



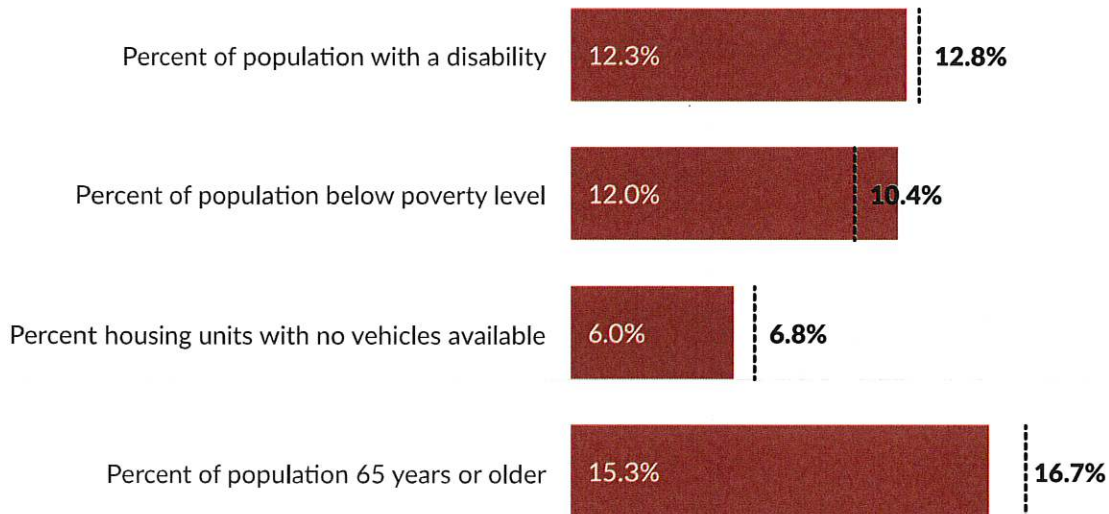
# Allen County

## Statistics at a glance

**Table 1. Allen County and regional statistics**

	Allen County	11-county region
Total Population	385,410	797,071
Median Household Income	\$66,222	
Percent of population with a disability	12.3%	12.8%
Percent of population below poverty level	12.0%	10.4%
Percent housing units with no vehicles available	6.0%	6.8%
Percent of population 65 years or older	15.3%	16.7%

**Figure 1. Allen County statistics, compared with the 11-county region**



Source: 2020 DEC Redistricting Data (PL 94-171) and 2022 American Community Survey, ACS 5-Year Estimates

*Table 4. Fort Wayne Citilink statistics*

Total Vehicles in Fleet	Number of Wheelchair Accessible Vehicles	Average Number of Vehicles Used per Day	Number of Full-Time Drivers	Number of Part-Time Drivers
61	61	40	87	0

## Public Input Summary

A transportation needs assessment survey was advertised to the public online and in hard copy format. It was promoted in local print media, social media, flyers, at public meetings, on websites, and through communications from steering committee members with their peers, employees, and clients. The survey was open from May 19, 2023, through July 24, 2023. Public workshops in June 2023 and virtual meetings in July 2023 provided additional opportunities to discuss transportation with riders and potential riders. Across the region, 4,223 people participated in the public survey.

A total of 532 people from Allen County participated. Almost twenty-nine percent of respondents who answered the survey From Allen County were between 25 to 34, making it the largest group contributing to that county's results.

Because Allen County has a higher density and also fixed route bus service in Greater Fort Wayne, it was important to identify the zip codes for Allen County respondents. The distribution of Allen County responses by zip code is provided in the following map.

