Existing Conditions

NOACA REGIONAL STRATEGIC TRANSIT PLAN
Transit Council Update
February 21, 2020
Overview of Approach

Task: Review existing conditions for five-county region to develop near-term and long-term action strategies for regional transit

Step 1: Conduct regional analysis of demographics and transit service

Step 2: Conduct policy interviews with public and private stakeholders

Develop action strategies
<table>
<thead>
<tr>
<th></th>
<th>Greater Cleveland RTA</th>
<th>Laketran</th>
<th>Lorain County Transit</th>
<th>Medina County Transit</th>
<th>Geauga County Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Services Operated</strong></td>
<td>Heavy &amp; Light Rail Local, Commuter, Circulator Bus, BRT ADA Paratransit</td>
<td>Local Bus Commuter Bus ADA Paratransit Dial-a-Ride</td>
<td>Local Bus ADA Paratransit</td>
<td>Local Bus ADA Paratransit</td>
<td>ADA Paratransit</td>
</tr>
<tr>
<td><strong>County Population</strong></td>
<td>1.24 million</td>
<td>231,000</td>
<td>309,000</td>
<td>179,000</td>
<td>94,000</td>
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<tr>
<td><strong>Annual Rides</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Fixed-Route</td>
<td>34.5 million 608,000</td>
<td>452,000</td>
<td>32,000</td>
<td>39,000</td>
<td>43,000</td>
</tr>
<tr>
<td>ADA Paratransit</td>
<td></td>
<td>271,000</td>
<td>32,000</td>
<td>41,000</td>
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<tr>
<td><strong>Ann. Operating Budget</strong></td>
<td>$245.8 million</td>
<td>$15 million</td>
<td>$2 million</td>
<td>$2 million</td>
<td>$1.3 million</td>
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<tr>
<td><strong>Service Volume</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Veh. Rev. Hours</td>
<td>1.86 million 21.3 million</td>
<td>209,000</td>
<td>- 412,000</td>
<td>37,000</td>
<td>- 489,000</td>
</tr>
<tr>
<td>Veh. Rev. Miles</td>
<td>20.3 million 3.2 million</td>
<td></td>
<td></td>
<td>504,000</td>
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<tr>
<td><strong>Fleet</strong></td>
<td></td>
<td></td>
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<tr>
<td>Fixed-Route Bus</td>
<td>288 151 33</td>
<td>24 67</td>
<td>2 11</td>
<td>5 13</td>
<td>14</td>
</tr>
<tr>
<td>ADA Paratransit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Vehicles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Governance</strong></td>
<td>Authority</td>
<td>Authority</td>
<td>County</td>
<td>County</td>
<td>County</td>
</tr>
<tr>
<td><strong>Primary Local Funding</strong></td>
<td>Dedicated Sales Tax (1%)</td>
<td>Dedicated Sales Tax (0.5%)</td>
<td>General Revenues</td>
<td>None?</td>
<td>General Revenues (Reimbursed)</td>
</tr>
</tbody>
</table>
Inter-County Transit Connections

- Fixed-route transit connections between NOACA Counties are very limited
  - Laketran operates commuter buses to Cleveland
  - GCRTA routes meet Laketran and Medina County buses near boundaries for connections
- Lorain, Medina County cars in GCRTA park-and-ride lots suggest need for commuter service to Cleveland from those counties
- Akron METRO, PARTA, SARTA operate commuter routes to Cleveland
Regional Demographic and Service Analysis

Population & Employment Density
- Employment & population density
- Population density for seniors, disabled, minority, low income, car ownership,
- Population/employment density trends & change over time

Regional Travel Patterns
- Change and trend in home-based work trips
- Change and trend in work vs. non-work trips
- Regional trip generators

Inter-County Travel
- Zip codes with trip gains and losses
- Travel pattern within/between zip codes
- Zero-car household work trips
- Commuter services
- Fixed route connections
Demographic and Service Analysis Summary

1. Public transit has a 3.1% mode share in the region
   - Employment density and demographics in much of the region don’t support efficient or convenient fixed-route transit service.

2. Downtown Cleveland and University Circle are anchoring commuter service
   - Most inter-county work trips (all modes) are destined to Cuyahoga County

3. Majority of trips in the region start and end within each county
   - Intercounty trips are more likely to be work trips than non-work trips
   - Non-work trips are less likely to be made by transit
Regional Transit Opportunities

- Downtown Cleveland is now the region’s only major regional transit destination (85,000 jobs, 47 per acre)
- University Circle is an emerging major regional transit destination
  - 57,000 jobs, 58 per acre
  - Attracts more inter-county work trips than downtown Cleveland
  - Has significant non-work attractions (medical, educational, entertainment)
  - University Circle will grow with completion of Opportunity Corridor
- Other job hubs are too small and/or too low density to serve as major regional transit destinations
Trends in the Regional Transit Context

- Trends do not point to short-term growth in transit demand
  - Regional travel volumes are declining
  - Development densities are not growing significantly
  - Downtown Cleveland employment is not growing
  - Auto ownership IS growing!

- *Intra*-county transit needs outweigh the need for more *inter*-county service (especially in Cuyahoga and Lorain Counties)
Policy Interviews

- Document reviews for transit funding and governance across counties to feed into interviews
- Conducted 14 interviews with various transit stakeholders in the region
- Interviewed
  - County commissioners
  - Transit agency staff
  - Private stakeholders

Cuyahoga County
- City of Cleveland: Freddy Collier, Valerie McCall, Mike Foley
  - GCRTA: Maribeth Feke

Lorain County
- County Commissioner: Matt Lundy
  - LCPT: Pam Novak

Lake County
- County Commissioner: John Hamercheck
  - Laketran: Ben Capelle

Geauga County
- GCT: JoAnna Santilli, Jerry Morgan

Private Stakeholders
- University Circle: Debbie Berry
- Team NEO: William Koehler
- CSU: Dr. Iryna Lendel

Medina County
- County Commissioner: William Hutson
  - MCPT: Shannon Rine

Lake County
- County Commissioner: John Hamercheck
  - Laketran: Ben Capelle
Summary of Conditions

Demographics and transit service

- Some gaps in cross-boundary demand responsive and fixed route services
- Carefully designed demand response and commuter service is warranted
- Employment density, demographics and land use patterns do not support efficient fixed route service in some areas across the region
- Level of cross-boundary travel supports need for more coordination across jurisdictions, particularly for demand responsive services
Summary of Conditions

Funding transit in the region

- Funding is a unique challenge for each agency within each county
- Regional funding: little consideration to date, some jurisdictions open to appropriate regional funding scheme
- Some innovative funding schemes discussed include mileage-based fees, employer assistance for transit, and social services assistance
Summary of Conditions

Interagency coordination and collaboration

- Coordination is succeeding among agencies, e.g., Laketran-Geauga’s shared IT services, RTA-Medina funding exchange, NEORide coordination
- Potential for collaboration on demand response services across county boundaries
- Potential for additional collaboration on intercounty transit services
Potential Action Strategies for Phase II

- **Intercounty**
  - Collaboration for cross-boundary service
  - Commuter services to University Circle (in progress)

- **Regional**
  - Enhanced coordination
  - Review funding for regional services

- **Plan for Connections to Areas Outside NOACA Region**
  - Cleveland-Akron
  - Medina-Akron

- **Aspirational**
  - Needs identified in local transit plans
  - Regional services when warranted
Thank you. Questions?