Wadsworth Multi-Modal Transportation Plan

Prepared For: The City of Wadsworth

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NOACA
Planning For Greater Cleveland

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PROJECT BACKGROUND

The City of Wadsworth has experienced increased commercial growth near its city's boundaries, but little to no growth within the downtown core. There is a growing concern that the city is losing its hometown character and culture. As a result, the community based non-profit organization, Downtown Wadsworth, Inc., was created to develop and maintain the downtown identity through a detailed strategic plan focusing on design, economic development, and transportation needs. This organization worked to develop a beautiful, homogenius streetscape and storefront within the downtown. However, this organization's efforts stopped outside of the downtown corridor.

Acknowledging this, in late 2008 the City of Wadsworth applied for and received Transportation for Livable Communities (TLCI) Grant from the Northeast Ohio Area Coordinating Agency (NOACA) to study and conduct conceptual design work for three highly-needed transportation enhancement projects. These projects will enhance the city's quality of life, enhance the economic viability of the city's downtown, and enhance the city's identity and community culture.

More specifically, this Multi-Modal Transportation Plan is meant to:

- Supplement the Wadsworth Comprehensive Plan;
- Develop a public transportation plan;
- Develop a improvement plan for the southwest quadrant parking lot;
- Identify bicycle routes and trails throughout the city;
- Become a funding vehicle for grants;
- Coordinate with other related projects (road improvements, etc.);
- Catalog potential partnerships.

The Northeast Ohio Area Coordinating Agency is a federally designated Metropolitan Planning Organization (MPO) for five counties of Northeast Ohio, which include Greater Cleveland and the Lorain area. Its chief functions are to perform long- and short-range transportation planning, transportation-related air quality planning, and areawide water quality management planning, as defined by federal and Ohio mandates. The main goal of the TLCI Grant is to promote planning transportation projects that strengthen community livability.

PROJECT GOALS

As part of this project, the city created a Steering Committee including members from Wadsworth's Planning Department, City Council Representatives, Downtown Wadsworth, Inc., Downtown Business Owners, and City Community Organizations. This Steering Committee was used throughout the project to guide the process and coordinate other projects.

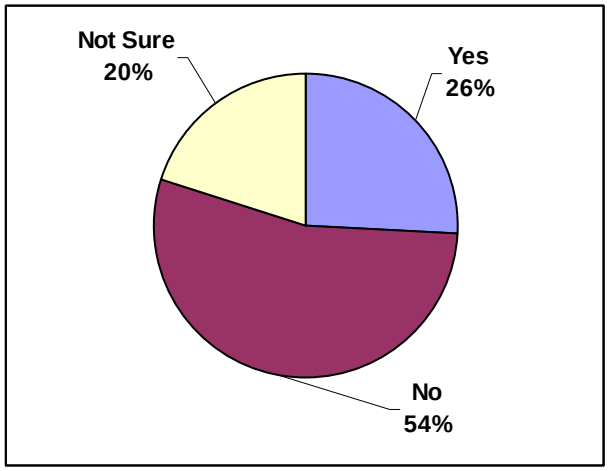
This Steering Committee refined the project goals that were originally outlined in the TCLI grant application. The final goals are:

1. Enhance the economic viability of the downtown corridor;
2. Promotion of trails as alternative transportation especially trails used to safely travel to parks, schools, offices and shopping areas by bicycling and walking;
3. Creation of recreational, entertainment, cultural and fitness opportunities will lead to improved quality of life;
4. Foster compact land use development / redevelopment by revitalizing commercial buildings and developing upscale market rate apartments to improve the urban core;
5. Improve safety and efficiency of the existing and proposed transportation systems;
6. Use this plan and public meetings to educate residents of Wadsworth and the county to the importance of green infrastructure practices, open space preservation and Best Management Practices;
7. Reduce air and water pollution through best management practices. Encourage fuel and energy conservation;
8. Use this plan to develop and enhance a unique community identity for City of Wadsworth to spur economic and tourism development (eco-tourism).

Public Transportation to Akron

Question 5: If service was available, would you travel by bus to Akron during the weekdays?

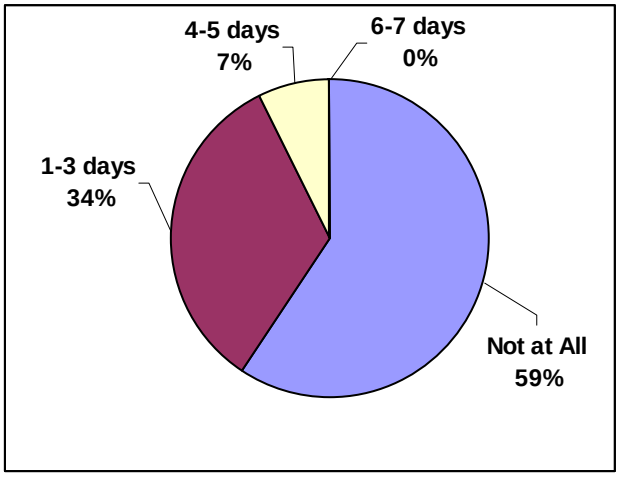
Twenty-six respondents indicated they might use a public transportation service to Akron. A smaller proportion of respondents indicated they would use an Akron bus service (26 percent) than a service in Wadsworth (39 percent, Question 1). More than 50 percent said they would not use such a service and 20 percent were not sure.



Number of Responses: 790

Question 6: How many days per week do you think you would use public transportation to travel to Akron?