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*4,223 people from throughout the region participated in the public survey.*

*532 people from Allen County participated.*

*14.91% were ages 65 and older.*

*20.84% have a disability that affects their ability to drive.*

*19.44% live with someone with a disability that affects their ability to drive.*

*22.88% were pregnant or had been pregnant within the last 18 months.*

*16.12% had a legal violation that was keeping them from driving.*

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- Well-trained, courteous drivers
- Uber/Rideshare options
- Excellent collaboration between organizations
- CTN grocery shopping pilot
- Door-through-door service

## Issues or Challenges

- Capacity constraints
- Service availability
  - No evening or Sunday service
- No transportation service available to the rural areas of the county
- Difficulty of arranging for rides into Allen County for medical purposes
- Service for second and third shift employees

# Impact of Not Having Access to Transportation

Approximately thirty-one percent of the people who said that lack of access to transportation limits their ability to shop for food indicated that having friends or family more available to drive them or having lower-cost transportation services would help them get to where they need to go. The number of respondents who indicated that their transportation options limit their ability to shop for food ranged from a low of 51 people in Adams County to a high of 132 in Allen County. Kosciusko County was a close second-highest with 119, and LaGrange County ranked third-highest with 107 people having limited access to food.

Allen and Kosciusko Counties had the highest number of respondents who indicated that lack of transportation limits their ability to work outside the home. LaGrange County ranked third highest.

Allen and Kosciusko Counties had the most respondents who indicated that they skip or do not schedule medical appointments or treatments due to lack of transportation.

Forty-six percent of respondents indicated that inconvenient bus schedules or routes was an obstacle in using public transportation service. Almost a quarter of respondents indicated that there was no community or public transportation service available.

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*Individuals may be able to meet their top priority transportation needs for work, school, and employment with their current transportation resources, but they are not always able to shop for food at a grocery store, food bank, or farmer's market. Poor nutrition contributes to health and wellness challenges that impact other aspects of life.*

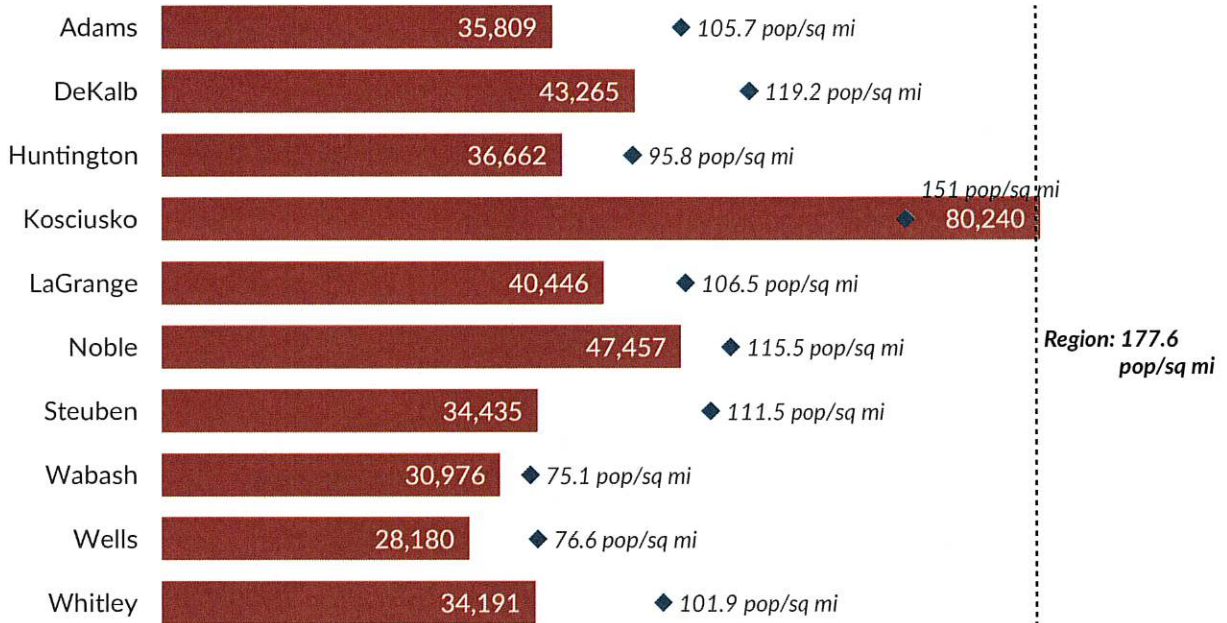
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## Population

Allen County has the largest population in the region with approximately 385,410 people. Figure 3 illustrates the population density per square mile in Allen County. The block groups with the

