



Creating Access to Nutrition



TULSA C.A.N. PLAN

Table of Contents

TULSA C.A.N. PLAN

Executive Summary	3
Introduction	4
Current Conditions	7
Current Transportation Options.....	11
How The System Works.....	14
How The System does not work.....	16
The Human Experience	18
Specific Interventions /Strategies.....	20
Recommendations.....	24
Short Term	26
Medium Term	28
Long Term	29
Conclusions	30
Appendix	32

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Executive Summary

January 11, 2019

The Tulsa C.A.N. (Create Access to Nutrition) Plan had three initial goals: 1) serve and connect older adults and people with disabilities living in food deserts in Tulsa to healthy food sources; 2) build new partnerships and strong community involvement; and, 3) find solutions that improve accessibility that can be replicated in other food desert areas within the region. We explored the barriers and challenges that limit access to transit service, and then followed up with opportunities for unique programs, and recommendations for further actions.

The nine mile square area chosen for this project is a diverse neighborhood centered directly north of the City of Tulsa's central business district. This portion of north Tulsa that is the focus of this study has been identified as a food desert that lacks a full service grocery store, but has numerous dollar stores with limited healthy food options. These neighborhoods also have a series of barriers to accessibility, pedestrian safety, and transit service

The development of this plan follows years of conversation among city leaders and residents about the persistence of food desert conditions and the challenges areas of Tulsa will face while attempting to overcome this incredibly difficult problem. This plan identifies the transportation challenges of senior citizens and individuals living with disabilities, pinpointed the root causes of the food desert, determined opportunities for incremental improvement, and offers specific recommendations for policy makers to adopt and support financially.

Our Advisory Board includes residents of north Tulsa impacted by this issue, as well as leaders within each of the agencies which serve seniors and those with disabilities. The Advisory Board contributed valuable time and energy to this process and without their support, this plan would not be as complete and thorough in addressing this complex issue.

This food desert study is funded through the generous support of the National Aging and Disability Transportation Center (NADTC) in Washington, D.C. Their funding and guidance greatly contributed to the collaborative recommendations we are making in this plan.



Clark D. Miller, Director
INCOG Area Agency on Aging

Introduction

A food desert is described as a physical area with limited access to affordable, fresh, and nutritious food. A food desert is characterized by a combination of a lack of grocery store, limited access to fresh fruits and vegetables, and a low or restricted income population. The impact of the food desert is not merely a geographic condition that exists in North Tulsa- it has a name, a face, and a story. The story is written each day as seniors and those with disabilities face challenges meeting everyday needs.

This study was conducted between October and December 2018. A public survey was distributed to over 450 individuals with 208 responses, an extraordinary response rate. The study team held four Advisory Board meetings, four focus groups with North Tulsa residents and social service representatives and a final workshop that created over 1200 responses to the challenging issues this study addresses. Public participation is the key to the recommendations outlined later. The study boundary is a 9 square mile area directly north of downtown Tulsa encompassing various neighborhoods, personalities, and social networks that have informed the findings of this study.

A clear solution to Tulsa's food security solutions would be improved economic outcomes for residents of North Tulsa and improved access to healthy foods with the creation of a full service grocery store. Close proximity to a full service grocery store is a clear need within the community and a step

in the right direction, but is not the single "fix" that will improve these conditions. Until those longer term solutions can be met, short term success can be achieved by focusing on improvements to transportation services and identifying opportunities for innovation in Tulsa's transportation network.

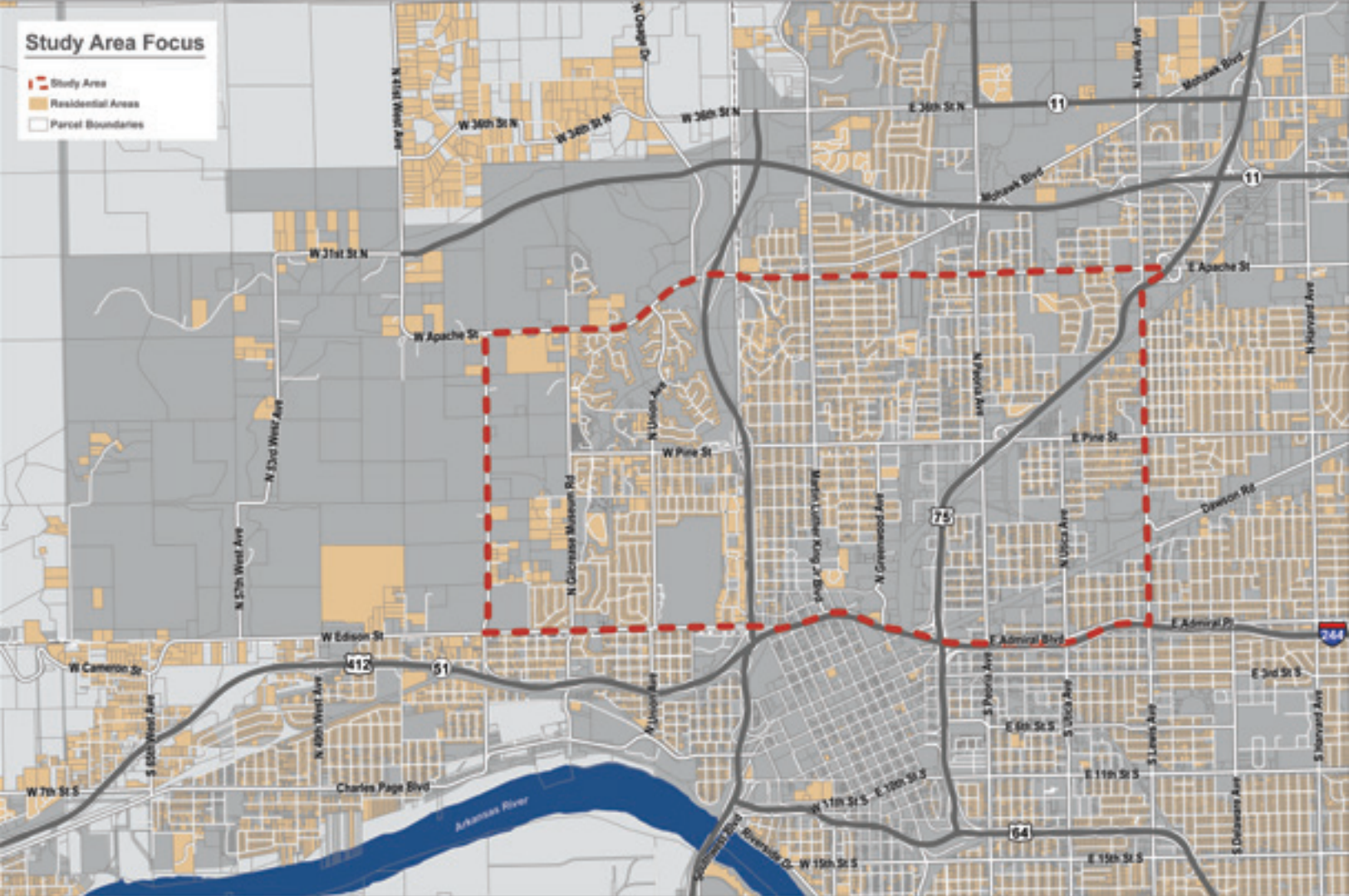
The economic and social challenges that affect the residents of North Tulsa must be understood in order to address the issues that restrain economic prosperity. While this study focused narrowly on transportation system, the issue of economic inequality quickly became part of the narrative. Although our study was not comprehensive enough to address the economic challenges of North Tulsa, poverty remains a barrier for success in the health and wellness of the community. City leaders should consider a formal strategy for addressing systemic poverty plaguing residents. Subsequent public initiatives should engage directly with the residents of North Tulsa to identify opportunities for economic growth and development. The transportation "system" as we have defined it here encompasses all modes of transportation both public and private, self powered, and automated.





Study Area Focus

- Study Area
- Residential Areas
- Parcel Boundaries





Current Conditions

North Tulsa is a vibrant and diverse community with strong community ties and a rich history. Like other quadrants of Tulsa, there are positives and negatives that tell a special story of the place and the people.

Complicated economic trends and market forces contribute to creating the food desert in North Tulsa. Even in other economically stable areas of Tulsa there are pockets of economic disparity hidden among the population. In neighborhoods where there is a thriving market economy, the food distribution system works well because there is a critical mass of consumers with expendable income to support a variety of grocery stores. But, because of concentrated systemic poverty and generational disinvestment in North Tulsa, a healthy local economy does not exist. Barriers to accessing food and transportation are not unique to North Tulsa but, because they are more concentrated, grocers have been forced to close stores and allocate resources to more profitable locations around Tulsa.

