

If only selecting research projects was like judging pygmy goats...and I guess in some ways it is... if only we could separate the goats from the sheep in the first place



Photograph used with permission: copyright 2018 Loretta Schauer, London, England
peter@peterschauer.com January 16, 2019 Peter Schauer,
Boonville, Missouri

We are going to turn over ideas big and fast...and hopefully like this picture leave some stubble...



Transportation's Role in the Wellbeing of Rural Communities: Identifying Research Priorities

**Social and Health Wellbeing:
Presented by Peter Schauer**

Snow, TRB, Peter: Driveway and Road Clearing



Cooper County, Missouri

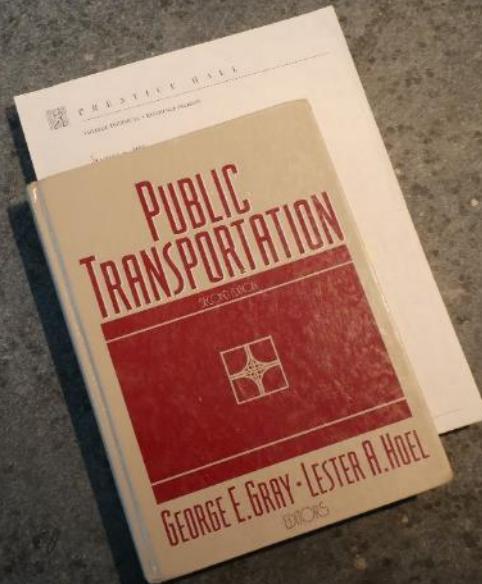
Come visit. $\frac{3}{4}$ mile off I-70 Mile Marker 111



Peter Schauer....

- Founding manager of largest rural community transit service in USA (8 vehicles to 150. Current 800)
- Only person who has attended all 23 TRB Rural Transit Conference since 1976 and is one of the original members of the TRB rural transit committee
- Only TRB rural committee member who has completed transit projects in all 50 states
- With John Squires designed prototype rural transit information system which created RTAP
- Invited witness before committees of US House and US Senate
- Author of college textbook chapter on rural transit
- Only rural TRB person who has survived a plane crash where 9 people died
- Only person who had a full page in publication similar to the National Enquirer or Midnight Sun called the *Star*

To Read Good Stories, Google: Peter Schauer Continental 2286 –Gray, Hoel *Public Transportation*, 2nd edition



pet

BOONVILLE, MISSOURI

Perfect Attendance 1976 - 2018



peter@peterschauer.com January 16, 2019 Peter Schauer,
Boonville, Missouri

Peter Schauer,
Executive Director of
OATS

And

Quinnie Benton,
President of OATS

(1979, Columbia, Missouri, OATS Office)



Mrs. Benton always told me it was all about people



Peter, send this lady a ticket so it will close her mouth. She can do much harm. I want a talk with you on some things you and I must do.

When you send the ticket to Mrs Rummans put restrictions on it. Give no more, let it be known that that is over with.

Give this membership to her.

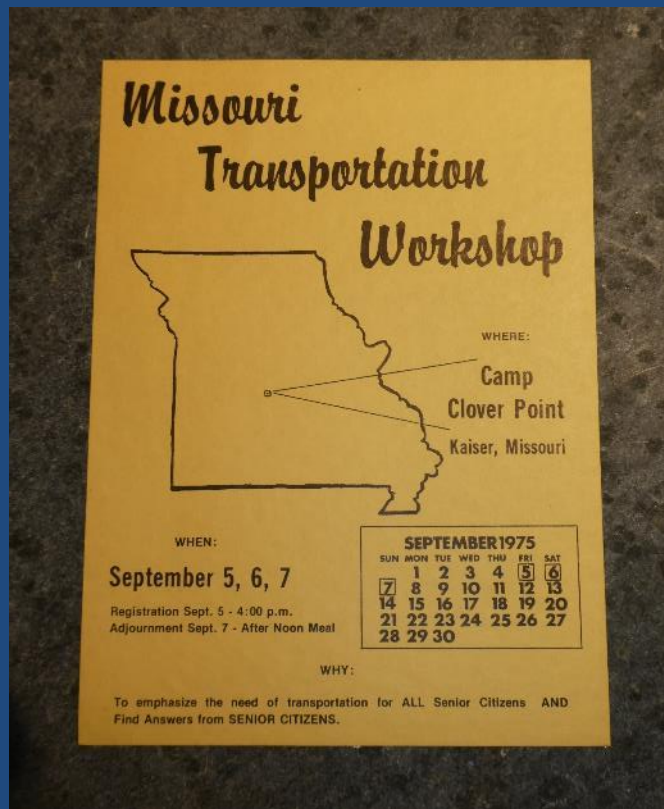
Don't worry about a thing. Every thing is going to be O.K. Too many prayers.

L.

Lead by Bina Davis and the rest of the OATS board we invented the transportation camp..for people!

For 3 years each fall we had a transportation
camp at Camp Clover Point, Missouri

It was amazing especially for me to see
people participate



It was all about getting people who cared involved.



OATS was more than transportation

We worked to make it fun and friendly



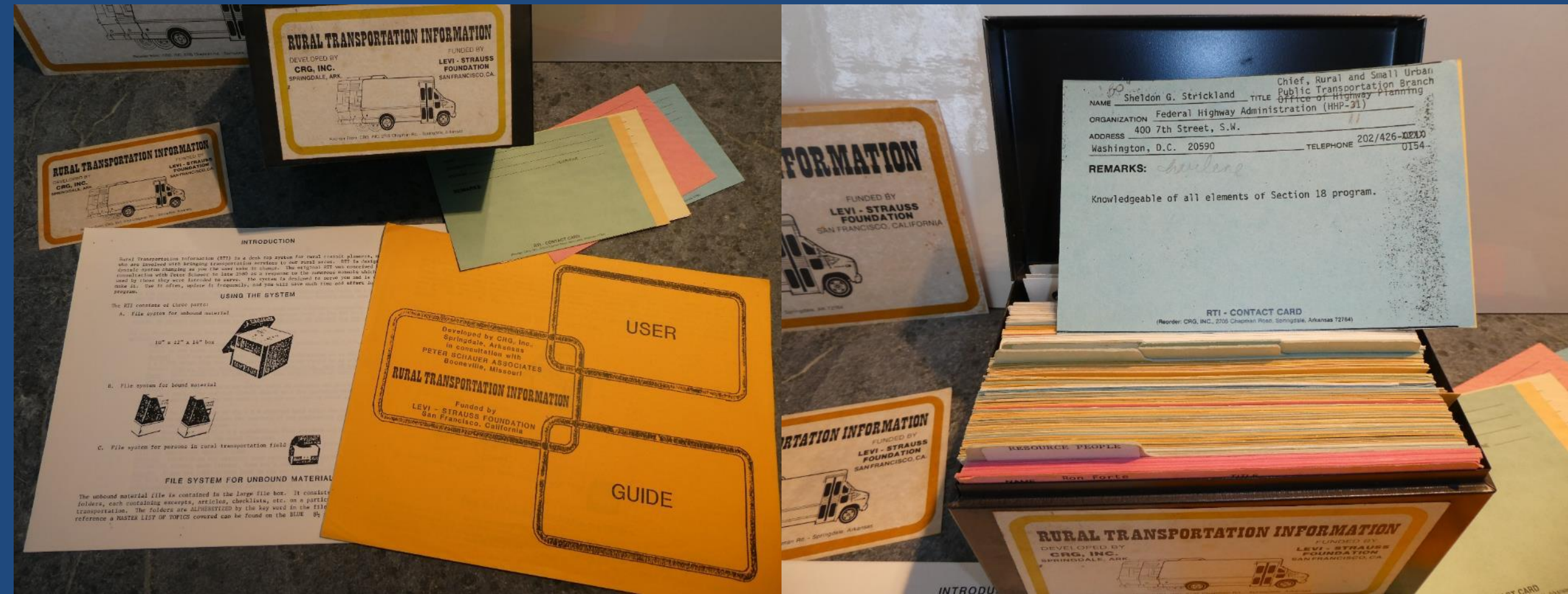
Auxvasse, Missouri Planning meeting 1973



I never forgot the OATS, real people part of transportation.

