

Lorain County Transit

Lorain County Transit Needs Assessment

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Agenda

- Why are we here?
- Why is transit needed?
- What are Lorain County's transit needs?
- Where do go from here?



Why are we here?



To Give People Choices on How to Travel

- Put priority on people, not cars.
- Improve regional competitiveness.

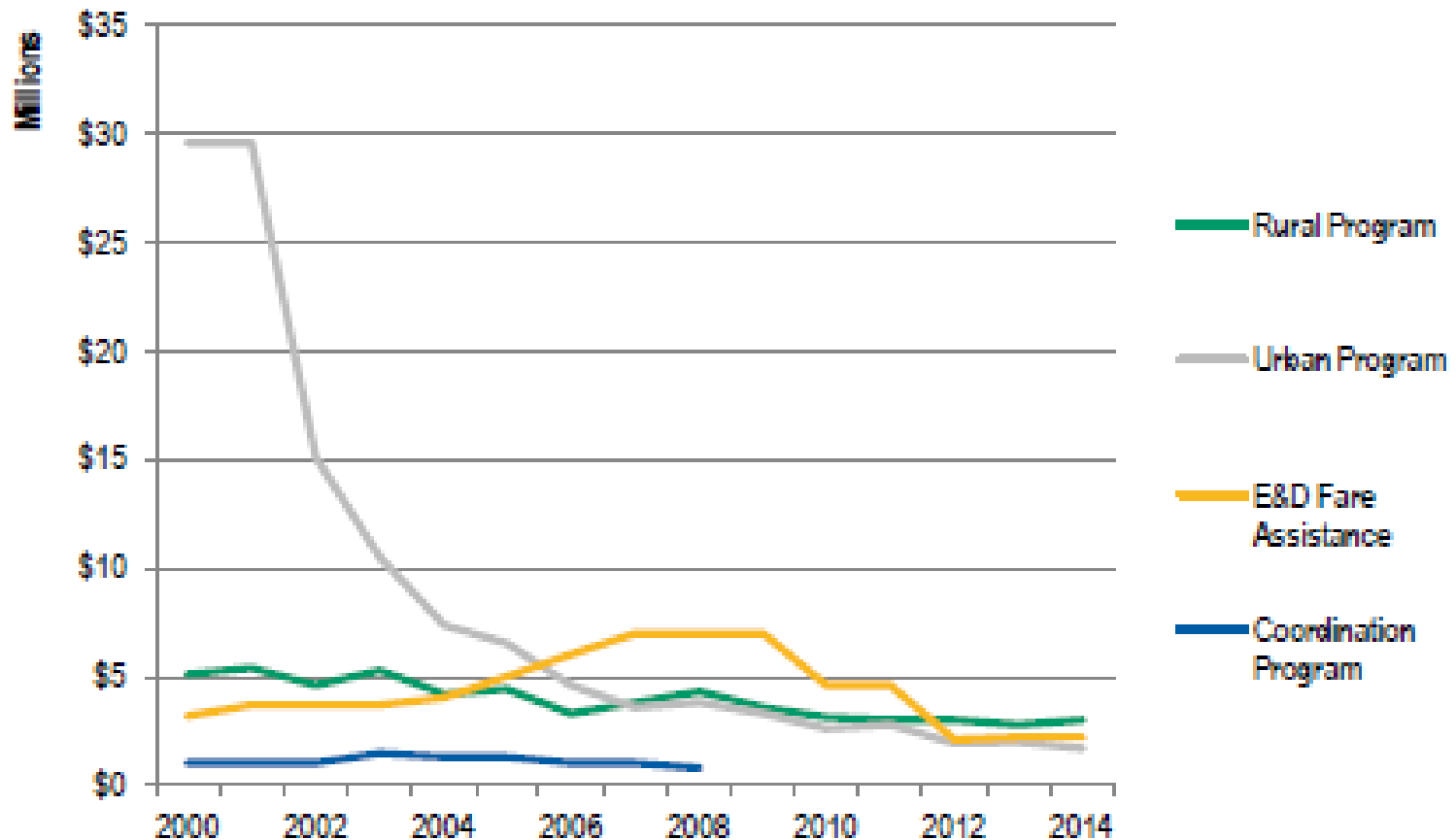


We Face Challenges

- Existing land use and urban form doesn't support transit
- Limited transportation choices
- Increasing congestion
- Aging “baby boomer” population and emerging “millennials”
- Increased competition for limited resources
- Fiscal constraints and funding challenges



State Funding for Public Transit (2000 – 2014)



Why is transit needed?



