

LORAIN COUNTY TRANSIT REDEVELOPMENT PLAN



PROJECT OBJECTIVE:

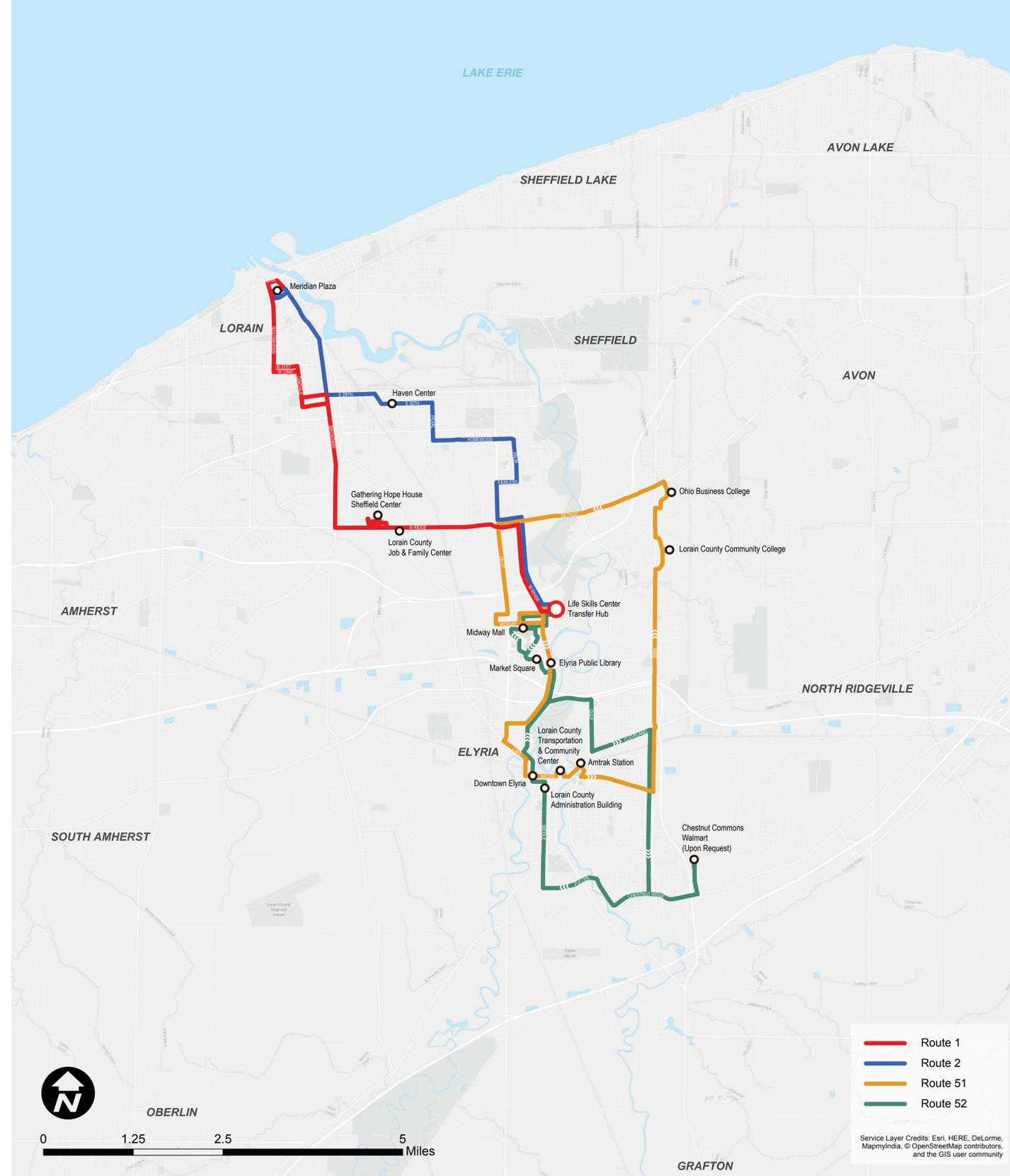
- » Develop a business case for Lorain County Transit (LCT) to meet the needs of existing and future riders, maximize efficiency of agency and county resources, and aid in the economic and social success of Lorain County.

PROJECT GOALS:

- » Design an efficient and effective transit system that meets the needs of the community within the agency's financial limits.
- » Provide greater access to transit for Lorain County residents, including better service and more destinations.
- » Identify transit service links to underserved communities and destinations throughout the county and region.
- » Provide transit service that enhances the livability of the Lorain County region.