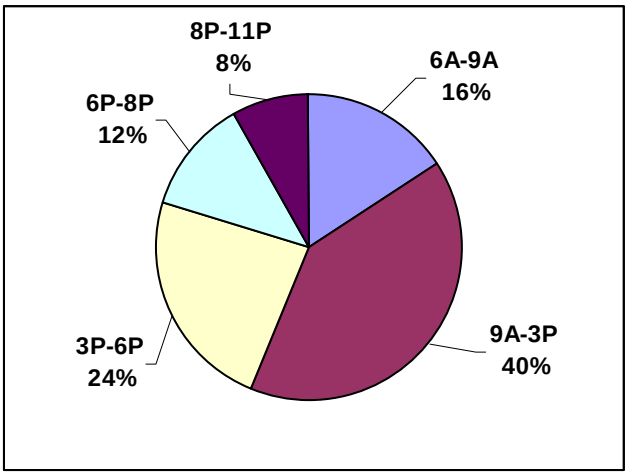
Of those that might use a public transportation service to Akron, the largest proportion, 34 percent, would use it 1 to 3 days per week. Seven percent would use it four to five days a week.



Number of Responses: 712

Question 7: What times would you most likely use this weekday service transportation? (check all that apply)

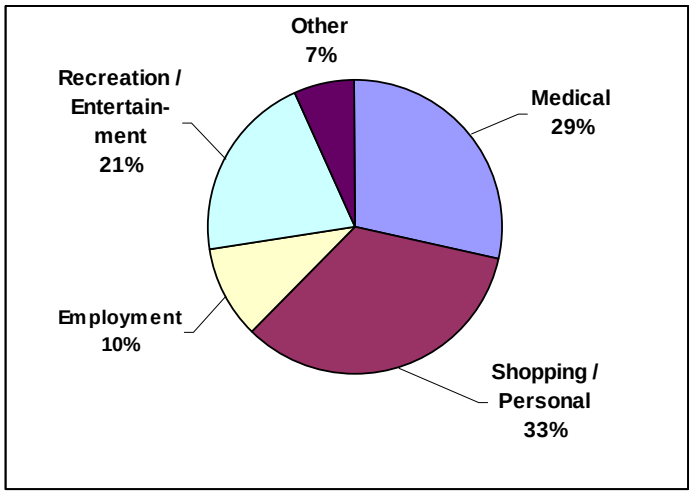
The largest proportion of respondents would use an Akron service during the middle of the day. Between 16 and 24 percent would use it during morning or afternoon commuting periods.



Number of Responses: 623

Question 8: For what purposes would you use public transportation to Akron?

The responses to this question were similar to Question 4. More than 60 percent of the responses indicate a preference for using an Akron service to attend medical appointments and do shopping and conduct personal business. Ten percent would use the service for employment trips.

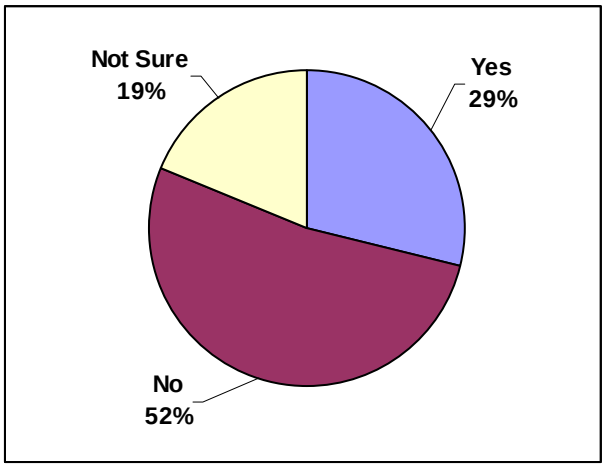


Number of Responses: 663

Public Transportation to Medina

Question 9: If service was available, would you travel by bus to Medina during the weekdays? (Note: As described earlier in the report, MCPT provides transportation from Wadsworth to Medina Monday through Friday).

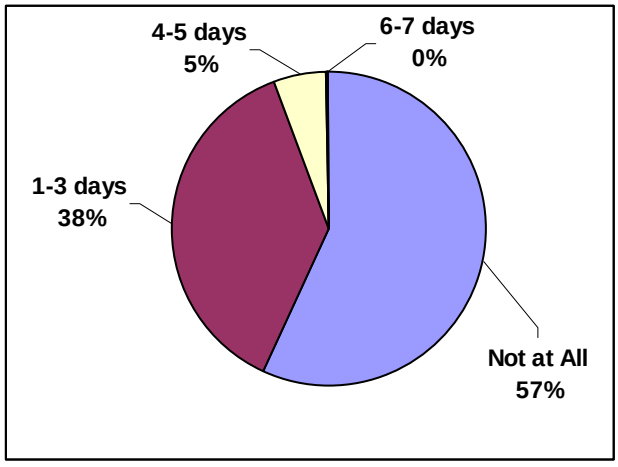
In addition to service within Wadsworth and to Akron, the survey asked whether a service to Medina would be used. The responses were similar. About half would not use a Medina service, about one-third would, and about 20 percent are not sure if they would use it.



Number of Responses: 773

Question 10: How many days per week do you think you would use public transportation to travel to Medina?

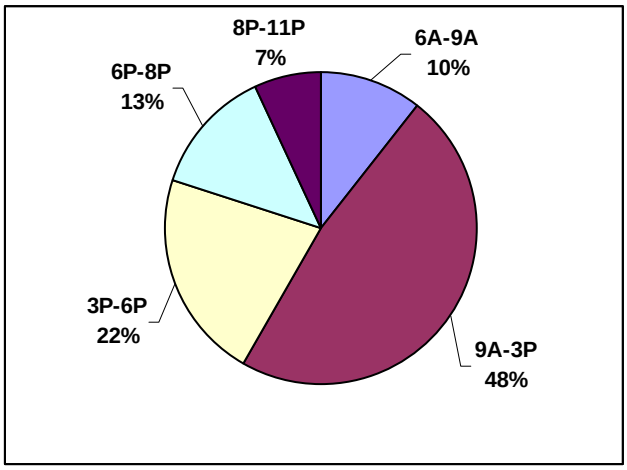
Nearly 40 percent of the respondents said they would use a service to Medina 1 to 3 times per week. Only five percent would use it four to five times per week.



