

Lorain County's Transit Future

A white bus with the number 228 on its side is visible in the background. The bus is facing forward and has a digital display above the windshield. The background is slightly blurred.

Lorain County Public Transportation Forum

February 4, 2015

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Parsons Brinckerhoff

Transit & Rail Systems

Thanks for Inviting Me

- Why Lorain County Needs More Transit
- Why There Will Be More Transit in Your Future
- Why We Should Not Get Distracted by Rail
- Where We Go From Here

A white transit bus is shown from a front-three-quarter view. The side door is open, and a person in a light blue shirt and dark pants is standing next to it. The bus has a destination sign that reads "2122 BRIMLEY" and a vehicle number "00-228" on the top right. A blue wheelchair accessibility symbol is visible on the side of the bus. The background is a blurred outdoor setting.

Why Lorain County Needs More Transit

Ninth Largest County in Ohio

County	Total Population (2012 Census Est.)
Cuyahoga	1,266,049
Franklin	1,196,070
Hamilton	802,516
Summit	541,106
Montgomery	536,270
Lucas	437,201
Stark	375,105
Butler	370,959
Lorain	301,597
Mahoning	235,463
Lake	229,528

Fourth Largest Hispanic Population

County	Total Population (2012 Census Est.)
Cuyahoga	61,270
Franklin	55,718
Lucas	26,974
Lorain	25,290 (8.4%)
Hamilton	20,607
Butler	14,670
Montgomery	12,177
Mahoning	11,136
Summit	8,660
Lake	7,825

20th Largest Transit Agency (in terms of funding)

Rank	Agency	County	Operating Funds Expended (\$Millions 2013)	Population (Thousands)
1	Greater Cleveland RTA	Cuyahoga	228.93	1,266
2	Central Ohio Transit Authority	Franklin	100.12	1,196
3	Southwest Ohio RTA	Hamilton	88.82	803
4	Greater Dayton RTA	Montgomery	57.96	536
5	METRO RTA	Summit	38.69	541
6	Toledo Area RTA	Lucas	25.22	437
7	Stark Area RTA	Stark	17.08	375
8	Laketran	Lake	12.01	230
9	Western Reserve Transit Authority	Mahoning	9.33	235
10	Portage Area RTA	Portage	8.30	164
11	Butler County RTA + Middletown	Butler	4.44	371
12	Licking County Transit Board	Licking	4.30	168
13	Greene County Transit Board	Greene	3.07	164
14	Claremont Transportation Connection	Claremont	2.88	199
15	Lima Allen County RTA	Allen	2.77	105
16	Medina County Public Transit + Brunswick	Medina	2.33	174
17	Trumbull County Transit Board	Trumbull	1.85	207
18	Richland County Transit	Richland	1.79	123
19	Delaware County Transit Board	Delaware	1.77	181
20	Lorain County Transit	Lorain	1.64	302
21	Springfield City Area Transit	Clark	1.62	136
22	Steel Valley RTA	Jefferson	1.28	68
23	Warren County Transit Services	Warren	1.06	217
24	Lawrence County Port Authority	Lawrence	1.03	62
25	Miami County Public Transit	Miami	0.99	103
	Smaller Population/Larger Transit Budget than Lorain County			

Source: National Transit
Database, 2013; US Census

25th Largest Transit Agency (in terms of buses)

Rank	Agency	County	Vehicles Operating Max Service
1	Greater Cleveland RTA	Cuyahoga	531
2	Central Ohio Transit Authority	Franklin	379
3	Southwest Ohio RTA	Hamilton	345
4	METRO RTA	Summit	187
5	Greater Dayton RTA	Montgomery	173
6	Toledo Area RTA	Lucas	145
7	Laketran	Lake	86
8	Portage Area RTA	Portage	58
9	Stark Area RTA	Stark	57
10	Butler County RTA + Middletown	Butler	53
11	Western Reserve Transit Authority	Mahoning	50
12	Claremont Transportation Connection	Claremont	45
13	Licking County Transit Board	Licking	40
14	Greene County Transit Board	Greene	35
15	Medina County Public Transit + Brunswick	Medina	27
16	Lima Allen County RTA	Allen	25
17	Trumbull County Transit Board	Trumbull	24
18	Miami County Public Transit	Miami	18
19	Delaware County Transit Board	Delaware	16
20	Warren County Transit Services	Warren	14
21	Springfield City Area Transit	Clark	13
22	Richland County Transit	Richland	12
23	Lawrence County Port Authority	Lawrence	12
24	Steel Valley RTA	Jefferson	7
25	Lorain County Transit	Lorain	5

Source: National Transit Database,
2013

21st Largest Transit Agency (in terms of riders)

Rank	Agency	County	Annual Unlinked Trips
1	Greater Cleveland RTA	Cuyahoga	49,206,289
2	Central Ohio Transit Authority	Franklin	18,749,506
3	Southwest Ohio RTA	Hamilton	16,946,008
4	Greater Dayton RTA	Montgomery	9,742,574
5	METRO RTA	Summit	5,427,929
6	Toledo Area RTA	Lucas	3,448,749
7	Stark Area RTA	Stark	2,691,630
8	Licking County Transit Board	Licking	1,669,079
9	Portage Area RTA	Portage	1,547,281
10	Western Reserve Transit Authority	Mahoning	1,478,794
11	Laketran	Lake	726,166
12	Butler County RTA + Middletown	Butler	475,763
13	Lima Allen County RTA	Allen	360,377
14	Richland County Transit	Richland	300,045
15	Springfield City Area Transit	Clark	288,592
16	Steel Valley RTA	Jefferson	196,425
17	Greene County Transit Board	Greene	178,003
18	Claremont Transportation Connection	Claremont	161,868
19	Medina County Public Transit + Brunswick	Medina	134,792
20	Delaware County Transit Board	Delaware	71,583
21	Lorain County Transit	Lorain	70,152
22	Trumbull County Transit Board	Trumbull	54,622
23	Warren County Transit Services	Warren	44,376
24	Miami County Public Transit	Miami	40,012
25	Lawrence County Port Authority	Lawrence	34,108

Source: National Transit Database, 2013

Lorain County Transit

This map highlights the three fixed routes offered by the Lorain County Transit (151, 152)



☐ Untitled layer

☒ Fixed Route 151 (1)

A
B

☒ Fixed Route 151 (2)

A
B

☒ Fixed Route 151 (3)

A
B

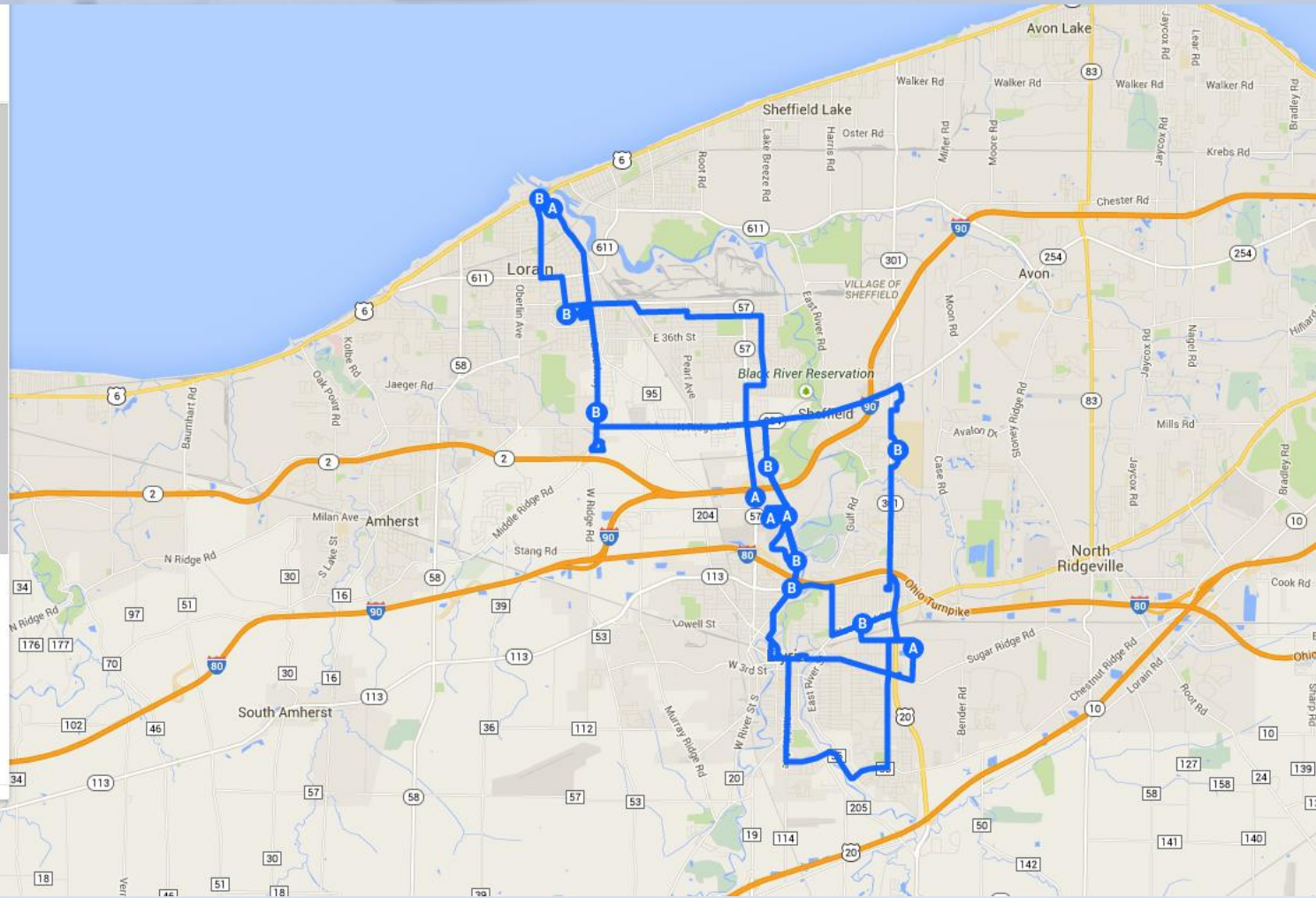
☒ Fixed Route 151 (4)

A
B

☒ Fixed Route 151 (5)

A
B

☒ Fixed Route 152 (1)



Hospitals

This map highlights the three fixed routes offered by the Lorain County Transit (151, 152)



☐ Untitled layer

☒ Fixed Route 151 (1)

A
B

☒ Fixed Route 151 (2)

A
B

☒ Fixed Route 151 (3)

