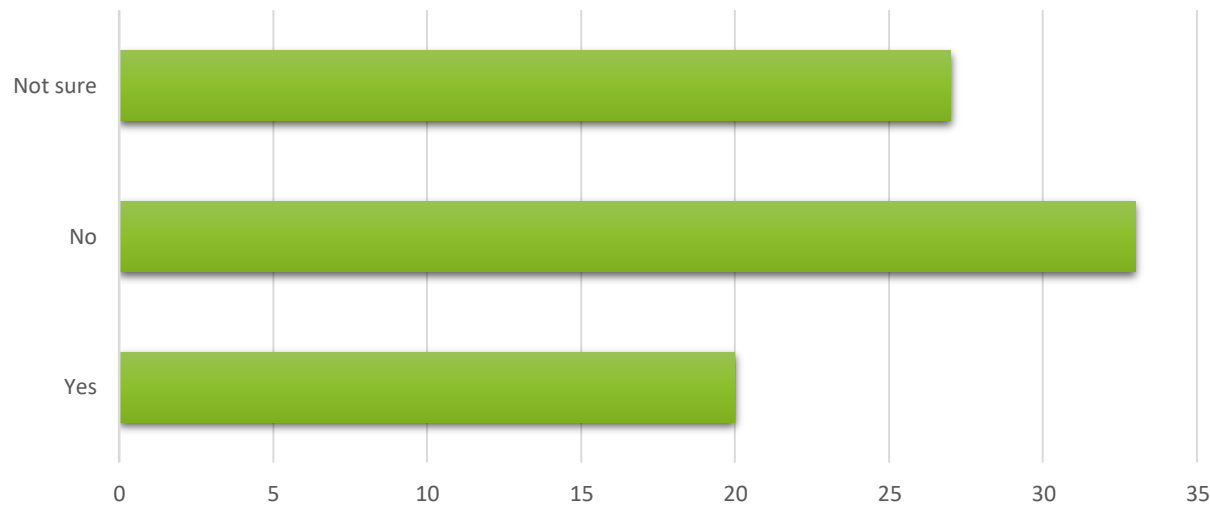
Summary: A majority of the survey respondents expressed they are most likely to travel between the days of Monday-Friday with Monday being at 65.22%, Tuesday: 71.01%, Wednesday: 78.26%, Thursday: 66.67% and Friday: 72.46%. 40.58% expressed being likely to travel on Saturdays and 39.13% on Sundays.

Question 7: What challenges do you face with your current transportation options? (Check all that apply)



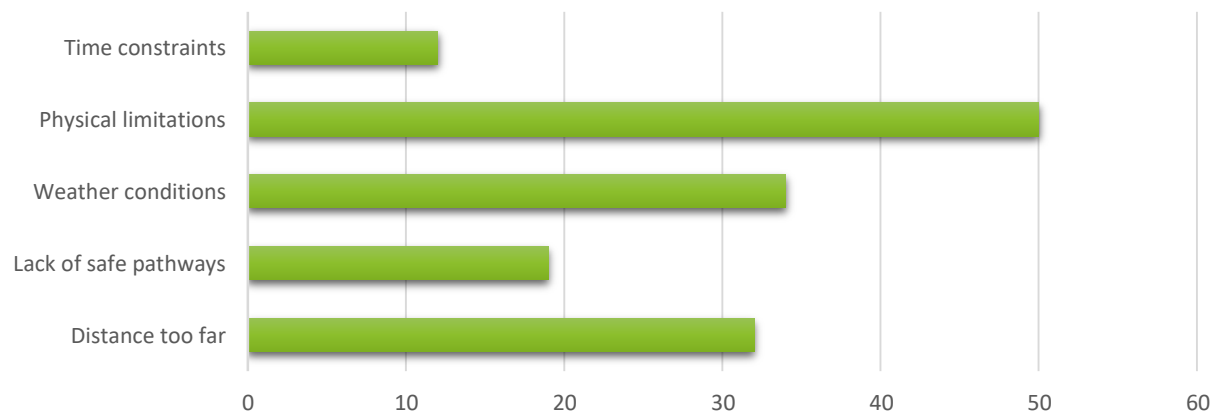
Summary: 38.03% of respondents stated that they didn't face challenges due to transporting themselves. The remaining cited the following challenges they face with current transportation options: health or physical limitations: 33.8%, not enough transportation options: 19.72%, schedules that don't work for them: 5.63, too expensive: 7.04%, safety concerns: 11.27%, long travel times: 8.79%. 18.31% cited "other" reasons with most specifying that they need transportation later times and weekends, schedule is inconsistent, medical needs outside of Sandusky County, or that family will take them.