LCT is seeking public input on recommended improvements to Lorain County's transit system. LCT has already carried out one recommendation – lowering bus fares to \$2 beginning December 1st. Other changes, including possible changes to LCT routes, could be made in 2018, while others will require additional funding and vehicles before they can be implemented.

EXISTING LCT FIXED-ROUTE SYSTEM





EXISTING FIXED-ROUTE SERVICE

How does the LCT fixed-route service operate today?



- » LCT currently operates four fixed-routes using two buses. Routes 1 and 2 serve Lorain and Routes 51 and 52 serve Elyria.
- » Buses meet each hour at Life Skills High School near Midway Mall.
- » Route 2 operates from 5:30am - 4:30pm, Routes 1 and 52 operate from 6:30am - 5:30pm, and Route 51 operates from 7:30am - 6:30pm.
- » The routes serving Lorain are bi-directional, meaning they operate on the same streets in both directions, but the routes serving Elyria are operated as large one-way loops, making passengers ride out of their way on their outbound or return trip.



- » Existing LCT riders are mostly lower income residents traveling for educational, employment, or shopping purposes. Most use transit because they lack a vehicle or are unable to drive.
- » LCT fixed-route ridership is low and has fallen over the last several years. The fixed-route service carries about 120 passengers per day.

Who uses the existing fixed-route service?



- » Several important concentrations of jobs, medical facilities, and shopping in Lorain County are outside the existing LCT service area.
- » Service is too infrequent, ends too early, and covers too little of the county. As a result, the service is used only by people who are transit-dependent.
- » Better fixed-route service might reduce LCT's costs by reducing the number of trips people make on LCT's dial-a-ride service.

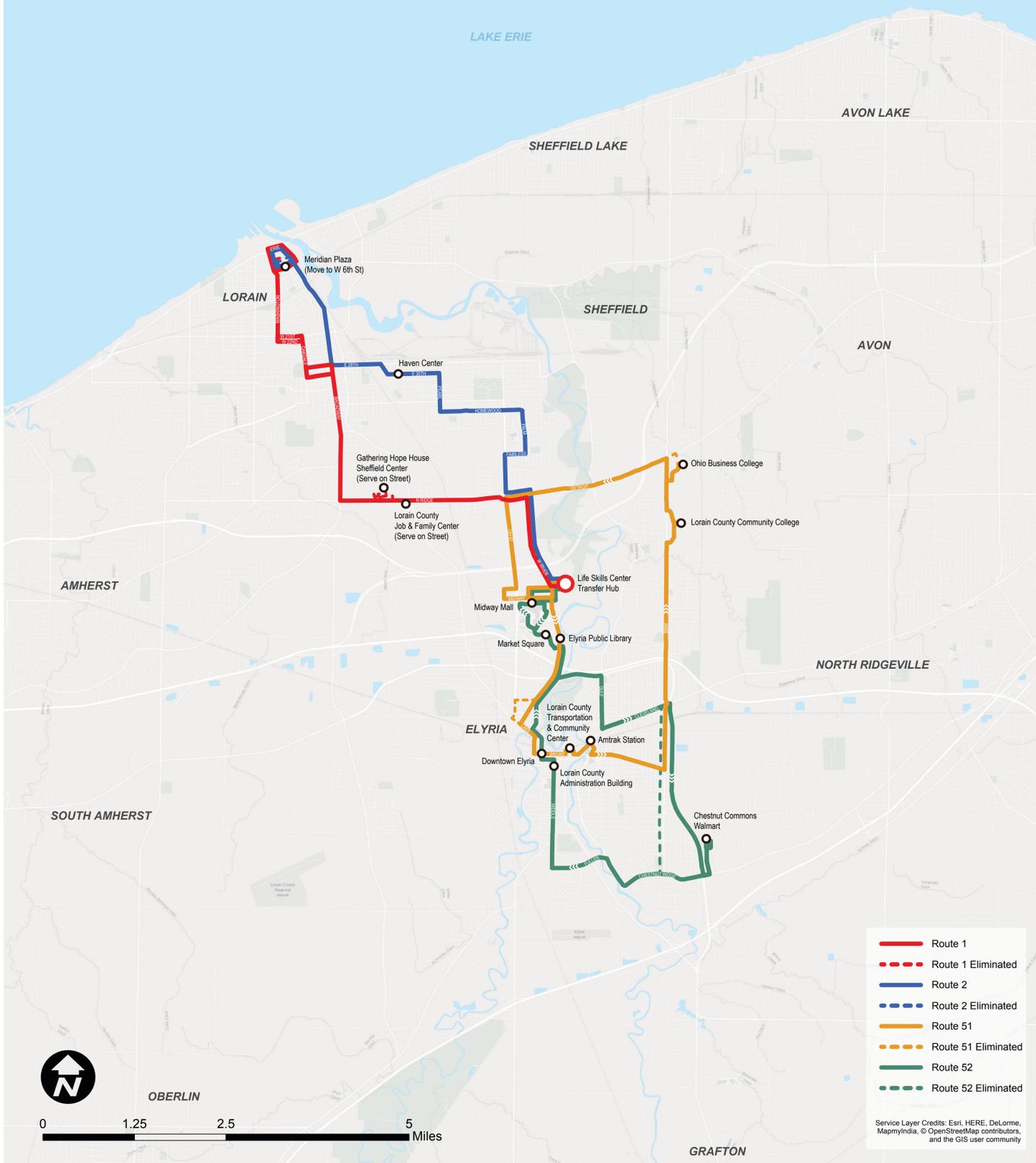
Why is ridership so low?