A
B

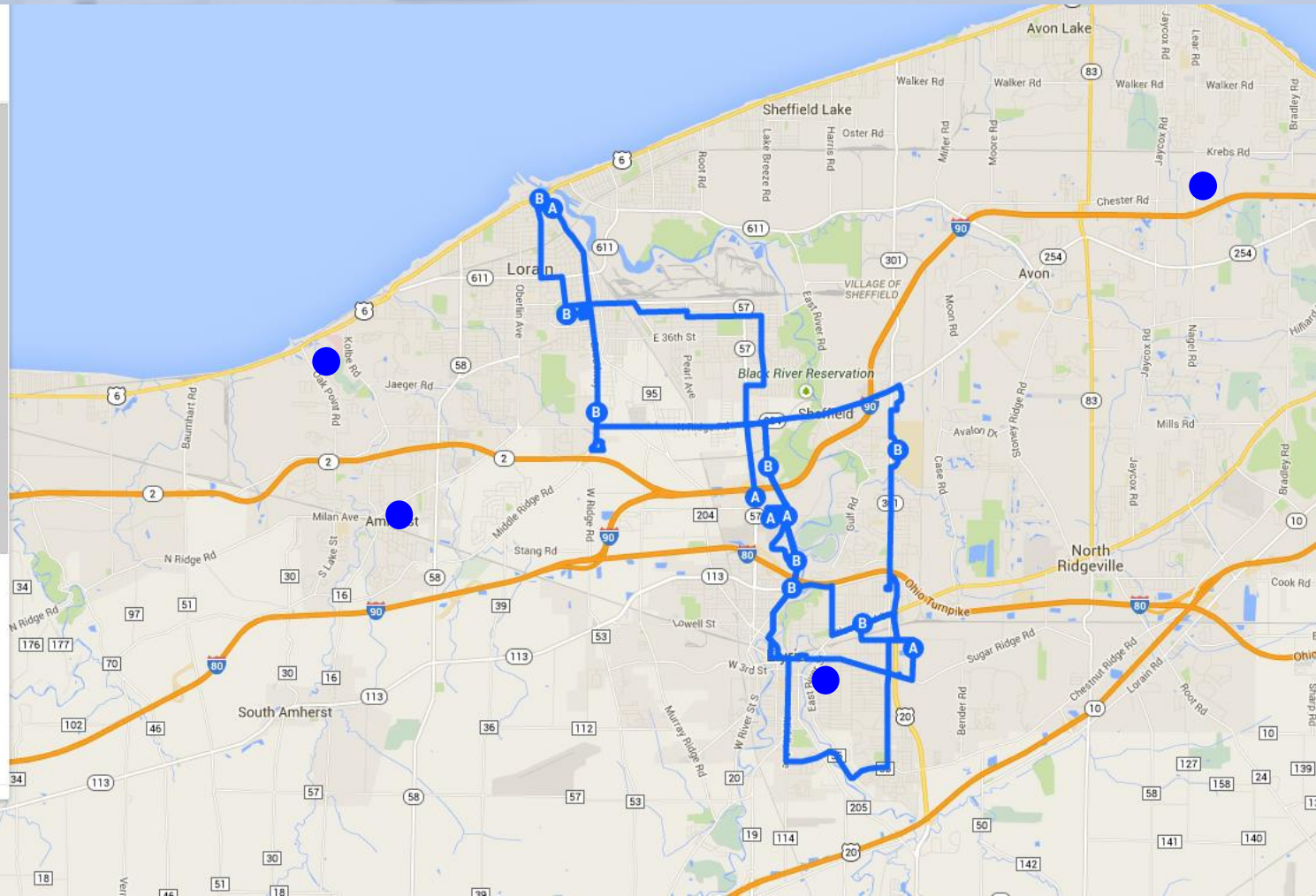
☒ Fixed Route 151 (4)

A
B

☒ Fixed Route 151 (5)

A
B

☒ Fixed Route 152 (1)



Dialysis

This map highlights the three fixed routes offered by the Lorain County Transit (151, 152)



☐ Untitled layer

☒ Fixed Route 151 (1)

A
B

☒ Fixed Route 151 (2)

A
B

☒ Fixed Route 151 (3)

A
B

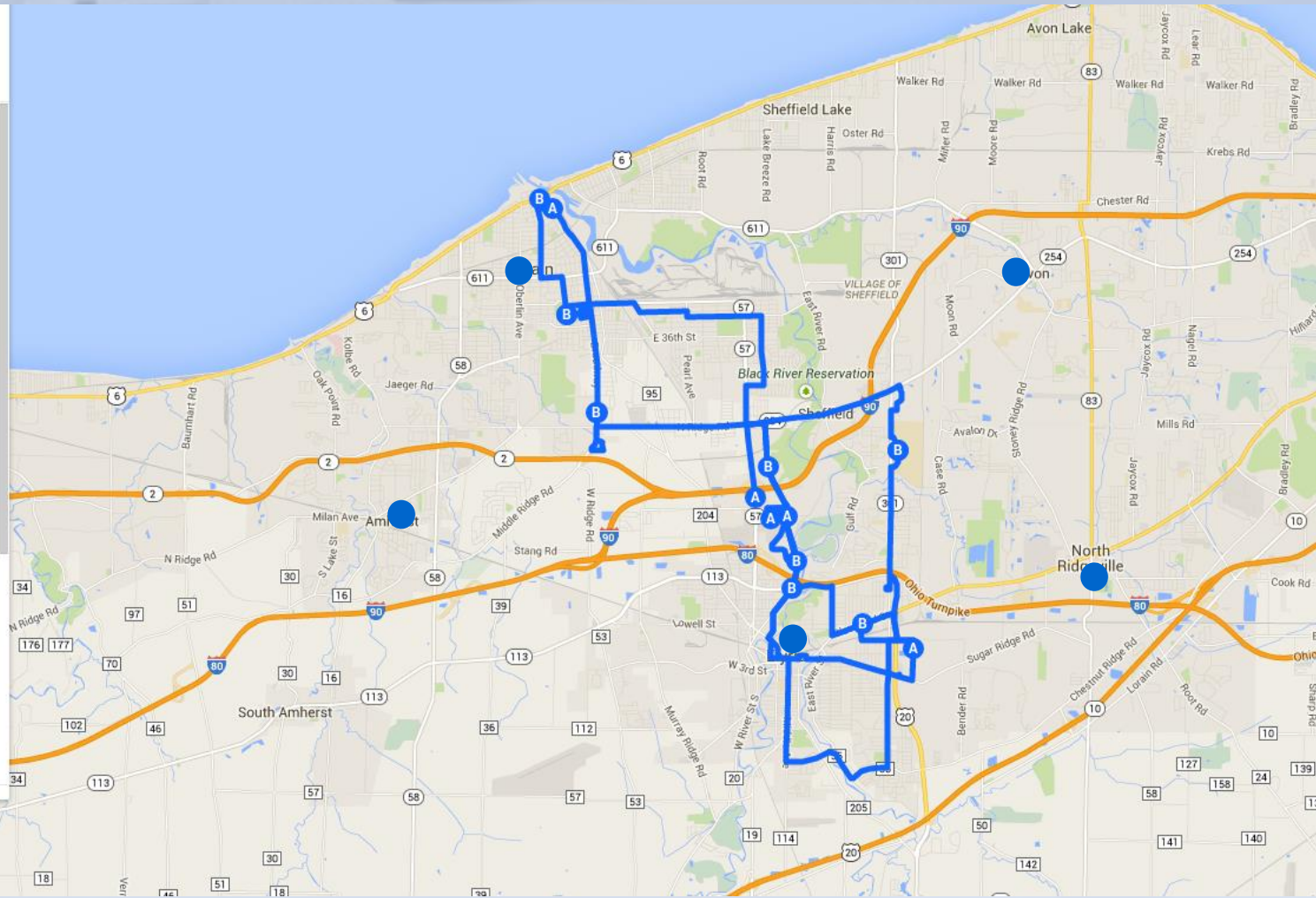
☒ Fixed Route 151 (4)

A
B

☒ Fixed Route 151 (5)

A
B

☒ Fixed Route 152 (1)



Wal-Mart!

This map highlights the three fixed routes offered by the Lorain County Transit (151, 152)



☐ Untitled layer

☒ Fixed Route 151 (1)

A
B

☒ Fixed Route 151 (2)

A
B

☒ Fixed Route 151 (3)

A
B

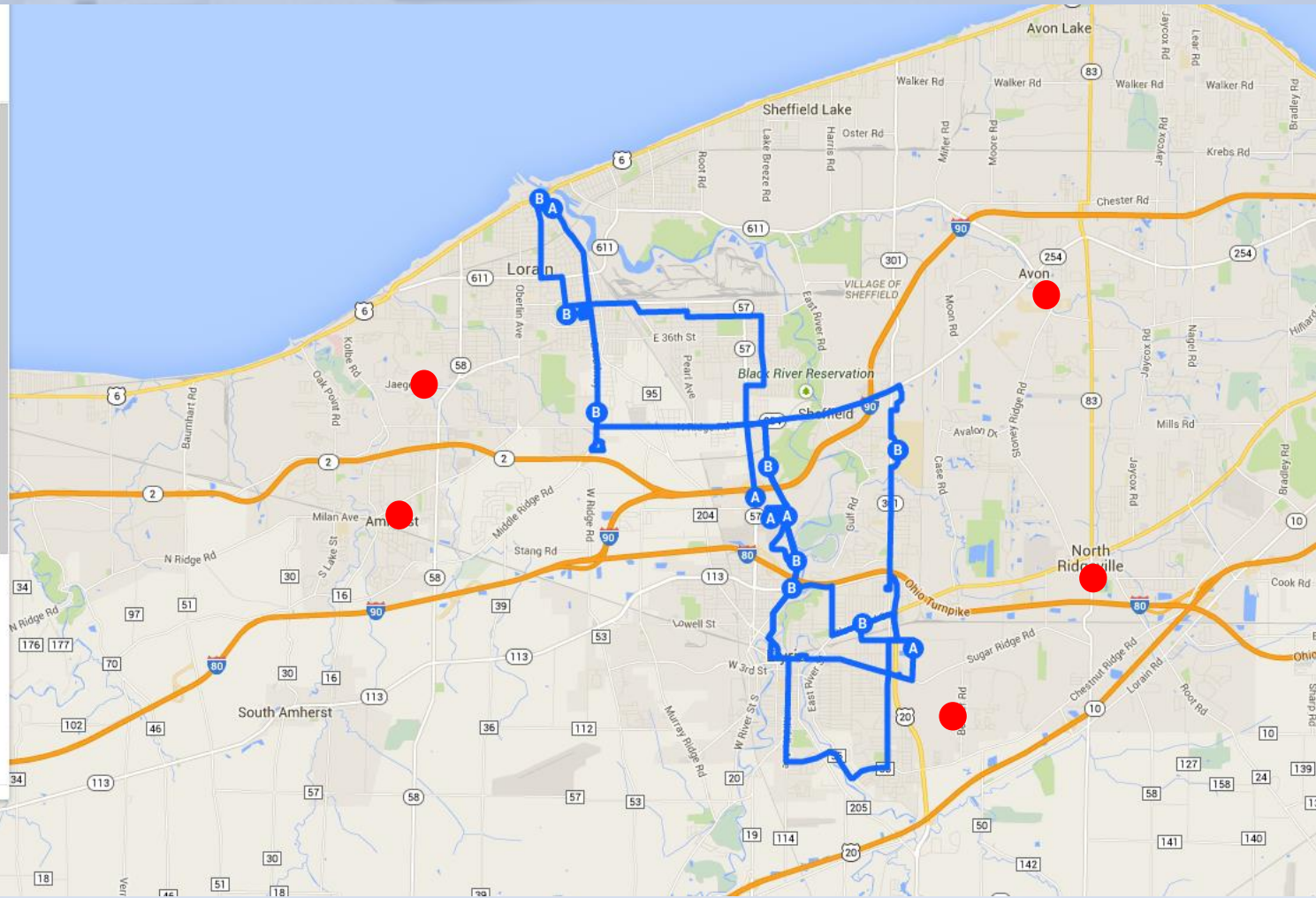
☒ Fixed Route 151 (4)

A
B

☒ Fixed Route 151 (5)

A
B

☒ Fixed Route 152 (1)