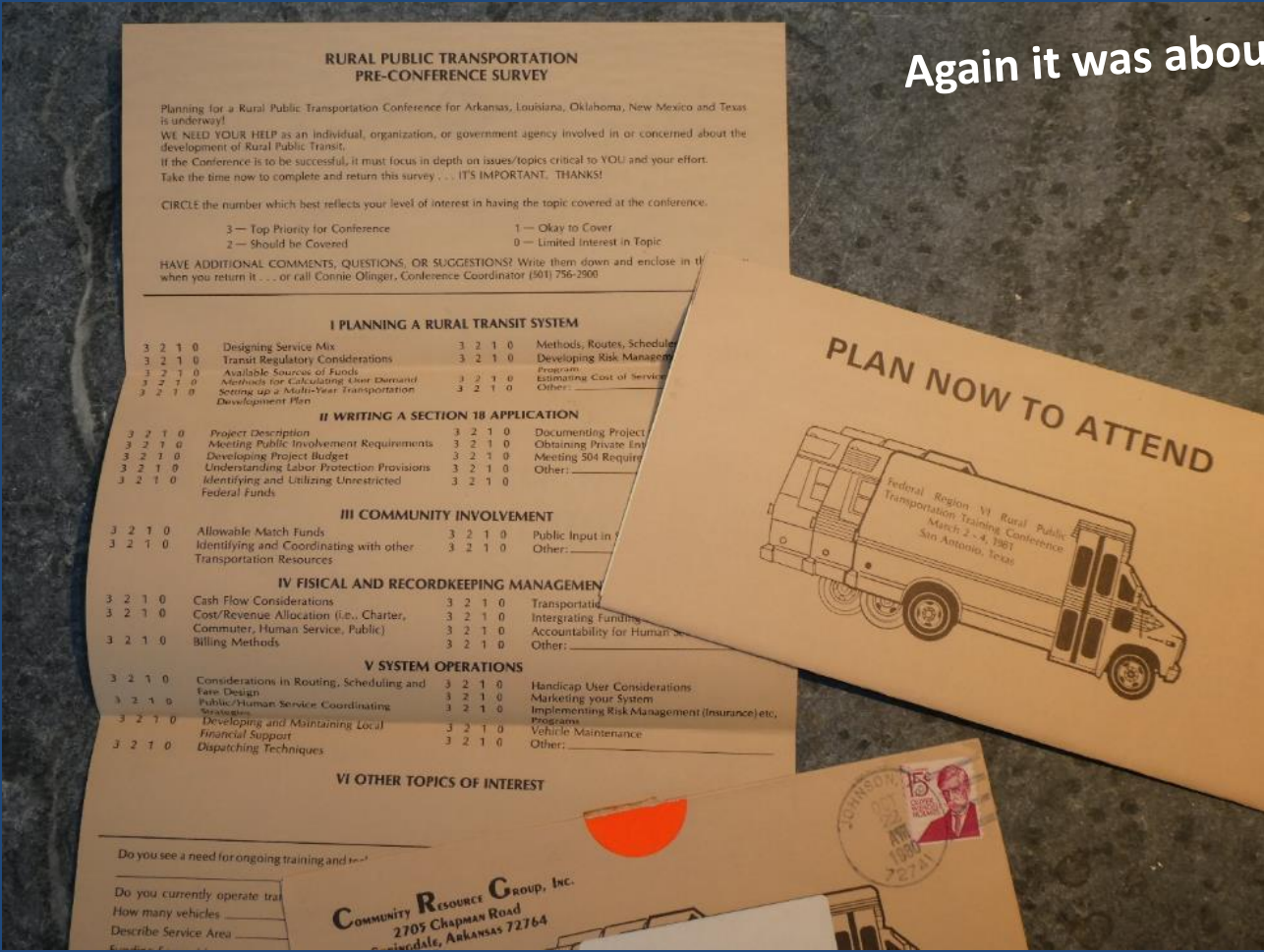
I went back to Penn State in 1979

1980 - One of Peter's first consulting projects: RTAP Prototype – Thank you CRG, Inc. and Levi Strauss!

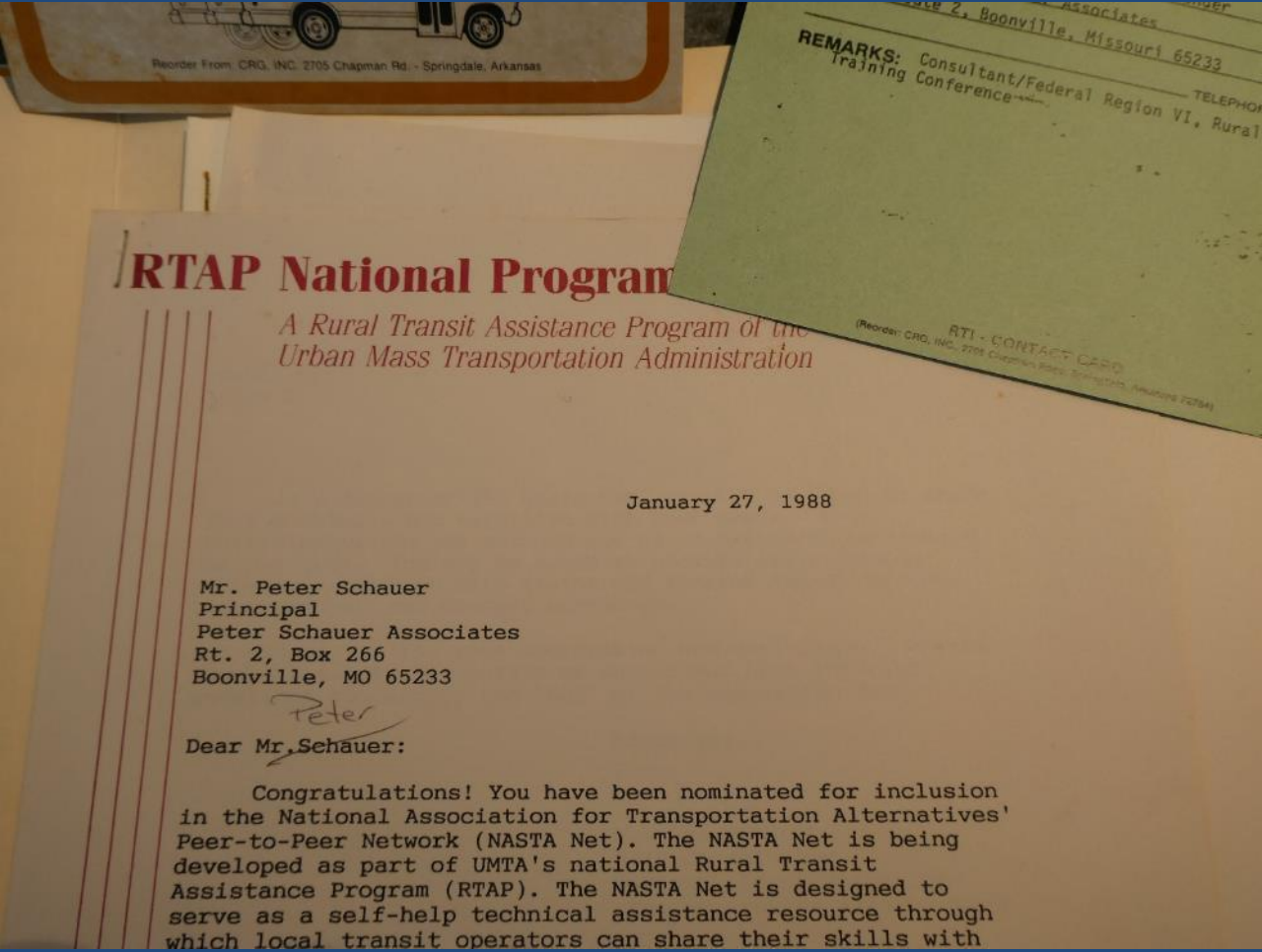
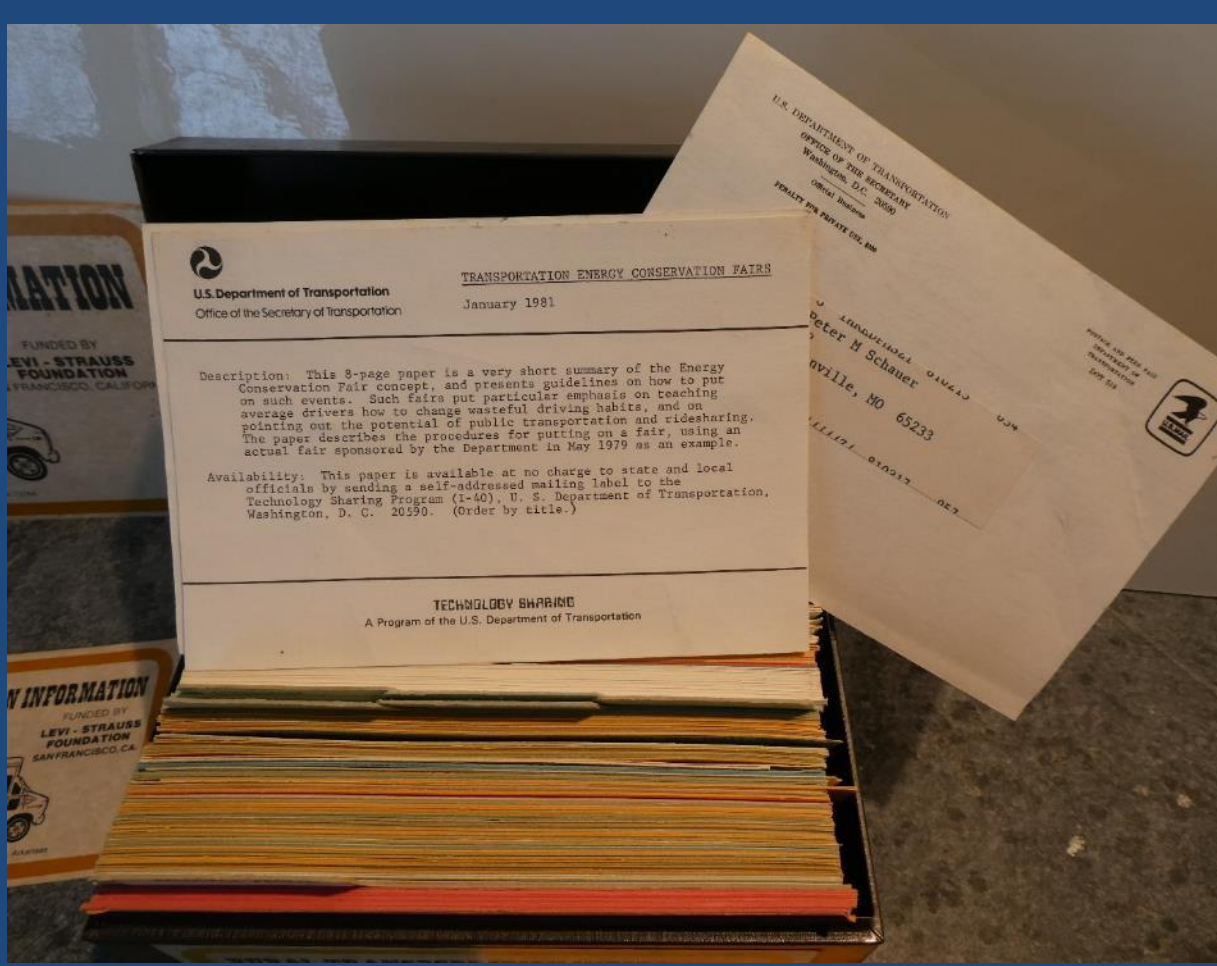


We even surveyed potential attendees to discover more specific technical assistance needs.