MINOR CHANGES - COST NEUTRAL

PROPOSED MINOR ROUTE ADJUSTMENTS



These changes do not increase LCT's costs or require additional vehicles, and can be made in 2018.

ROUTE 1:

- » Turn right from Washington at West 6th Street to avoid uncontrolled left at 5th and Washington.
- » Serve Mental Health Board (Gathering/Hope House), Marc's/Apples Plaza, and Job and Family Services from North Ridge Road, without entering parking areas to reduce running time.

ROUTE 2:

- » Operate loop in downtown Lorain in clockwise direction, turning at West 6th Street, to avoid potentially hazardous left at West 5th Street.

ROUTE 51:

- » Eliminate segments on Foster and Lorain Boulevard to reduce running time and avoid crossing traffic at Furnace.
- » At Hoag Drive and Waterford, operate in and out to Abbe Road to avoid left turn onto Detroit Road.

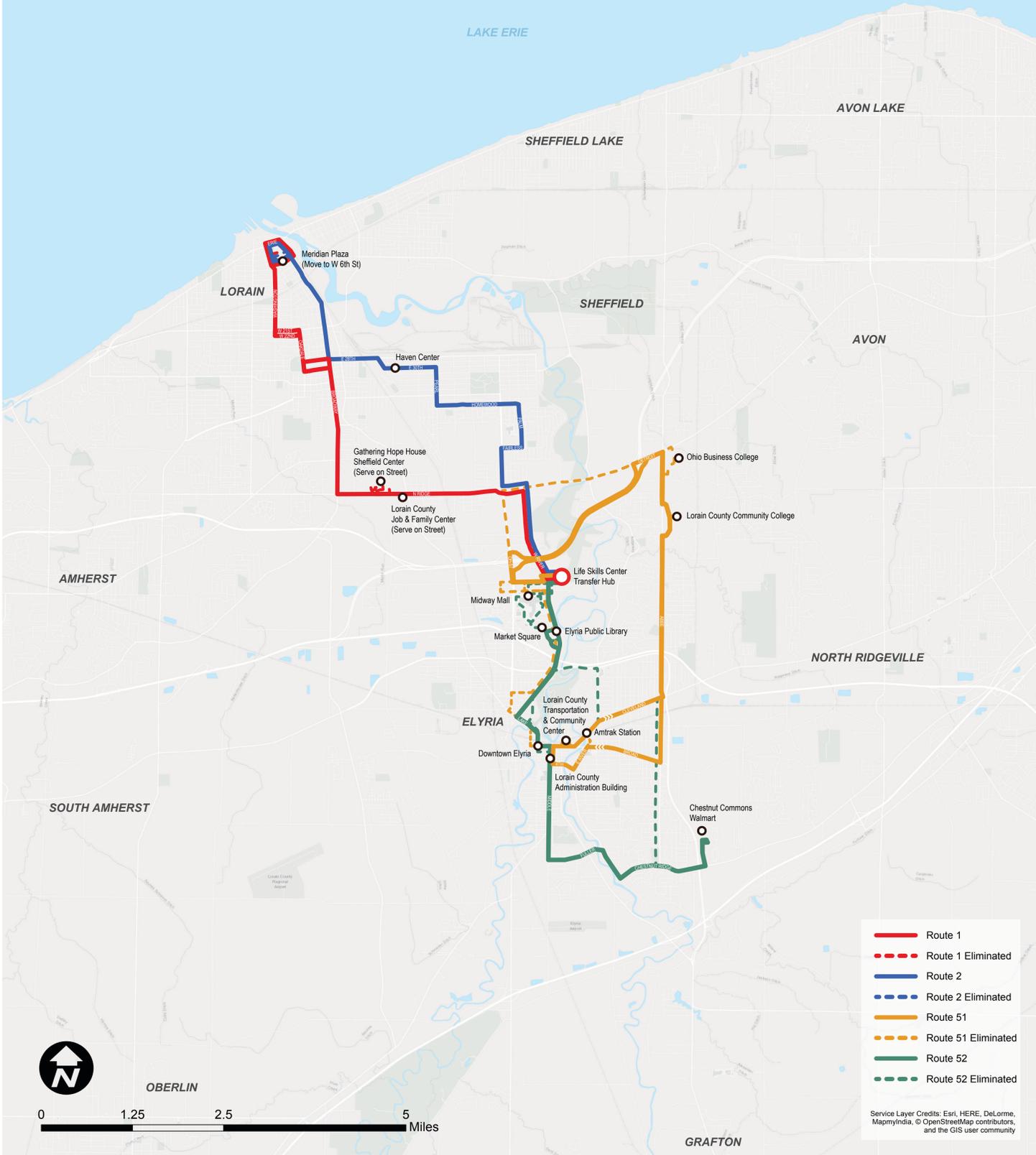
ROUTE 52:

- » Extend all trips to serve Chestnut Ridge shopping center (Walmart).
- » Operate on SR-57 between Chestnut Ridge and Cleveland Street and on the perimeter road within Midway Mall; eliminate "by request" deviations to reduce running time.



MAJOR CHANGES - COST NEUTRAL

PROPOSED MAJOR ROUTE CHANGES



These changes do not increase LCT's costs or require additional vehicles, and can be made in 2018.

ROUTES 1 and 2:

- » No major changes.

ROUTE 51:

- » Operate redesigned route on the same streets in both directions, with a small loop at southern end, to make route easier to understand and eliminate out-of-way travel for customers.
- » Serve LCCC in both directions on Abbe Road.
- » Serve both Cleveland and Broad Street corridors in addition to downtown Elyria and UH Elyria.
- » Suspend "by-request" route deviations to make route faster and more predictable for customers.

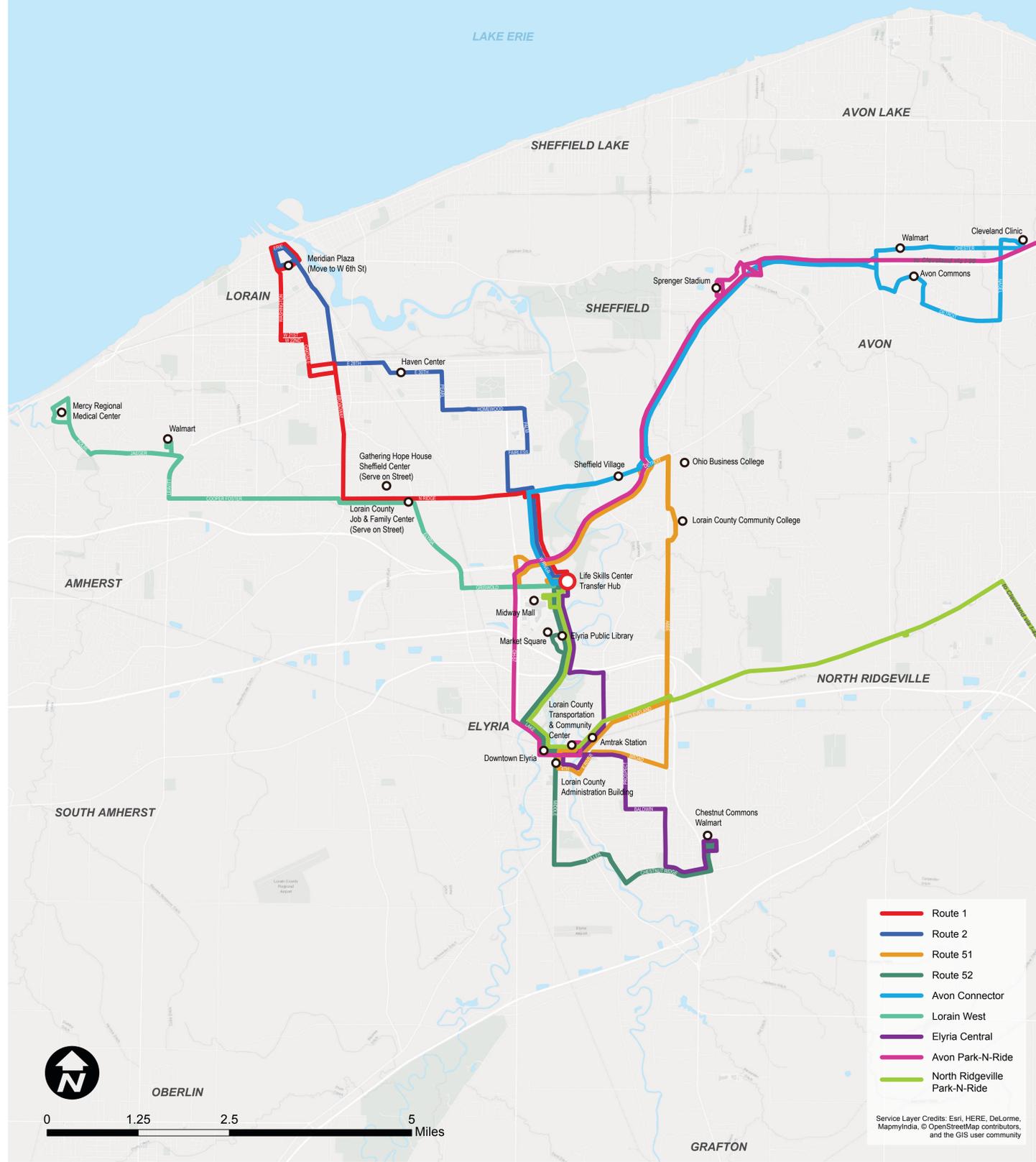
ROUTE 52:

- » Convert route to operate in both directions on same streets.
- » Streamline service on West River Road to reduce deviations.
- » Go through Midway Mall/Market Square parking lots on outbound trips only.



ADDITIONAL COST CHANGES

PROPOSED LONGER TERM SYSTEM



IN THE SHORT TERM:

- » Operate each of the four existing routes hourly from 5:30am to 6:30pm. All routes would meet at the hub every hour.
- » Extend hourly evening service to 10:30pm.

IN THE LONGER TERM:

- » Add new local routes to Sheffield Village, Avon, western Lorain, and central Elyria.
- » Operate new commuter express routes to downtown Cleveland:
 - » via I-90 from the Elyria Transit Hub, Midway Mall, and Sprenger Stadium.
 - » via I-480 and I-71 from North Ridgeville (location TBD).

COST IMPLICATIONS:

- » Short term improvements would increase LCT's budget by about \$1 million per year and would require two additional vehicles.
- » Longer term improvements would increase LCT's budget by about \$1.7 million and would require seven additional vehicles.
- » Half of these costs would be funded locally, the remainder by Federal grants.
- » Commuter service may require capital investments for park-and-ride lots and amenities.

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OTHER RECOMMENDATIONS

VEHICLES

- » Equip future LCT buses with bike racks, registering fareboxes, passenger counter and vehicle location systems, pay-by-phone fare payment systems, and security cameras.
- » In the longer term, transition to larger, diesel-powered buses for some fixed-route service to reduce maintenance costs.
- » For commuter services, use buses outfitted for longer and higher speed trips for improved passenger comfort and safety.

SIGNAGE AND AMENITIES

- » Establish policies for locations of bus stops, shelters, and amenities and a program to manage bus stop assets.
- » Work with cities to improve crosswalks, sidewalks, and pedestrian paths to provide safe access to stops for LCT customers.
- » Consider relocating hub to location within Midway Mall area.

ORGANIZATIONAL

- » Establish and periodically update service and performance standards to help manage the system and plan improvements.
- » After fixed-route service is improved, strengthen dial-a-ride certification requirements to encourage customers who are able to use fixed-route service.
- » Conduct passenger counts and surveys periodically to provide input to route planning and service refinements.
- » Work with LCCC to establish a student/staff pass program.

STAFFING

- Hire at least one additional staff member to assist with:
- » Management of fixed-route and dial-a-ride services, including dial-a-ride certification, service standards, and performance management systems.
 - » Implementation of new travel-training, technology, and bus stop sign and shelter programs.
 - » Ongoing planning and coordination activities with local, regional, and state transportation and planning agencies.