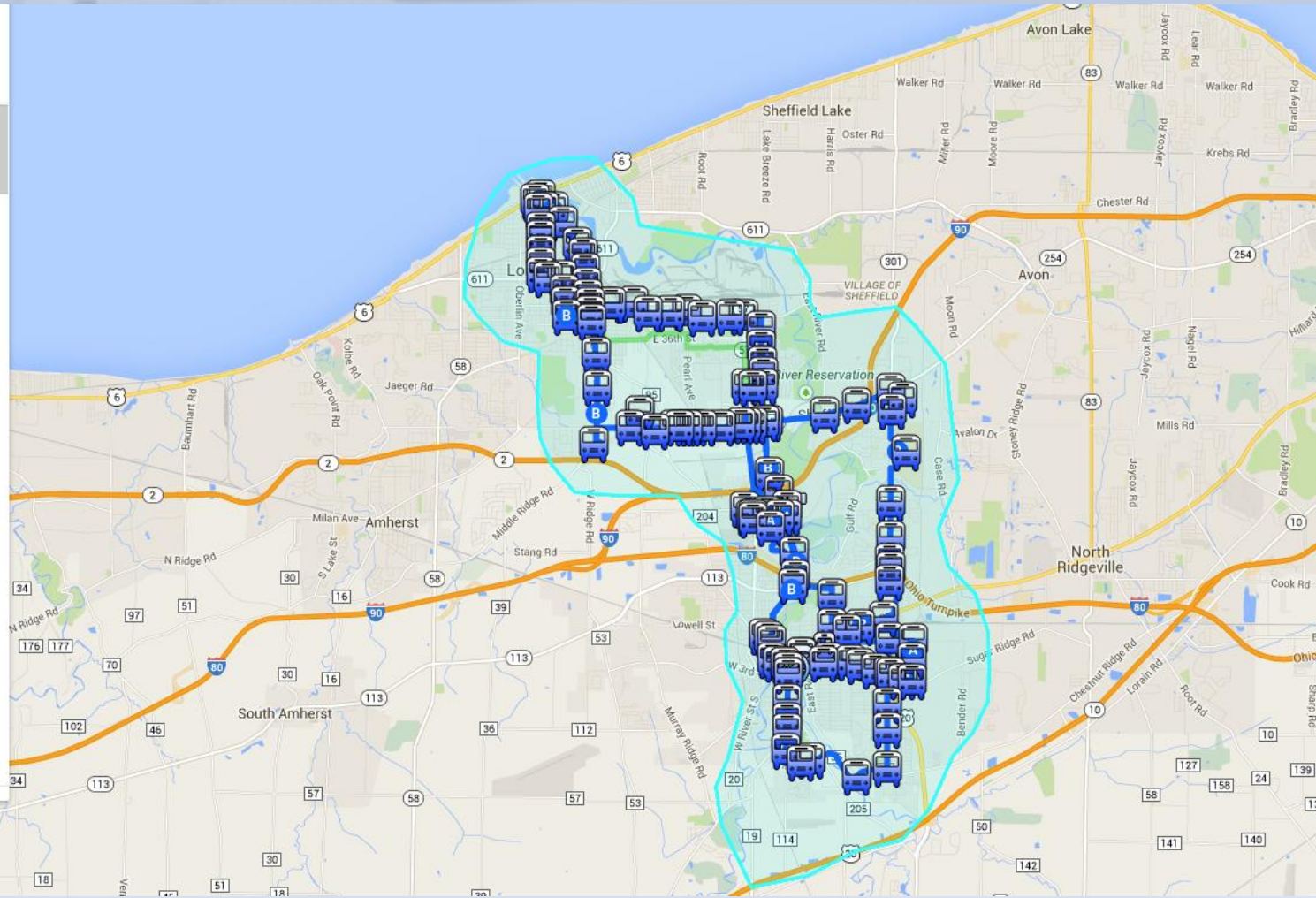
Lorain County Transit

This map highlights the three fixed routes offered by the Lorain County Transit (151, 152)

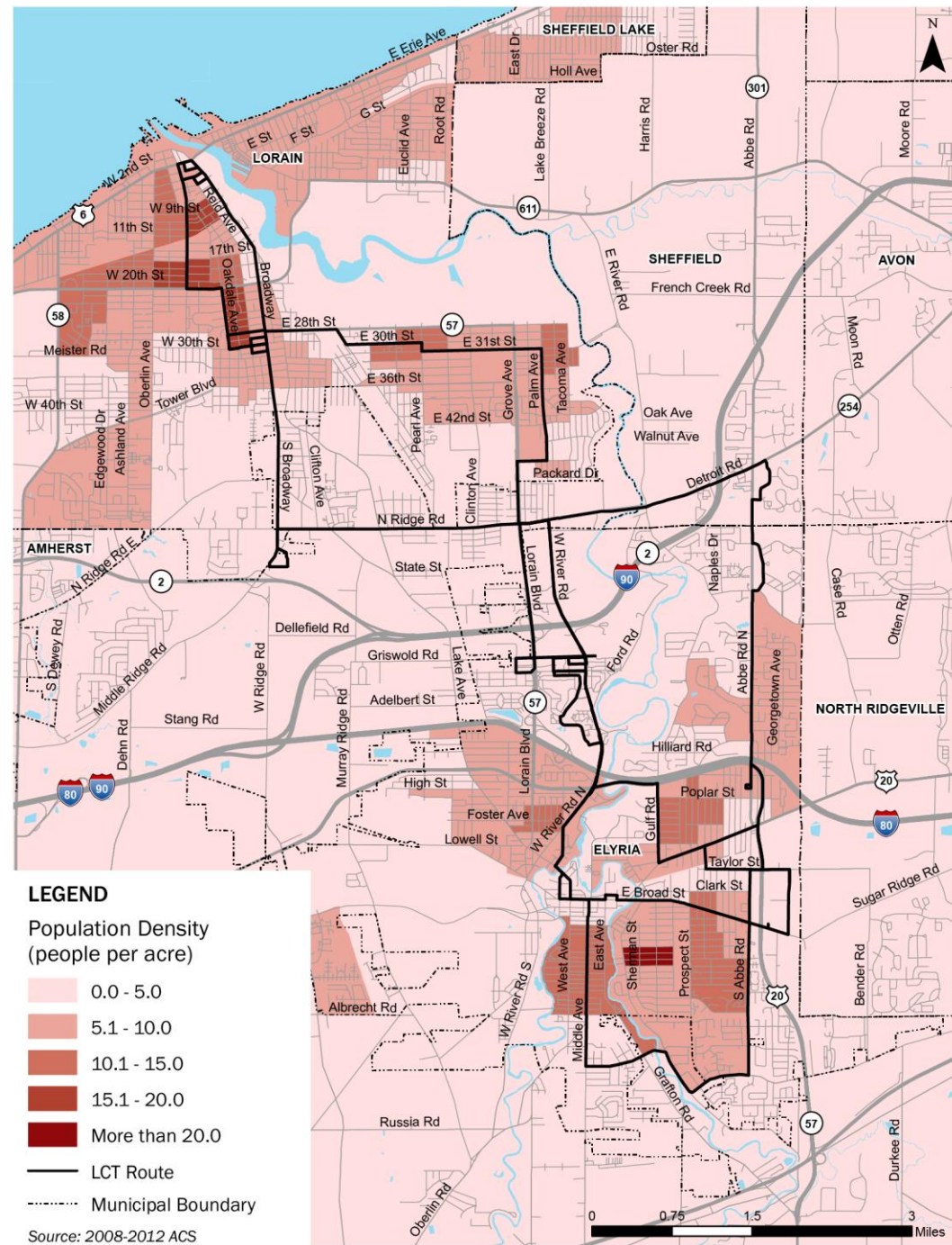


✓ Untitled layer

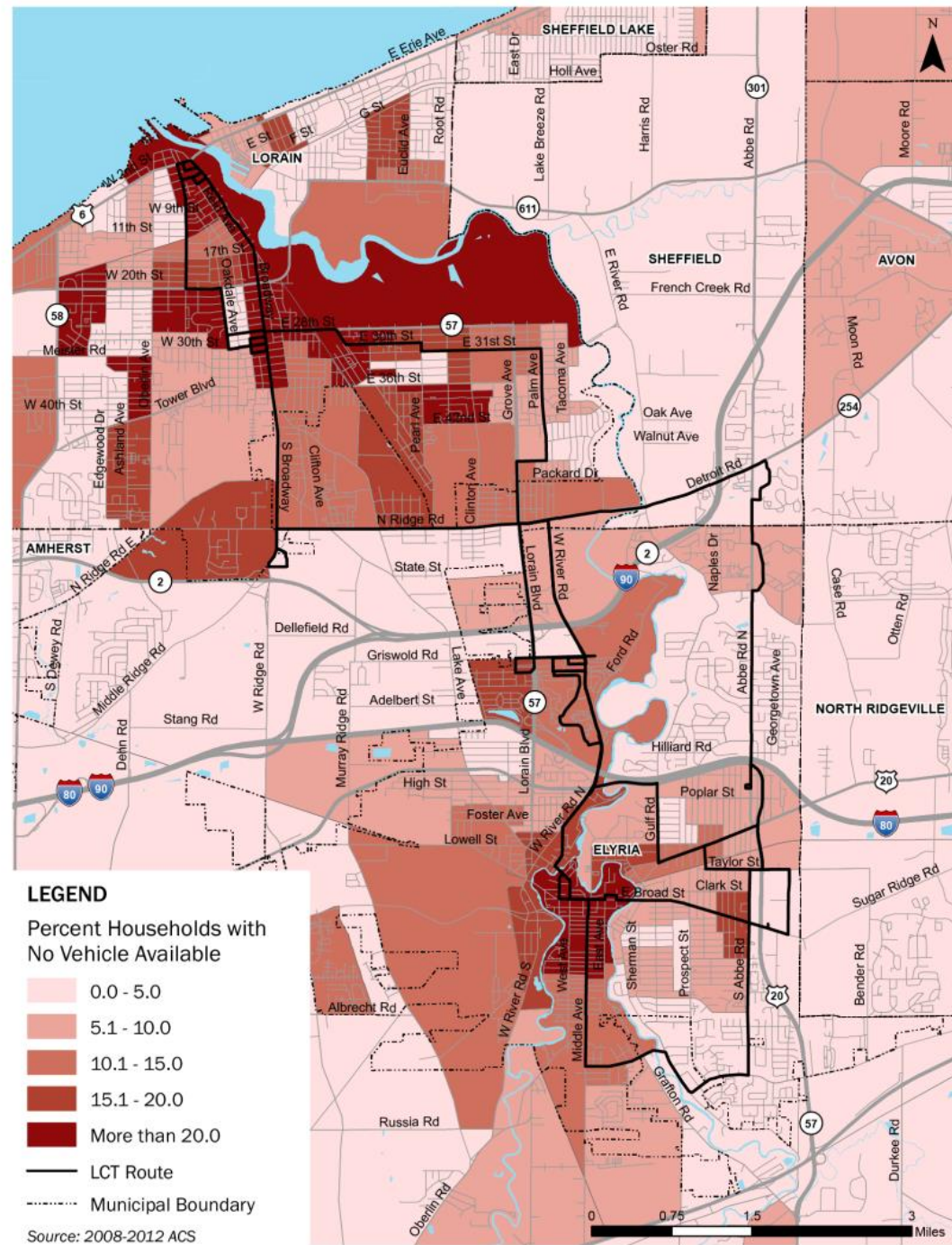
- Fixed Route 151 (1)
- Fixed Route 151 (2)
- Fixed Route 151 (3)
- Fixed Route 151 (4)
- Fixed Route 151 (5)
- Fixed Route 152 (1)
- Fixed Route 152 (2)
- Fixed Route 152 (3)
- Discontinued
- Paratransit Boundary
- Lorain County Administration Build...
- Lorain County Transit Office
- LCT Bus Stop
- LCT Bus Stop
- LCT Bus Stop
- LCT Bus Stop
- LCT Bus Stop - Transfer Point
- LCT Cleveland Commuter Park & R...
- LCT Bus Stop
- LCT Bus Stop
- LCT Bus Stop