Improve the Quality of Life

Direct Benefits

- Mobility improvements
- Travel time savings
- Cost savings
- Transportation system efficiency
- Accident reduction
- Energy savings
- Environmental quality improves

Indirect Benefits

- Increased economic activity
- Increased competitiveness
- Productivity improves
- Land-use patterns change
- Property values increase
- Residual impacts
- Residual community amenity

Public Transit – Connecting People to Opportunities

- **Provides mobility & freedom** for people from every walk of life
- Connects workers with jobs
 - Over 60% of trips are work related
 - “Public transit or public assistance”
 - Businesses located near transit see more employee reliability
 - Can reduce the need to build parking in high land cost areas
- Connects students with schools and colleges
 - High schools
 - Lorain Community College, Oberlin College, Baldwin-Wallace College, Cleveland State University, Case-Western Reserve University, John Carroll University, Ursuline College, Notre Dame College



Seniors Citizens and Disabled Using Public Transit

- **Seniors** are a growing segment of population.
 - 20% of population by 2025
 - 20% of those over 65 don't drive
- **Disabled** rapidly becoming more mainstreamed.
- Seniors & disabled represent 48% of all transit rides in rural areas of Ohio.



Public Transit – Mobility Benefits

- **Relieves congestion**

- Public transit reduced congestion by 27% nationally.
- People living near transit drive 4,400 fewer miles annually.
- RTA eliminates 50,000 cars from the highways in Cleveland

Cars per Household	Transit Oriented Developments	US Average
Cars per household (HH)	0.9	1.6
Percent no cars per HH	18.5%	10.7%
Percent 2 cars per HH	40%	60%
Percent < 2 cars per HH	63%	45%

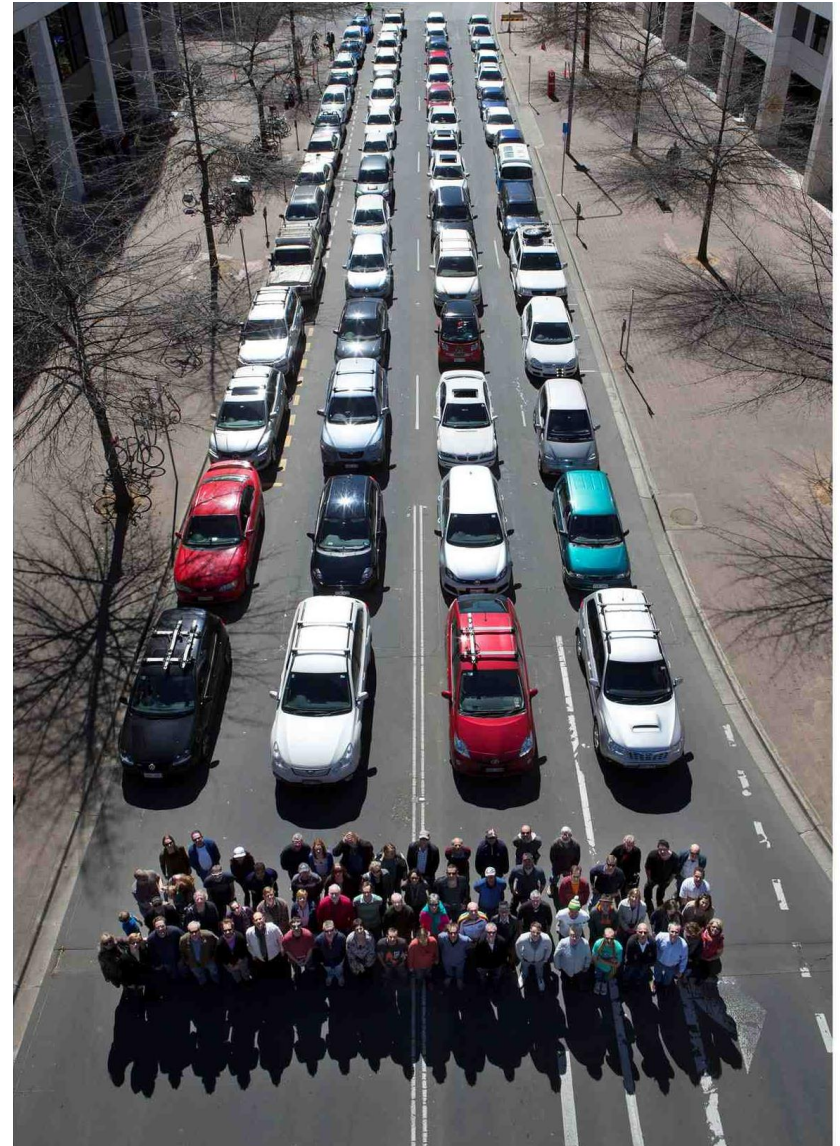
- **Reduces pollution**

- Reduced CO2 emissions by 37 million tons

- **Reduces dependence on imported oil**

- Saves 4.2 billion gallons of gas annually

Public Transit – Mobility Benefits



Other Reasons to Support Public Transit

- **Saves people money**


- Transit saves the typical rider over \$9,000 annually (AAA).
- Location efficient mortgage available for areas with high quality transit.
- Allows riders to be productive during their commutes.

- **Saves cities and counties money**

- Less roadway infrastructure costs by reducing cars on the road.
- Cities can spend less on paving and road building with more transit.




Public Transit Drives Community Growth and Revitalization



DESTINATION: FULLY STAFFED

1/3+ Business owners want to be near public transportation because it connects them to more employees. In fact, more than one third of local riders use it to get to work.