Again it was about discovering the needs of people.



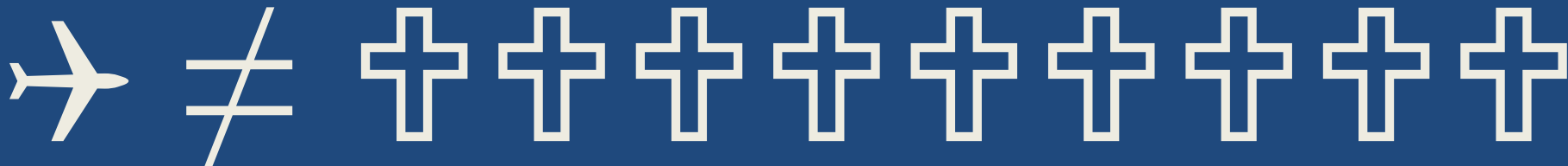
8 Years Later in 1988 RTAP Started to Identify Resource People



Lesson One: It is all about people



- What is significant here is not that one airplane was destroyed but that nine people were killed.





Peter Schauer breaks trail for others to follow after commuter plane crashes in the Colorado mountains

From staff and wire reports
A Boonville man acted as pathfinder for the survivors of the crash of a commuter plane near Durango, Colo., Tuesday night. Schauer and two other survivors used his phone. Convinced by Schauer's sincerity and his story of the plane crash, Tate called the La Plata County Sheriff's office to report the crash. The crash occurred about 9 p.m. local time. Schauer's wife, Lynne, said her husband called her in a call later in the day.

ALBUQUERQUE
Pages In 4 Sects

On Today's Editorial Page

'More Than Ever'
Editorial
Improve Witness Protection
Editorial

ST. LOUIS POST-DISPATCH

Vol. 110, No. 21

THURSDAY, JANUARY 21, 1988

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84 Pages (3)

• Copyright 1988 25¢

Dow Jones
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Close 1879.14
(Page 9D)
★★★★★

Crash Survivors Walk Away In 'Superhuman Feat'

DURANGO, Colo. (AP) — Survivors of a commuter airline crash that killed nine people managed a "superhuman feat" by walking a mile and a half through darkness, tangled brush and waist-deep snow, authorities said Wednesday.

Peter Schauer, 39, of Boonville, Mo., made his way to a farmhouse and summoned help after Tuesday night's Continental Express crash.

Six other survivors followed him out, while an eighth was rescued from the crash site.

"Under normal conditions, nobody could walk through this," said La Plata sheriff's Sgt. Dan Bender.

"But the survivors were not under normal conditions. Adrenalin, shock, whatever, they did a superhuman feat."

The plane crashed in thick brushland 10 miles east of Durango, in southwestern Colorado. The plane's nose was demolished, but passengers seated in the rear were spared.

Officials said the plane, en route from Denver, had gone down minutes after flight controllers cleared it to land at La Plata County Airport, about five miles from the crash site.

"I said, 'I'm going to get help,' and I was gone,"

Schauer said Wednesday from his hospital room at Mercy Medical Center in Durango, where he was listed in good condition. "Nobody could keep up with me."

He said he had climbed to the top of a hill and used lights in the distance to guide him.

"I would count 50 steps and then rest. I was hurt, and it was exhausting. The snow was up to my waist, and I'm over 6 feet. At times I hit some gullies, and the snow went up to my shoulders."

Schauer said he always dressed warmly when he took commuter flights because the planes were always cold. His outfit included thermal underwear, flannel shirt,

corduroy pants, wool sweater and insulated boots.

"I guess I looked funny at the airport," Schauer said from his hospital room. "But you're talking to the professional worrywart. I always take lots of Kleenex. If you need an aspirin, I'm the person to ask."

Schauer was the only one of the seven passengers who walked away from the wreckage with boots. So he set out ahead of the others in search of help.

"I'm a good walker. But I had lost my glasses when I climbed out of the plane, and I can't see far way," said

See SURVIVORS, Page 10.

night. Low in the teens. Northwest winds from 5 to 15 mph. Sunny tomorrow. High near 30. More weather on Page 2.

EVERYDAY

- Action Line Page 8
- Ann Landers Page 19
- Comics Page 19
- Crossword Page 6
- Editorials Page 25
- Food Page 31
- Good Health Page 19
- Horoscope Page 19
- Inspecting the Editor
- Looking for Love

Boonville man is hero in crash

From staff and wire reports
A Boonville man who survived the crash of a commuter plane in the Colorado mountains that killed eight passengers last night waded 1½ miles through waist-deep snow to summon help.

Peter Schauer, 39, led other survivors through the darkness and deep snow because he was the only one wearing boots.

He was reported in good condition Wednesday.



Peter Schauer

'Self-motivator' trudges in deep snow to summon help.

"He had his snow boots on, so he was all set to start walking," she said. "All he said was that it was cold, but he was all right."

Schauer walked to a house

snow tractors and a bulldozer were used to cut a trail through the scrub oak and brush along the rolling hills and hummocks.

"Access is difficult," La Plata County sheriff Bill Gardner said. "It took us over an hour to even get personnel to them."

Hospital spokeswoman Brown said one survivor told her the crash was "like landing on a pillow in that"

Note: No headline about airplane destroyed. It is all about people.

Our Direction

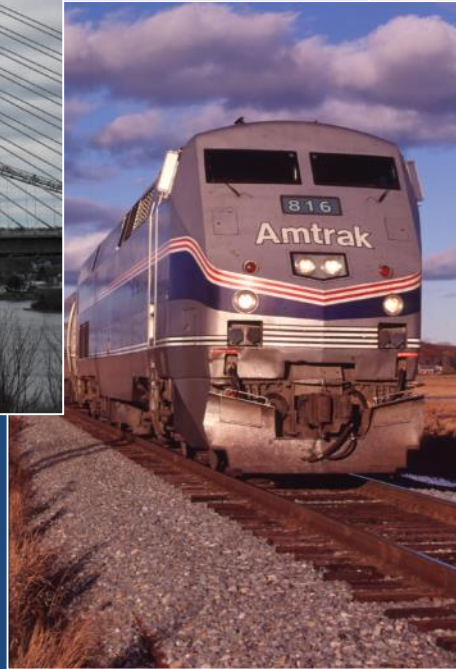
David Bernhardt, *Commissioner, MaineDOT*



Customers are People . . .



...Not Things!



The Disney Concept of Immersion

- Go into an office and see what is important
Pictures of buses or people?
A rider hall of fame or a bus hall of fame?
A staff hall of fame or ?

**Whatever is important you want
to immerse your organization in it.**

Typical Picture in Transit Office



Point is: It is easy to “fall for things”
instead of what is important:
People



Tool Envy



Even the Amish!

This is a human factor problem

Not a transportation infrastructure, except for bridges, problem. There is capacity in rural America, we just have not figured out how to access and use the empty automobile seats that go down the street in rural areas.