Without the presence of an accessible grocery store, numerous faith based organizations and nonprofit organizations have created programs to support the needs of residents, but the life-cycle of some organizations and their volunteer networks are short lived. These programs suffer from a duplication of efforts with organizations providing similar services while also leaving gaps in services that require significant time and energy from residents to meet their needs.

The neighborhood design of North Tulsa reflects typical post war suburban development. There is not an identifiable "center" to the community and therefore no clear origin into and out of the neighborhood. These neighborhoods developed through the 1950's and 1960's presume access to an automobile. This pattern of disconnected neighborhood development is proven to create health problems and social isolation.

RECOMMENDATIONS



Leadership

Support neighborhood leaders in their effort to define priorities and guide the redevelopment of vacant and underutilized properties.



Community Center

With local leadership, designate a neighborhood center that engages open space, a strong commercial center, a mix of housing types and mirrors development patterns in other parts of Tulsa.



Zoning Regulations

Expand list of land uses to allow for development of urban agriculture for commercial purposes.



Pedestrian Focus

Maintain and complete sidewalk system with curb cuts, bus stop shelters, and pedestrian features that connect to transit throughout North Tulsa.

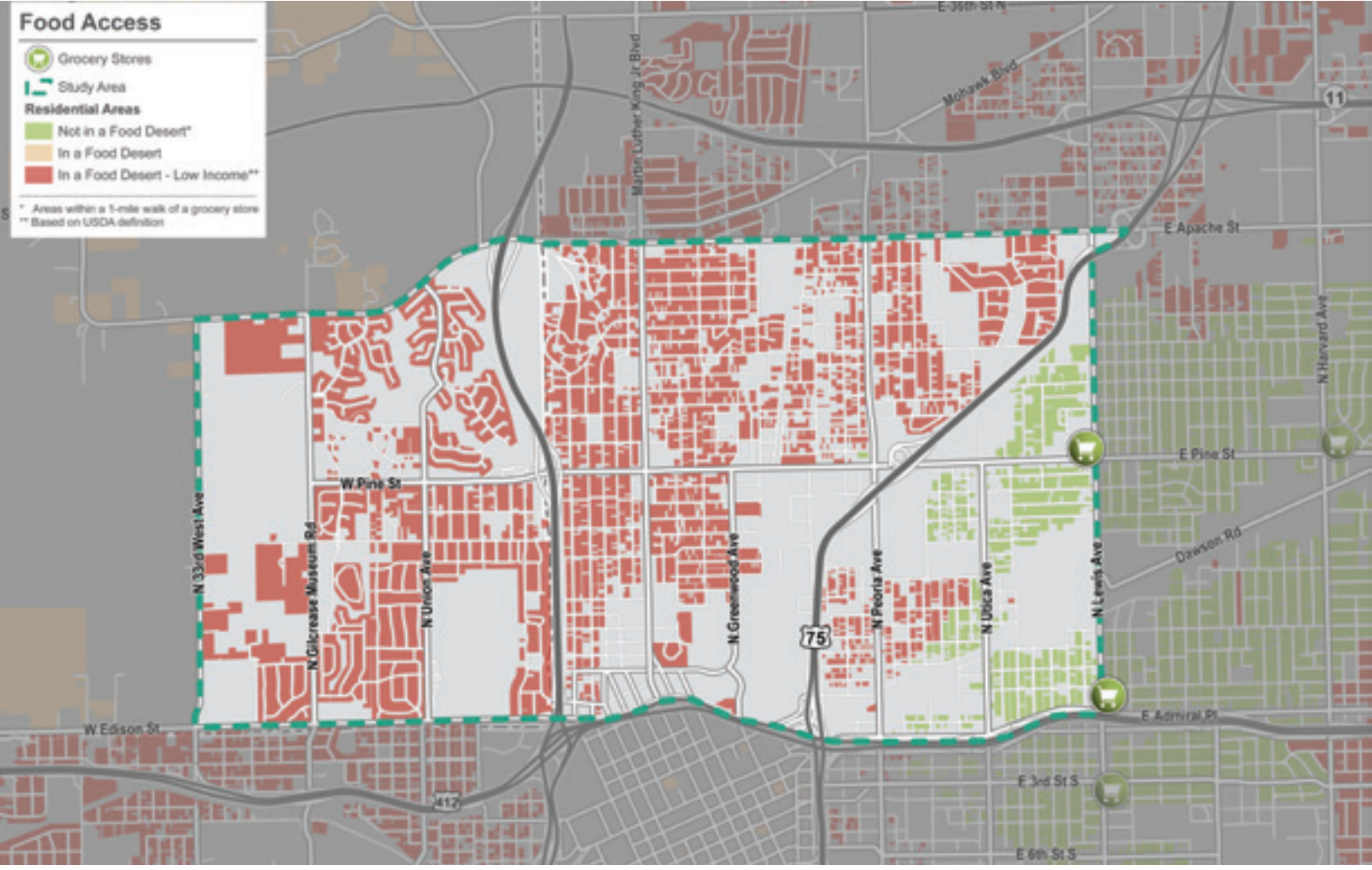
Where do you usually shop for food items?



Food Access

-  Grocery Stores
-  Study Area
- Residential Areas**
 -  Not in a Food Desert*
 -  In a Food Desert
 -  In a Food Desert - Low Income**

* Areas within a 1-mile walk of a grocery store
** Based on USDA definition





1. My main...
2. Communication...

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3. Put up and...
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Current Transportation Options

PERSONAL AUTOMOBILE

A vast majority of survey respondents indicated that traveling by car is far more convenient and accessible than any other mode of transit. Focus group and workshop participants stated clearly that if they could not drive themselves, they would wait for a ride from family or friends before using public transportation.

FIXED ROUTE BUS SERVICE

The Metropolitan Tulsa Transit Authority operates 18 Fixed route bus lines covering 197 square miles with a budget of \$20,539,926 for FY 2018-2019. Tulsa Transit also operates the specialized Tulsa Lift service with operates a fleet of 28 paratransit buses that serve 106,788 people annually and cover 893,748 miles.

Focus group participants indicated that even if the fixed route bus system were easier to access, it did not change the physical distance required to reach the grocery store, or the experience of their return trip. The barriers to using fixed route transit service varied by rider, but follow a few key themes;

Fixed route bus system is not convenient and requires between 45 minutes to one hour one-way with multiple transfers to reach the grocery store. The return trip home is just

as long, and requires carrying of all of the groceries for oneself. There are currently no programs for “Travel Buddy” assistance to assist with fixed route bus service that were identified through this process

TULSA LIFT

Tulsa Lift operates an on-call paratransit curb-to-curb system for individuals that qualify for the service. Tulsa Lift is the second most popular choice for residents that need transportation to and from the store. This service is also available for trips to other destinations within the service area as well. A modification to the Tulsa Lift has been identified as a possible pilot program to provide a more dynamic mobility service using the existing fleet of vehicles, and technology that can help schedule rides according to riders location instead of the on-call system.

MORTON COMPREHENSIVE HEALTH SERVICES

Morton Comprehensive Health Services provides paratransit curb-to-curb transportation options for their patients and receives funding from the Older Americans Act, Title III-B to transport a limited number of seniors to medical appointments and for shopping. Morton has expressed an interest in expanding service given the appropriate financing mechanisms. Morton is the third

largest transit service in Tulsa serving seniors. Morton will be an important partner if a coordinated public/private shuttle service model is explored further.

PRIVATE HOUSING TRANSIT SERVICES

Residential communities that provide senior housing with transit services are the best equipped to provide a continuum of care for their residents. A more formal study should be conducted on the health of residents with access to social programming, transportation, and caregiver networks. Interviews with residents during the focus groups and workshop indicated that their needs were met more easily than if they lived along.