**WHERE PUBLIC TRANSPORTATION GOES
COMMUNITY GROWS**



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Rhode Island Public Transit Authority

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MTD
Metropolitan Transit District

Champaign-Urbana Mass Transit District (CUMTD)

1,282 likes

Like Follow Message

Public Transit Economic Development Multipliers

Public transit spurs economic growth and development

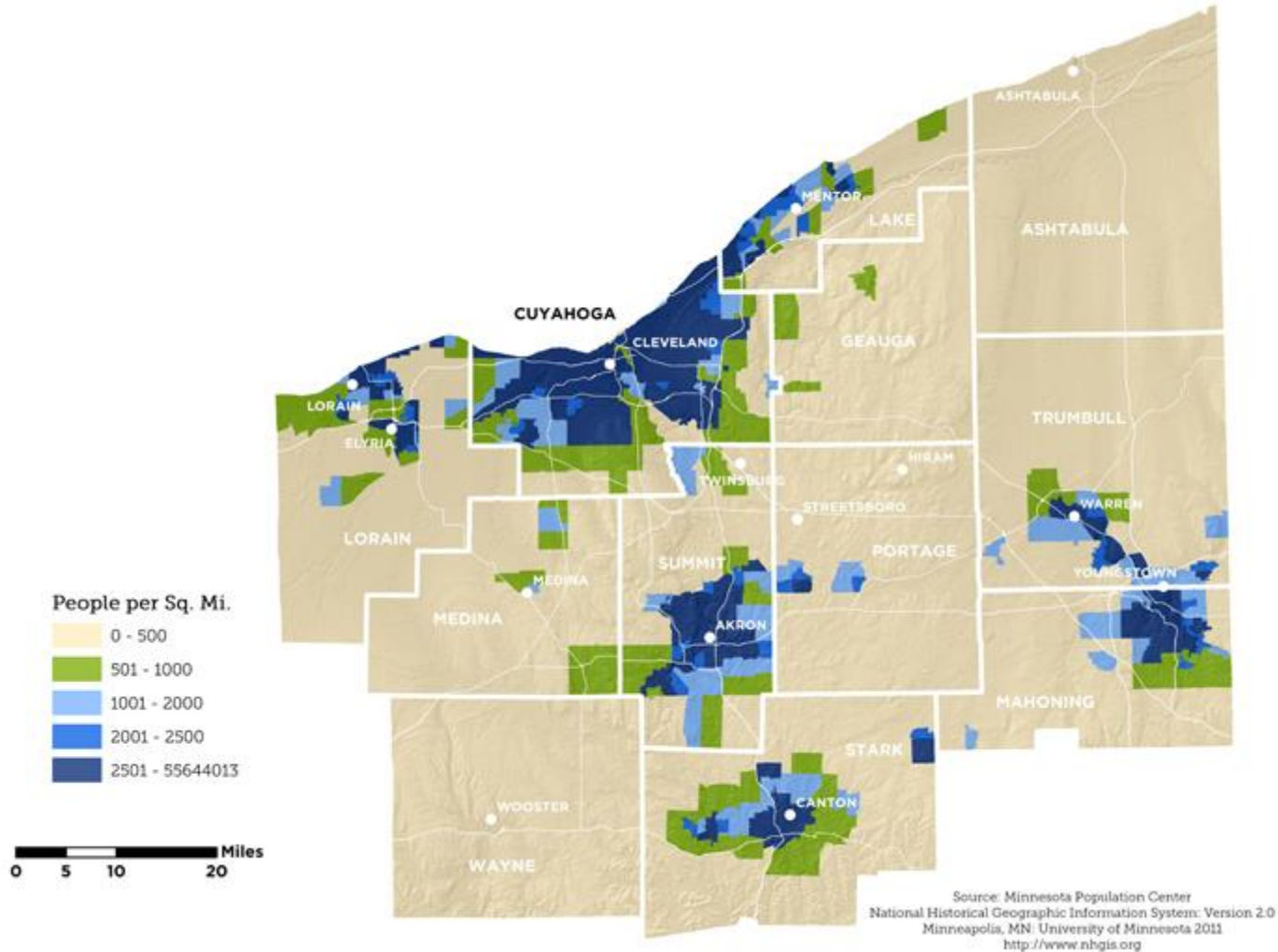
- \$1 billion of federal investment in public transit creates 50,000 jobs.
- \$10 million in capital investment yields \$30 million in business sales.
- \$10 million in transit operations yields \$32 million in business sales.
- Home values increase 42 percent near high quality public transit.