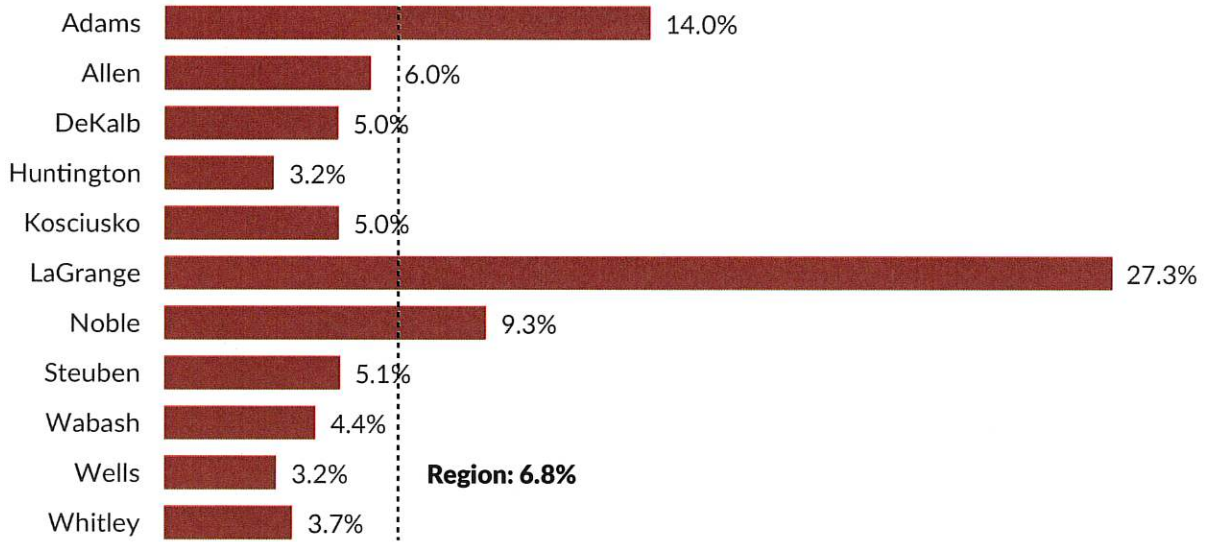
The population and population density of the region's rural counties range from 28,000 to 80,000 people. Kosciusko County has the largest population among the rural counties and Wells County has the smallest. Figure 4 illustrates the total population per county. Individual county population density maps are included in Appendix B for reference.

**Figure 4. Population density by county**



Source: 2020 DEC Redistricting Data (PL 94-171)

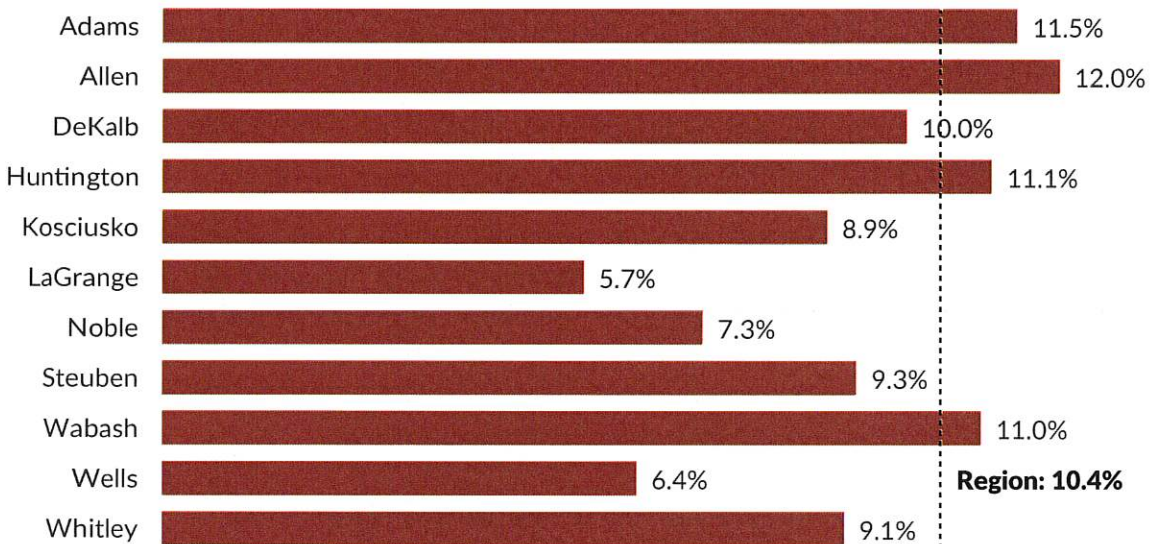
**Figure 6. Zero-Vehicle Households**



Source: 2022 American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP04

Four counties, Allen, Adams, Huntington, and Wabash, have poverty rates greater than the regional rate of 10.4 percent. LaGrange County has the lowest poverty rate, at 5.7%.