RIDESHARE/ UBER, LYFT, TAXIS

Private ridesharing companies are a significant force in urban mobility. Utilizing this service for seniors and those with disabilities will be an important component to providing individualized transportation. Providing one-on-one training to use these technologies will be necessary for those who are not early adopters. Special services should be provided for those who do not use

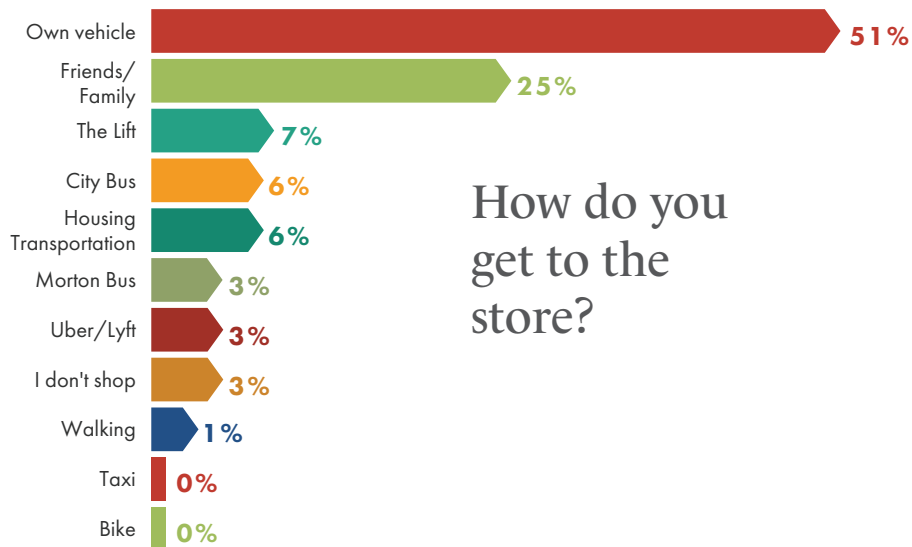
smartphone technology, or need personal assistance in accessing these services. Only 3% of survey respondents indicated that they have used a ridesharing service. This is an opportunity for improvement that if coupled with technology training could increase access to transportation through an existing system.

PRIVATE VAN SERVICE

Nonprofits and faith-based organizations provide limited transportation services to their clients and members. These services are not widely documented and understood, but provide an opportunity for collaboration within a new mobility services program.

AUTOMATED VEHICLES

There are not any automated vehicles currently providing transportation within the Tulsa region, but will be arriving soon. These systems promise to enhance mobility among riders, and create an equitable shared-use platform for those who do not own their own vehicle. The future of these technologies is not yet proven but are included here to establish policy decisions that will eliminate food desert conditions in North Tulsa and the surrounding region.

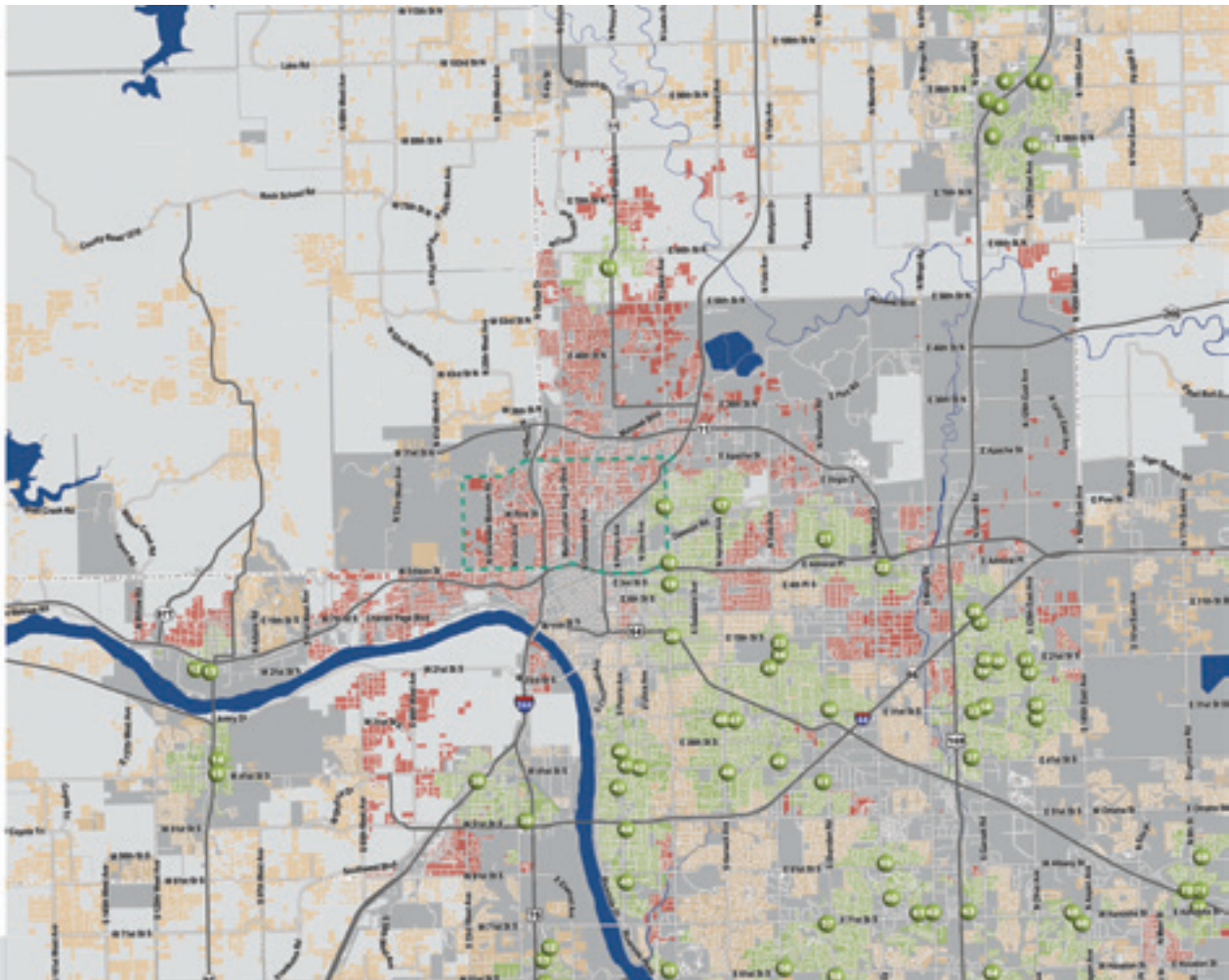


How do you get to the store?

Regional Food Access

- 1. Publix
- 2. Walmart Neighborhood Market
- 3. Kroger
- 4. Publix
- 5. Walmart Supercenter
- 6. Sam's Club
- 7. Sprouts Farmers Market
- 8. Target
- 9. Aldi
- 10. Publix
- 11. Walmart Neighborhood Market
- 12. Warehouse Market
- 13. Walmart Supercenter
- 14. Cox Cashbar
- 15. Publix
- 16. Super Beer Cool Plus
- 17. Sam's Club Food Stores
- 18. Supermarket Market
- 19. Publix
- 20. Warehouse Market
- 21. Publix
- 22. Walmart Supercenter
- 23. Target
- 24. Publix
- 25. Walmart Neighborhood Market
- 26. Publix
- 27. Supermarket Market
- 28. Publix
- 29. Sam's Club
- 30. Walmart Supercenter
- 31. Aldi
- 32. Walmart Supercenter
- 33. Target
- 34. Publix
- 35. Walmart Neighborhood Market
- 36. Publix
- 37. Aldi
- 38. Walmart Supercenter
- 39. Walmart Neighborhood Market
- 40. Aldi
- 41. Walmart Neighborhood Market
- 42. Publix
- 43. Publix
- 44. Walmart Neighborhood Market
- 45. Publix
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- 96. Publix
- 97. Publix
- 98. Publix
- 99. Publix
- 100. Publix

- Areas within a 1/2 mile walk of a grocery store
 - Based on USDA definition





How the System Works

Transportation is a complex system with decades of public and private investment

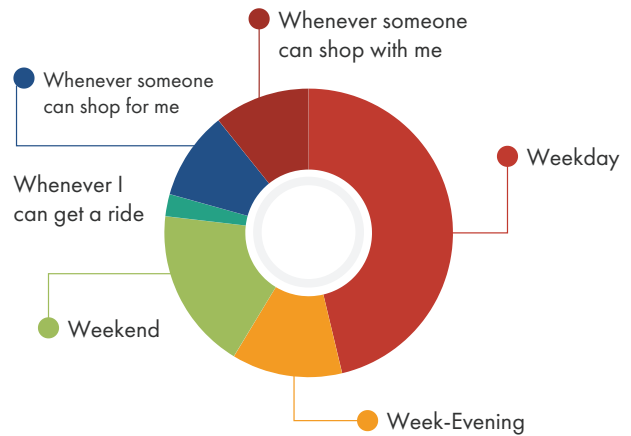
Automobile travel is the most popular and convenient mode of transportation for seniors and those with disabilities. Public transportation options are available, but are limited by service provider and require significant time and effort to access.