Question 9: Do you feel there are enough transportation options in your area?



Summary: A majority of respondents, 41.25% stated that they do not feel there are enough transportation options in the area, followed by 33.75% stating that they are not sure, and 25% stating that they do feel there are enough transportation options in the area.

Question 10: What are the primary challenges to using active transportation (walking, biking, etc.)? (Check all that apply)



Summary: Most respondents (73.53%) cited physical limitations as the primary challenge they face when using active transportation, 47.06% distance too far, 50% by weather conditions, 27.94% lack of safe pathways, and time constraints at 17.65%.

Question #11: How would having access to reliable transportation impact your daily life?

1	"Anytime 8am - 10pm"
2	"cost"
3	"would make me less stressed"
4	"My daughter drives me where ever I need to go"
5	"would help a lot"
6	"It would make me feel like I can be safe going to the doctors appt and etc."
7	"I would use often for dr visits only"
8	"Well. Less involvement"
9	"Anytime between 8 am - 10 pm"
10	"Cost"
11	"Being Independent Again"
12	"It would be great. Not sure how long I will be at each place/appointment. Hard to calculate how long I will be to get a ride back."
13	"Help me get to dr appts"
14	"I wouldn't have to depend on adult kids who work and have children for rides."
15	"If and when needed it would help a lot"
16	"TRIPS does allow me to be self-sufficient within my limitations"
17	"Nice but rather wait for someone I trust to take me."
18	"Don't go very much"
19	"Limited PT & OT, I should go 3 times a week but will only have one day a week when my wife returns to work."
20	"I wouldn't have to impose on family members as often"
21	"Could go more places - only can go to appointment"
22	"Great - Trips is an awful transportation"
23	"I would visit friends at their homes assisted live and hospital"
24	"it would help especially when car won't run"
25	"I drive"
26	"more evening activities access to early events"
27	"Wonderful, just getting to go"
28	"I have friends and relatives that help me out. There may be a time when I need a ride."
29	"It would just be nice to have that option"
30	"I would be afraid"
31	"Would not have to rely on parents or relatives. More independent"
32	"Without my own personal vehicle there would be no way to get anywhere"
33	"N/a"
34	"I currently can drive, but it is becoming more difficult. I also have limitations as to how long I can drive due to physical issues. My doctors are a county away."
35	"Make it easier"
36	"I won't miss or reschedule appointments"
37	"Better options, weekend options would help me immensely"

38	"I drive myself. However, not having a reliable vehicle / transportation would drastically impact my everyday life and ability to function."
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Summary: This was an open-ended question which received 38 responses with most responses stating that it would be easier to go to appointments, run errands, have social visits, and gain independence.

Question #12: Do you have specific suggestions for improving transportation in your area?	
1	"Weekend travel"
2	"not sure"
3	"no"
4	"better communication on pick up and deliver times."
5	"have people make reservations for a specific day - hour to and from etc."
6	"Maybe we need more drivers and vans per county"
7	"I have never used transportation. I always drove myself"
8	"We need to have transportation often times a week for hair appt dr visit and Dollar General and Dollar Tree"
9	"more detailed option of transportation times and locations so we can make appointments appropriately"
10	"Weekend travel"
11	"Need transportation for Sunday morning 9a - 1p"
12	"Need an exemption form - never rec'd one in January"
13	"Sandusky Cty does great job helping seniors and handicap"
14	"Ask the TRIPS drivers, they know what works and what doesn't work better than clients."
15	"more transportations"
16	"Yes, anything, anyone but TRIPS there horrible"
17	"TRIPS does a great job for my needs. hair appts, Sr Center, Dr appts, but not knowing how long the appt will take is prohibitive in scheduling return trips."
18	"more dusk to dawn transportation"
19	"there's not enough services for seniors"
20	"No"
21	"Don't know what is available"
22	"More transport vehicles available to the entire county. Combined services between counties to cover areas during driver shortages, etc. Understanding that not all people have the same limitations and reasoning behind needing rides. Have enough coverage to not set priorities between public and "contracted" transportation"
23	"More on demand transportation options"
24	"Transportation between regional hospitals for medical appointments."
25	"Not as long of timeframe for pick up. More accessible for out of town appointments."
26	"Have something reliable and can get rides last minute"
27	"Saturday shuttles, later evening hours, possibly until 8 pm. Also more frequent shuttles. Every hour is hard. If you miss one by 2 min you have to wait an entire hour. When it's very cold or super hot that's hard for older people. Having no access to stores or the farmers market on a

	Saturday is also difficult. We get vouchers for produce but can't use them because there's no shuttle transportation on Saturday."
28	"None."