Number of Responses: 677

Question 11: What times would you most likely use this weekday service transportation? (check all that apply)

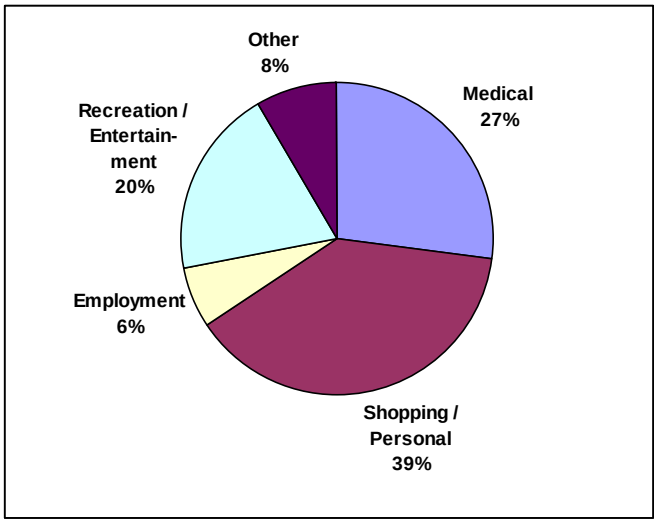
Nearly half of the responses to this question indicate the most preferred time of day to travel to Medina would be between 9:00 a.m. to 3:00 p.m.



Number of Responses: 555

Question 12: For what purposes would you use public transportation to Medina?

Similar to the questions regarding Wadsworth and Akron services, more than 60 percent of respondents would use a Medina service to access medical services and shop and conduct personal business. Another 20 percent would use the service to access recreation and entertainment activities. Only 6 percent would use the service for employment.



Number of Responses: 677

Transportation for Livable Communities Initiative Grant Application

The groundwork for this study is documented in the City of Wadsworth's TLCI grant application. In recent years, Downtown Wadsworth, Inc. (DW), a community-based non-profit organization with a mission to support and enliven downtown Wadsworth, undertook strategic planning efforts to support its mission. Through the work of the organization's subcommittees, improved transportation was identified as a key to the community's quality of life. The group highlighted several deficiencies:

- No taxi companies operate in the area.
- MCPT only operates Monday through Friday from 6:00 a.m. to 6:00 p.m.
- MCPT service is available on a first-come, first-served basis. The system's level of service cannot meet the demand. To obtain a trip, customers must reserve a trip far in advance. Otherwise, trip requests are often turned down.
- The City of Wadsworth is located within the urbanized area for Akron and thus Akron Metro's federal funding allocation includes the Wadsworth area, however, Akron Metro does not provide any public transportation to or within the study area. Akron Metro receives approximately $200,000 annually to serve the Wadsworth population.

Numerous community stakeholders submitted letters in support of the grant application. Several additional needs were identified in the support letters, including:

- There is a need for expanded out-of-county medical transportation.
- There is the need for transportation for cultural, social, and civic engagements.
- There is a spatial mismatch between some of the residences of the transportation-disadvantaged populations and the retail development on the north side of town, which provides both job opportunities and wider options for accessing grocery stores and retail destinations.
- Some populations in the community, such as the elderly and low-income, delay medical care due to lack of transportation, creating health-threatening situations.
- Improved access to the City's recreational amenities would improve the community's quality of life.

Coordinated Public Transit – Human Services Transportation Plan for Northeast Ohio

In 2008, NOACA adopted the *Coordinated Public Transit – Human Services Transportation Plan for Northeast Ohio (CPTHSTP)*. This federally-required plan assessed the transportation needs of three transportation-disadvantaged populations: the elderly, persons with low-incomes, and persons with disabilities. Though needs were identified at the county level, input was obtained by individuals that live in the community and by human service agencies that serve clients in the area. The top needs identified for Medina County include[6]:

- Hospital / medical trips
- Weekend / evening service
- Service to address special trips / circumstances
- Access to employment outside of typical 9 to 5 hours
- Out-of-county medical transportation

[6] NOACA, *Coordinated Public Transit – Human Services Transportation Plan for Northeast Ohio (Cleveland: NOACA, 2008), 58.*

hours of service (4,368), the approximate operating cost of the route in 2007 was $185,465. Based on these estimated figures, the route's cost per passenger trip was $10.30 and the cost per revenue hour was $42.46.

The City of Medina makes an annual financial contribution to support the service, the amount of which is determined annually. In 2009, the City of Medina contributed $17,500, most of which came from the City's Community Development Block Group (CDBG) allocation.

Wilmington Transit Service

The City of Wilmington, located Clinton County, operates Wilmington Transit Service (WTS), a door-to-door, demand response public transportation system within its city limits. The City of Wilmington has a population of 11,999 (2000 census), an area of 7 square miles, and a population density of 1,714 persons per square mile.

The demand response system operates Monday through Friday from 6:30 a.m. to 9:00 p.m. and Saturday and Sunday from 8:00 a.m. to 5:00 p.m. The base one-way fare is $2.00 and the reduced fare for eligible senior citizens and persons with disabilities is $1.00.

In 2007, WTS provided 143,646 one-way passenger trips and operated 434,872 miles and 32,969 hours. In terms of system efficiency, the system's cost per trip and cost per hour were $8.35 and $36.37 respectively. In addition, the system provides approximately 4.36 trips per hour. The system's unit costs (trips and hours) are lower than BTA's expenses and it provides a higher number of trips per hour.

The system utilizes 16 vehicles, including sedans and wheelchair-accessible minivans. The system employs two administrative staff and 50 part-time operations staff.

In 2007, the system's total operating cost was $1.2 million. The system's largest source of revenue was the Federal Transit Administration (FTA) which contributed $498,227 or 41.5 percent of the system's revenues. Funding from ODOT was $204,637 or 17 percent of the total revenues. Using the City's general revenue fund, the City of Wilmington contributed $250,634 (21 percent). Passenger fares generated $202,953 (16.9 percent). The system also generated revenue through contracts with human service agencies.