Tulsa Transit’s primary mission is to connect its clients between work and home, and serve the entire Metropolitan Tulsa region. For many riders public transportation is the key to unlocking future economic potential, and essential to their livelihood. Although it may be possible to divert existing transit routes to pass by existing grocery stores on the whole there is not enough economic demand (access to jobs) to justify the increased mileage.

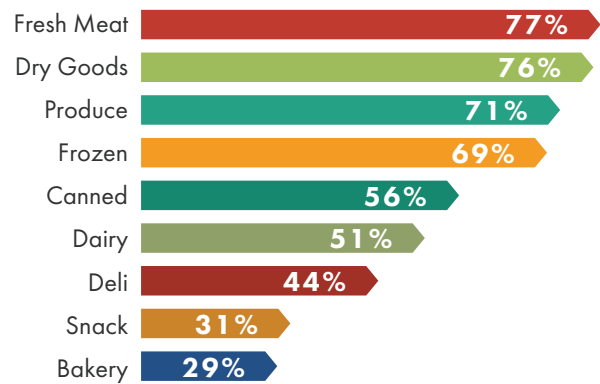
The fixed route bus system is charged with operating across the entire City of Tulsa area and maintaining a level of service that balances financial resources with customer expectations. Attempting to modify the bus system to make it more “grocery friendly” has unintended consequences for the remainder of riders that are not going to the grocery store, but need to reach another destination.

Fortunately there are options for seniors who qualify for the Tulsa Lift service which operates the next most used transportation service after individual automobiles. Tulsa Lift operates on an as-needed basis and has significant limitations to scaling up service efficiently. Private housing communities also provide transportation services, but are only accessible to residents of those programs.

When do you do your grocery shopping?



Types of food you purchase





How the System does not Work

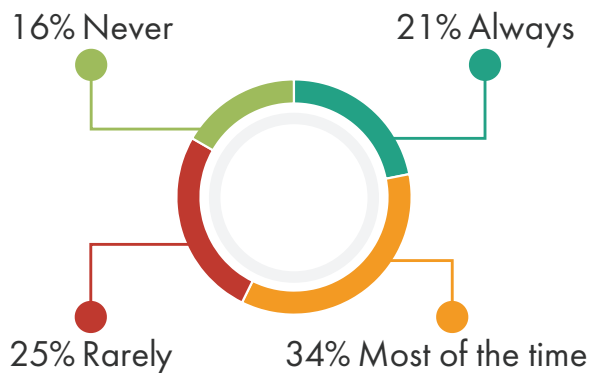
55% OF SURVEY RESPONDENTS INDICATED THAT THEY HAD DIFFICULTY BUYING FOOD ALWAYS, OR MOST OF THE TIME.

Convenience is the highest priority for North Tulsa residents. Where transportation options are convenient and accessible, they are more inclined to use public transportation.

The neighborhood design of North Tulsa reflects typical post war suburban development, with limited maintenance of sidewalk infrastructure, few parks or trails, and clear separations between residential and commercial uses. There is not an identifiable center to the neighborhood and therefore the hard corners and strip centers are the de facto commercial nodes. Without an effective population density, transit services struggle to operate efficiently.

Walking to the grocery store is completely out of the question for many seniors and people with disabilities. Some residents are healthy enough to walk, but returning home with 20-30 lbs of groceries once or twice a week is an exceptional hardship for most. Even if a grocery store were within walking distance of the study area, a complete sidewalk network would only serve about 750 households based on current housing densities.

Do you have difficulty buying all the food you need for the month?



HOW THE SYSTEM DOES NOT WORK



The Human Experience

GENERATIONS OF DISINVESTMENT HAVE SUPPRESSED THE ECONOMIC POTENTIAL OF AN ENTIRE SEGMENT OF THE CITY AND RENDERED THE RESIDENTS MORE DEPENDENT ON FRIENDS, FAMILY AND SOCIAL SERVICES TO SURVIVE.

THE HUMAN EXPERIENCE

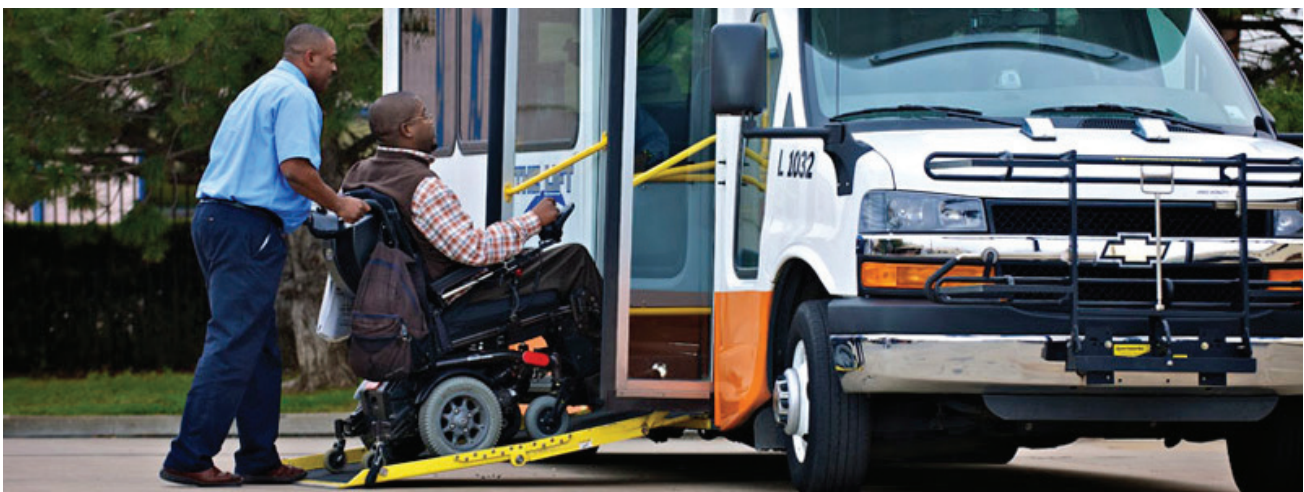
Each of us will transition from full mobility to a phase of limited mobility as we age. This time of limited mobility may coincide with other health or family changes, and learning new ways to accomplish daily activities can be challenging to one's independence. As people age, there is not a clear path to help them navigate services, lifestyle changes, and health issues. Food desert conditions amplify these challenges and may force individuals into increased dependence on friends or family, or may contribute to declining health when caregiver assistance is not available. Active and engaged caregivers are the greatest asset to seniors and those with disabilities. Numerous stories were relayed to the project team about the importance of caregivers.

In the absence of designated caregivers, seniors and those with disabilities also rely on informal caregivers - friends, family, neighbors and community members all play a role in supporting those in need. As the aging experience progresses, needs may become more acute and resources can become scarce.

ADDRESSING POVERTY AND RACISM

Systemic racism continues to impact North Tulsa. Generations of disinvestment have suppressed the economic potential of an entire segment of the City and rendered the residents more dependent on friends, family and social services to survive. Residents of North Tulsa reported feeling excluded from the prosperity that exists in nearby areas. They report feeling their tax dollars do not reflect the types of investments made in other parts of Tulsa.

Economic hardship is common among most residents of North Tulsa, and seniors and those with disabilities are particularly vulnerable. Economic conditions are unlikely to improve as subsequent generations continue to age and experience increased health, financial, and accessibility challenges. These challenges are compounded by an aging housing stock and limited infrastructure. Improvement is dependent upon broader support from the Tulsa community.





Interventions and Strategies

IN·TER·VEN·TION

/,IN(T)ƏR'VEN(T)SH(Ə)N/

**ACTION TAKEN TO IMPROVE A SITUATION,
ESPECIALLY A MEDICAL DISORDER.**

There are small tweaks that can be made to an agencies service model that would improve access to nutrition, senior programs, and support the community at large. These specific interventions are opportunities to promote current programs, enhance existing activities or facilitate partnerships between similar organizations.

COMPREHENSIVE ALIGNMENT OF SERVICES

A comprehensive assessment should be conducted of the total financial and human capital expenditures related to food and transit systems within North Tulsa. The strategic alignment of services is expected to reduce redundancy, eliminate waste, and free up staff to increase public outreach. This will require agencies to reconcile their mission with the priorities of other organizations providing similar services. Agencies with the highest capacity for change should be given priority for financial support to improve the system.