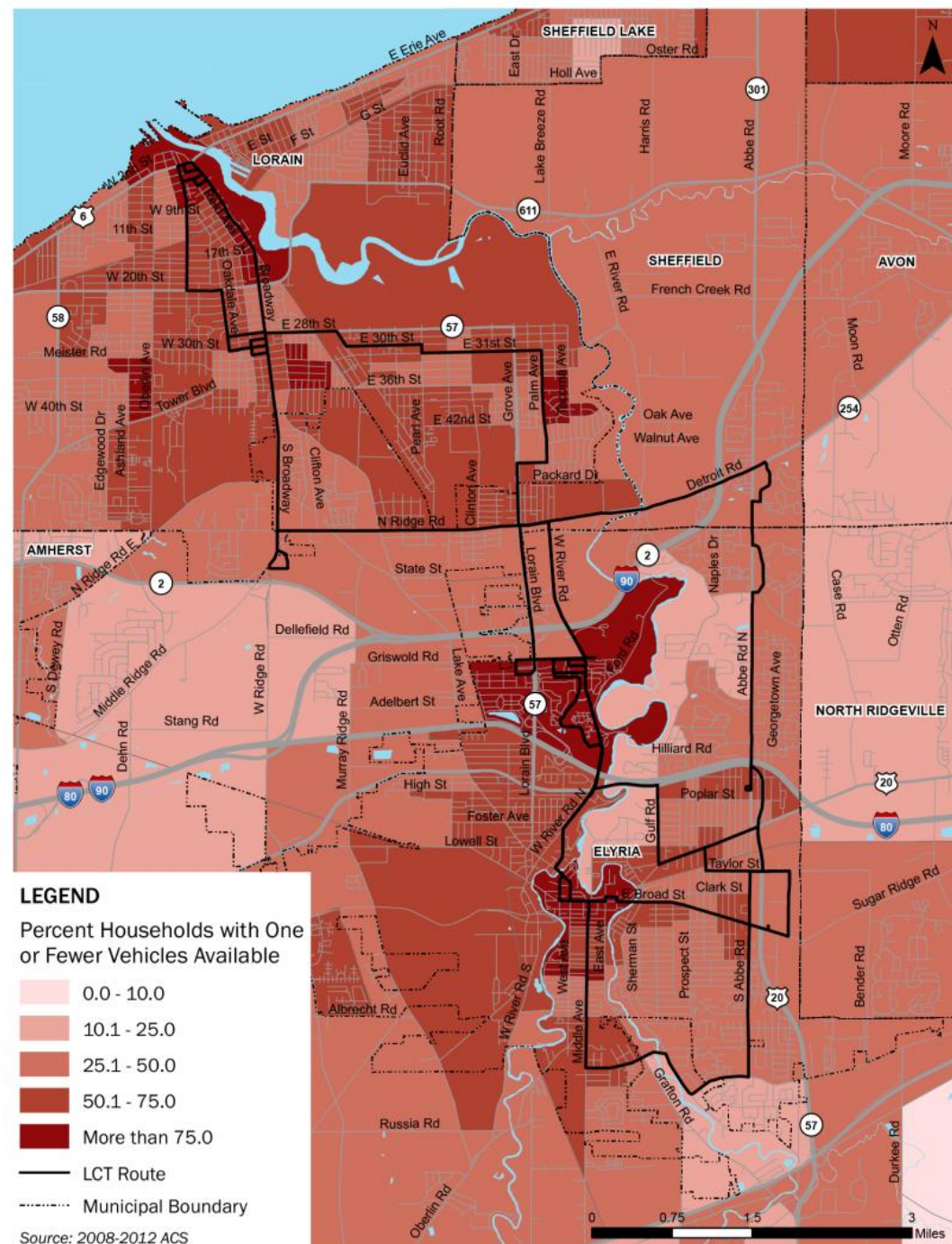
LCT Service Area: Population Density



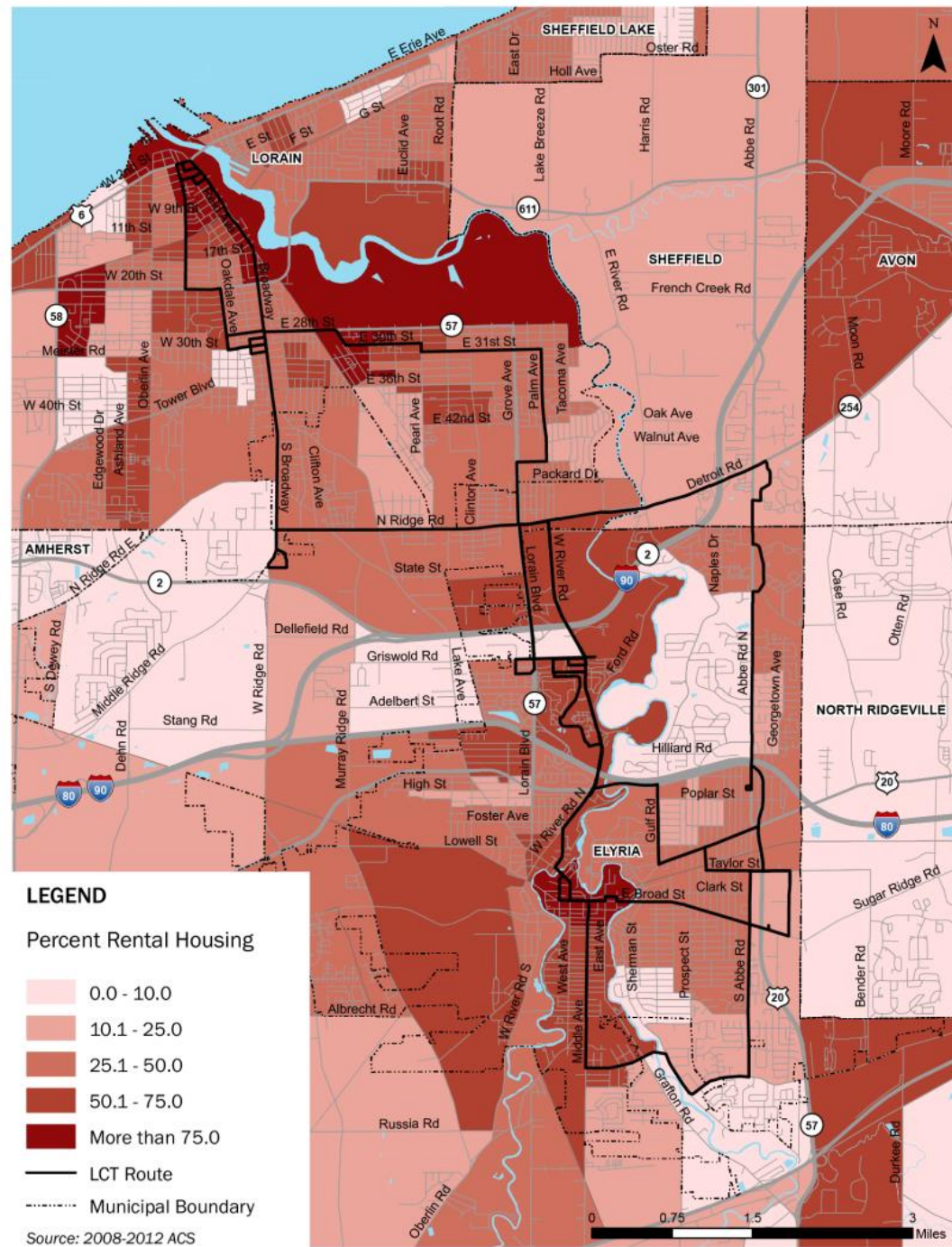
LCT Service Area: Zero Car Households



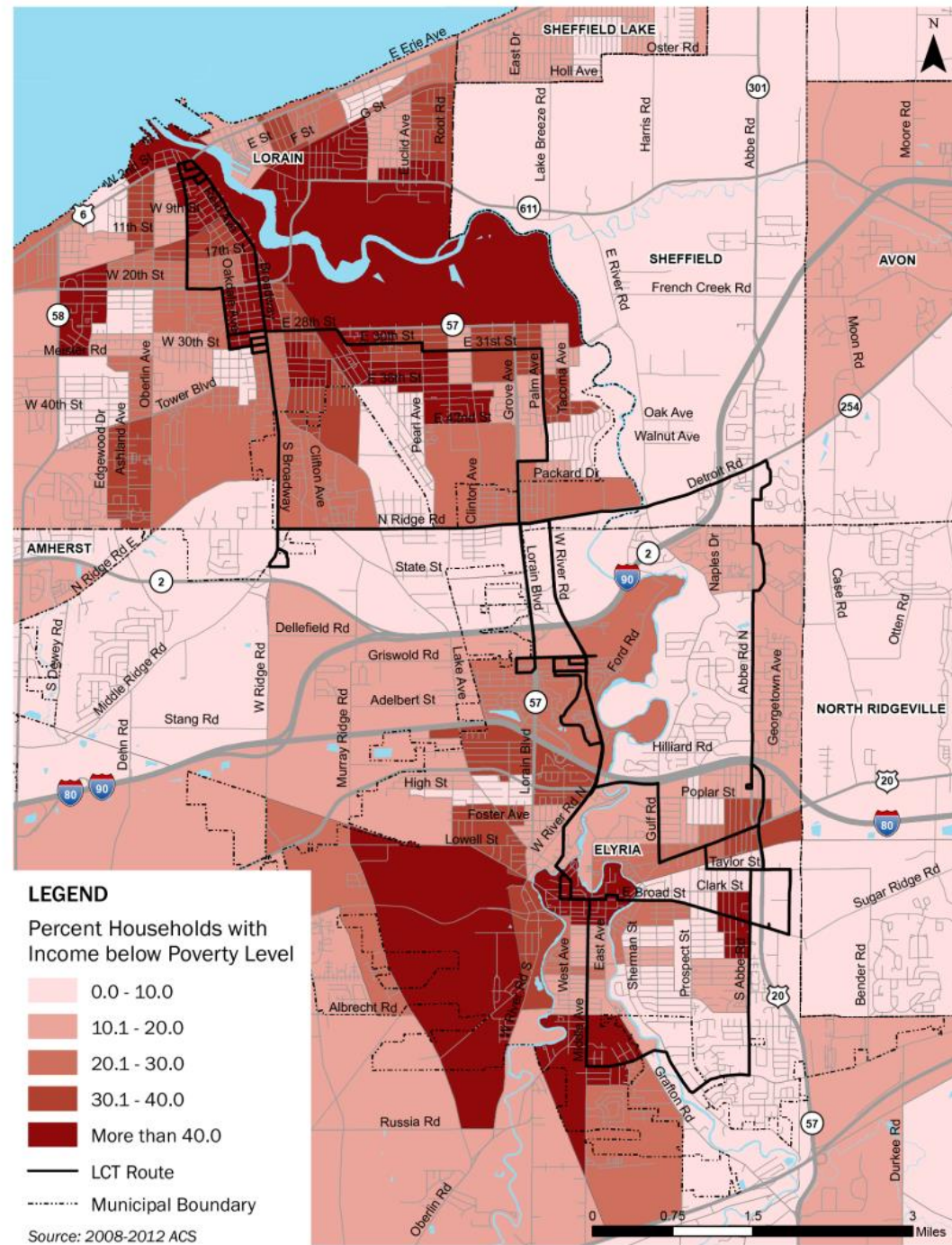
LCT Service Area: One Car Households



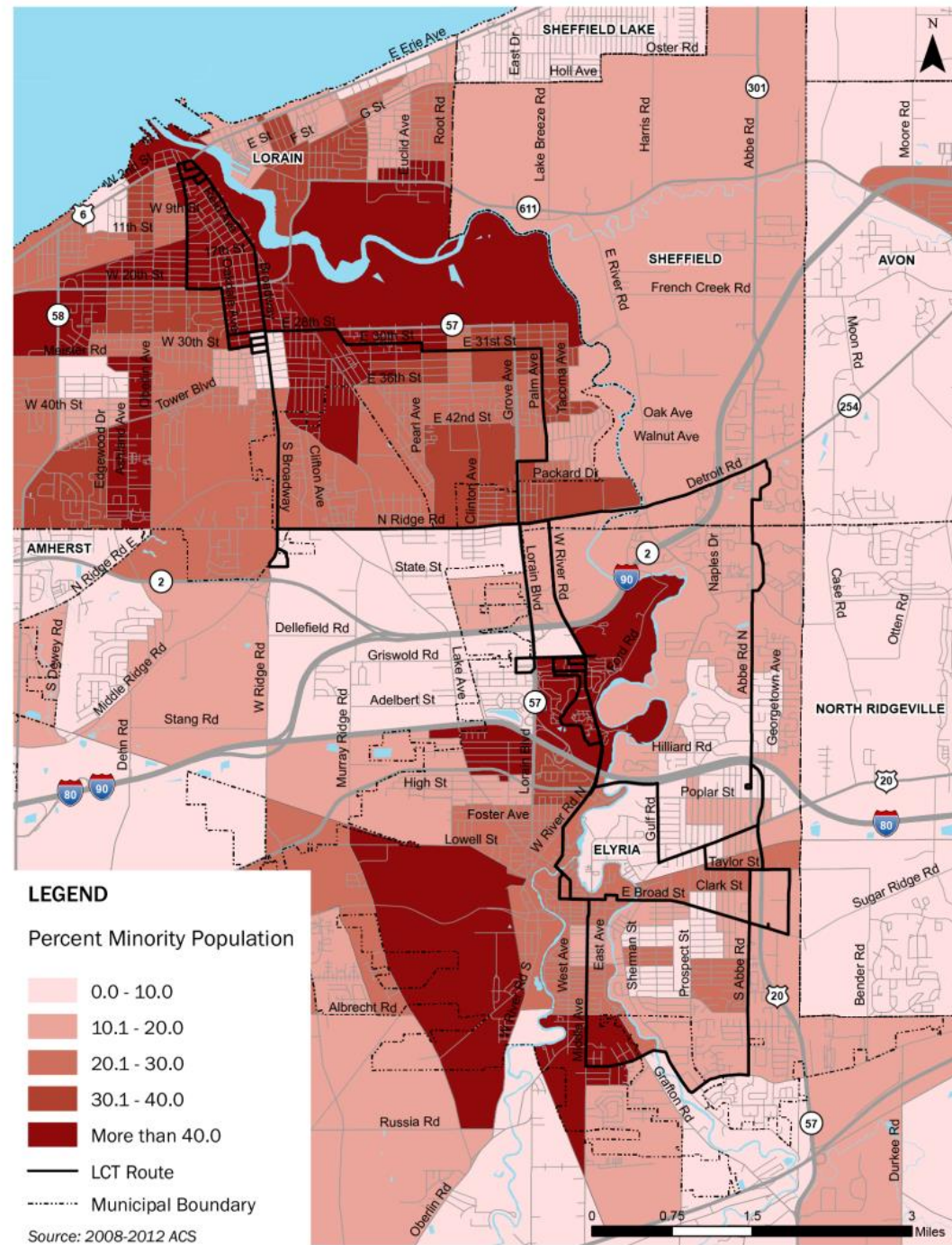
LCT Service Area: Rental Housing



LCT Service Area: Poverty Households



LCT Service Area: Minority Population



Transit in Lorain County

- Transit is under-served and under-funded relative to other Ohio Counties
- Lorain County has significant high transit propensity populations
 - Lower Income
 - Students
 - Disabled
 - Elderly
 - Minorities
 - No Car
- Key destinations are not being served
- Lorain County is losing potential transit funding due to lack of local match