Summary: This was an open-ended question which received 28 responses ranging from on-demand taxi wants, to after 5pm transportation, ease of scheduling, and pedestrian infrastructure. There were also stating that they had no specific suggestions or nothing to improve upon.

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:

- **Limited Transportation Coverage:** Sandusky County is largely rural, with many residents living in areas that are not easily accessible. This results in gaps in service coverage, especially in outlying areas where demand may be lower but still significant for key groups like seniors and low-income residents.
- **Inadequate Service Hours:** Current transportation services, including those provided by TRIPS, have limited operating hours, making it difficult for residents who need transportation during evenings, weekends, and non-traditional hours to access services. This affects people working night shifts, those needing to attend medical appointments, and individuals who require transportation for other time-sensitive needs.
- **Shortage of Transportation Drivers and Providers:** There is a significant shortage of qualified transportation drivers in Sandusky County, which limits the capacity to expand services or extend operating hours. Additionally, the county lacks sufficient transportation providers, with very few taxi services and ridesharing options available. This shortage makes it challenging to meet the growing demand for flexible, on-demand transportation, particularly for residents who do not have access to private vehicles.
- **Lack of Coordination Among Providers:** Although multiple transportation providers are available in the county, there is insufficient coordination between them. This lack of collaboration can result in duplicated services in some areas and unmet needs in others. A more integrated system could ensure that resources are used more efficiently and that service gaps are identified and addressed.
- **Limited Funding and Resources:** Securing funding for transportation services remains a challenge, with many programs reliant on grants and local match. While federal and state funding, such as the Section 5310 program, is available, the funding may not always be sufficient to cover growing transportation needs. Additionally, there is a need for investment in fleet upgrades and the maintenance of accessible vehicles.
- **Infrastructure Limitations:** Sandusky County's aging infrastructure, including narrow streets and outdated utilities, limits the development of more extensive transportation routes. Many areas lack adequate pedestrian infrastructure such as sidewalks and crosswalks, creating challenges for people with mobility issues and increasing the potential for accidents.
- **Public Awareness and Engagement:** While there is a demonstrated need for transportation services, some residents are unaware of existing resources or are unsure of how to access them. Effective marketing and public outreach are needed to increase awareness of available services and to better educate the public on how to utilize them.

These challenges highlight the need for comprehensive planning, expanded funding, and better coordination to create a transportation system that meets the needs of all residents in Sandusky County.

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 3: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Few transportation options for early morning, evening, or shift workers	TAC meetings, SWOT, surveys & focus groups
2	Limited staffing and driver shortages reducing service availability	TAC meetings, SWOT, surveys & focus groups
3	Lack of same-day or short-notice ride options	TAC meetings, SWOT, surveys & focus groups
4	Need for sustainable and consistent funding to maintain services and vehicles	TAC meetings, SWOT, surveys & focus groups
5	Unaffordable or cost-prohibitive transportation for some residents	TAC meetings, SWOT, surveys & focus groups
6	Heavy reliance on family, friends, or informal networks for rides	TAC meetings, SWOT, surveys & focus groups
7	Lack of accessible vehicles to accommodate medical or mobility needs	TAC meetings, SWOT, surveys & focus groups
8	Need for coordination among transportation providers and services	TAC meetings, SWOT, surveys & focus groups
9	Delays and reliability concerns in current transportation services	TAC meetings, SWOT, surveys & focus groups
10	Unsafe or inadequate walking and biking infrastructure	TAC meetings, SWOT, surveys & focus groups
11	Physical, medical, or health-related mobility limitations	TAC meetings, SWOT, surveys & focus groups
12	Distance and weather barriers' impact on walking and biking access	TAC meetings, SWOT, surveys & focus groups
13	Need for better information and trip planning tools to help riders navigate transportation options	TAC meetings, SWOT, surveys & focus groups
14	Inadequate services for seniors, people with disabilities, or non-drivers	TAC meetings, SWOT, surveys & focus groups
15	Need for transportation options that support healthy aging in place	TAC meetings, SWOT, surveys & focus groups
16	Need for more community awareness and education about transportation resources	TAC meetings, SWOT, surveys & focus groups

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

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

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

Goal #1: Assess Extended-Hours Transportation Needs and Prioritize Workforce Mobility

Description: Evaluate current transportation service gaps during early morning, evening, and overnight hours to better support shift workers and businesses in Sandusky County. Develop and prioritize transportation solutions that improve workforce access, especially for employers operating outside standard business hours, while addressing broader community mobility needs.