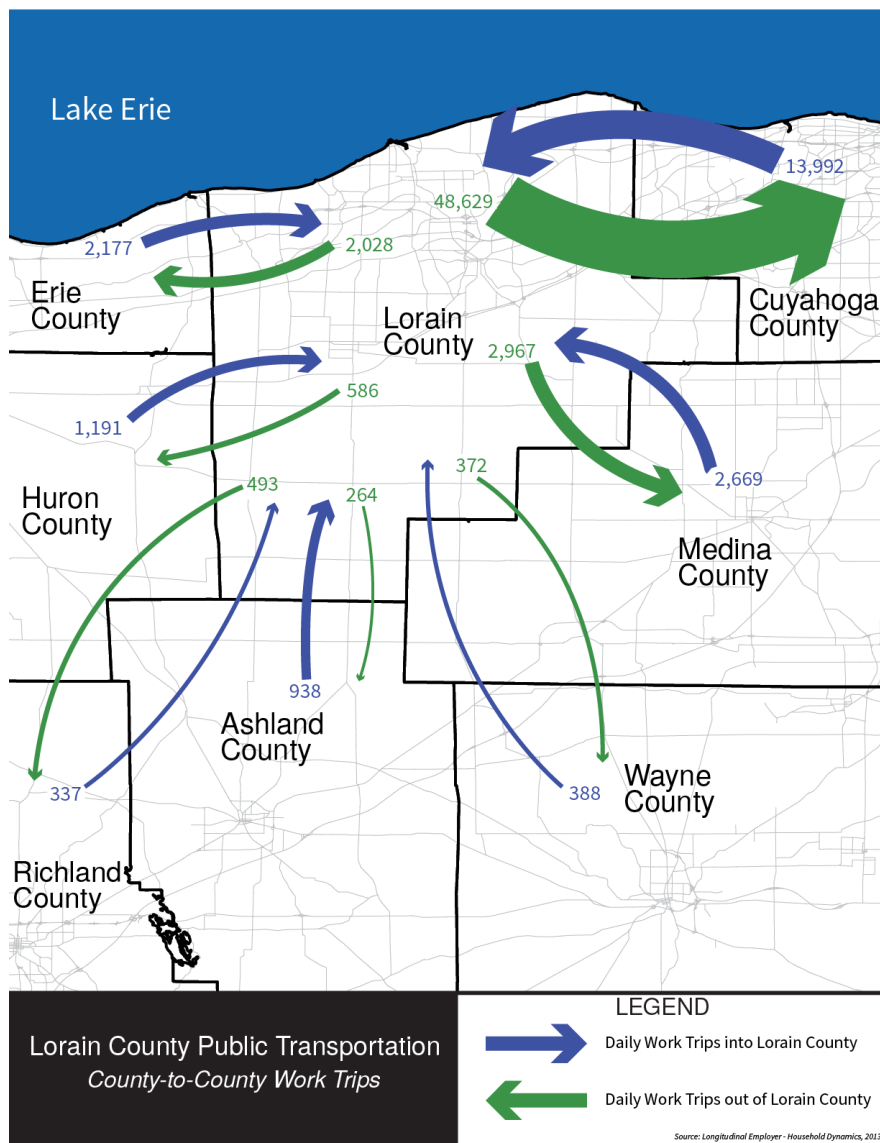
Lorain County Needs



Northeast Ohio Population Density



Lorain County Commuter Patterns to Adjacent Counties



Intercounty Commuter Trips

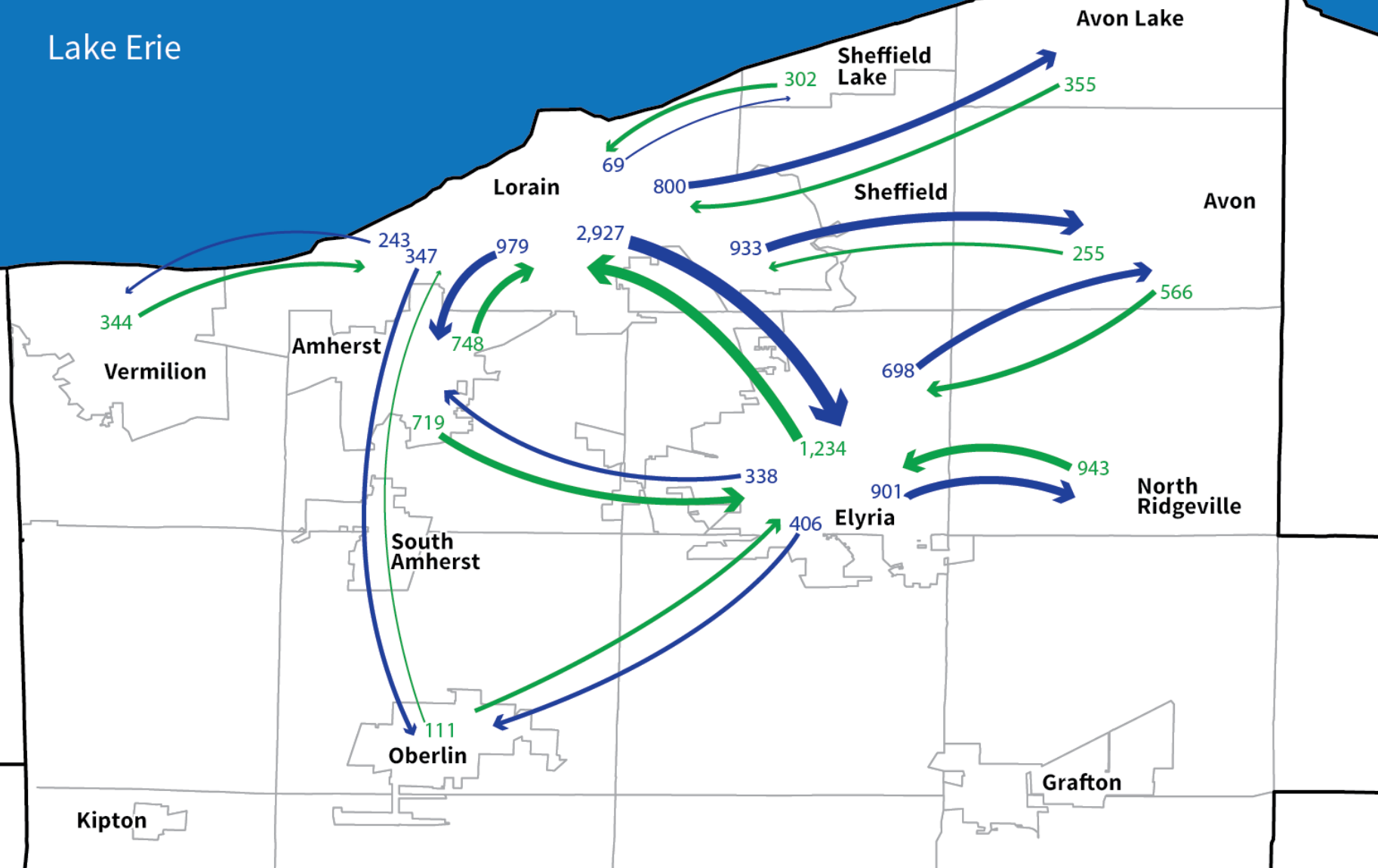
48,629 daily trips to Cuyahoga

13,992 daily trips from Cuyahoga

2,967 daily trips to Medina

2,669 daily trips from Medina

Lake Erie