A white transit bus is shown from a front-three-quarter view. The bus has a blue accessibility symbol on its side and a digital display on the front showing the route number '12' and the destination 'HARVARD AVENUE'. A person is standing near the open front door of the bus. The background is slightly blurred, showing some greenery and a building.

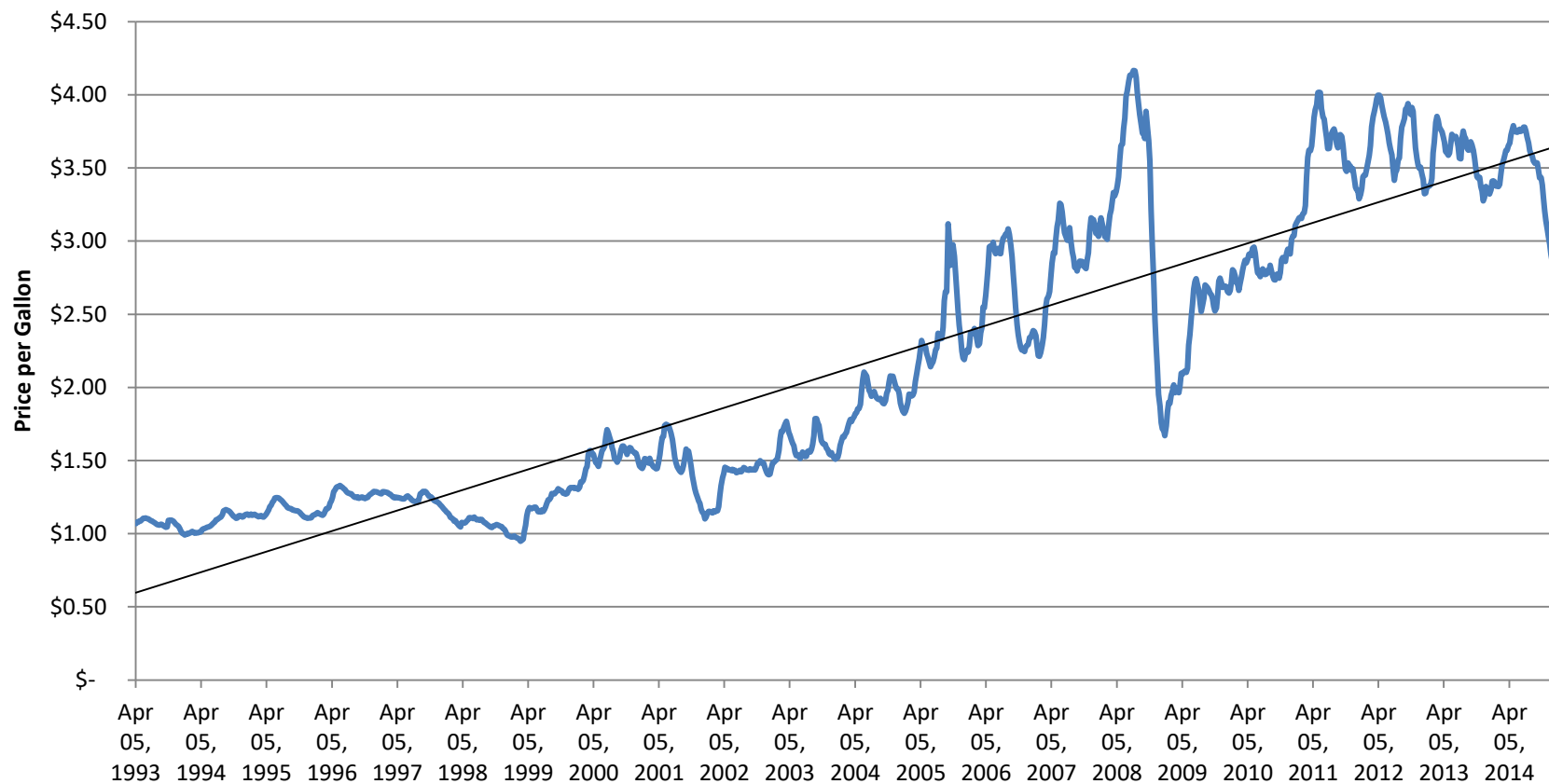
Why There Will Be More Transit In Your Future

Why There Will Be More Transit In Your Future

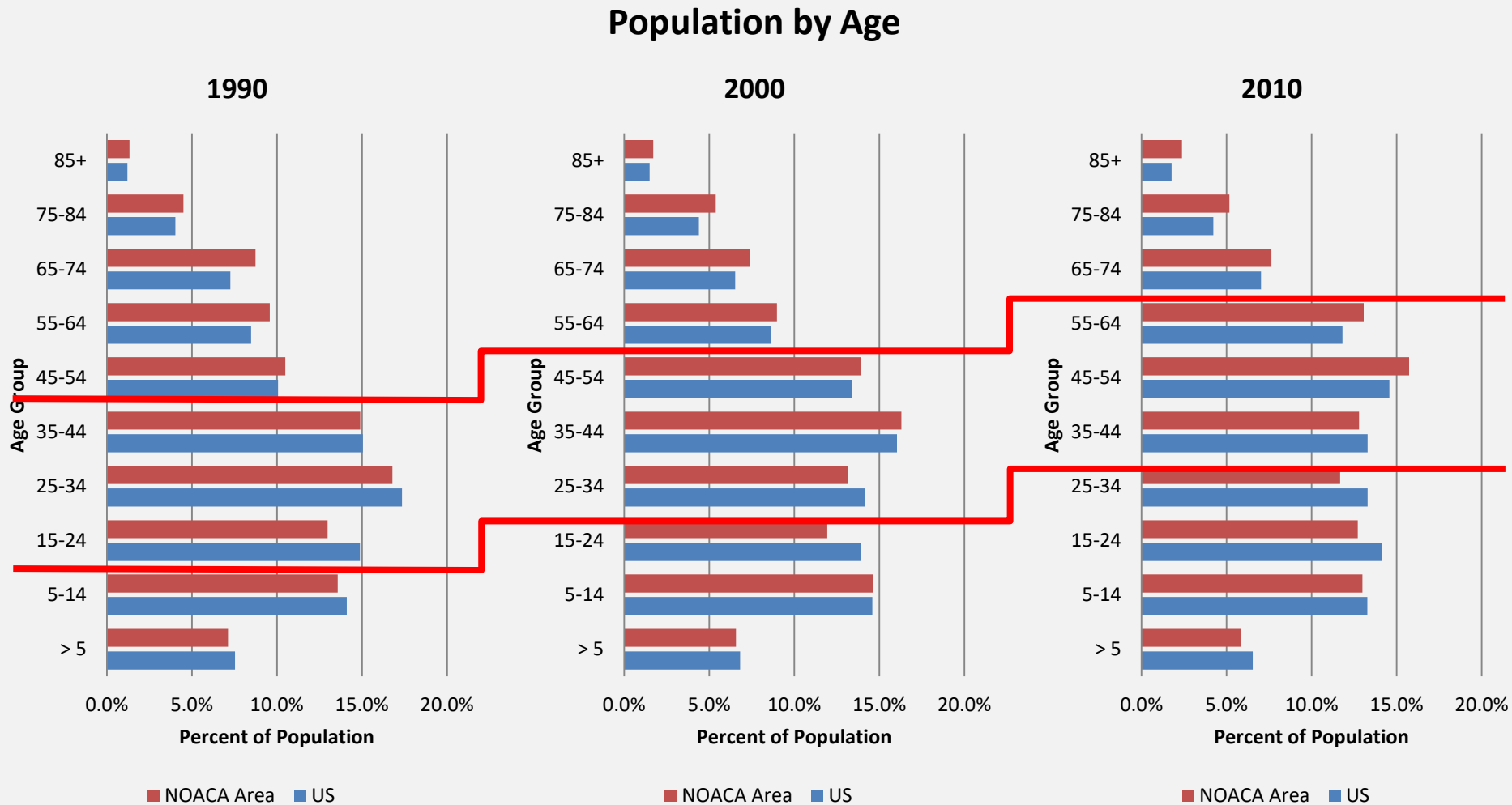
- Oil Prices
- Aging population
- Environmental concerns
- Preference for urban lifestyles
- Economic polarization
- Size and proportion of minority population