Need(s) Being Addressed:

- Limited staffing and driver shortages reducing service availability
- Few transportation options for early morning, evening, or shift workers
- Lack of same-day or short-notice ride options
- Heavy reliance on family, friends, or informal networks for rides
- Delays and reliability concerns in current transportation services
- Transportation service gaps during early morning, evening, and overnight hours for shift workers and businesses
- Lack of transportation to employment sites in neighboring counties
- Lack of same-day or short-notice ride options, including medical

Strategy 1.1: Conduct a countywide needs assessment and feasibility study for extended-hours services, including early morning, late night, and weekend options

Strategy 1.2: Pilot an extended-hours transportation service designed to align with manufacturing shift changes (e.g., 1st and 3rd shift commuters in Clyde, Bellevue, Fremont)

Strategy 1.3: Engage employers, shift workers (1st/2nd/3rd shifts), and workforce agencies to guide service design, including addressing same-day ride needs

Strategy 1.4: Explore and implement same-day and short-notice ride scheduling models to improve flexibility for riders

Strategy 1.5: Identify and secure funding from grants, local government, and private employer partnerships to support extended-hours and workforce mobility services

Timeline for Implementation: 3 years

Action Steps:

- Hire a consultant or use internal resources to complete a feasibility study focused on shift worker and extended-hours needs
- Analyze travel patterns, shift schedules, and demand zones based on surveys and trip data
- Design and implement a pilot service with early AM, late PM, and weekend hours
- Build partnerships with employers (esp. manufacturing), workforce boards, and economic development agencies
- Apply for startup and operations funding through ODOT, workforce mobility grants, and employer contributions
- Develop marketing and outreach materials targeting shift workers and rural residents
- Evaluate pilot performance using rider feedback, cost data, and service reliability, and employer input

Parties Responsible for Leading Implementation: TRIPS, GLCAP Mobility Management

Parties Responsible for Supporting Implementation: ODOT, local employers, economic development agencies, chamber of commerce, workforce agencies

Resources Needed: Staff time, transportation planning, scheduling/dispatch technology, operational funding, pilot vehicles, outreach materials

Potential Cost Range: \$200,000-\$500,000

Potential Funding Sources: ODOT Section 5311 Rural Transit, Ohio Workforce Mobility Partnership Program, local foundation grants, employer contributions

Performance Measures/Targets:

1. Measure: Feasibility and pilot implementation
 - a. Target: Complete extended-hours feasibility study within 18 months
 - b. Target: Launch extended-hours pilot aligned with shift times within 24 months
2. Measure: Service availability and ridership impact
 - a. Target: Achieve 15% increase in rides provided during non-standard hours
 - b. Target: Reach 80% rider satisfaction during pilot phase
3. Measure: Engagement of key stakeholders
 - a. Target: Conduct 1 focus group or survey with employers, shift workers, and rural residents
 - b. Secure participation or support from at least 3 employers or community partners

Goal #2: Evaluate and Integrate Micro-transit and/or Flexible Transportation Options to Enhance County and Regional Connectivity to Improve Access and Mobility

Description: Evaluate, pilot, and coordinate flexible transportation service models such as micro-transit, on-demand, and deviated-fixed routes to improve mobility for older adults, individuals with disabilities, rural residents, and workers with non-traditional hours to support expanding regional connections to healthcare and employment destinations through inter-county coordination and initiatives.

Need(s) Being Addressed:

- Inadequate services for seniors, people with disabilities, or non-drivers
- Unsafe or inadequate walking and biking infrastructure
- Physical, medical, or health-related mobility limitations
- Distance and weather barriers' impact on walking and biking access
- Lack of same-day or short-notice ride options (#3)
- Inadequate services for seniors, people with disabilities, or non-drivers
- Long wait times and advance scheduling requirements
- Service gaps in rural or hard-to-reach areas
- Lack of app-based or call-in same-day scheduling

Strategy 2.1: Conduct a feasibility study to assess demand, technology needs, and operational models for micro-transit and on-demand service in Sandusky County

Strategy 2.2: Pilot a micro-transit service in priority zones such as Clyde, Bellevue, and Fremont with connections to workforce centers and healthcare hubs

Strategy 2.3: Explore technology solutions for rider app-based booking, call-in requests, and same-day scheduling

Strategy 2.4: Coordinate with TRIPS and other providers to integrate on-demand rides with existing fixed and demand-response services