Peer Group Analysis Summary

The peer group analysis provides examples of two cities, both located in Medina County, that offer their residents a small deviated fixed-route system and one city, in southern Ohio, that offers a robust demand responsive system. Both types of services have advantages and disadvantages. In communities where density of population and transit generators can be linked by a route, deviated routes offer fixed-route service without having to operate a separate demand response system to comply with ADA regulations. As the Wilmington Transit Service demonstrates however, a demand response system can also meet a community's transit needs, sometimes at a lower cost and higher productivity than fixed route service.

Table 1: Summary of Peer Group Systems' Characteristics

Transit System	2000 Population	Service Area (sq. mi)	Population Density (persons /sq mile)	Type of Service	Operating Span	2007 Ridership	2007 Operating Expense	Approximate Annual Local Contribution	2007 Cost per trip	2007 Cost per Hour	2007 Trips per Hour
Brunswick Transit Alternative	46,638	37	1,260	Deviated fixed routes	M-F 6:20A to 7:09P Sat 10:20A to 5:09P	27,999	$360,549	$115,000	$12.88	$48.82	3.79
MCPT Medina City Loop	25,139	11.3	2,224	Deviated fixed routes	M-F 8A to 7P Sat 8A to 5P	18,000[1]	$185,465[2]	$17,000	$10.30[2]	$42.46[2]	4.12[3]
Wadsworth City Wadsworth City/Twp	18,437 22,433	9.5 26	1,940 863	-	-	-	-	-	-	-	-
Wilmington City Cab	11,999	7	1,714	Demand response	M-F 6:30A to 9P S/S 8A to 5P	143,646	$1,199,408	$250,000	$8.35	$36.37	4.36

[1] Annual ridership is estimated based on weekday and Saturday ridership averages provided by MCPT.
[2] MCPT's expense for the Medina City Loop and its cost per trip are estimated on the service's annual hours of operation (4,368) and the system's overall cost per hour in 2007 ($42.46).
[3] Trips per hour is estimated based on Medina City Loop hours of operation and estimated ridership.

TRANSIT NEEDS ASSESSMENT

The primary tool utilized to understand the need and desire for enhanced public transportation in the Wadsworth community was a public survey conducted in August 2009. In addition, the project team considered documentation supporting the grant application for this project as well as a recent study conducted by NOACA to document needs for transportation-disadvantaged populations in the region. The three resources are summarized below.

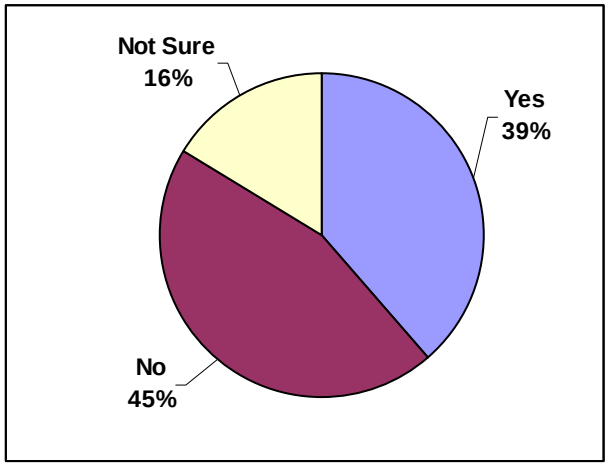
Transit Survey

In August 2009, the City of Wadsworth conducted a survey, distributed as inserts in the community's electric bills, to gauge public support for, and potential usage of, enhanced public transportation services. Several thousand surveys were returned and more than 830 surveys were sampled, approximately a 40 percent return rate. The survey, included in the appendix, queried participants on their support for a wide variety of potential transit services. The following is a summary of the main components of the survey.

Public Transportation within Wadsworth

Question 1: If service was available, would you travel by bus to places within Wadsworth? (Note: As described earlier in this report, public transportation service is available Monday through Friday in Wadsworth using the Medina County Public Transit system).

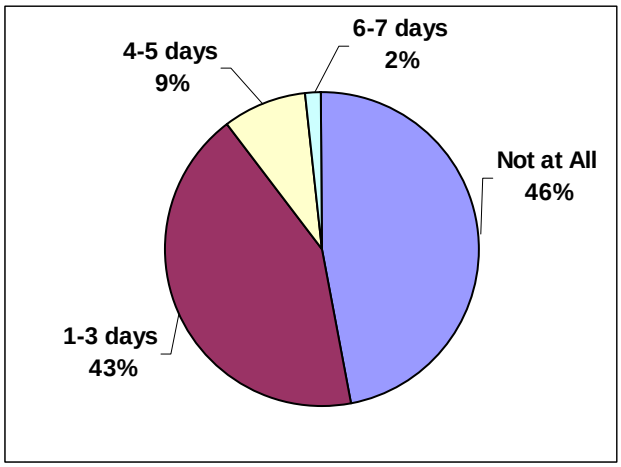
Thirty-nine percent of respondents indicated they would use public transportation within Wadsworth while 45 percent said they would not use it. Sixteen percent were not sure if they would use it.



Number of responses: 838

Question 2: How many days per week do you think you would use public transportation?

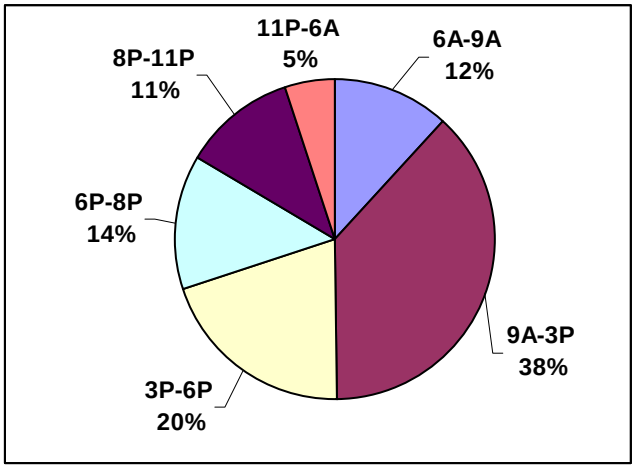
Forty-three percent responded that they would use a Wadsworth public transportation service between one and three days per week, possibly indicating the system's primary use would be for something other than employment transportation.