COMMUNICATION AND OUTREACH

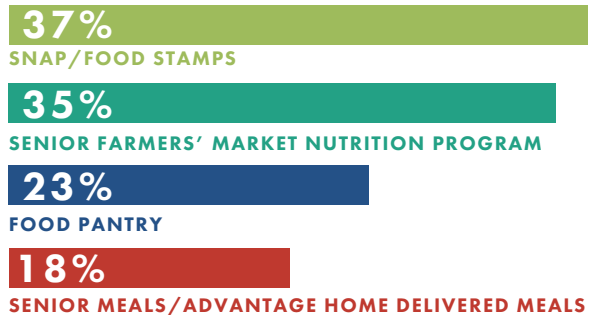
Residents of North Tulsa have indicated that finding information is a challenge. While information for programs and services are available online, the internet is not the ideal communication mechanism among seniors and those with disabilities. Residents suggested that The Oklahoma Eagle Newspaper would serve as a preferred media partner, perhaps utilizing a special section on senior care resources. This could be a quarterly insert or a regularly updated list of service providers and would require advertisements and financial resources to offset the cost of organization and printing. The Oklahoma Eagle was widely understood to be a trusted source for information for North Tulsa residents. .

LOCAL AGRICULTURE

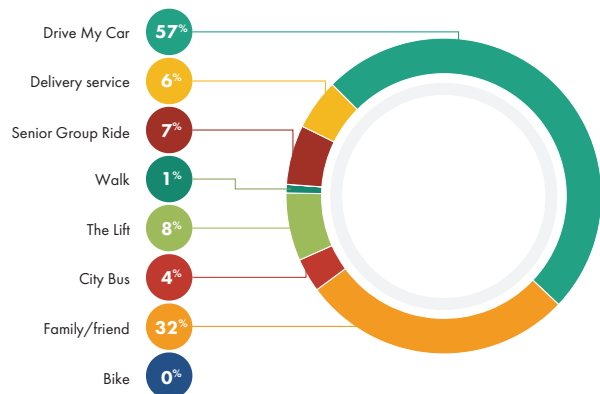
Support Community Based Agricultural programs by allowing private and community gardens by-right within zoning and land use regulations. Commercial gardens are prohibited by code, but in other cities are

a proving to be successful at bringing the community together and creating jobs. Specifically allow commercial agricultural uses according to design guidelines established by the residents of North Tulsa.

Do you use any of the following programs?

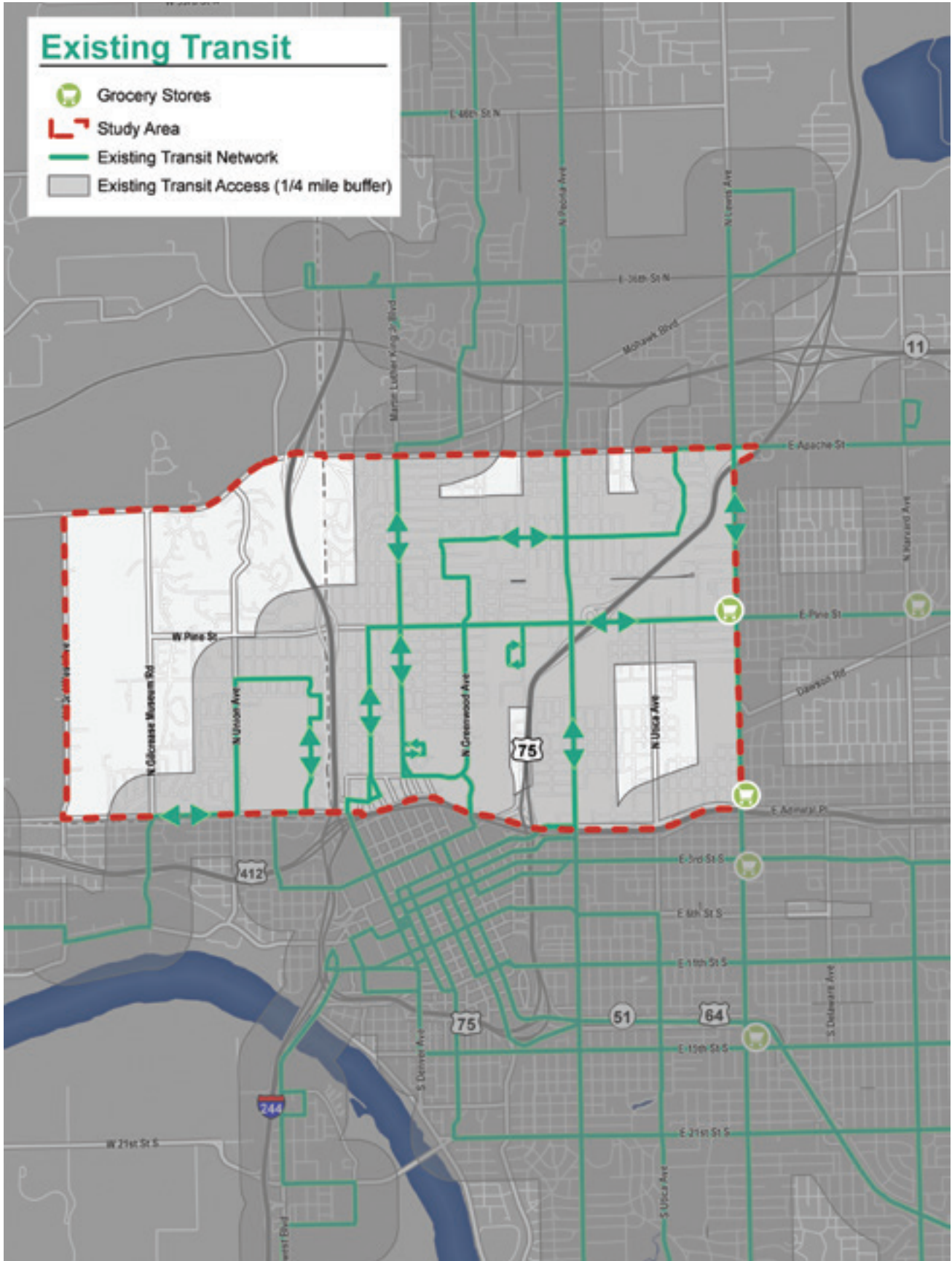


What is your preferred transportation?