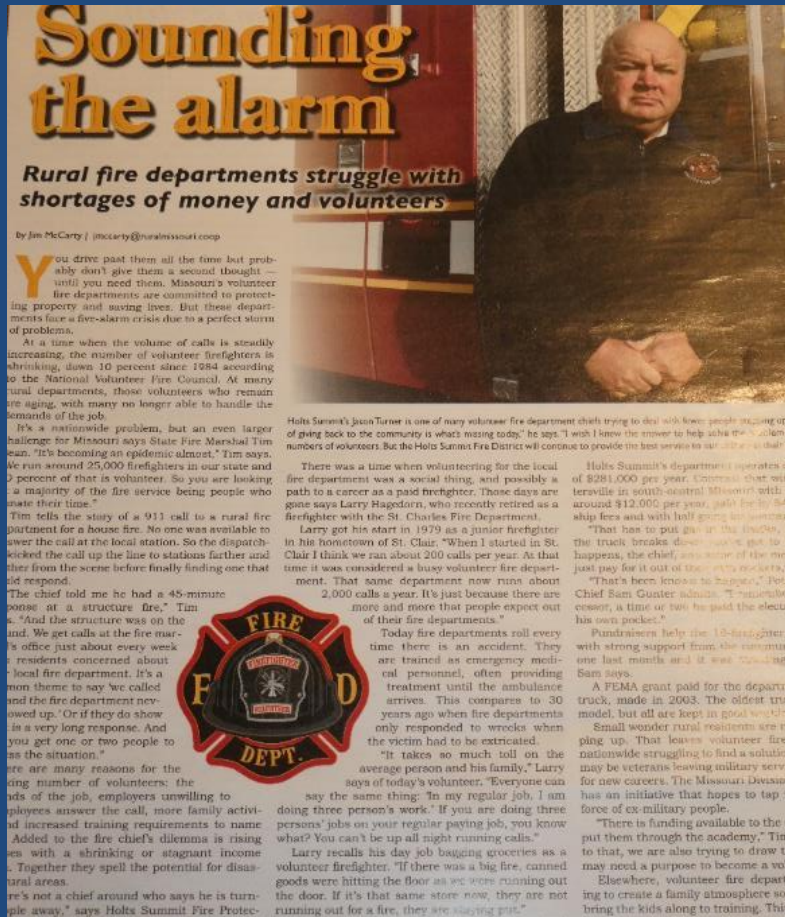
The people “glue” has waned...disappeared...

- Farm Clubs, Grange, NFO, the National Farmers Union, Farmers Alliance, MFA Woman's Club and many more are gone or shrunk...even 4-H and FFA – are different
- Church attendance down
- Neighborliness down, Volunteering Down
- Hunting down
- Backyard Science down
- ...strange glue brew up...



Shortage of Involved People

Research: How to get people involved?



Shrinking number of firefighter volunteers

- Used to be like a social club, now more training demands
- Demands of jobs
- Employers unwilling to let employees answer the call
- Lack of interest and other family demands

Holts Summit FPD Chief Jason Turner: "Are we hurting? Absolutely. It's a gamble if we run a working fire between 7 in the morning and 5 in the afternoon."

Source: Rural Missouri, Missouri Electrical Cooperatives Magazine, December 2018, page 16.

Rural Has the Same Concerns As Urban

- Health Care
- Affordable Housing
- Jobs
- Mobility
- Generally not environment but there are exceptions (I have a farmer friend who turns off sprayer when he sees milkweed.)



*Same decay, blight, abandoned buildings as urban.
– just more spread out.*

Detroit, Michigan or Wooldridge, Missouri?





Same decay, blight, abandoned buildings as urban – just more spread out.

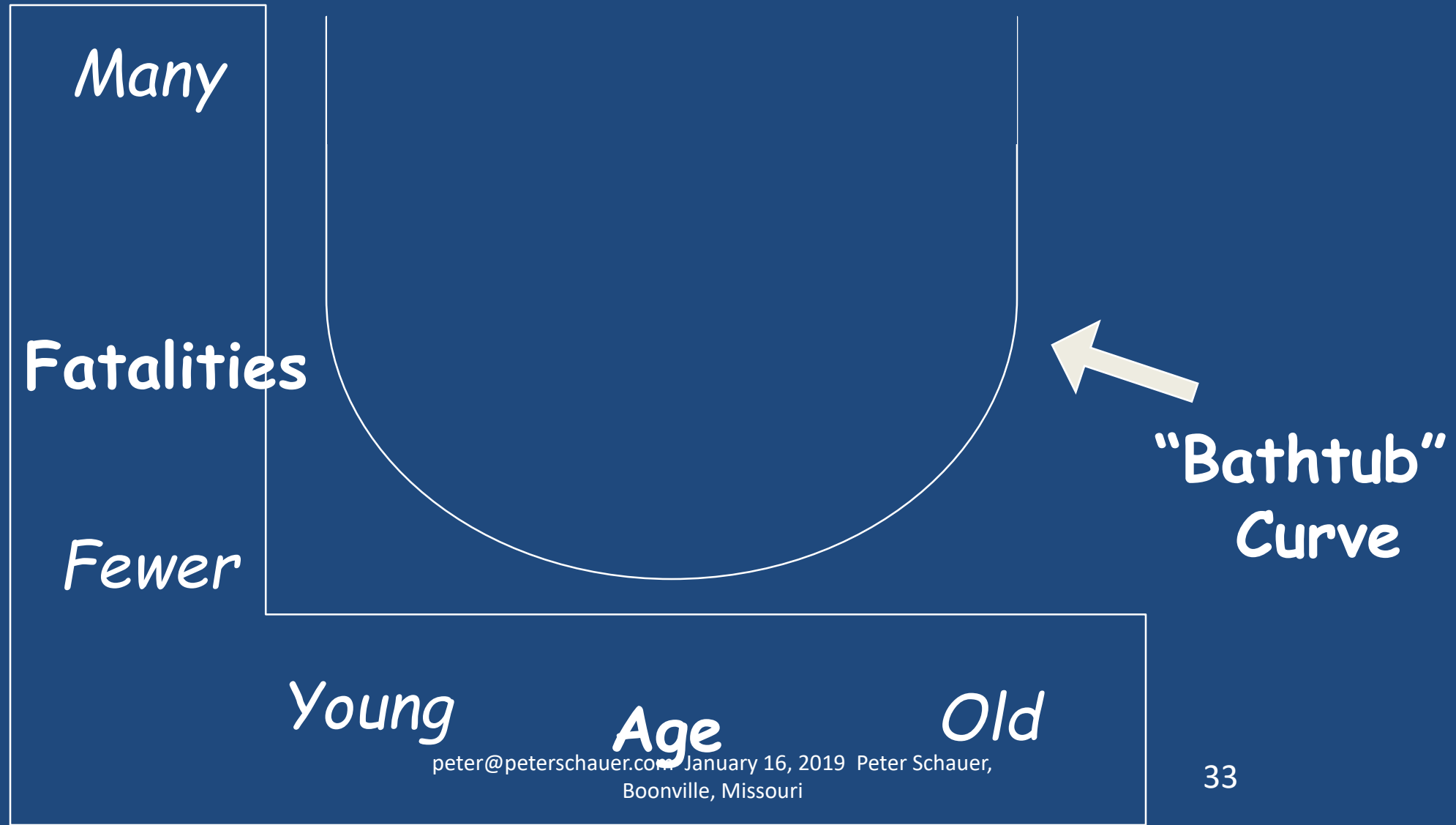
Important: Peter Schauer is not “modal.”

I would move people on ox carts if that is what it takes.
I just happen to think automobiles are not used well.

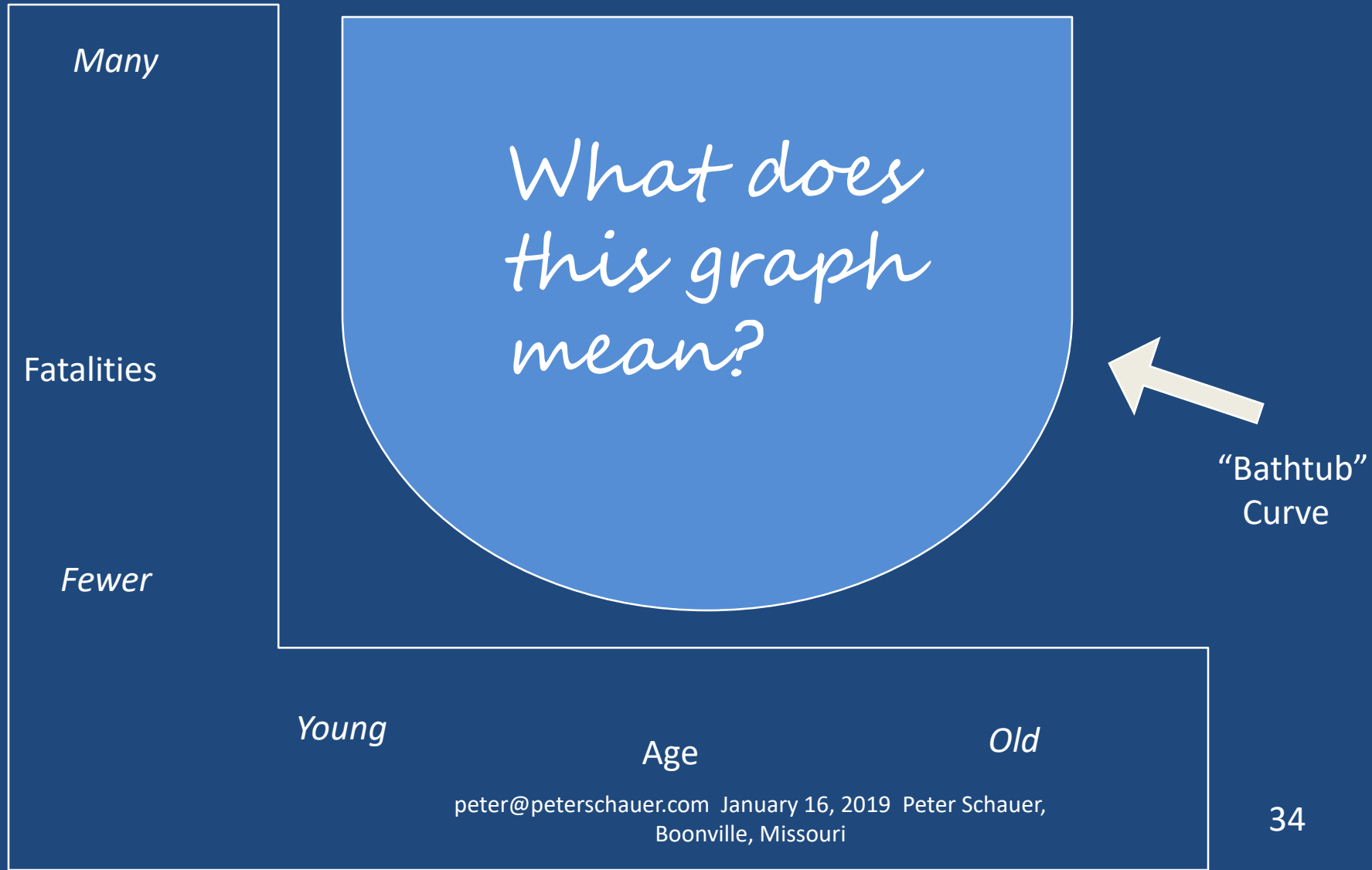
As a people, Americans prefer not to ride in a
MOV