Number of Responses: 788

Question 3A: What times would you most likely use public transportation on weekdays (more than one answer allowed)?

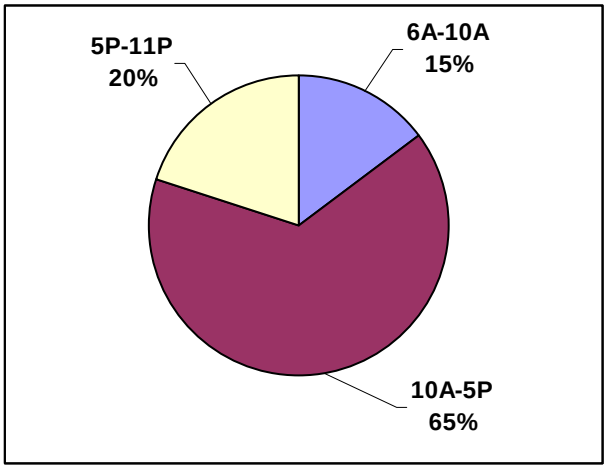
The largest proportion of responses, 38 percent, indicated a preferred travel time of the middle of the day. Between 12 percent and 20 percent would use transit during the morning and afternoon peak commuting hours. Twenty-five percent of responses indicated a potential to use transit during evening hours. Overnight hours only received five percent of the responses.



Number of Responses: 776

Question 3B: What times would you most likely use public transportation on weekends?

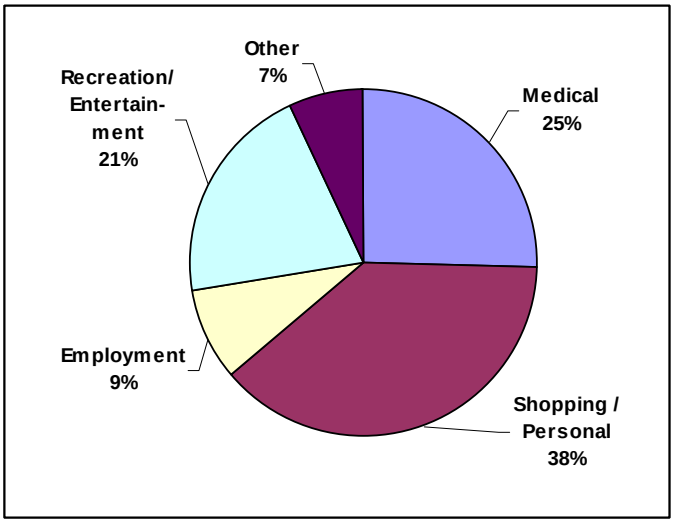
Among the 431 individuals that responded to this question, the most popular time for potential weekend use is from 10:00 a.m. to 5:00 p.m. (65 percent of responses).



Number of Responses: 431

Question 4: For what purposes would you use public transportation?

More than 60 percent of the responses to this question indicate that transportation for medical appointments and shopping and other personal business would be the most in demand. This corresponds with the previous questions where responses indicated a preference for one to three trips per week during the middle of the day. Only nine percent of the responses were for transportation to and from employment.