Strategy 2.5: Identify funding partnerships with employers, healthcare providers, and local governments to sustain micro-transit operations

Strategy 2.6: Support the addition of a GoBus intercity transit stop in Fremont to enhance statewide connectivity

Timeline for Implementation: 3 years

Action Steps:

- Hire a consultant or use internal planning staff to complete a micro-transit feasibility study
- Survey potential riders (seniors, shift workers, individuals with disabilities) to gauge interest and key trip needs
- Select pilot zones based on survey demand, trip data, and workforce clusters
- Procure scheduling/dispatch software and vehicles suitable for on-demand service
- Launch pilot with marketing campaign emphasizing flexibility, short-notice rides, and expanded hours
- Monitor service performance and gather rider feedback to adjust routes, hours, and booking methods
- Apply for funding through ODOT innovation grants, workforce mobility programs, and local partnerships

Parties Responsible for Leading Implementation: GLCAP Mobility Management, TRIPS

Parties Responsible for Supporting Implementation: ODOT, local employers, health systems, technology vendors, regional planning agencies

Resources Needed: Technology platform for booking/dispatch, operational funding, driver recruitment, marketing materials, pilot vehicles

Potential Cost Range: \$250,000 - \$600,000

Potential Funding Sources: ODOT Mobility Innovation Grants, Ohio Workforce Mobility Partnership Program, local employer contributions, foundation grants, fare revenue

Performance Measures/Target:

1. Measure: Feasibility and pilot implementation
 - a. Target: Complete micro-transit feasibility study within 18 months
 - b. Target: Launch micro-transit/on-demand pilot within 24 months
2. Measure: Rider access and satisfaction
 - a. Target: Achieve 20% increase in same-day ride availability
 - b. Target: Reach 85% rider satisfaction rate during pilot phase
3. Measure: Service efficiency and demand
 - a. Target: Average wait time for on-demand rides under 30 minutes in pilot areas

- b. Target: At least 500 unique riders served within the first year of pilot

Goal 3: Explore a Safe Routes to Age in Place Initiative

Description: Develop and promote safe, accessible transportation and mobility options that enable older adults and people with disabilities in Sandusky County to age in place independently. This initiative will address physical, logistical, and safety barriers to mobility by improving pathways, enhancing transportation services, and expanding access to essential destinations like healthcare, shopping, and social activities.

Need(s) Being Addressed:

- Unsafe or inadequate walking and biking infrastructure
- Physical, medical, or health-related mobility limitations
- Distance and weather barriers' impact on walking and biking access
- Limited affordable and accessible transportation options for older adults and people with disabilities
- Barriers to aging in place due to lack of safe transportation and mobility options
- Need for safe and accessible pedestrian routes to healthcare, groceries, and community centers
- Accessibility challenges around senior housing and healthcare

Strategy 3.1: Identify and pursue funding opportunities to launch a Safe Routes to Age in Place initiative, including audits, infrastructure improvements, and service enhancements

Strategy 3.2: Partner with local agencies to improve safe walking/biking routes to community centers, healthcare, grocery stores, and transit stops

Strategy 3.3: Conduct walkability and accessibility audits around key senior housing sites, healthcare providers, and commercial areas

Strategy 3.4: Develop a prioritized action plan for sidewalk repairs, crosswalk improvements, lighting, and benches to support older adults

Strategy 3.5: Advocate for local land use and transportation planning that supports aging in place through better mobility infrastructure

Timeline for Implementation: 1-2 years

Action Steps:

- Apply for funding through AARP Community Challenge, ODOT Active Transportation grants, and local funding
- Form a Safe Routes to Age in Place task force with senior centers, public health, planning, and transportation agencies
- Design and distribute a senior travel diary tool through senior centers, housing sites, and home-delivered meal programs

- Train volunteers or partner staff to conduct walkability and bikeability assessments
- Host at least 1 in-person focus group with older adults, caregivers, and service providers
- Analyze feedback to map gaps in sidewalks, crossings, lighting, seating, signage, and public transportation access
- Draft and publish a final Safe Routes to Age in Place Plan, including maps, priorities, and funding recommendations
- Present findings to local governments, ODOT, and other stakeholders to encourage implementation

Parties Responsible for Leading Implementation: GLCAP Mobility Management

Parties Responsible for Supporting Implementation: GLCAP Senior Center, local planning/zoning departments, public health partners

Resources Needed: Audit/assessment funding, staff time, printing/outreach materials, walk/bike audit tools, GIS mapping support

Potential Cost Range: \$20,000-\$100,000

Potential Funding Sources: 5311, Workforce Development Grants, etc.