We have a Faustian Bargain with the Auto

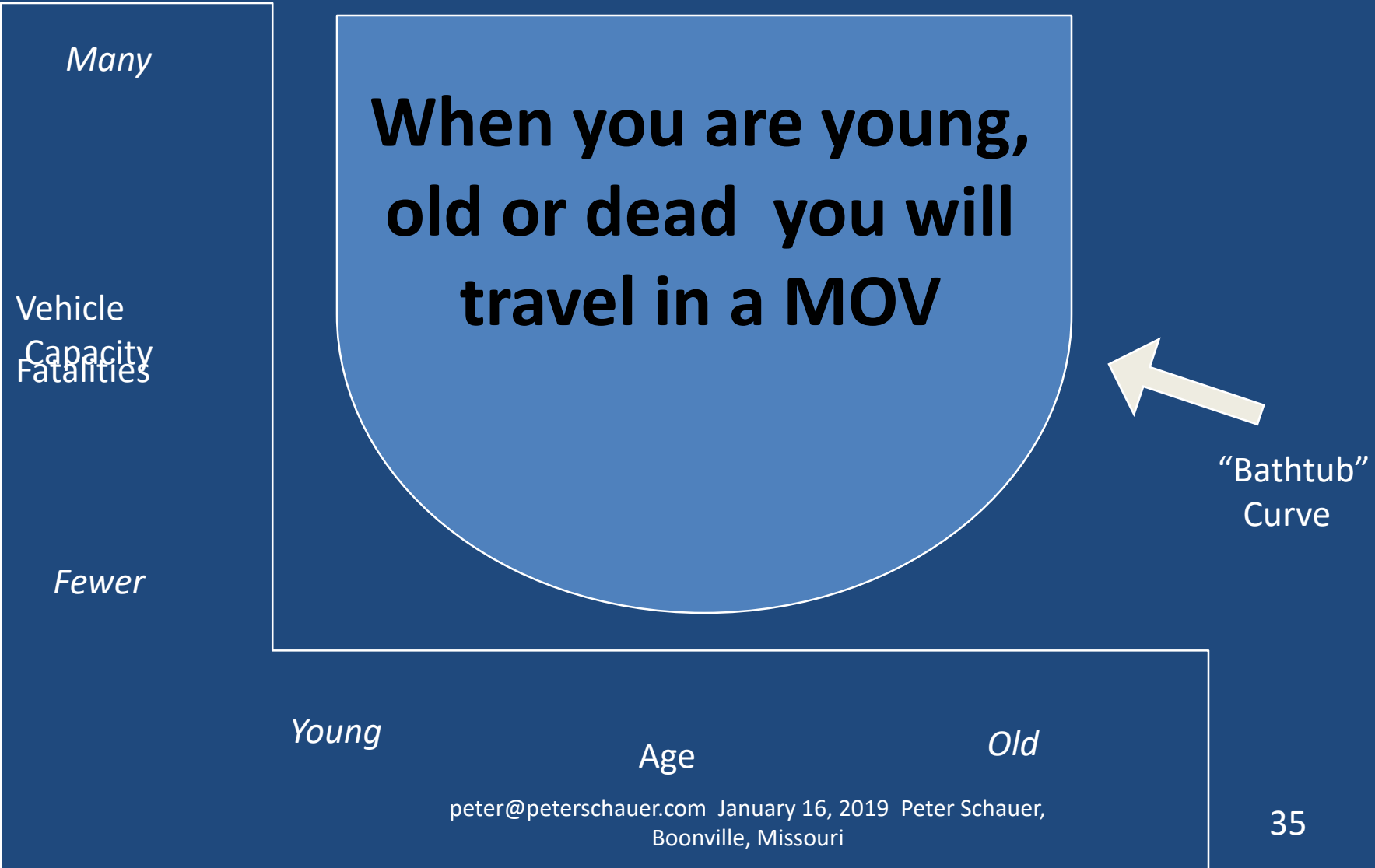
Science: Highway Safety



The Emotional Reality



Also Depicts Travel by MOV



Also Depicts Travel by MOV

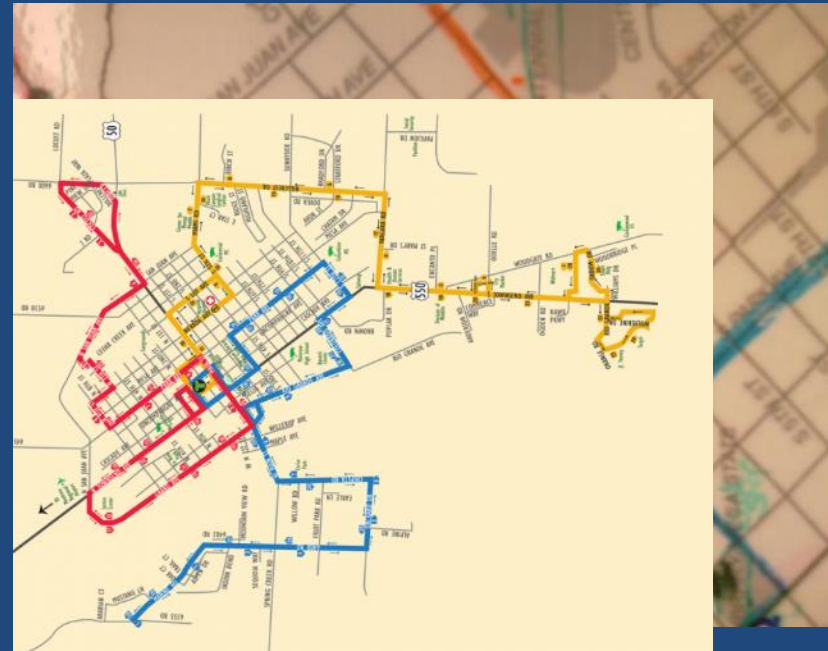
**When you are young,
old or dead you will
travel in a MOV**



Summary-you and other people

- You can design and create, and build the most wonderful place in the world. But it takes people to make the dream a reality.

-Walt Disney





peter@peterschauer.com January 16, 2019 Peter Schauer,
Boonville, Missouri

Recent headlines in my local papers

- Suicides
- Drugs
- Cost of Health Care



Transportation's Role in the Wellbeing of Rural Communities: Identifying Research Priorities

**Social and Health Wellbeing:
Presented by Peter Schauer**

I have learned many things by being involved in TRB for many years... not the least of which is...

Define your terms!

Transportation
Rural Communities
Wellbeing

Transportation

- Variety of modes using land, air and water facilities and infrastructure to move people and goods from one place to another place. Typical modes are: walking, bicycling, single occupant vehicles, multiple occupant vehicles (such as car pools, buses, vans), airplanes, ferry boats, barges, trucks and trains.

Rural Communities

- U.S. Census does not actually define rural and whatever is not urban is considered rural using the following:
 - Urbanized Areas (UAs) of 50,000 or more people;
 - Urban Clusters (UCs) of at least 2,500 and less than 50,000 people.
- USDOT for purposes of administering Rural Formula Transit programs defines rural as any area under 50,000 population.

Wellbeing

- The condition of being healthy, happy (content) and prosperous, propelling individuals and groups of individuals into a state of homeostasis or optimal stability.

What is the most obvious indicator of a lack of wellbeing?

Suicide!

- Suicide is one of the top ten leading causes of death in the United States and was responsible for almost 45,000 deaths in 2016.
- During 2001-2015, suicide rates were consistently higher in rural areas than in metropolitan areas for both sexes.
- Non-Hispanic American Indian/Alaska Natives had the highest rates in rural counties
 - Source: CDC Suicide Policy Brief, Preventing Suicide In Rural America
<https://www.cdc.gov/ruralhealth/suicide/policybrief.html#r5>

Rural Suicides

- Suicide rates are higher in rural areas.
- Rural decedents were less likely than urban decedents to have a mental health diagnosis or mental health care, although the prevalence of depressed moods appeared similar.
- Most suicides were by firearm, and rural decedents were more likely than urban decedents to have used a firearm.
 - Source: Suicides in urban and rural counties in the United States, 2006-2008
<https://www.ncbi.nlm.nih.gov/pubmed/24067250>

Rural Youth Suicide

- Suicide rates for adolescents and young adults are higher in rural than in urban communities regardless of the method used, and rural-urban disparities appear to be increasing over time.¹
- Suicide is a serious public health problem. For youths between the ages of 10 and 24 years, suicide was the third leading cause of death in 2010 behind only unintentional injuries and homicide.²

– 1 Widening Rural-Urban Disparities in Youth Suicides, United States, 1996-2010, <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4551430/>

– 2 Centers for Disease Control and Prevention, National Center for Injury Prevention and Control [June 10, 2014]; Web-based Injury Statistics Query and Reporting System (WISQARS) <http://www.cdc.gov/injury/wisqars>. (Quoted in footnote 1 above.)