**Figure 7. Percent people below poverty level**



Source: 2022 American Community Survey, ACS 5-Year Estimates Data Profiles, Table B17001



**Table 5. Recommendations tables**

Recommendation #1	Action Steps
<p>Currently, there is very limited service available to individuals who do not qualify for transportation by CTN or live outside of the Citilink fixed route or paratransit service area. Rideshare services are too costly and not feasible for many of the zero-vehicle and low-income households, and rideshare services do not have accessible vehicles. Therefore, it is recommended that CTN explore the possibility of creating a public transit division, which would operate separately from existing services, and submit a grant application to the Indiana Department of Transportation to become the rural transit provider for Allen County. This public service could address one of the top priorities for regional transportation by closing the gap between the jurisdictional boundaries of the rural transit systems surrounding Allen County and important regional destinations in Fort Wayne.</p>	<ul style="list-style-type: none"> <li>• CTN will present the option to implement public transit to its Board of Directors.</li> <li>• If approved, CTN will develop an implementation plan and service structure details, and identify/secure potential resources for local matching funds.</li> <li>• CTN and Citilink will work together with INDOT to explore opportunities for increasing the amount of available State Public Mass Transit Funds (PMTF) to support a new rural transit system.</li> <li>• CTN will submit a grant application to INDOT for Section 5311 program funding (Federal) and State Public Mass Transit Funds (PMTF).</li> <li>• If funding is awarded, CTN will create the administrative structure to implement services, purchase vehicles (as necessary), and develop policies.</li> <li>• Public outreach campaign to announce the new service</li> <li>• Implement Allen County Rural Public Transit.</li> </ul>
Recommendation #3	Action Steps
<p>Allen County could participate in a regional scheduling/dispatching software. Since service limitations and capacity constraints were identified as challenges, this initiative would help eliminate service gaps within the region by expanding access to services between the counties.</p>	<ul style="list-style-type: none"> <li>• Rural transit providers implement broad use of block scheduling to enable more trip-sharing opportunities.</li> <li>• Rural transit providers would establish local permission as well as agreements between agencies to pick up trips that would otherwise go unserved.</li> <li>• Rural transit providers would establish the necessary policies, consistent driver training standards, and customer service procedures.</li> </ul>
Recommendation #4	Action Steps
<p>Allen County could participate in a program that assists working individuals with purchasing necessary parts to repair vehicles since a quarter of survey respondents stated having a more reliable vehicle would help improve ability to get to places. The program would involve mechanics who volunteer time and/or offer reduce-priced maintenance. Individuals would submit an application and the lead agency would first explore that individuals' options for using public transit. Should the applicant have transportation needs beyond the service provided by any of the local public transit services, the application would then be taken into consideration and evaluated.</p>	<ul style="list-style-type: none"> <li>• Identify a lead agency to administer the program and develop a board or committee for program establishment and fundraising.</li> <li>• Identify program parameters and policies.</li> <li>• Promote the program to potential funders.</li> <li>• Implement the program through partner non-profit agencies that will identify good candidates for the program.</li> <li>• Establish and measure program performance.</li> </ul>



#### Recommendation #9

Allen County could help promote increased participation in the Medicaid program wherein a family member or other person can drive Medicaid-eligible clients to medical appointments and in turn receive gas mileage reimbursement.

#### Action Steps

- Develop information packet with instructions on how to enroll in the Indiana Medicaid Family or Associate Transportation Program.
- Promote and provide education about the Indiana Medicaid family and associate transportation program.
- Establish a program to assist, as needed, with the completion of the Medicaid Family Member or Associate Transportation Services Form.