Lorain County Public Transportation Work Trips within Lorain County

LEGEND



Daily Work Trips Out of Community

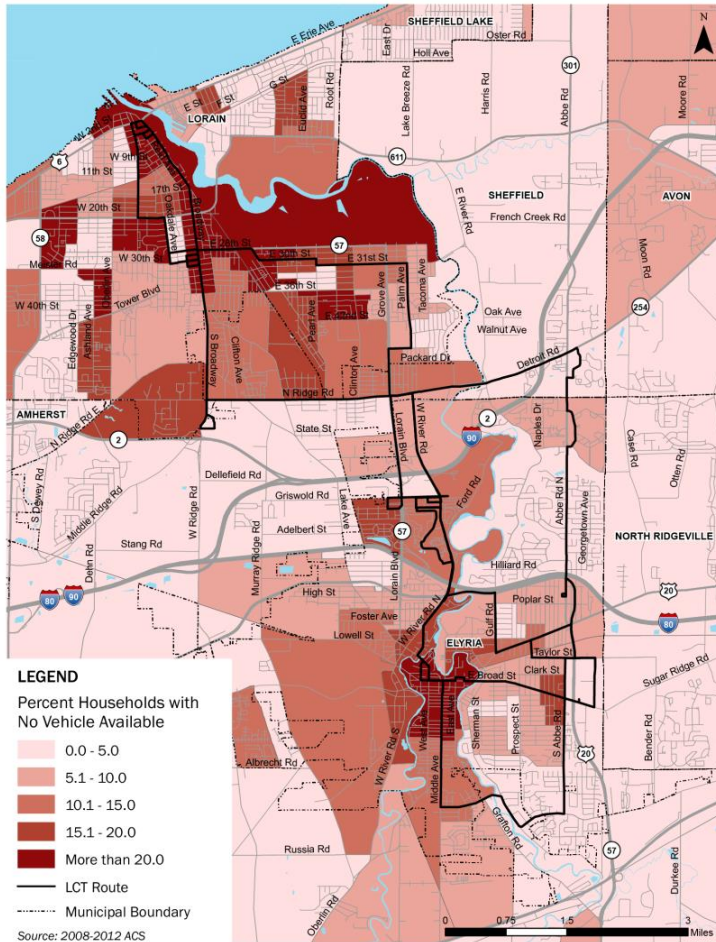
Daily Work Trips into Community

City/Township/Village Boundary

County Boundary

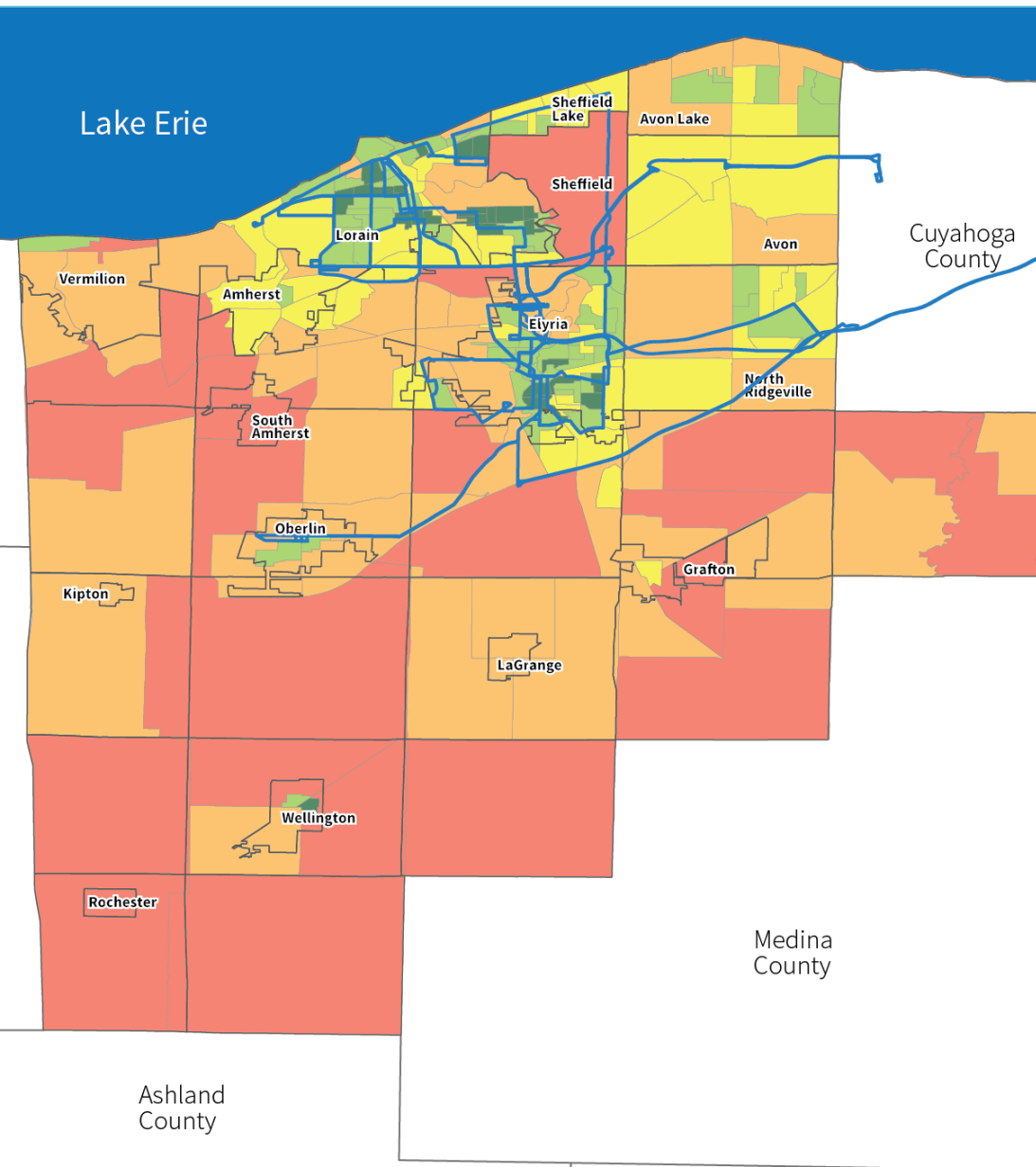
*Source: Longitudinal Employer - Household Dynamics, 2013

Lorain County Zero Car Households



Area	Total Households	Zero Car Households	% no car available
Lorain County	115,670	7,712	6.6%
City of Lorain	25,318	2,422	10.4%

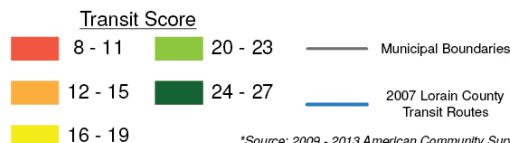
Transit Score 2007 Route Map



- Population density
- Youth (>18) Population
- Senior (65+) Population
- Proportion of Zero Car Households
- Median Household Income
- Proportion of households living below the poverty line