Mental Illness and Suicide

- The adolescent and young adult suicide rate in the United States was almost twice as high in rural settings than in urban areas between 1996 and 2010, and new research suggests that the gap appears to be widening.
- People living in rural areas have to travel longer distances to see health care practitioners and wait longer for appointments, so by the time they receive care they may have developed more serious symptoms.
- And the culture of self-reliance in rural areas, as compared to urban living, may intensify the stigma associated with mental illness.
 - Source: Ohio State University, quoted in Science News March 9, 2015, <https://www.sciencedaily.com/releases/2015/03/150309123954.htm>

Important risk factors for suicide in rural areas include:

- Living in an isolated location, which may reduce one's sense of connectedness
- Difficulty obtaining mental and behavioral health services due to high cost, lack of transportation, and other distance-related issues
- Socioeconomic factors, such as unemployment and being in persistent poverty
- Sociocultural factors that increase mental illness stigma and prevent help-seeking, including a culture of stoicism (particularly for males)
- Source: <https://www.cdc.gov/ruralhealth/suicide/policybrief.html#r5>

How to approach this serious problem?

Who can we learn from?

Approaching Mobility/Transportation Organically

- Native American Peyote Song
 - "Witchi Tai To" ("Everything is Everything")
- John Muir
 - "When we try to pick out something by itself, we find it hitched to everything else in the universe."



- Hilary “Sparky” Waukau

1922-1995

“The further back we go on the chain of events that leads to a problem, the stronger the healing can be.”

Slides 51 – 55 from Jerry Waukau, Tribal Health Administrator, Menominee Tribal Clinic and Wendell Waukau, Superintendent, Menominee Indian School District (MISD), Presentation entitled Menominee's Journey to a Culture of Health, for Cross-Reservation Gathering, 5 Tribes of Northern Minnesota.

November 29, 2018 Brainard MN



Menominee Nation

- Wisconsin's oldest continuous residents
- Only WI Tribe inhabiting ancestral lands
- Treaties reduced Tribal lands from 10 million acres to the current 235,523 acres
- Maintains the country's largest sustainable forest
- 9,000 Tribal members, 4,000 residing on the reservation
- Tribal members have shown tremendous resilience
- Ranked 72 out of 72 WI counties in Public Health Outcomes



Bridges Out of Poverty-An Organic Way to address a variety of problems

- How did “Bridges” originate at Menominee Indian School District/Menominee Community?
 - Was part of comprehensive school reform effort brought in by MISD back in 2005 to address its academic barriers/challenges. (i.e. truancy, suspensions, literacy, graduation rates . . .)
 - Others: poverty, teenage pregnancy, alcohol & drugs, crime & violence.
- Contact Info:
 - Jerry Waukau-Health Administrator
 - Menominee Tribal Clinic
 - jerryw@mtclinic.net
 - Wendell Waukau-Superintendent
 - Menominee Indian School District (MISD)
 - wwaukau@misd.k12.wi.us

BRIDGES OUT OF POVERTY



STRONG FAMILIES

PAWN SHOP

PAY DAY LOANS

BAR

PRESENT
UNEMPLOYMENT
DISEASE
AODA
EDUCATION
REGAINING CONTROL
NEW FAMILY STRUCTURES
COMMUNITY STRATEGIC PLANNING

FAMILY DISRUPTION

CHRONIC DISEASE

EDUCATION INFORMATION

STAFF UNDERSTANDING

MEANINGFUL EMPLOYMENT

WELLNESS

RELATIONSHIP

EMPOWERING COMMUNITY

MENTAL HEALTH PROBLEMS

ABUSE
ADDICTION

SURVIVAL MODE

TRUST ISSUES
BARRIERS
NON-COMPLIANCE
NO-SHOWS
TRANSPORTATION

BOARDING SCHOOLS
TREATIES
TERMINATION

CONVENIENCE STORE

CASINO

Menominee Tribe of Wisconsin

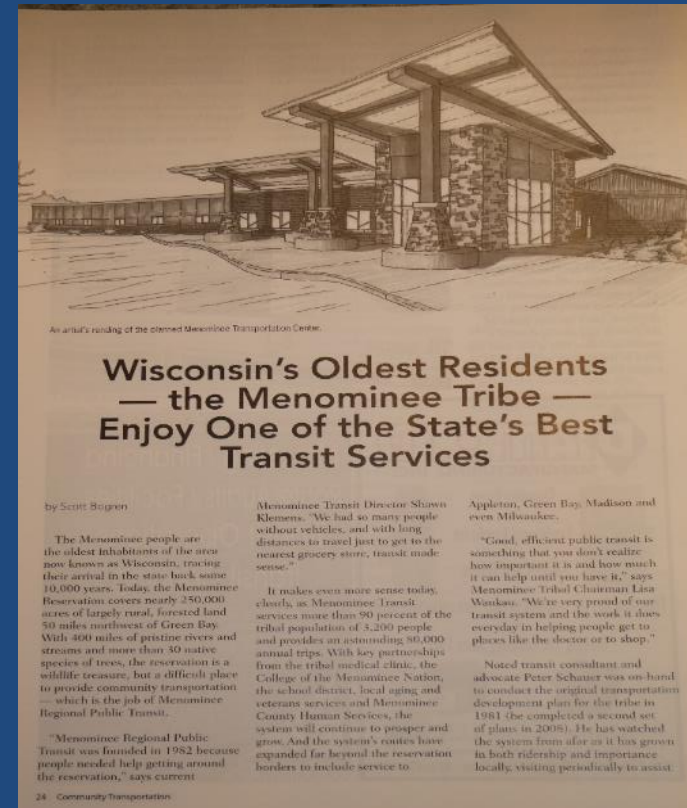
- Adopt a school & community reform effort that address the barriers/challenges shown in previous slide.
- One that is comprehensive/systematic (addressing root causes not symptoms).
- Engages families, communities and schools to work as partners (i.e. school-community collaboration, community engagement models, community schools).
- In 2005 MISD/Menominee Tribe adopted Bridges out Poverty, a Framework that helps employers, community agencies & individuals address & reduce poverty in a comprehensive way through technical assistance from aha Process, Inc, (ahaProcess.com)

Menominee Tribal Clinic

Clinic is aware of Transportation Problem

- Clinic has a transportation coordinator/triage nurse
- Has LPN's instead of CHR's (Community Health Representatives)
- Coordinates with Menominee Regional Public Transit (FTA 5311 and 5311c funded)
- *(PS- 1980-Jerry Waukau and Peter Schauer designed and set the foundation for Menominee Region Public Transit –but took to 2012...)*

Clinic provides matching funds for Menominee Regional Public Transit



Research

- How does a more comprehensive approach to rural transit come about? And thereby insure local ownership?
 - Land use, school districts, health care providers
- Has FTA 5311c reduced the need for CHR's (Community Health Representatives) to provide transportation and increased their ability to provide more direct health care?
- Has FTA 5311c reduced the no-show rate at tribal health providers?

How do we imitate the Pittsburgh Approach?

- 2017 Created Department of Mobility and Infrastructure and Set Goals:
 - No one dies or is seriously injured traveling on city streets. (Vision Zero)
 - Every Household in Pittsburgh can access fresh fruits and vegetables within 20 minutes' travel of home, without the requirement of a private vehicle.
 - All trips less than one mile are easily and enjoyably achieved by non-vehicle travel.
 - Streets and intersections can be intuitively navigated by an adolescent
 - The combined cost of transportation, housing and energy does not exceed 45% of household income for any income group.

Source: *"A Mandate for Mobility,"* Governing, January 2019, page 57.

Focus on Health and Oblivious Health Care Providers

Peter has lots of experience with hospitals and health care providers, having been hospitalized as a result of 1988 plane crash and more... and before going on Medicare having \$10,000 deductible "insurance."