Performance Measures/Targets: ODOT Active Transportation Program, AARP Livable Communities, local funds

1. Measure: Funding secured for Safe Routes initiative
 - a. Target: Obtain at least one planning or implementation grant within 18 months
2. Measure: Walkability and accessibility audits completed
 - a. Target: Complete audits in 3 priority communities within 24 months
3. Measure: Infrastructure projects implemented
 - a. Target: Complete at least 2 priority sidewalk/crosswalk/lighting projects within 36 months
4. Measure: Engagement of older adults and partners
 - a. Target: Host at least 3 public engagement sessions or focus groups with older adults
 - b. Target: Secure formal participation from at least 5 community partners

Goal #4: Strengthen and Sustain Coordinated Transportation Services

Description: Support a coordinated and sustainable transportation network in Sandusky County by expanding public awareness, leveraging funding for accessible vehicles and services, and enhancing inter-agency collaboration.

Need(s) Being Addressed:

- Need for sustainable and consistent funding to maintain services and vehicles
- Unaffordable or cost-prohibitive transportation for some residents
- Lack of clear, accessible, and visible information on transportation options
- Lack of accessible vehicles to accommodate medical or mobility needs
- Need for coordination among transportation providers and services
- Limited resources and coordination among transportation providers

- Need for marketing, public awareness, and education on transportation services
- Limited funding for vehicle replacement and service sustainability
- Lack of coordination between human services and transit
- Transportation unaffordable or unavailable for some

Strategy 4.1: Support the ongoing use and expansion of 5310 funding to acquire accessible vehicles, transportation operations, and programming

Strategy 4.2: Strengthen collaboration between agencies to improve service coordination and reduce duplication

Strategy 4.3: Develop and implement a marketing and public awareness campaign to promote all transportation services and resources

Strategy 4.4: Advocate for sustainable transportation funding at the local, state, and federal levels

Strategy 4.5: Preserve mobility management services to support planning, coordination, and public education across the transportation network

Timeline for Implementation: ongoing

Action Steps:

- Conduct an annual assessment of 5310 applications and needs
- Identify shared coordination opportunities among local transportation providers and agencies
- Host quarterly Transportation Advisory Committee meetings and work groups to advance Seneca County's Coordinated Public and Human Services Transportation Plan
- Design a communications strategy to promote transportation services across all audiences
- Develop and distribute marketing materials (e.g., Getting Around Seneca County Guides, social media content, flyers)
- Participate annually in Ohio Loves Transit Week and other awareness events to promote to advocate for rural transportation
- Meet with local and state officials to advocate for transportation investment and policy support
- Maintain and secure Section 5310 funding to support vehicle replacement, service continuity, and mobility management programming

Parties Responsible for Leading Implementation: Mobility Management

Parties Responsible for Supporting Implementation: Human service agencies, TRIPS, Municipal governments and local elected officials, ODOT, Ohio Public Transit Association, community and business partners

Resources Needed: operational funding, vehicles, staff time, coordination/collaboration, communications/outreach materials, meeting space

Potential Cost Range: \$250,000

Potential Funding Sources: Section 5310 ODOT Funding, community foundations, local government match and in-kind contributions

Performance Measures/Targets:

1. Measure: Increase awareness and utilization of transportation services
 - a. Target: Develop an annual Getting Around Guide that lists the transportation providers in Seneca County
 - b. Target: Distribute 250 Getting Around Guides throughout the county annually
2. Measure: Support accessible transportation through effective use of 5310 resources
 - a. Target: Maintain 100% operational readiness of 5310 -funded vehicles
 - b. Target: Submit at least 1 5310 grant application bi-annually
3. Measure: Maintain mobility management services
 - a. Target: Sustain a full-time Mobility Manager position annually
 - b. Target: Convene 4 Transportation Advisory Committee meetings
4. Measure: Advocate for ongoing transportation funding and awareness
 - a. Target: Participate in Ohio Loves Transit each year
 - b. Target: Meet with local and state policymakers about transit priorities at least once per year
 - c. Target: Publish or present one advocacy-related update or success story annually

Goal #5: Enhance Active Transportation Infrastructure and Accessibility

Description: Improve walking, biking, and rolling infrastructure in Sandusky County to make active transportation safer, more accessible, and a viable option for residents of all ages and abilities. This includes addressing safety concerns, distance barriers, and physical limitations, while supporting health, mobility, and aging in place.