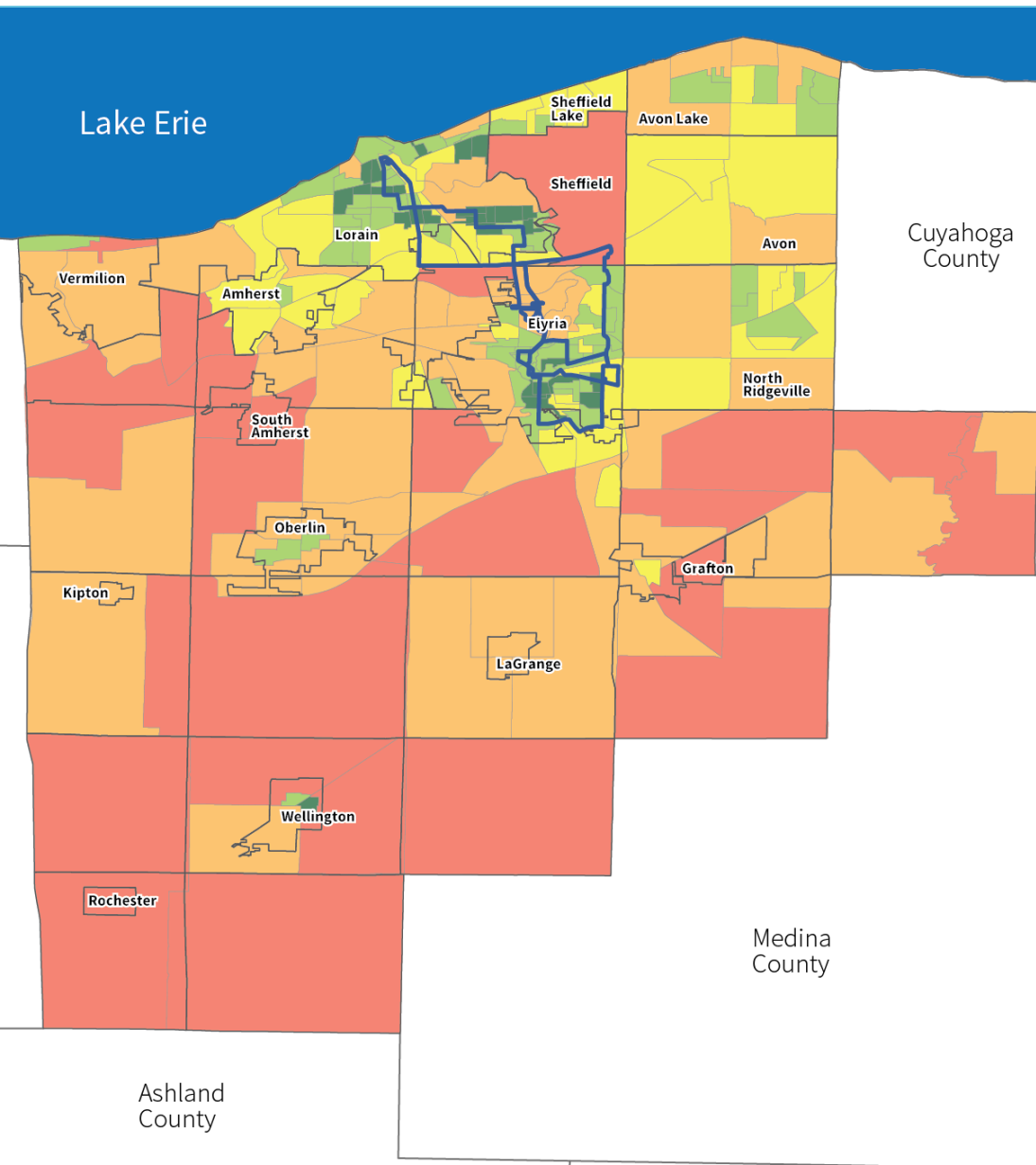
Lorain County Public Transportation
Transit Score