The Problem

Missed Medical Appointments¹

Two direct impacts

- Health outcomes
 - Early detection of disease
 - Diagnostic testing and follow-up for treatment
 - Disruption in the continuity of care
- Economic performance of healthcare providers
 - Unused capacity — staff and facilities
 - Effort to make follow-up appointments

No national data collection

- 1) Missed appointments and 2) Cost to health care system of missed appointments due to transportation barriers
- Must rely on literature review of peer-reviewed papers

¹ This problem summary (58 – 60 slides) is based largely on research conducted by Health Outreach Partners on non-emergency transportation (NEMT) for the FTA and summarized in the report *Rides to Wellness: Community Scan Project (Spring 2017)* and slide from presentation by Brian McCollum



Key Literature Review Findings

Significant annual costs

- Range from \$3 million (per clinic) to \$564 million (total Veterans Administration system)
- No studies isolate increased health care costs due to transportation issues

Auto availability key factor

- Study of auto access
 - 82% of people keeping appointment had access to a car
 - 42% of people missing appointment had access to a car
- Study of transportation factors
 - 25% of missed appointments due to transportation
 - Patients using bus riders twice as likely to miss as car users

Rates of missed appointments vary widely

- In one case, wide variation found for center with multiple locations

Rides to Wellness Community Scan

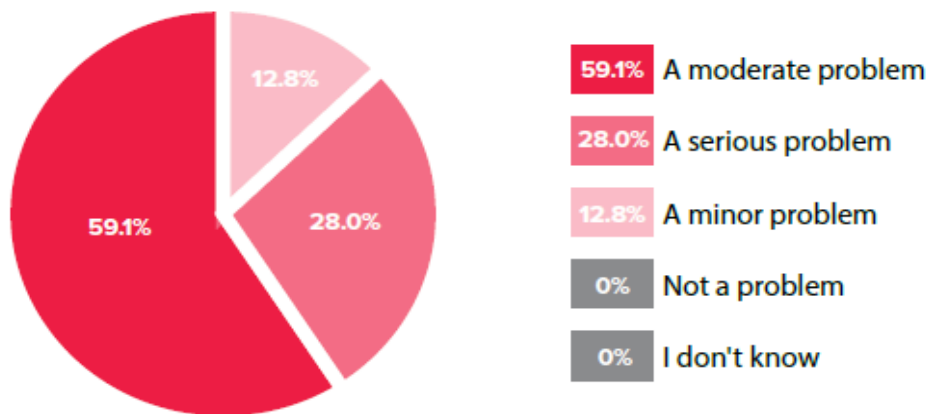
National Survey

- HRSA-funded community health centers (CHCs)
- 188 responses, 15% of CHCs

Key Findings

- No-show rates ranged 11-30%
- Transportation top reason patients miss appointments
- CHCs not tracking reasons for missed appointments

To what extent are missed appointments (i.e. an appointment where the patient does not show up) a problem at your health center or practice?



Medical Transportation Research

- Accurate Data on No-Shows as a result of a lack of transportation and make health care providers aware of problem.
- Investigate and demonstrate rework of medical intake form to inquire about need for transportation and link with appropriate provider or FTA funded mobility manager.
- Since more private providers are providing NEMT investigate making RTAP training available to them.

1974 -Is everything old new again? - 1991

O A T S APPOINTMENT CARD

Patients Name _____
 Doctor _____
 Bus Driver _____

For your convenience, OATS gives you this form to help schedule appointments for your patients who are OATS members.

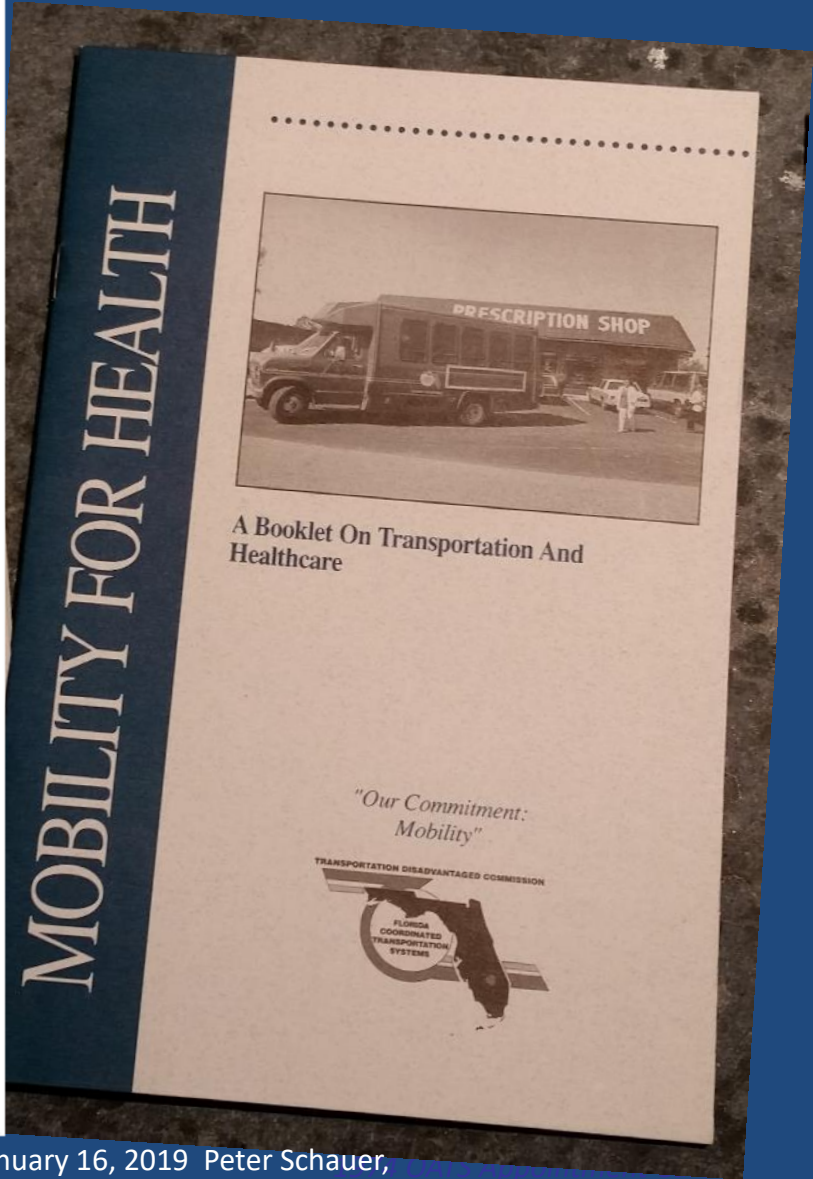
Your patient has a transportation problem. You can help alleviate the problem by scheduling according to the OATS system.

Please fill in your patient's next appointment below. You can help your patient best by scheduling the next appointment on a WEDNESDAY. Should this be impossible an alternate day, Monday, has been arranged for his travel. If possible please avoid scheduling your patient's appointment earlier than 9:30 A.M.

Note: OATS does not want the patient's health to be jeopardized for the sake of complying with this schedule. When in doubt, schedule as you think necessary.