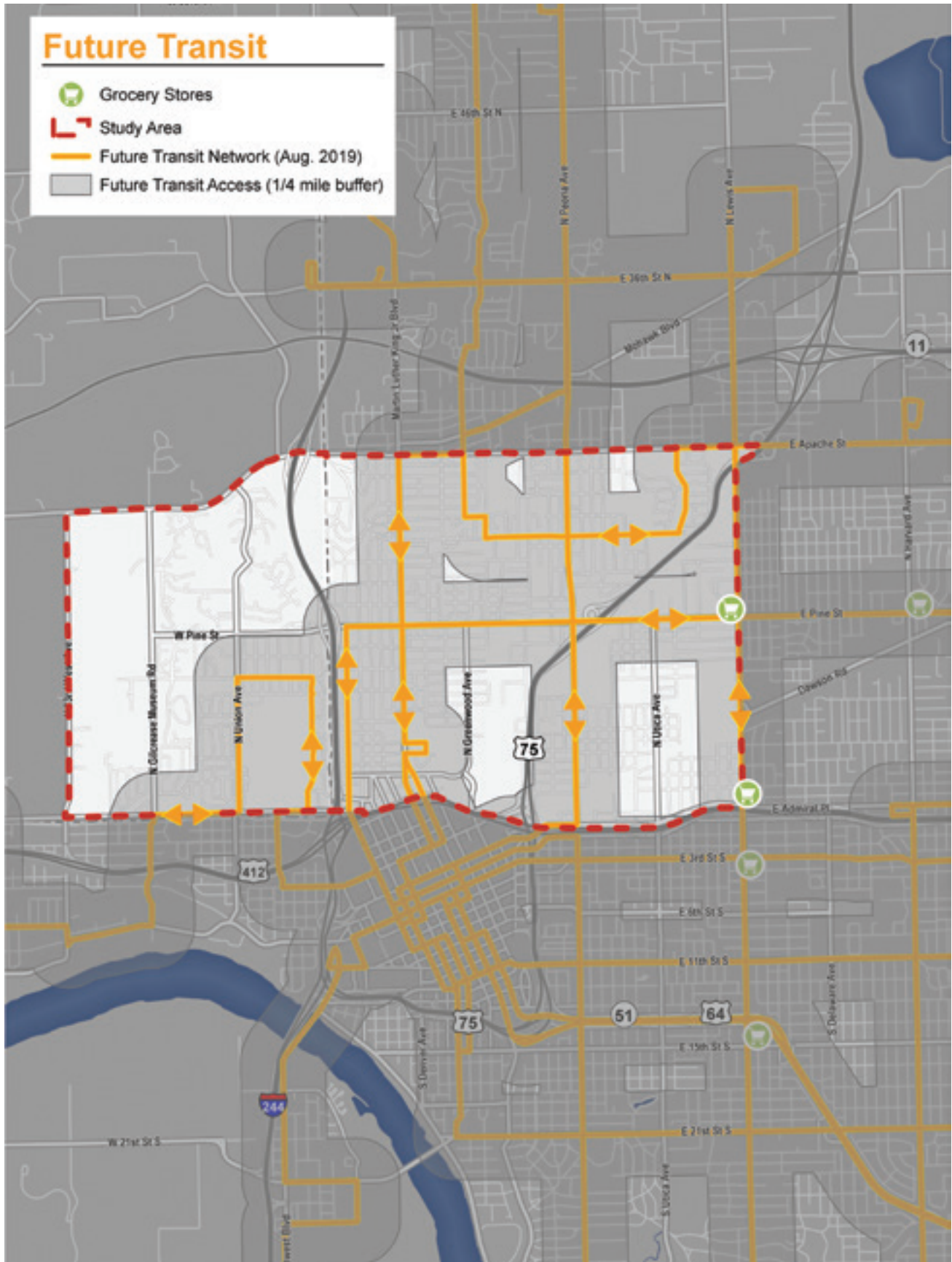
Existing Transit

-  Grocery Stores
-  Study Area
-  Existing Transit Network
-  Existing Transit Access (1/4 mile buffer)



Future Transit

-  Grocery Stores
-  Study Area
-  Future Transit Network (Aug. 2019)
-  Future Transit Access (1/4 mile buffer)



General Recommendations

RECOMMENDATION #1

Policies and Priorities

Governments, public institutions, and nonprofit organizations serving the Tulsa region should adopt policies that reflect the shared goals of eliminating food desert conditions in North Tulsa. Within North Tulsa, opportunities for supporting seniors and those with disabilities are tethered to the current and future states of local economic prosperity. Policy statements to address these issues in North Tulsa include:



[entity name] supports the elimination of food desert conditions through the creation of a Mobility Services Master Plan organized by INCOG partner agencies.



[entity name] promotes access to fresh foods as a component of the broader Tulsa County Health Improvement Plan (CHIP).



[entity name] will continue to align financial resources to accomplish the broader goals of a Mobility Services



[entity name] has provided staff and partner agencies with sufficient education and training to support the needs of residents within the food desert.



[entity name] identifies persons needing specialized care and guides them through the continuum of services that can meet their specific needs.



[entity name] will support the implementation of ADA accessible infrastructure and complete streets policies in food desert areas.

RECOMMENDATION #2

Expanded role of INCOG

The INCOG Area Agency on Aging is uniquely positioned to expand and align services to accomplish many of the following recommendations. INCOG's talented staff and community leaders can use data-driven approaches to forecast the potential impact of programs and engage in public-private partnerships where public sector involvement would require too much investment.

As a publicly supported institution, the mobility and service innovations created within the current operating structure will provide opportunities to support seniors and those with disabilities across the entire region served by INCOG.

* Resources Needed:



Additional outreach, transportation and program staff to coordinate mobility services according to an adopted Mobility Services Masterplan.



A close working relationship with all public and private transit providers to align resources and accommodate the needs of seniors and those with disabilities.



Create one point of contact for the coordination of services across all providers in Tulsa. This position should be specific to North Tulsa until such time as conditions change significantly and food desert conditions have been eliminated or largely reduced. This coordinator position would be responsible for implementation of the Mobility Service Provide Plan.

RECOMMENDATION #3

Collaboration

Work closely with the City of Tulsa Urban Data Pioneers, Office of Resilience and Equity, the Metropolitan Tulsa Transit Agency, INCOG, nonprofits, the business community, and private organizations to create Mobility Services Masterplan and execute its objectives.

Support the Resilient Tulsa Strategy, Goal 2.2 Action 12: Incentivize grocery store development in undeserved communities. Action 13: Develop a healthy food environment coalition.

* Resources Needed:



Dedicated Services coordinator for multi-modal transit service programs.



Mobility services agreement tied to access to funding from transportation providers that match the goals and objectives of the Mobility Services Masterplan.



Short Term Recommendations

Immediate to 18 Months

RECOMMENDATION #4

Mobility Services Master Plan

Create a comprehensive social services master plan to identify organizations with similar missions, providing food, funding, transportation, or financial support to increase food security efforts, and to better understand available services and opportunities for alignment of resources. By aligning the missions and funding according to a common masterplan, the gaps in social services can be identified and duplicative efforts can be eliminated. While organizations should maintain individual missions and manage their own resources, it is important to find opportunities to simplify service delivery.

* Resources Needed:



Leadership by City of Tulsa and INCOG to create master plan and align funding for transit and food access to meet desired goals of the plan.

RECOMMENDATION #5

Travel Training

Use Morton buses to go on local grocery store outings (Supermercados Morelos, Save-a-lot, etc.). This will educate riders on how to schedule a ride and what to expect when riding the bus. Grocery store trips will expose participants to options they may have not considered before. Ideally, a volunteer travel buddy would be available to ride along on the bus and assist in loading groceries onto the bus and carrying them to the rider's home. This service would help those living independently in their own home or in a senior/disabled apartment community.





RECOMMENDATION #6

Travel Buddy Program

Create a volunteer program to assist Tulsa Lift passengers when they meet the driver, enter the shuttle, arrive at the grocery store, and return with them to deliver their groceries to their residence. The Travel Buddy can also assist with other social services during the trip, and provide information on other neighborhood activities and available services.

* Resources Needed:

 Organizational program to train and equip Travel Buddies to serve Tulsa Lift.

 Liability waiver and policies for Travel Buddies entering Tulsa Lift passengers residences.





RECOMMENDATION #7

Pilot Transit Program

Create flexible transit shuttle service to pick up multiple riders according to the most efficient transportation route. Data can be collected via a pilot program to identify transit priorities of Tulsa Lift users - identifying patron needs by transit time and distance can help develop methods to prioritize routes and patron travel. Giving patrons the opportunity for a designated pick-up window instead of on-call service is a fair trade off for enhanced service. Utilizing the nonprofit and faith-based vanpool is an additional option for increasing mobility.

* Resources Needed:

 Using existing Tulsa Transit service technology, this pilot program would require additional communication with Tulsa Lift riders and personal communication in advance of the shuttle approach. Technology may be a barrier for the target population; telephone may be the best method of communication.

 Solicit existing nonprofit and faith-based vehicles that could be used for vanpooling. Support for driver training, vehicle insurance coverage and fuel cards can be incentives.

Medium Term Recommendations

1 year to 3 year

RECOMMENDATION #8

Rideshare Public Private Partnership

Rideshare Vouchers, introducing free or reduced fare rides to grocery stores within a defined radius, can help those living in their own homes that lack access to existing group transit programs. Participants would contact INCOG to schedule a ride, and INCOG staff would set up and pay for the UBER ride.

RECOMMENDATION #9

Food Delivery + Mobile Grocery Truck

Seniors and people with disabilities could contact INCOG to place grocery orders, and the stores would deliver the groceries to their home. A program providing this type of service would be particularly helpful for those who are homebound.

* Resources Needed:



Continued monitoring of private companies developing automated vehicles that could provide food deliveries for the supply-chain "last mile."



Support existing mobile food trucks and grocery delivery services with promotional materials and increased communication with North Tulsa residents.

RECOMMENDATION #10

Community Center

Develop a full-service grocery store as a community hub with adjacent properties providing a mix of community activities, direct access to transportation, and public space for outdoor events.

* Resources Needed:



Master Plan for Community Center coupled with enhanced transportation services to the hub that does not require a trip to downtown Tulsa.



Long Term Recommendations

3+ year

RECOMMENDATION #11

Annual Property Survey

Initiate a vacant and abandoned property index that tracks the increase or decrease in value, utilization and financial impact of real estate in economically depressed areas. This indicator will provide insight into the cost of municipal services, zoning code enforcement, and law enforcement activities.

* Resources Needed:



Create working partnership between Tulsa County and City of Tulsa municipal services.



Create comprehensive survey of vacant and abandoned properties, and their condition.



Create policies for monitoring, removing, and redeveloping property where it will have the greatest positive impact on the surrounding neighborhoods.