Number of Responses: 983

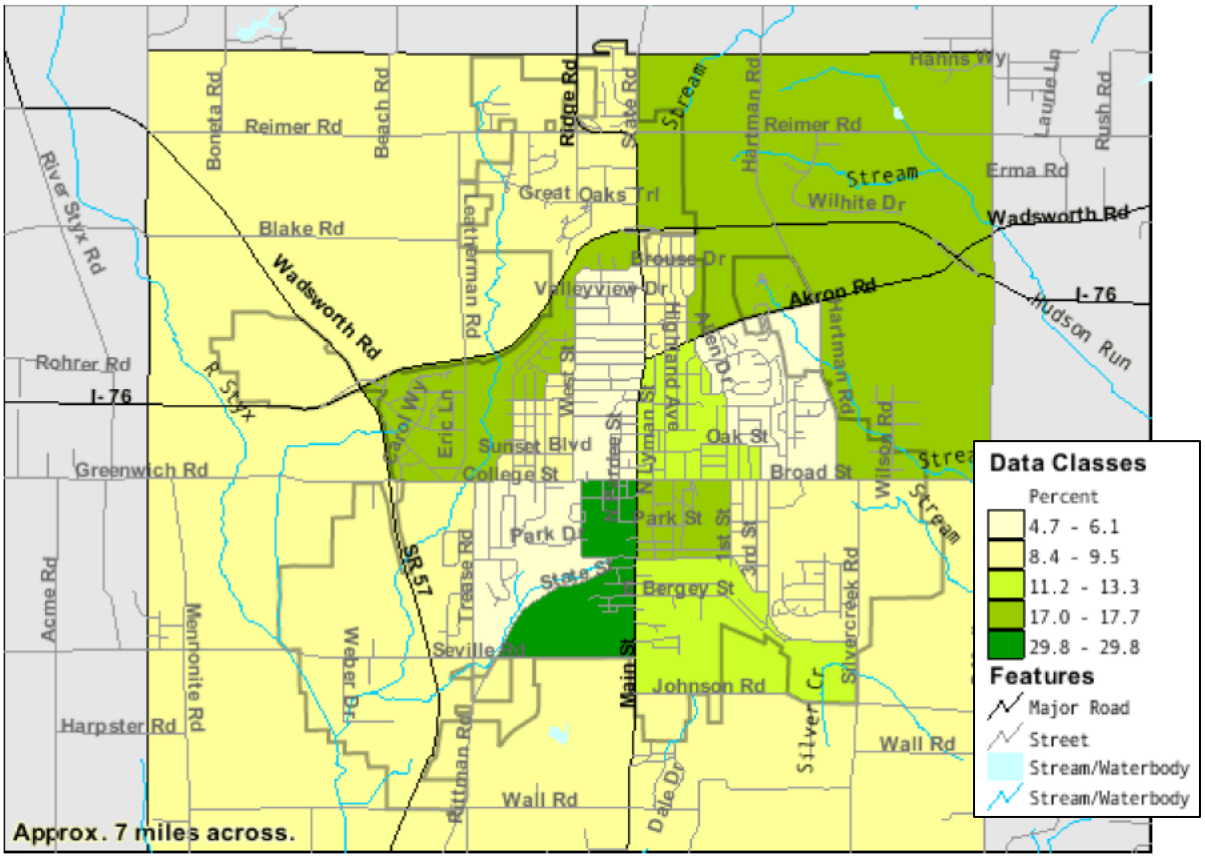
Persons with Disabilities

For the 2000 Census, individuals were classified as having a disability if any of the following three conditions were true:

- They were age five years old and over and had a response of "yes" to a sensory, physical, mental, or self-care disability;
- They were 16 years old and over and had a response of "yes" to a going outside the home disability; or
- They were 16 years old and over and had a response "yes" to an employment disability.

Figure 7 illustrates the distribution of persons age 21 to 65 years that had a disability. In 2000, 11.3 percent of the study area's population age 21 to 64 had a disability. This is lower than the state and national averages of 18 and 19 percent respectively. Within the study area, the block group with the highest proportion of persons age 21 to 64 with a disability (30 percent) is located south and west of downtown. Similar to the population age 65 and older, this block group is the location of Wadsworth Towers, a 100-unit apartment building for persons with disabilities, senior citizens, and low-income individuals.

Figure 7: Percent of Persons 21 to 64 Years with a Disability: 2000



Source: US Census, 2000

Community Profile Summary

The purpose of the community demographic profile is to provide a greater understanding of the Wadsworth community and its population characteristics and to aid transportation stakeholders in developing appropriate transportation programs and services. As a whole, the Wadsworth study area:

- Is growing slowly, a trend which is expected to continue for the next 20 years or so.
- Has a moderately dense core in Wadsworth with low-density neighborhoods surrounding the community core. Has approximately 9,000 jobs; however, overall employment density is low and employment is dispersed throughout the area.
- Is slightly older than Medina County, the state of Ohio, and the country and higher proportions of the elderly population are found in central Wadsworth and the northwest and northeast portions of the study area.
- Has a proportion of families below the poverty level that is significantly below the state and national average. The proportion of low-income households is higher in central Wadsworth than the rest of the study area. A similar pattern is found with regards to zero-vehicle housing units. The proportion of zero-vehicle housing units is also quite low.
- Is below the state and national average for population with disabilities with little geographic clustering of this target population.

DESCRIPTION OF EXISTING PROVIDERS

The general public is currently served by a countywide public transit system that provides service to, from, and within the city of Wadsworth. There are no taxi companies in the area.

Medina County Public Transit

Medina County Public Transit (MCPT) provides public transit services to the residents of Medina County. The system is classified as a rural transit agency for federal and state funding purposes. The agency provides curb-to-curb passenger service that requires an advance reservation (known as demand response service) to residents throughout the county. It is a shared ride system where passengers are grouped according to their origin, destination, and travel time. MCPT also provides a deviated fixed-route circular loop in Medina City (i.e., the bus will deviate up to ¾-mile off the fixed route to pick up a passenger). The passenger fare for MCPT's demand response services is $2.00 to board and $0.10 for each additional mile. Half-price fares are available to qualified senior citizens and persons with disabilities. All of MCPT's vehicles are wheelchair accessible.

Services

MCPT provides two primary services to the residents of Wadsworth.

- **Curb-to-Curb Demand Response:** MCPT provides curb-to-curb demand response service in Wadsworth Monday through Friday from approximately 6:00 a.m. to 6:00 p.m. MCPT generally dedicates one 16-passenger vehicle to provide Wadsworth trips each day. The vehicle can transport Wadsworth passengers to other towns in the county, with Medina being the primary out-of-town destination. Reservations are required by 2:00 p.m. the previous day.
- **Shopper Shuttle:** On Tuesday and Friday mornings, MCPT provides a shuttle to three shopping destinations in Wadsworth: Giant Eagle (new location on 261) and Wal-Mart and Buehler's located off Highway 94/High Street just north of the I-76 interchange. Using one 16-passenger transit vehicle, MCPT picks up passengers around 8:00 a.m. and drops them off at the stores (Wal-Mart and Buehler's then Giant Eagle) beginning at approximately 8:40 a.m. MCPT returns to the stores at approximately 10:15 a.m. and takes the passengers to their trip origins. Reservations are required by 2:00 p.m. the previous day; however,

customers may need to reserve up to a week in advance in order to get a seat due to capacity constraints.

For this project, MCPT provided vehicle manifests for two typical days of service in Wadsworth including a Thursday (no shopper shuttle) and a Friday (shopper shuttle operates).

Thursday (no shopper shuttle)

- Types of Fares (15 one-way passenger trips)
  - 13 trips paid for by human service agency contracts
  - 2 half-fare elderly and disabled trips
  - 0 general public fare trips
- Destinations
  - Wadsworth to Wadsworth – 6 trips
  - Wadsworth to Medina – 6 trips
  - Medina to Wadsworth – 5 trips

Friday (shopper shuttle day)

- Types of Fares (42 one-way passenger trips)
  - 29 trips paid for by human service agency contracts
  - 12 half-fare elderly and disabled trips
  - 1 general public fare trip
- Destinations
  - Wadsworth to Wadsworth – 29 trips
  - Medina to Wadsworth – 8 trips
  - Medina to Medina – 2 trips
  - Other – 2 trips

Just from a two-day sample of trips, it appears that most of the transit users in Wadsworth are consumers of a human service agency that provides transportation as one of its services. On shopper days, most trips begin and end in Wadsworth. Each day the system provides several passenger trips to and from Medina, primarily to access human service agencies there.