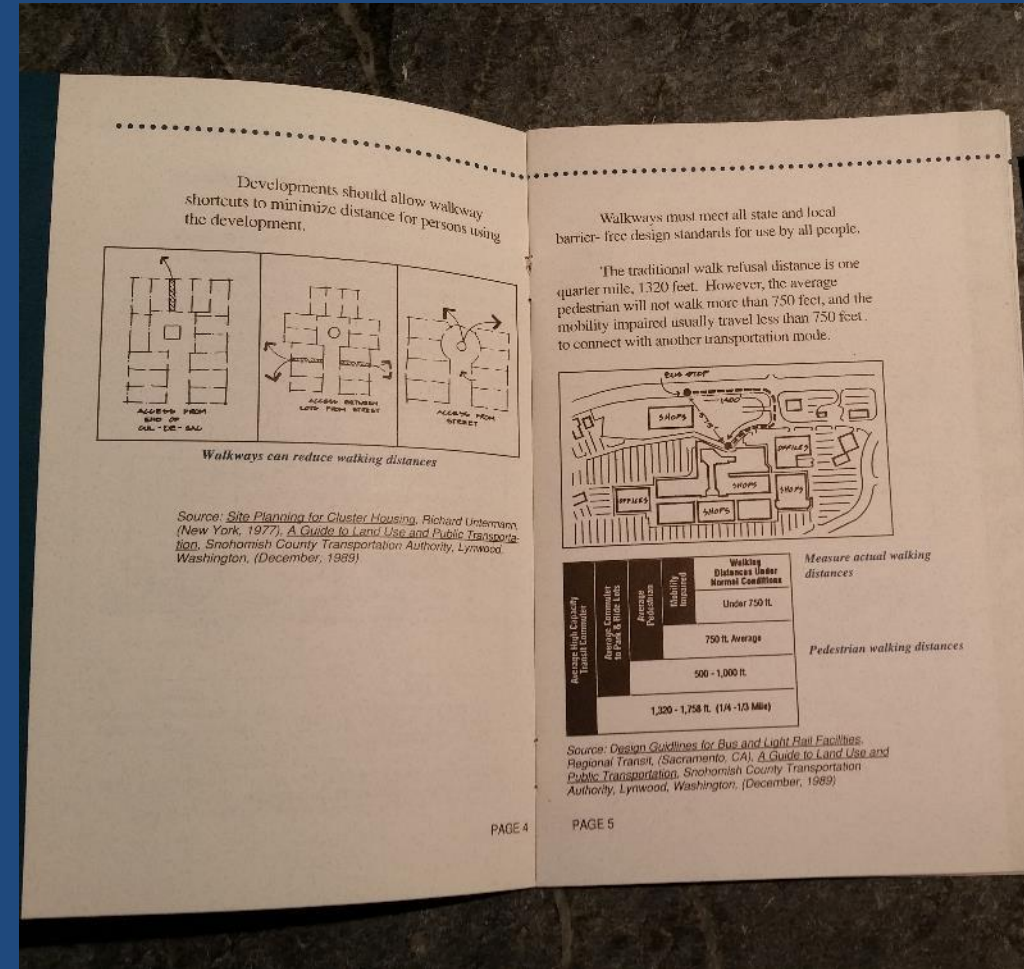
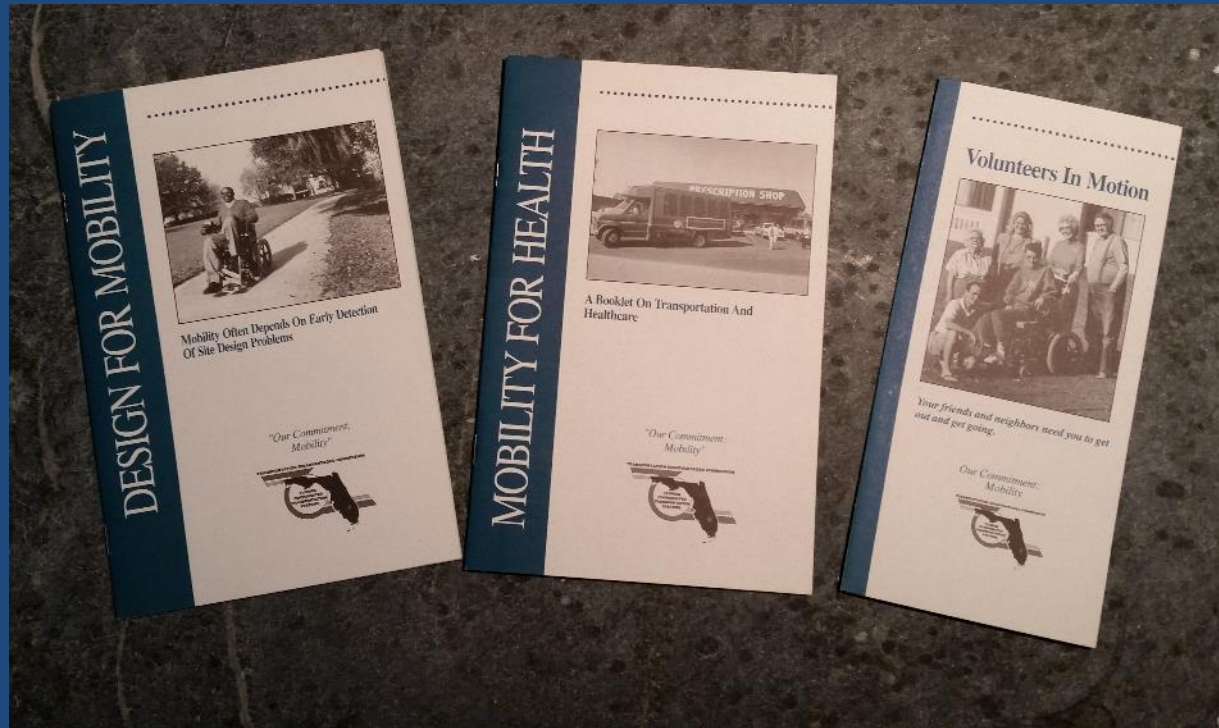
Date	Time	Day of Week (Cross out inappropriate day)
_____	_____	WEDNESDAY, Monday, _____
_____	_____	WEDNESDAY, Monday, _____
_____	_____	WEDNESDAY, Monday, _____

Thank you for helping us help your patient.



1991 Peter Schauer Project for Florida Transportation Disadvantaged Commission

Land Use – Health - Volunteers

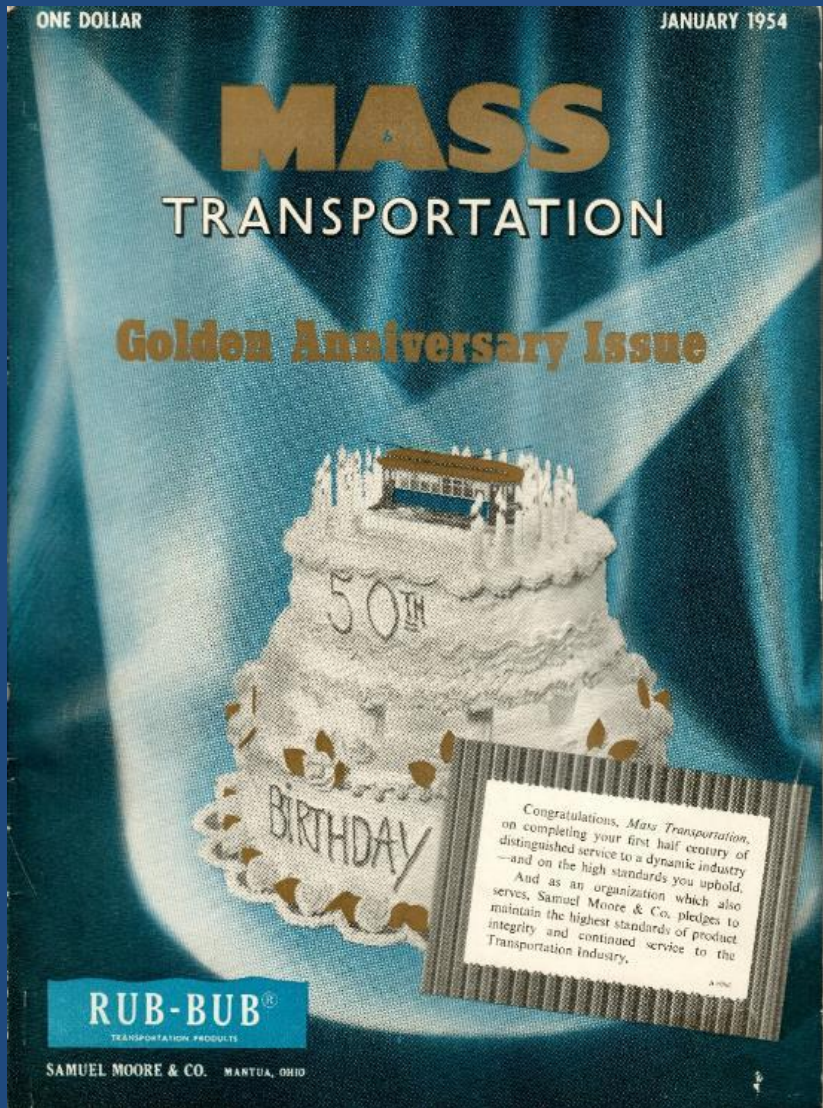


History 46 years: Saying same thing for 46 years, Approach wellbeing and rural transit holistically



- Think differently.
- Let real needs drive the service and include as many stakeholders as possible.
- Get real people involved-especially riders: Inspired amateurs can out perform the professionals.
- For rural the error factor is not that great – stop planning and do something.
- Rural President Eisenhoweresque Warning: Beware of the “Consultant/Vendor Complex” which has solutions in search of problems and high tech when high touch is what is needed.

History: 1954 (65 years ago)



Today's most vexing problems -

For all transit companies labor and taxes

■ CONTINUALLY increasing demands of labor, which take from 50 to 70 per cent of every transit revenue dollar, and an often unfair tax burden, imposing taxes not levied on other business and held over from an era when transit was something of a monopoly, take such a share of every transit company's revenue that inadequate profits are left to maintain and modernize equipment—and to attract both investment capital and top flight management personnel. Inadequate fares have also been a problem in recent years.

62.6% WAGES
18.4% MATERIALS, TRAVEL, POWER, FUEL, ETC.
4.2% DEPRECIATION AND REPAIRS
2.5% INTEREST ON BOND
6.2% PAYMENTS TO CITY
3.3% INCOME BEFORE TAXES
3.3% STATE TAXES

For urban operations traffic congestion

■ TRAFFIC congestion is the major problem of every city today—and it is big city transit's worst headache. Congestion slows schedules so that surface transit vehicles cannot offer the speed and convenience they could and should give riders. Since one transit vehicle can carry all of the people normally found in 40 autos, many city planners now suggest that curb parking and truck and auto movements should be restricted to give transit vehicles the clear lanes they need to attract riders and relieve congestion.

For small town operations auto pick-up of riders

■ SMALL town transit systems must, of economic necessity, offer less frequent service than big city systems provide. The most heartbreaking problem they face is the pick up of would-be passengers at bus stops by friendly motorists. In the long run this is not an act of friendship—for it reduces the bus company's revenue, forces further cuts in service to a point, in many small towns, where the transit company has had to go out of business. When this happens there is no bus to wait for—and no way to get downtown if the friendly motorist doesn't drive by.

For intercity operations inadequate roads

■ INADEQUATE roads choked with competing private autos are the main worry of intercity bus operators, who also suffer much from the aforementioned traffic congestion as they fight their way thru clogged streets to try to reach their terminals in urban centers. Intercity operators are much interested in PAR—the nationwide "Project Adequate Roads" movement sponsored by various highway groups. Only by cutting terminal-to-terminal time can intercity bus systems maintain a competitive position with air and rail carriers.

MASS TRANSPORTATION

Summary

- It is about people, human factors.
- Transportation is integral to fabric of community as opposed to ancillary-Menominee Experience.
- Discovering ways to involve people in meeting rural transportation needs and getting back to what was once a problem for small towns –people to people.

(Such as...Automobile drivers picking up people at bus stops and Pagosa Springs, Colorado telephone operator.)