Need(s) Being Addressed:

- Need for sustainable and consistent funding to maintain services and vehicles
- Lack of accessible vehicles to accommodate medical or mobility needs
- Unsafe or inadequate walking and biking infrastructure, especially near schools, senior centers, and transit stops
- Barriers for rural residents who lack sidewalks and safe crossings
- Accessibility challenges (lack of curb ramps, sidewalk gaps) in key areas
- Limited options for active transportation like walking, biking, and rolling

Strategy 5.1: Support the update and implementation of a revised Active Transportation Plan for Sandusky County

Strategy 5.2: Prioritize improvements around key destinations such as senior centers, healthcare facilities, schools, and transit stops

Strategy 5.3: Promote and support pedestrian and bicycle infrastructure projects led by local jurisdictions and community partners

Strategy 5.4: Encourage the continuation of Complete Streets policies throughout the county, with a focus on Woodville and Lindsey

Strategy 5.5: Promote and support the expansion of the Cycle Sandusky County bikeshare program

Strategy 5.6: Collaborate on bike education programs including bike rodeos, helmet education, and safety skills events for both youth and older adults

Timeline for Implementation: 2-4 years

Action Steps:

- Partner with the Health Department and local jurisdictions to share data, promote engagement, and help identify funding for pedestrian and bike infrastructure projects
- Assist with outreach and promotion for the “Cycle Sandusky County” bikeshare program and support expansion efforts in underserved communities
- Participate in bike and pedestrian safety events including Bike Safety Day, bike rodeos, and helmet giveaways in partnership with schools and law enforcement
- Support community engagement activities such as walk and bike audits and surveys to capture input from seniors, individuals with disabilities, and rural residents
- Share information and promote the adoption of Complete Streets policies in villages and towns across the county

Parties Responsible for Leading Implementation: Sandusky County Health Department

Parties Responsible for Supporting Implementation: Mobility Management, YMCA, GLCAP Seniors, local jurisdictions

Resources Needed: Staff time for coordination and outreach, Funding for infrastructure improvements, Marketing and educational materials

Potential Cost Range: \$75,000 - \$150,000

Potential Funding Sources: Creating Healthy Communities, ODOT Active Transportation, Transportation Alternatives Program (TAP), Local government funds

Performance Measures/Targets:

1. Measure: Active transportation planning and policy advancement
 - a. Target: Support the adoption of an updated Sandusky County Active Transportation Plan within 2 years
 - b. Promote and support the adoption of Complete Streets policies in at least 2 jurisdictions (e.g., Woodville and Lindsey)

2. Measure: Community engagement and education
 - a. Target: Participate in at least 1 community event annually focused on bike/pedestrian education, such as bike rodeos or helmet giveaways
 - b. Conduct or support at least 2 walk or bike audits with participation from older adults and/or individuals with disabilities
3. Measure: Infrastructure and program support
 - a. Target: Support implementation or planning of at least 2 pedestrian or bicycle infrastructure projects throughout plan duration
 - b. Target: Assist in promoting or expanding the “Cycle Sandusky County” bikeshare program in at least 1 additional community, or through additional bicycles

VI. Plan Adoption

The Infrastructure Investment and Jobs Act (IIJ) requires that the plan development process must include older adults, individuals with disabilities, members of the general public, and representatives from public, private and non-profit transportation, and human services providers but does not mandate the body or organization that must adopt the plan. However, the Section 5310 program specifies that individuals who adopt the plan must include individuals who were involved in the planning process. Therefore, ODOT has taken the step of requiring that the local Transportation Advisory Committee that was developed at the onset of the planning process will have the responsibility of plan adoption and approving future amendments of the plan.

In accordance with the requirements set forth by the IIJ Act and ODOT, the Sandusky County Coordinated Public and Human Services Transportation Plan included a designated public comment period to allow for stakeholder and community input prior to plan adoption. A draft of the Coordinated Plan was made available upon request for review by stakeholders and the general public prior to a community meeting held on May 8, 2025, at TRIPS, with the option to attend virtually to ensure accessibility. Specific outreach efforts were made to engage older adults, individuals with disabilities, and representatives from public, private, and non-profit transportation and human services providers.

Outreach and notification efforts included the following:

- A public notice posted on April 9, 2025, announcing the opportunity to request, review, and comment on the draft plan throughout the month of May.
- Social media promotion on April 10, 2025, to broaden awareness and reach additional community members.
- Calendar invitations sent on April 9, 2025, to private, non-profit, and human services providers involved in the planning process.
- An email reminder sent on May 8, 2025, to ensure that key stakeholders had the opportunity to attend and provide final feedback at the public meeting.

All outreach and engagement efforts were documented and will be maintained by GLCAP.