Financial Information

MCPT is funded by a combination of sources including the Federal Transit Administration (FTA), the Ohio Department of Transportation, contracts with human service agencies, advertising, passenger fares, and local contributions from the Medina County Commissioners and the City of Medina (to support the Medina loop service). In 2007, the agency's total operating expense for all services was $1.75 million. Funding from the FTA was 42 percent of the system's operating revenue. The Ohio Department of Transportation and local assistance each contributed 10 percent of the operating revenue. Revenue from services provided to 10 agencies under contract was $375,075, or 21 percent of total operating revenues. Passenger fare revenue for 121,841 trips was $63,202, less than 4 percent of the system's revenues.

Based on the system's performance in 2007, the system's cost per passenger trip was $14.39 and its cost per vehicle mile was $2.76. Due to the rural nature of its large service area, the system provided 0.19 passenger trips per mile.

Medina County is currently undertaking an effort to evaluate the existing transit structure in the county. The effort will assess potential organizational structures with the purpose to improve the efficiency and effectiveness of transit services and maximize and stabilize financial resources for transit. Findings are expected in early 2010.

Akron METRO

The Akron METRO Regional Transit Authority (METRO) provides fixed-route transit and complementary paratransit services (demand response service for qualified elderly persons and persons with disabilities) in Summit County. The transit system's Federal funding allocation is based on the population of the Akron urbanized area, which includes the population of the City of Wadsworth. At this time, METRO does not provide any service in the City of Wadsworth. It does provide service in the southwestern corner of Summit County including Norton and Barberton.

In 2008, the Akron Metropolitan Area Transportation Study (AMATS), the metropolitan planning organization for the Akron area, published *Public Transportation Needs – 2030 Outlook*. The purpose of the report was to identify and describe public transportation needs in the MPO area for the period between 2010 and 2030. While most of the report focused on system preservation, it did identify a few opportunities for public transportation expansion, including into the Wadsworth area. The following is an excerpt from the report:

> To the west, express service from Wadsworth may capture commuters who travel to Akron for work, alleviating congestion in the I-76 corridor. AMATS recommends that this service only be implemented if a transit needs study be completed. Once this is completed the route should only be implemented on an experimental basis to gauge ridership demand. In addition, some form of financial support should be obtained from the City of Wadsworth, as their residents would be the primary beneficiaries of this service. METRO will also need to coordinate implementation of this service with NOACA, the MPO for Medina County. It is estimated that this service would require two additional commuter buses at a cost of $1.3 million and $5.3 million in operating expenses over the life of Transportation Outlook.[5] (Note: The project span is 2010 to 2030.)

PEER GROUP ANALYSIS

In order to gain an understanding of the potential types of services (and their associated operational and financial characteristics) that may be appropriate for Wadsworth, the project team conducted a peer group analysis of three cities with existing transit systems. The intent of the peer group analysis was to select three peer systems that were similar to Wadsworth in population, urban form, and density. The Brunswick Transit Alternative, which serves the city of Brunswick in northern Medina County, was selected because it is a city physically located in a rural county but is part of a large urbanized area (Cleveland). Wadsworth is in a similar situation but is located in the Akron urbanized area. A second peer city is Medina. The transit services available in Medina are part of the MCPT countywide demand response system, but MCPT also operates two fixed routes that circulate through the city. The third peer city is Wilmington, Ohio, located in Clinton County. It demonstrates the potential for a strong demand response system serving a small city. While other cities in Ohio have small fixed route systems, most of them are not good peer city candidates due to having a college or university campus which generally impacts population density and population characteristics.

Information about the peer systems was collected from system websites, the National Transit Database, the Ohio Status of Public Transit, and telephone interviews as needed.

Brunswick Transit Alternative

Brunswick Transit Alternative (BTA) operates a small circulator transit system within the city limits of the City of Brunswick in Medina County. In 2000, the population of BTA service area was 46,638. The service area is 37 square miles with a population density of approximately 1,260 persons per square mile.

[5] Akron Metropolitan Area Transportation Study, *Public Transportation Needs – 2030 Outlook* (Akron: Akron Metropolitan Area Transportation Study, 2008), 26.

Because Brunswick is within the Cleveland urbanized area, BTA is classified as a federal urbanized transit system (Federal Transit Administration Section 5307).

BTA operates two deviated fixed-route loops Monday through Saturday. The routes have a set alignment, but will deviate up to a mile off the route in order to pick up a passenger. This deviation service satisfies the Americans with Disabilities Act regulation requiring complementary paratransit for fixed-route service. The route deviations must be pre-arranged with the service dispatcher/scheduler. The service operates a 60-minute frequency. On weekdays, the service span is 6:20 a.m. to 7:09 p.m. The service span on Saturday is 10:20 a.m. to 5:09 p.m. The routes overlap in some areas to that would allow passengers to transfer between routes, although the schedules are not coordinated to allow timed transfers. The one-way passenger fare for the BTA route is $0.50 for adults and $0.25 for children and persons with disabilities.

Brunswick residents also have access to two other public transit services. The Greater Cleveland Regional Transit Authority (GCRTA) operates Route #451 which provides weekday commuter bus service between Laurel Square Shopping Center in Brunswick and downtown Cleveland. The route provides three trips in the morning peak period and three trips in the afternoon/evening peak period. MCPT's demand response service is also available to transport Brunswick residents outside of the city limits to other locations in the county.

In 2007, BTA's deviated fixed-route system provided 27,999 one-way passenger trips. The system's average weekday and Saturday ridership was 99 and 54 respectively. The system provided 3.79 passenger trips per revenue hour.

The operating expense for BTA in 2007 was $360,549. In terms of system cost efficiency, the cost per passenger trip was $12.88 and the cost per revenue hour was $48.82.