RECOMMENDATION #12

One-Stop Shop

The City of Tulsa and its coalition partners should facilitate creation of a one-stop-shop for all providers of food and transit service and an incentive program to coordinate services through an enrollment system. An enrolled person would gain access to a caregiver network who could be an advocate for all types of city, state, and federal services. This position would serve as a liaison between public entities and private organizations

providing services to seniors and those with disabilities. This service could be provided on a contractual basis by current private companies offering these services.

* Resources Needed:



Support all social service organizations providing food and transit to seniors and the disabled with a program for streamlined funding and distribution.



Bring all service organizations together to create a framework organization that will reduce duplication of effort and waste.

RECOMMENDATION #13

Small Scale Agriculture

Support Community Based Agricultural programs by allowing private and community gardens by-right within zoning and land use regulations. Specifically allow commercial agricultural uses according to design guidelines established by the residents of North Tulsa.

* Resources Needed:



Update zoning code to allow agricultural uses by-right for specific neighborhoods where residents express interest.



City of Tulsa to support agricultural programs with subsidized water meter accounts specifically for permitted agricultural uses according to a neighborhood plan.



Provide expedited business permitting and inspection for agricultural products created through this initiative.

Conclusions

A phase change in the economic conditions of North Tulsa will require a series of steps that should be accomplished in sequential order to avoid a perpetual “band aid” of small efforts.

The issues will not be solved by only one group, but by the combined effort of the partner coalition that is already serving North Tulsa. The outreach across organizational silos will require an understanding among individual agencies that they are operating in concert with others according to a shared mission and purpose.

Funding for a centralized plan to address the food desert conditions should be organized through the City of Tulsa, INCOG, or its representative agency. By requiring agencies that receive grant funding and transportation resources to align their service model to a comprehensive plan will eliminate duplication of services and loss of effort. Individual organizations that choose to continue to serve their populations can continue to do so outside of the coalition funding program.

New mobility technologies under development have the potential to radically change the way we move as a society. As these technologies emerge, it will be critical to include people with the greatest needs in the service model. Automated food delivery vehicles, automated shuttles, and other advanced mobility technologies must remain physically and financially accessible to seniors and those with disabilities.

Based on all of the feedback received from residents, interviews with service providers, and experts on the food desert topic one theme has emerged. Where seniors and those with disabilities have strong friend and family connections there are multiple ways of overcoming financial and transportation challenges. New programs, new transportation options and increasing services to North Tulsa are critically important, but are not a substitute for strong relationships that

efforts & cleaning on stores
 to be made change
 efforts demanding change
 using medical professionals
 impact of healthy foods
 financial outreach, incentives
 & foods

Question #1
 Ensure that fresh produce
 in convenient stores &
 stores.
 Bring more small boxes
 in vulnerable communities
 that fresh produce be a
 offerings.

1. MAKE better choices
 2. Need someone that care
 about people health.
 3. Have group meetings
 on healthier food in the
 community

DENNIS HENLY
 HAVE SOME GOOD
 IDEAS

1. Ability road blocking
 2. Food trucks
 3. Home Cooking classes

① Lower focus on
 results to places
 where servers shop
 Help them understand
 what people want!

② Secure a relationship
 for foundation investment
 in the issue. Encourage
 engagement to build a
 grocery store.

③ Hands on cooking
 classes & demos, education
 sessions about heart
 health diabetes etc to
 healthy choices

Type 2 Food Choice

1. Demand better options by
 paying quality grocery stores
 in the community
 2. Finding more options at
 places that do not have
 farmers markets discount
 stores to carry better choices
 Build partnerships
 3. Educate them on the
 preparation of fresh food
 provide food demos in
 their area

1. Use someone to
 facilitate model
 bring fresh produce
 to local grocery
 stores, stores
 in convenient
 locations
 2. Use someone
 to give "Healthy
 Picks" label
 development, Tulsa
 Health Dept

Make it available
 Mobile market
 Show the nutritional
 value is better for
 their health
 Our coordinator
 Dennis Henley has
 plenty ideas

There is fresh
 canned fruits &
 available through
 agencies to carry
 into + vegetables or
 bring some fresh
 to business
 stores to open
 area more



CONCLUSIONS

Appendix

RESIDENTS ATTENDING FOCUS GROUPS

Sally Asberry

Susan Barnett

Hope Brown

Jackie Calvert

Lynda Chaplin

Alton Davis

Elena Gregg

Irene Harris

Star Johnson

Davy Ramos

Pearl Wright

Tom Asberry

Juan Blanco

Treva Brown

Maryam Carson

Evelyn Colbert

Jean Dorsey

Stephen Gregg

Erانيا Hawkins

Gladys Lytle

Joyce Stephenson

RESIDENTS ATTENDING THE WORKSHOP

Tom Asberry

Sally Asberry

Susan Barnett

Treva Brown

Jackie Calvert

Maryam Carson

Wanda Crook

Alton Davis

Jean Dorsey

Delores Givens

Irene Harris

Erانيا Hawkins

Gladys Lytle

Joyce Stephenson

Jacquelyn Taylor

Ed Van Delft Byleveld

Pearl Wright

FOCUS GROUP PROFESSIONALS

Liann Alfaro	Tulsa Transit
Michael Birkes	OU-Tulsa
Grace Burke	Morton Comprehensive Health Services
Leslie Carroll	Tulsa Health Department
Cindy Cummins	Community Food Bank of Eastern Oklahoma
Nancy Grayson	American Heart Association
Dennis Henley	Jordan Plaza Senior & Disabled Housing
Shari Holdman	American Heart Association
Linda Johnston	Tulsa County Social Services
Luisa Krug	Tulsa Health Department
Kim McCurry	Tulsa and Creek Counties Senior Nutrition Program
Janet Pieren	Tulsa Economic Development Corporation
Katie Plohocky	HCSI/R&G Family Grocers
Treba Shyers	Hunger Free Oklahoma
Francisco Trevino	Casa de la Cultura
Lauren Trlica	Community Food Bank of Eastern Oklahoma
Valorie Wilson	Life Senior Services

WORKSHOP PROFESSIONALS

Liann Alfaro	Tulsa Transit
Marc Bloomingdale	Meals on Wheels
Michelle Bonicelli	OSU Cooperative Extension
Grace Burke	Morton Comprehensive Health Services
Leslie Carroll	Tulsa Health Department
Aley Cristelli	TSET
Jan Dawson	OSU Cooperative Extension
Angenette DeBose	City of Tulsa Office of Resilience and Equity
Megan Douglas	INCOG
Diane Friday	Neighbor for Neighbor - Tulsa
Jerry Goodwin	Morton Comprehensive Health Services
Sue Grant	INCOG
Vanessa Hall-Harper	Tulsa City Council District 1
Dennis Henley	Jordan Plaza Senior and Disabled Housing
Reggie Ivey	Tulsa Health Department
Kim McCurry	Tulsa and Creek Counties Senior Nutrition Program
Joy McGill	AARP Oklahoma
Anita Mills	Hunger Free Oklahoma
Carmen Morrison	Tulsa and Creek Counties Senior Nutrition Program
Janel Pasley	Tulsa Health Department
Isaiah Persson	Tulsa Health Department
Katie Plohocky	HCSI/R&G Family Grocers
Melanie Poulter	Community Service Council
Michelle Reagor	Restore Hope Ministries
Rita Scott	Oklahoma Farm and Food Alliance
Treba Shyers	Hunger Free Oklahoma
Sandie Sullivan	Ability Resources
Kandy Whitley-White	Tulsa Health Department
Valorie Willson	Life Senior Services

ORGANIZATIONS REPRESENTED AT THE FOCUS GROUPS

American Heart Association
Casa de la Cultura
Community Food Bank of Eastern Oklahoma
Gibbs Next Generation
HCSI/R&G Family Grocers
Hunger Free Oklahoma
Jordan Plaza Senior and Disabled Housing
LIFE Senior Services
Morton Comprehensive Health Services
OU-Tulsa
Tulsa and Creek Counties Senior Nutrition Program
Tulsa County Social Services
Tulsa Economic Development Corporation
Tulsa Health Department
Tulsa Transit

ORGANIZATIONS REPRESENTED AT THE WORKSHOP

AARP Oklahoma
Ability Resources
City of Tulsa
Community Service Council
Food on the Move
HCSI/R&G Family Grocers
Hunger Free Oklahoma
INCOG
Jordan Plaza Senior and Disabled Housing
LIFE Senior Services
Meals on Wheels
Morton Comprehensive Health Services
Neighbor For Neighbor- Tulsa
Oklahoma Farm and Food Alliance
OSU Cooperative Extension
Restore Hope Ministries
TSET
Tulsa and Creek Counties Senior Nutrition Program
Tulsa City Council District 1
Tulsa Health Department
Tulsa Transit

ADDITIONAL RESOURCES

Grow NYC's Fresh Food Box, NYC

Website: <https://www.grownyc.org/greenmarketco/foodbox>

Contact Person: freshfoodbox.nyc@gmail.com

Cost of Program: \$14, cash, credit/debit, EBT/SNAP

Funding Partner:

GrowNYC's Fresh Food Box Program is a food access initiative that enables underserved communities to purchase fresh, healthy, and primarily regionally grown produce well below traditional retail prices. Through the power of collaborative purchasing, Fresh Food Box customers purchase for \$14-15 what would cost \$20-\$30 in a store. All Fresh Food Box sites accept SNAP/EBT and Health Bucks, to make their shares even more affordable.