Comments were received from April 10th-May 31st, 2025. Stakeholders requested improved clarity and inclusivity within the plan. GLCAP shared an update on GoBus potentially having a stop in the City of Fremont, so the committee requested to add a strategy related to intercity connection. Laura Bogard, with the Health Department, recommended the plan to include specifics relating to active transportation to better align with the Creating Healthy Communities initiatives over the next four years.

Following the public comment period, GLCAP reviewed all feedback and incorporated relevant revisions into the final Coordinated Plan.

The draft plan was distributed electronically via email to all Planning Committee members, with hard copies available upon request to ensure efficient and equitable access.

The Coordinated Plan was formally presented to the Planning Committee during a public meeting held on May 8, 2025, at TRIPS, with a virtual participation option also available. The meeting was open to the public and promoted through previously established outreach channels used throughout the planning process. A total of 9 members attended, including 5 in person and 4 virtually.

A motion to adopt the plan, allowing for any formatting or insignificant changes to be made afterward, was introduced by Beth Hannam and seconded by Kylie Paquin. The Planning Committee voted unanimously in favor of adoption.

Following the incorporation of feedback from the public comment period, the lead agency prepared the final draft of the Sandusky County Coordinated Public and Human Services Transportation Plan. The updated version of the plan, along with documentation of all comments received and the corresponding responses or revisions, was shared with the Planning Committee on June 30, 2025. No significant edits or objections were received from the Planning Committee following the distribution of the final draft. As a result, the plan advanced to the final adoption stage without requiring an additional stakeholder review.

To meet state requirements for rural and small urban counties, GLCAP contacted the Sandusky County Board of Commissioners on April 14, 2025, to present the Coordinated Public and Human Services Transportation Plan to ensure that the appropriate local authority was informed and involved in the final adoption process. The Board declined a formal presentation but requested that a final copy of the plan be emailed to them, which the lead agency provided on June 30, 2025.

The Final Coordinated Plan was then submitted to the Special Project Manager within the Office of Transit at ODOT for a final review. Once the review was complete with any corrections, a Plan Adoption Page was distributed to each Planning Committee member for signature, confirming both their involvement in the planning process and their approval of the final plan. The signed adoption page will be submitted to ODOT alongside the final plan and made available to all stakeholders, including via publication on the Great Lakes Community Action Partnership's website.

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
Linda Bert	Advocates for Basic Legal Equality, Inc. (ABLE)
Mackenzie Lynch	Advocates for Basic Legal Equality, Inc. (ABLE)
Rebecca Porter	Advocates for Basic Legal Equality, Inc. (ABLE)
Kristie Bilger	Downtown Fremont
Jill Kinser	Flat Rock Homes, Inc.
Karen Kilgo	Flat Rock Homes, Inc.
Margaret (Meg) Larkin-Downing	Flat Rock Homes, Inc.
Breanna Mantz	Goodwill
Cyndi Johnson	Goodwill
Courtney Curtis	Great Lakes Community Action Partnership
Jim Oliver	Great Lakes Community Action Partnership
Mindy Birkholz	Great Lakes Community Action Partnership
Nicole Williams	Mental Health and Recovery Services Board of Seneca, Ottawa, Sandusky, and Wyandot Counties
Kylie Paquin	Sandusky County Board of Developmental Disabilities
Paula Olds	Sandusky County Department of Job and Family Services
Beth Hannam	Sandusky County Economic Development Corporation
Laura Bogard	Sandusky County Public Health
Lori Beers	TRIPS
Angelica Simpson	United Way of Sandusky Co,
Jill Simpson	United Way of Sandusky Co,

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, Great Lakes Community Action Partnership 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:

Jim Oliver
Mobility Management Coordinator
Great Lakes Community Action Partnership
419-333-5087
jaoliver@glcap.org

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:

Jim Oliver
Mobility Management Coordinator
Great Lakes Community Action Partnership
419-333-5087
jaoliver@glcap.org

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.

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

Infrastructure Investment and Jobs Act (IIJA) – The Infrastructure Investment and Jobs Act, signed into law on November 15, 2021, authorizes significant funding to improve the nation’s transportation infrastructure, including public transit. The IIJA provides \$550 billion in new investments over five years, with a focus on modernizing infrastructure, enhancing safety, and expanding access to reliable and affordable transportation options. Specifically, it includes funding for the Federal Transit Administration (FTA) to improve transit systems, support the transition to electric buses, enhance transit safety, and promote equitable access to transportation services across rural and urban communities.

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

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

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

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

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

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

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

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