Gas Prices Rising

US Average Gasoline Price per Gallon, 1994-2015



The Population is Aging



The Population is Aging

- Lorain County Age Trend

- 1990: 32.8

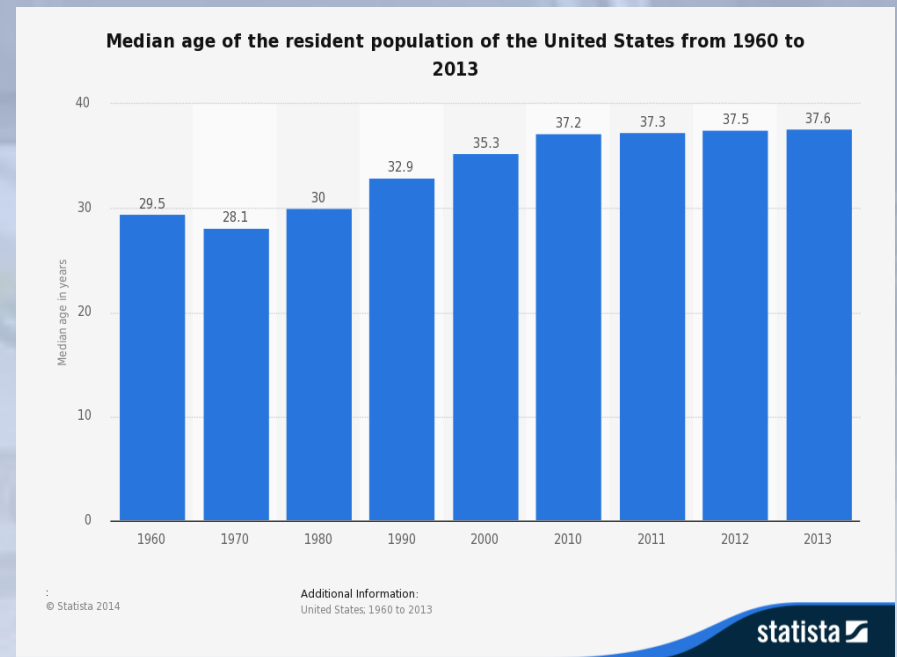
- 2000: 36.5

- 2010: 40.0

- 2012: 40.9

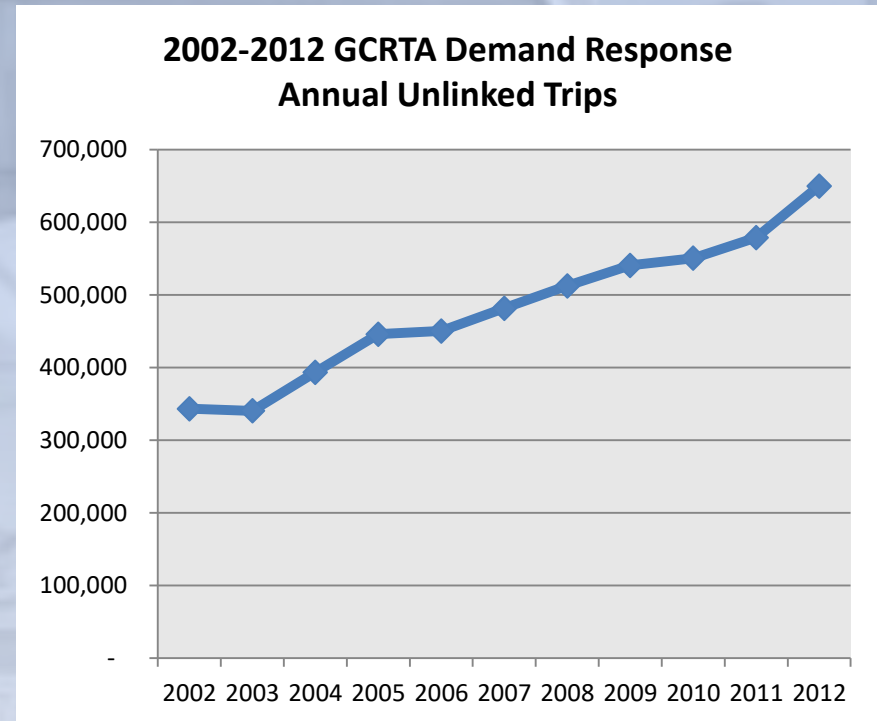
- Ohio: 39.2

- USA: 37.3

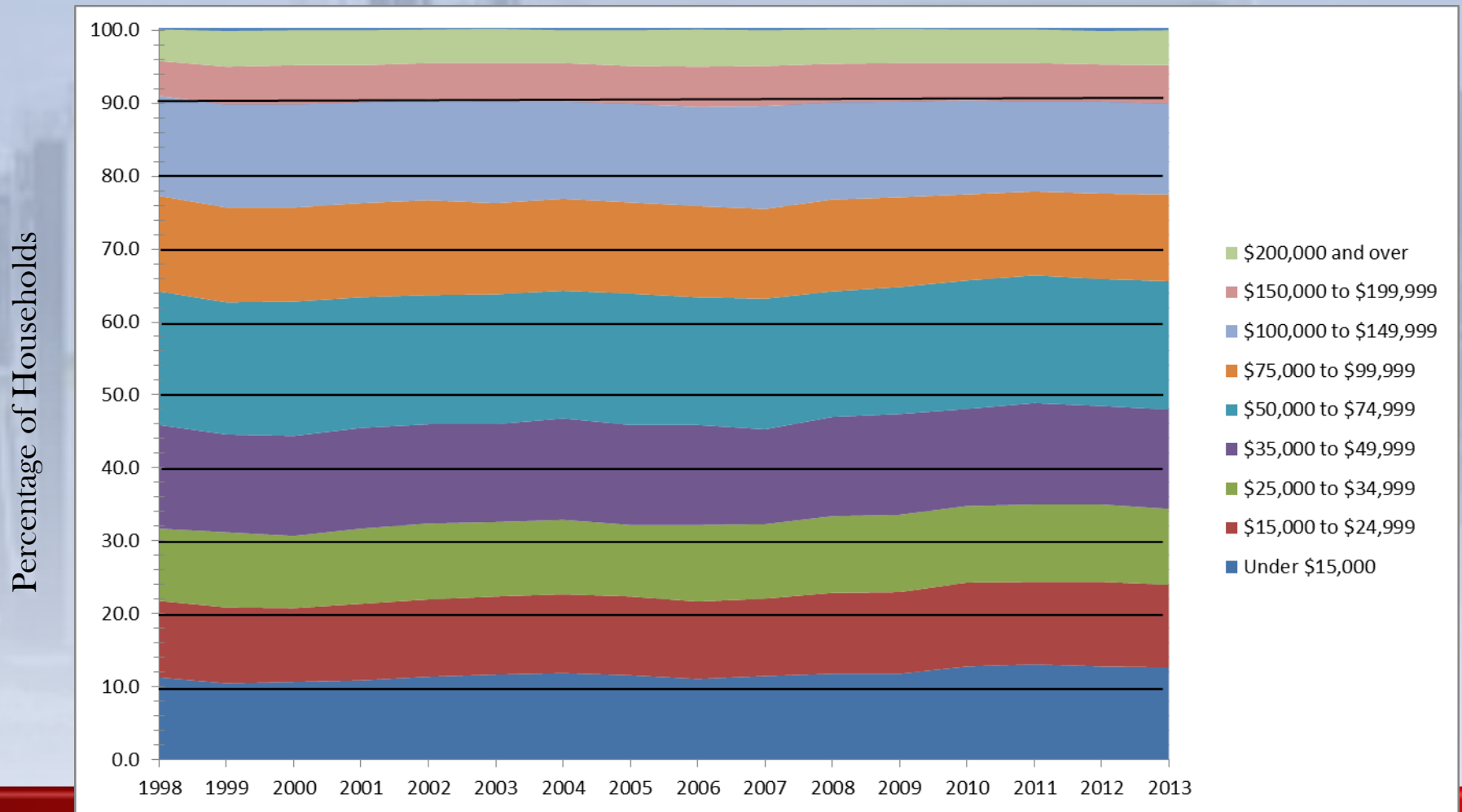


Demand for Paratransit is Rising

- As Baby Boomers reach retirement age, their transportation needs change, creating an increased demand for transit, and in particular paratransit, services.

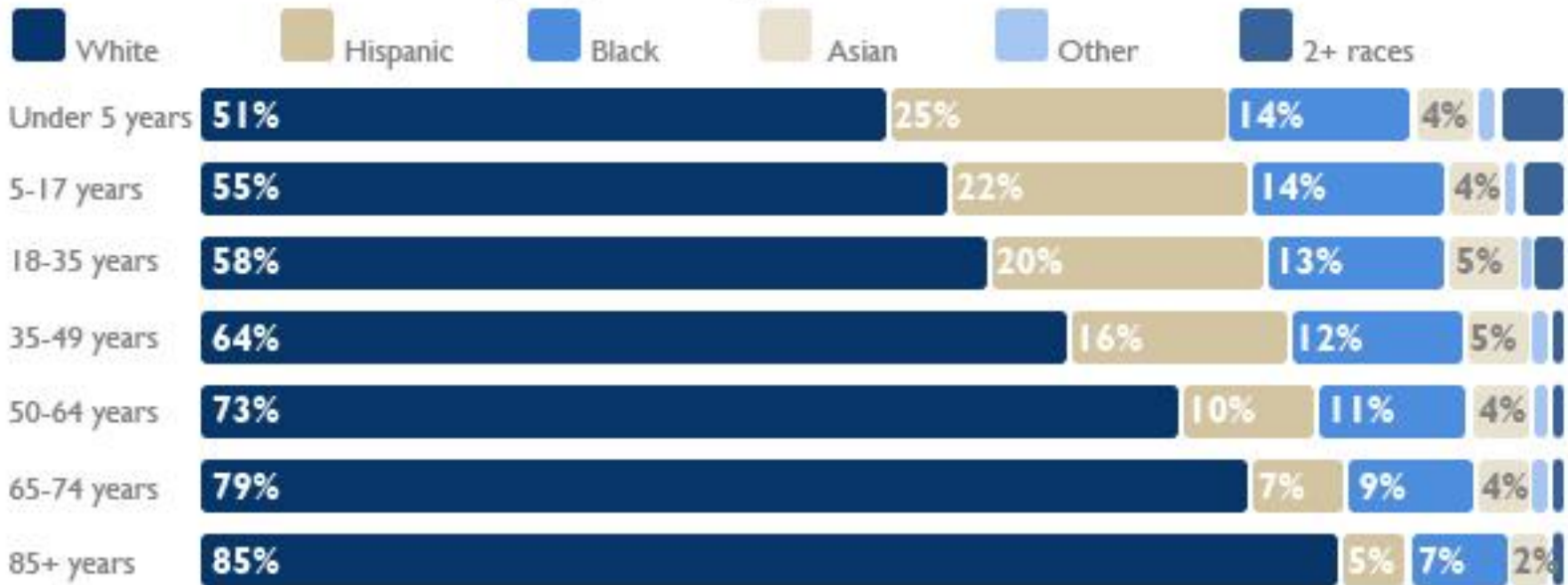


US Percentage of Households by Income Level, 1998-2013 (in US\$ 2013)