LEGEND



*Source: 2009 - 2013 American Community Survey

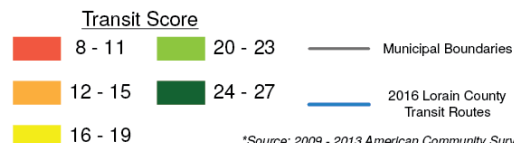
Transit Score 2015 Route Map



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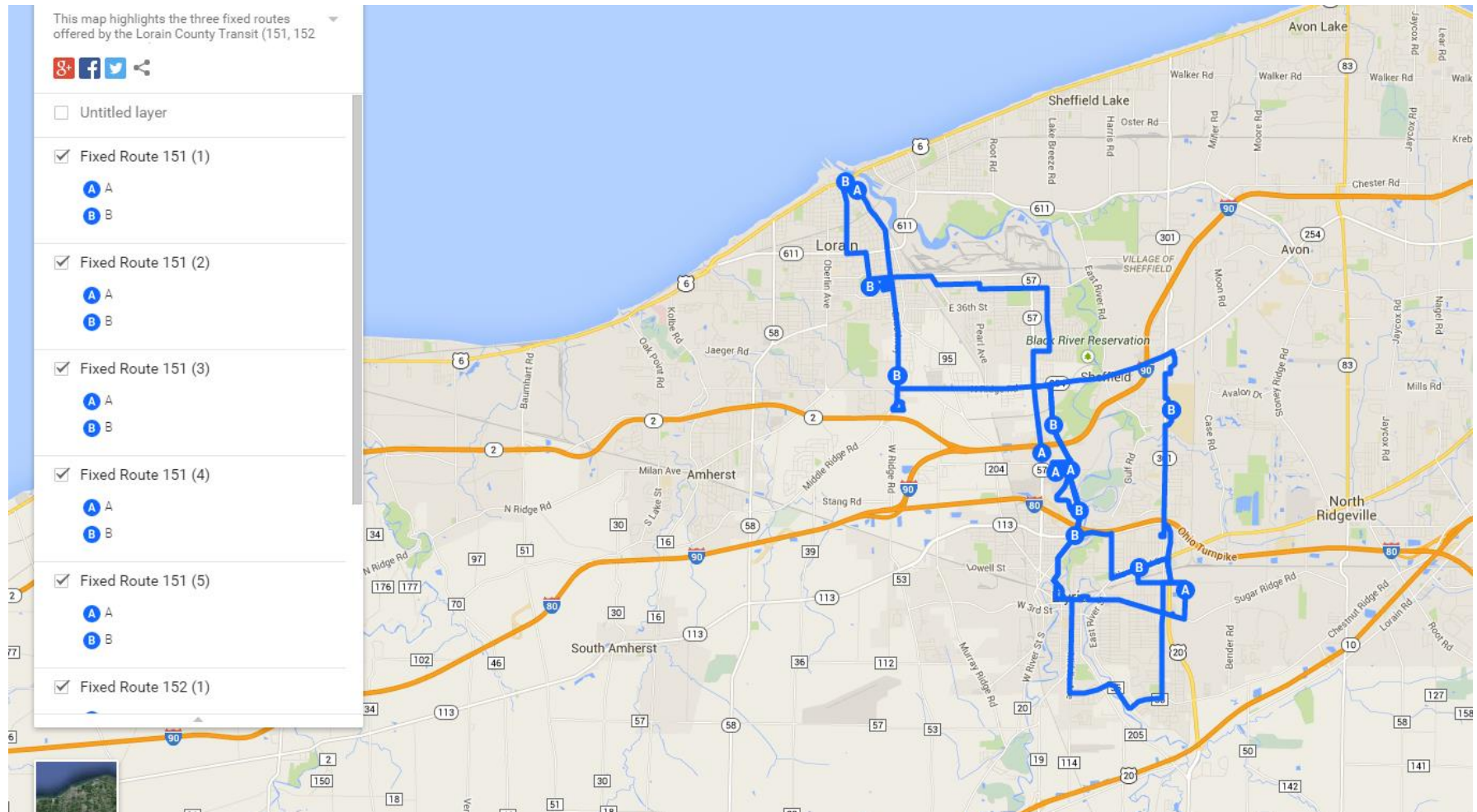
Lorain County Public Transportation
Transit Score

LEGEND



*Source: 2009 - 2013 American Community Survey

Lorain County Transit Routes 2015



Lorain County Transit Funding and Revenue

Funding Sources	2009	2010	2011	2012	2013	2014	2015	Change
Farebox revenue	\$468,329	\$157,368	n/a	\$185,251	\$134,577	\$113,556	\$107,691	- 71.3%
Local general fund	957,751	175,974	n/a	193,351	362,185	\$368,392	\$142,220	- 62.2%
State funding sources	337,018	283,977	n/a	231,311	131,362	\$109,500	\$99,595	- 61.0%
Federal (social agency)	2,264,022	967,574	n/a	955,445	1,012,689	\$607,427	\$665,855	- 55.2%
Other grants	83,456	1,329	n/a	0	0	\$0	\$0	- 100%
Total	\$4,110,576	\$1,586,222	n/a	\$1,565,358	\$1,640,813	\$1,085,319	\$1,015,361	- 61.1%

Source: National Transit Database FY 2010 through 2013; Lorain County Transit, 2014-2015.



Lorain County Transit Service Trends

	2009	2010	2011	2012	2013	2014	2015	Change
Annual Passengers	602,298	107,360	n/a	75,405	70,152	56,574	49,965	-91.7%
Revenue Hours	65,508	17,911	n/a	12,956	14,268	12,422	12,603	-80.7%
Revenue Miles	1,159,218	164,557	n/a	182,250	230,440	151,540	160,755	-86.1%
Peak Vehicles	28	5	n/a	7	5	5	5	- 82.1%

Source: National Transit Database FY 2009 through 2013; LCT 2014-2015



Transit in Lorain County

- Lorain County is **under-served**
- Lorain County has high transit propensity populations
 - Lower Income
 - Students
 - Disabled
 - Elderly
 - Minorities
 - No Car
- **Key destinations** are **not** being **served**
- **Transit is under-funded**
 - Lost federal funding due to lack of local match
 - Lost ridership and farebox revenue because of low service levels
 - Little or no state funding support

Where do we go from here?



What's Next?

- ✓ Examine current conditions overview
 - Peer agency comparison
 - Lorain County Transit needs assessment
- ✓ Present findings to community
 - Determine level of support for transit investment
- Design a transit program that fits community desires and aspirations
- Present suggested transit program to community



Community Outreach

- Key Themes
 - Grow the Lorain County Transit system
 - Expand business / government partnerships
 - Network design connecting communities
 - More coordination with transit agencies outside Lorain County



M.O.V.E. Lorain County

Mobility & Opportunity for a Vibrant Economy

Purpose: To advocate for the development of affordable & sustainable transportation choices to get Lorain County residents, students, and workers where they need to go. By increasing access to transportation, both public and private, we will increase jobs and economic growth, support financially stable families, improve health, encourage higher educational attainment and revitalize neighborhood districts.