Wholesome Wave, 49 States

Website: <https://www.wholesomewave.org/>

Wholesome Wave empowers underserved consumers to make better food choices by increasing affordable access to healthy produce.

California Fresh Works

Website: <http://www.cafreshworks.com/>

Contact: info@cafreshworks.com

Funding Partner: Private Lenders

California FreshWorks is a loan and grant program that provides financing to food enterprises who are working to increase access to affordable, healthy food in low-income and underserved communities in California. They work with a variety of businesses that grow, aggregate, distribute, and sell healthy food in a way that builds a sustainable food system and reaches people in need.

Minneapolis Corner Store Ordinance

Minneapolis has passed an ordinance requiring all corner stores and convenient stores to stock healthy foods. <http://www.minneapolismn.gov/www/groups/public/@health/documents/webcontent/wcms1p-095276.pdf>

The Open Door, Eagan, MN

Website: <https://theopendoorpantry.org/>

Contact: Jason Viana, Executive Director, jasonv@theopendoorpantry.org

BaltiMarket, Baltimore

Website: <https://www.baltimarket.org/>

Contact: Jasina Wise, Food Access and Nutrition Manager, Jasina.Wise@baltimorecity.gov

Baltimarket is a suite of community-based food access and food justice programs through the Baltimore City Health Department. Baltimarket's mission is to improve the health and wellness of Baltimore City residents by using food access and food justice as strategies for community transformation. Baltimarket programs include the Virtual Supermarket Program, Healthy Stores Program, and Food Justice Forum.

The Open Door—with the support of the community—is able to assist thousands of local individuals each month through a variety of programs designed to connect those in need with fresh, nutritious options:

- Healthy food support at our Pantry, 17 Mobile Pantry® sites, and The Mobile Lunch Box, provided to almost 5,000 individuals each month.
- Family Advocacy/Community resource referrals link families to critical, stabilizing services at social service agencies.
- Garden To Table® program: 200 community garden plots, orchards, and perennial gardens, allows families to grow the food their family needs, free of charge.

Safe Routes Partnership (Multiple Cities)

Website: https://www.saferoutespartnership.org/sites/default/files/resource_files/wheels_on_the_bus_0.pdf

Contact: Executive Director, Cass Isidro (cass@saferoutespartnership.org)

- Flint, Michigan: Created "Rides to Groceries" bus line
 - o Funded through Federal Transit Administration "Rides to Wellness" Initiative
 - o Flint Metro Transit Authority routed buses near residential streets so people wouldn't have to carry their groceries far from the bus stop
- Portland, Oregon: TriMet uses equity analysis for service planning, based on Civil Rights Act of 1964
 - o They analyze how changing a transit route will impact grocery store access
- Philadelphia, PA: SEPTA worked with a developer of a new grocery store to improve bus access to the store as part of the transit agency's goal to make food access available within 10 minutes to 75 percent of Philadelphians.
 - o The developer reached out to SEPTA to ensure that a bus line would service the new grocery store, and SEPTA extended the bus line to service the grocery store every 15 minutes during peak shopping periods.
- Atlanta, GA: Metropolitan Atlanta Rapid Transit Authority (MARTA) launched a farmers market – its Fresh MARTA Market -- at the West End Rail Station in 2015. The market was so successful that MARTA is expanding from one station to four. The market requires that prices are competitive with grocery stores and that produce is sourced locally when possible.
- Montreal, Canada: Similar as Atlanta, except it is permanent rather than temporary.
 - o Transit Authority partnered with a local nonprofit to identify transit stops located in food deserts, and now provides land, electricity, and water to food markets at nine transit stops

Tulsa C.A.N.
Creating Access to Nutrition Survey

We are interested in learning more about you and how you buy food for yourself and household. Please complete each question to the best of your ability.

Home Zip Code: _____ **Gender:** Female Male Other

Are you: (check all that apply) Age 60 or older Disabled A Caregiver Other

1. Do you have difficulty buying all the food you need for the month?
 Always Most of the time Rarely Never

2. Do you use..... SNAP (formerly Food Stamps) benefits? Yes No
 Senior Farmers' Market Senior Nutrition Program? Yes No
 Food Pantry? Yes No
 Senior Nutrition or ADvantage Home Delivered Meals Yes No
 Other? _____

3. Do you feel that you eat enough healthy foods like fresh fruit and vegetables, eggs, lean meat, and milk? Yes No If you answered **no**, why do you not eat enough healthy foods?

4. Do you do most of the food shopping for yourself and/or your household? Yes No
 How many people live in your household? _____

5. Where do you usually shop for your food items? **(Choose up to 3)**

Convenience Store.....	<input type="checkbox"/>
Discount Store (Family Dollar, Dollar General, Dollar Tree).....	<input type="checkbox"/>
Grocery Store (Reasors, Wal-Mart, Warehouse Market, etc.).....	<input type="checkbox"/>
Farmers Market, Roadside Stand, or other local food producer..	<input type="checkbox"/>
Eat at restaurants most of the time/Drive-through fast food.....	<input type="checkbox"/>

6. What type of food do you purchase when you shop (or send someone to shop)?

Fresh produce? <input type="checkbox"/>	Frozen items (vegetables, meals, ice cream)? <input type="checkbox"/>
Fresh meat? <input type="checkbox"/>	Dry goods (rice, cereal, flour, oats, pasta)? <input type="checkbox"/>
Bakery items? <input type="checkbox"/>	Deli items (lunch meat, cheese, cold salads)? <input type="checkbox"/>
Snack food? <input type="checkbox"/>	Dairy items? <input type="checkbox"/> Canned goods? <input type="checkbox"/> Other? _____

7. When do you do your grocery shopping?
 During the weekday During the week in the evening On the weekend
 Whenever I can get a ride Whenever someone can go shopping for me
 Whenever someone can shop with me

8. How do you usually get to the store? (Please check only one)
My own vehicle City Bus The Lift Housing Transportation Taxi
Walk Bike Morton Bus Friends/Family Uber/Lyft I don't shop

9. Is it difficult for you to find transportation to a grocery store? Yes No
If you answered **yes**, why is it difficult to find transportation?

10. Does the type of transportation you usually take to the store limit how much food you can bring home at once? Yes No

11. What is your preferred type of transportation for getting groceries?
Drive my car Ride from family/friend City Bus The Lift Walk
Bicycle Senior Group Ride Delivery service (brings groceries to you)

12. Which of the following would you like in your neighborhood? **(Please check only 3)**
Community Gardens Mobile (trucks) Grocery Store
More grocery stores Free or discounted weekly box of produce
Free gardening classes Groceries delivered to my home
Fresh fruits/vegetables available in convenience stores Free cooking classes
Free or low cost scheduled transportation to grocery stores Farmers Market

13. Do you, or would you, feel safe shopping in your neighborhood? Yes No

14. What is the most difficult part of getting fresh, healthy food for you?

15. What would make it easier for you to shop at a full service grocery store that met your needs?

Thank you for completing this survey!
Your opinions will help to resolve the food desert problem in your neighborhood.

Please return to INCOG by November 1, 2018:
INCOG AAA
2 W. 2nd St. Suite 800
Tulsa, OK 74103

Questions? 918.579.9495

Disclaimer: This survey is to help determine the barriers to accessing food and to see what types of transportation is used in the North Tulsa Food Desert. The population focus for this survey is older adults, people with disabilities, and their caregivers. This survey will help to understand what individuals living in the Food Desert want in regards to obtaining food. The survey will also seek to identify transportation barriers to food sources. This information will be used to create a report that identifies the most common issues shared by survey participants.