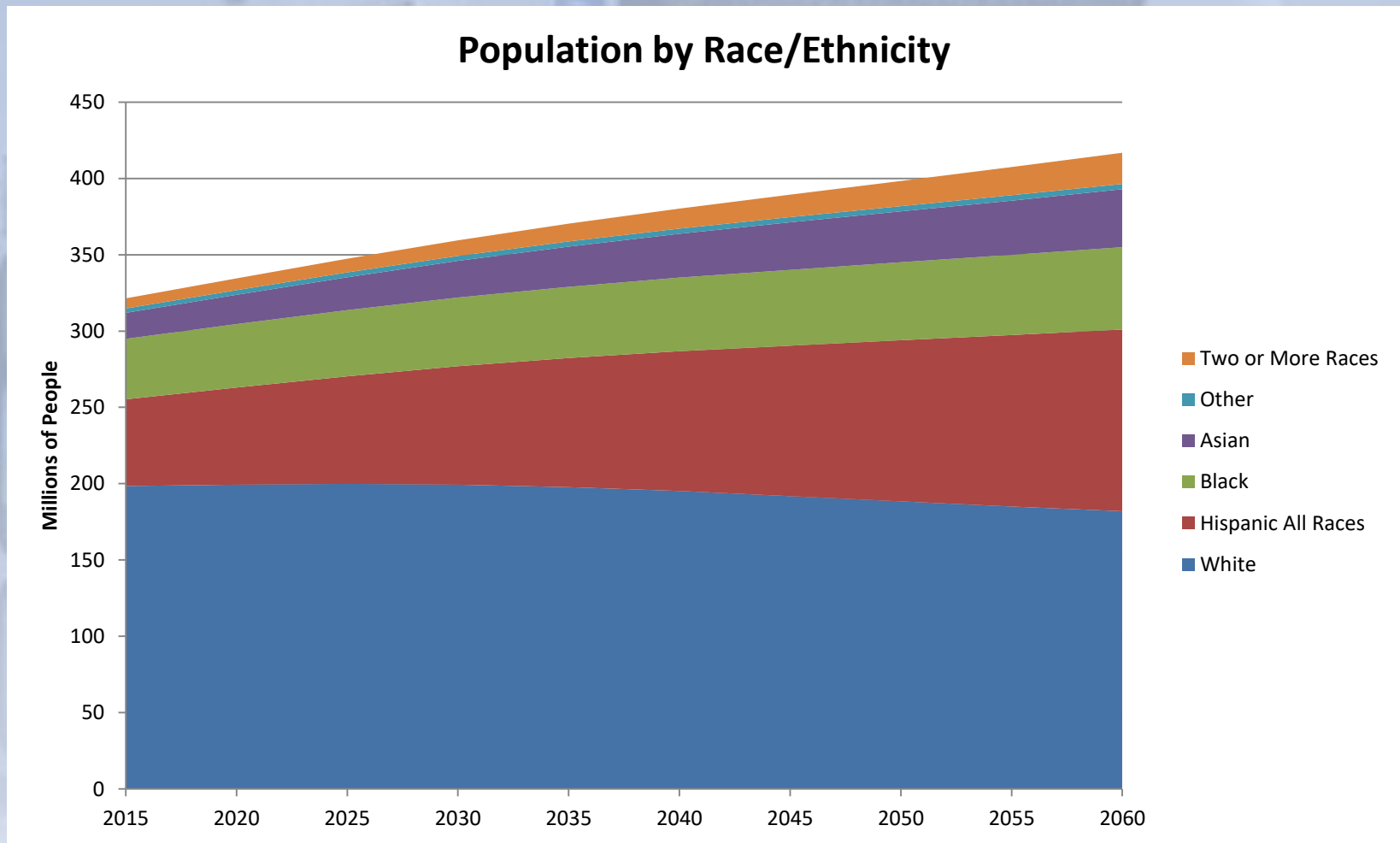
The Minority Population is Growing

Race-Ethnic Profiles by Age Group, 2010



Source: Brookings Institution, based on 2010 Census Data

The Minority Population is Growing



Source: Census Projections

Why There Will Be More Transit In Your Future

- Socio-economic and demographics trends guarantee a growth in future transit demand
- Governments at all levels are not prepared to financially support increased transit demand
- Political demand will eventually break the funding logjam

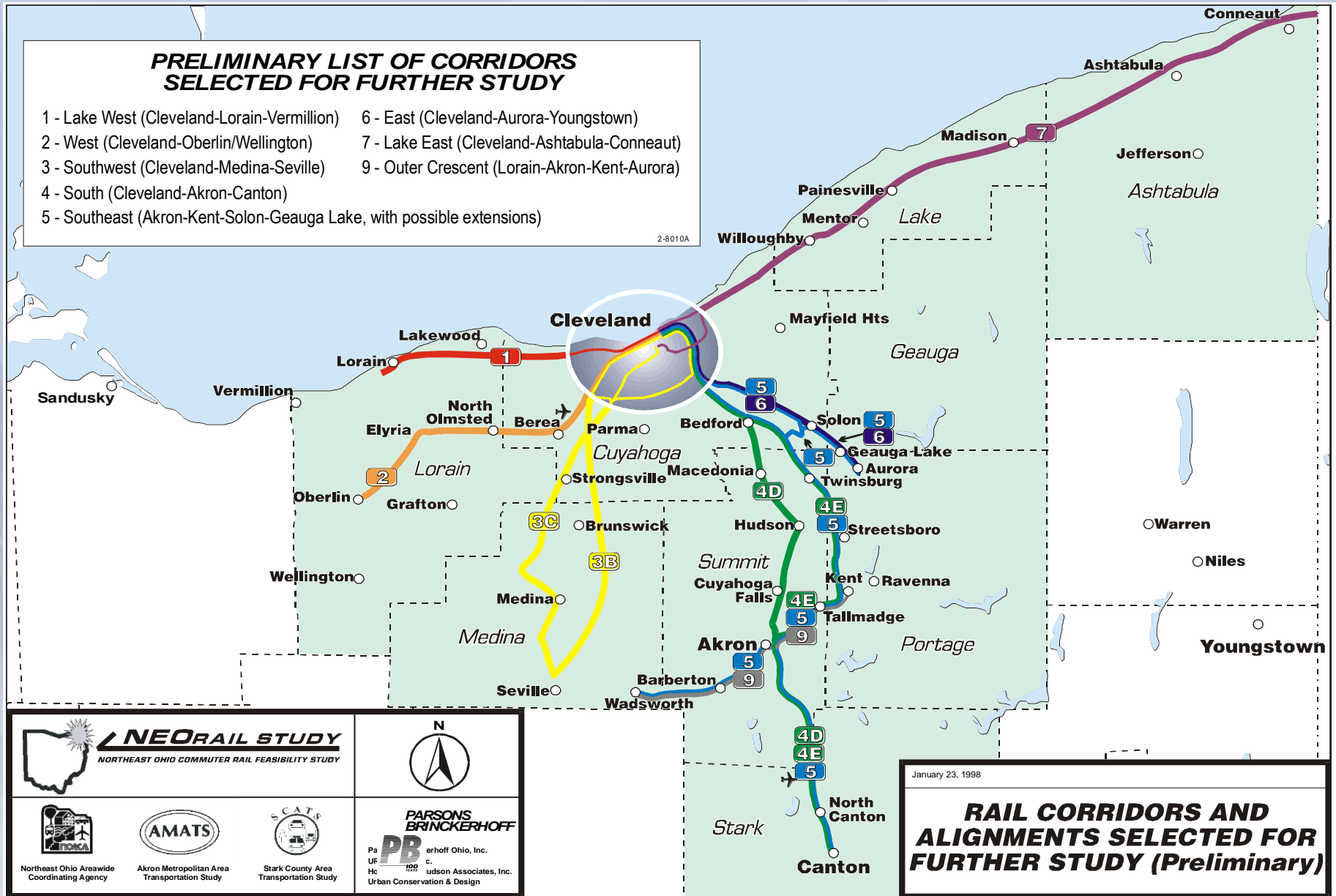
A white New Jersey Transit bus is shown from a front-three-quarter view. The bus has "NJ TRANSIT" on its destination sign and "00-228" on its upper front. A person in a light blue shirt and dark pants is standing near the open front door. The background is a blurred outdoor setting.

Why We Should Not Get Distracted By Rail

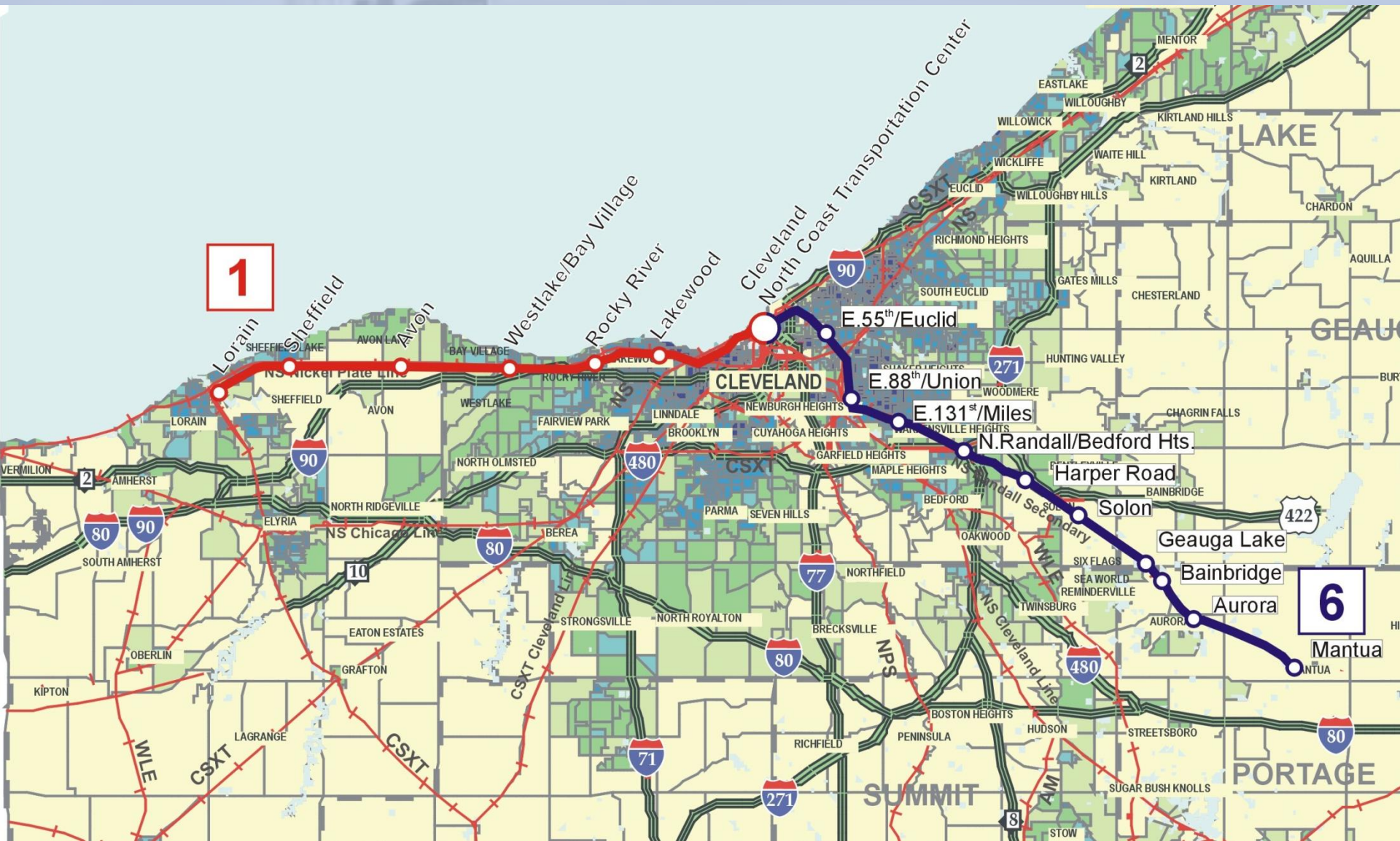
PRELIMINARY LIST OF CORRIDORS SELECTED FOR FURTHER STUDY

- | | |
|--|---|
| 1 - Lake West (Cleveland-Lorain-Vermillion) | 6 - East (Cleveland-Aurora-Youngstown) |
| 2 - West (Cleveland-Oberlin/Wellington) | 7 - Lake East (Cleveland-Ashtabula-Conneaut) |
| 3 - Southwest (Cleveland-Medina-Seville) | 9 - Outer Crescent (Lorain-Akron-Kent-Aurora) |
| 4 - South (Cleveland-Akron-Canton) | |
| 5 - Southeast (Akron-Kent-Solon-Geauga Lake, with possible extensions) | |

2-8010A

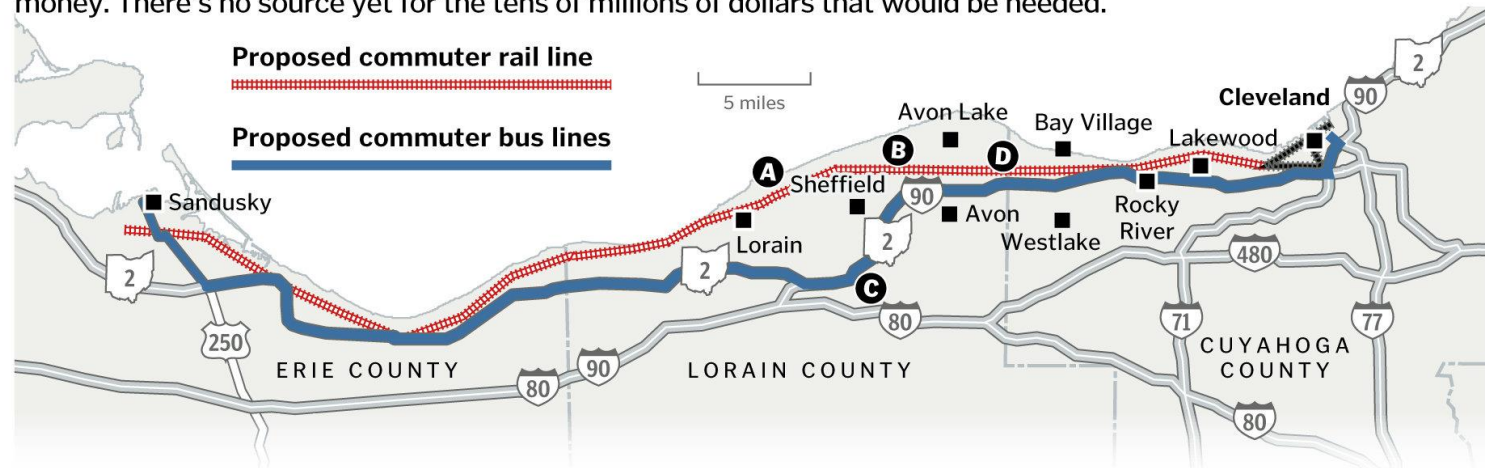


NEORail



Plans for Sandusky-to-Cleveland link

Officials in Cuyahoga, Lorain and Erie counties are considering plans that would bring commuter buses and then rail to a West Shore corridor over the next 15 years. The biggest challenge for a proposed four-phase plan — money. There's no source yet for the tens of millions of dollars that would be needed.



Phase 1 (Years 1-5)

- Resurrect Lorain County's bus system.
- Start bus route between Lorain and downtown Cleveland. Stops would be Black River Landing in Lorain, Midway Mall in Elyria and park-and-ride lots in Sheffield and Avon.

■ Capital cost:
\$11 million

■ Yearly operating cost:
\$8.3 million

Commuter bus stops

- A** Lorain-Black River
- B** Midway Mall
- C** Abbe Rd.
- D** Avon (Lear-Nagle)

Phase 2 (Years 6-10)

- Launch bus route between Sheffield and Cleveland, with a second park-and-ride lot added in Avon.
- Start commuter bus service between downtown Sandusky and Cleveland, with stops at park-and-ride lots in Sandusky, Huron and Vermilion.

■ Open a second park-and-ride lot in Avon.

■ Capital cost:
\$16 million

■ Yearly operating cost:
\$10 million

Phase 3 (Years 10-15)

- Start commuter-rail service on Norfolk Southern line between Black River Landing in Lorain and Cleveland, with stations in Sheffield, Avon, Westlake, Bay Village, Rocky River and Lakewood.

- Rail line would replace some of the bus service in Lorain County and possibly some in Cuyahoga County.

■ Capital Cost:
\$159.3 million

■ Yearly operating cost:
\$17 million

Phase 4 (Years 15+)

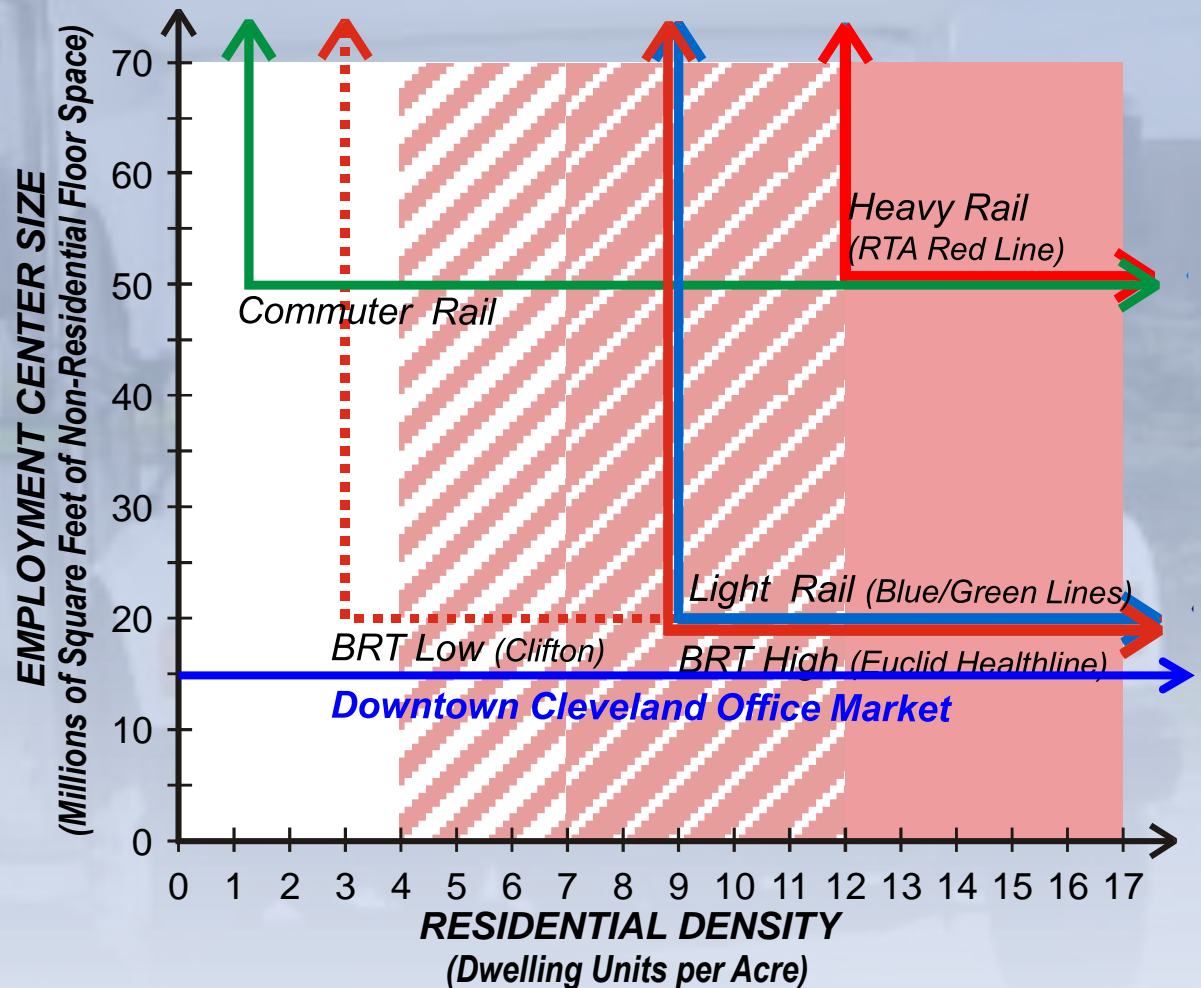
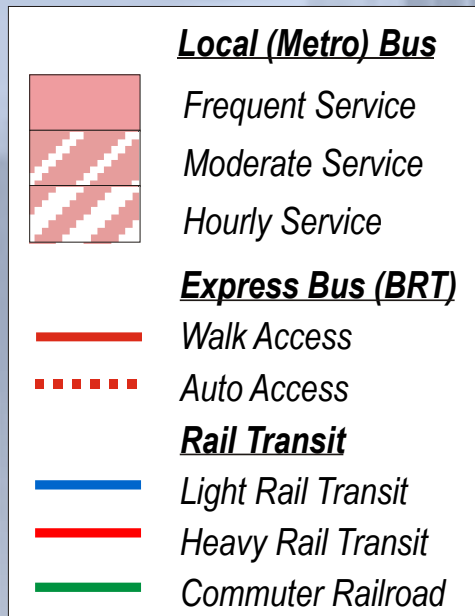
- Extend commuter rail line to Sandusky

■ Capital Cost:
\$221.8 million

■ Yearly operating cost:
\$18.3 million

SOURCE: WestShore Corridor
Transportation Project
THE PLAIN DEALER

Transit Warrants



Northern Ohio Rail Alliance

- Analyzing possible inter-city rail service between Cleveland, Toledo, Detroit
- Possible Stop in Elyria
- Different market than local, commuter rail
- Will require significant state, local investment

Why We Should Not Get Distracted By Rail

- Transportation planning starts with markets, not technology
- No more need to attract riders; there are more riders than we can serve under present funding
- Lorain County's most important transit markets will not be served by rail
 - Paratransit trips for elderly, disabled
 - Medical trips
 - Intra-county work trips for lower income workers
 - School/College trips

Why We Should Not Get Distracted By Rail

- The cost of commuter rail may be out of scale with Lorain County's financial capacity; must be a regional, State and Federal priority
- Rail has many fans, but also many enemies due to cost
- Associating transit with rail makes the enemies of rail the enemies of transit
- Supporting NORA is probably the best way to promote transit in Lorain County at this time

Where We Go From Here

- Create “Friends of Lorain Transit” PAC
- Do a county transit needs assessment
 - Quantify need, community interest
 - Identify supporters and political messages
- Hire political consultant
- Start campaign

Themes

- Door-to-door paratransit for elderly, disabled
- Access to jobs and educational opportunities, especially for young people, new workers
- “The people you depend on, depend on LCT”

Potential Funding Sources

- Sales taxes are in place in all other NE Ohio counties with significant transit systems
GCRTA: 1% Akron METRO: 0.5%
Laketran, SARTA, PARTA, WRTA: 0.25%
- 2013 Lorain Sales Tax Receipts: \$25.7 m based on rate of 0.75%
- So, 0.25% countywide sales tax in Lorain County would raise about \$8.5 million

Sales Taxes

- With additional state and Federal funding, this would allow LCT to operate a system on par with Laketran
 - Countywide paratransit for elderly, disabled
 - Limited local fixed route service connecting all highly populated areas, key destinations
 - Possible limited commuter bus service to downtown Cleveland, Hopkins Airport

Summing Up

- Lorain County is underserved by transit today
- Demand for transit is only going to increase
- Strategy focusing on elderly, disabled, students, new workers would fill critical need
- 0.25% sales tax would fund adequate service