GCRTA is the urbanized area transit funding grantee for the Cleveland urbanized area. GCRTA uses a formula to determine Brunswick's portion of the urbanized transit funding allocation. Brunswick's allocation is placed in an administrative reserve by GCRTA and BTA draws down on the account as expenses are incurred. The annual amount in the administrative reserve is approximately $250,000. Approximately 65 percent of the system's operating expenses are paid for from the administrative reserve while 90 percent of administrative expenses (e.g., technical assistance provided by NOACA) are paid for from the reserve. The system's local contribution, provided from local income tax revenue, represents roughly 35 percent of the system's operating revenue (less fare revenue). The City of Brunswick's annual local contribution is approximately $115,000. Capital expenses require a 10 to 20 percent local match which may come from local taxes, the Ohio Department of Transportation, and/or the GCRTA administrative reserve.

Medina City Loop

As described previously, MCPT operates a county-wide demand response system. In addition, MCPT also provides two deviated fixed-route loops in the City of Medina. In 2000, the population of Medina was 25,139 and the population density was 2,224 persons per square mile.

The Medina route service operates Monday through Friday from 8:00 a.m. to 7:00 p.m. and Saturday from 8:00 a.m. to 5:00 p.m. Upon request, the system will deviate up to ¾-mile off the route to pick up or drop off a passenger. This deviation service satisfies the Americans with Disabilities Act regulation requiring complementary paratransit for fixed route service. The route deviations must be pre-arranged with the service dispatcher/scheduler. The fare for a one-way passenger trip is $1.00. A day pass can be purchased for $3.00. On weekdays, the routes provide approximately 60 one-way passenger trips. Saturday ridership is between 30 and 40 passenger trips. Based on ridership estimates, the Medina City Loop provides approximately 4.12 trips per hour.

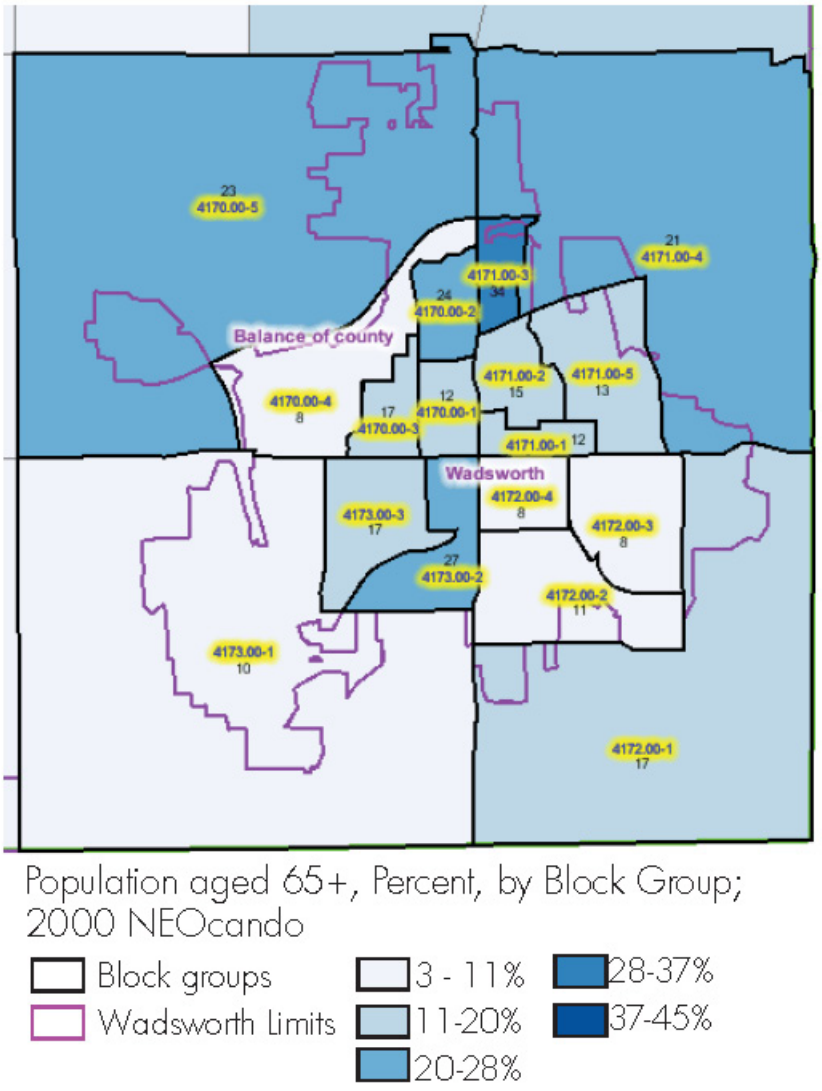
The Medina City Loop service is included in MCPT's operating budget. The exact cost of the service is not available. Based on the system's 2007 cost per hour $42.26 and the route's approximate number of

Population Age 65 and Older

In 2000, the population of persons age 65 and older in the study area was 3,550, or 15.8 percent of the total population. The proportion of persons age 65 and older indicates the area has a relatively older population than is found in Medina County (10.5 percent), the state of Ohio (13.3 percent) and the United States (12.4 percent).

As shown in Figure 4, Block Group 4171.00-3 has the highest proportion of persons age 65 and older at 34 percent (or 223 persons age 65 and older). This block group includes Menwa Apartments, a community that features 70 one- and two-bedroom apartments for senior citizens. Another area with a high proportion of persons age 65 and older is Block Group 4173.00-2 (27 percent or 342 persons). This block group includes a nursing home and Wadsworth Towers, a 100-unit apartment building for senior citizens, persons with disabilities, and low-income individuals. Other areas that exceed more than 20 percent population age 65 and older are in the northeast and northwest portion of the study area. In these areas, the actual number of persons age 65 and older ranges from 239 in 4170.00-2 to 654 in 4170.00-5.

Figure 4: Percent of Population Age 65 Years and Older, 2000

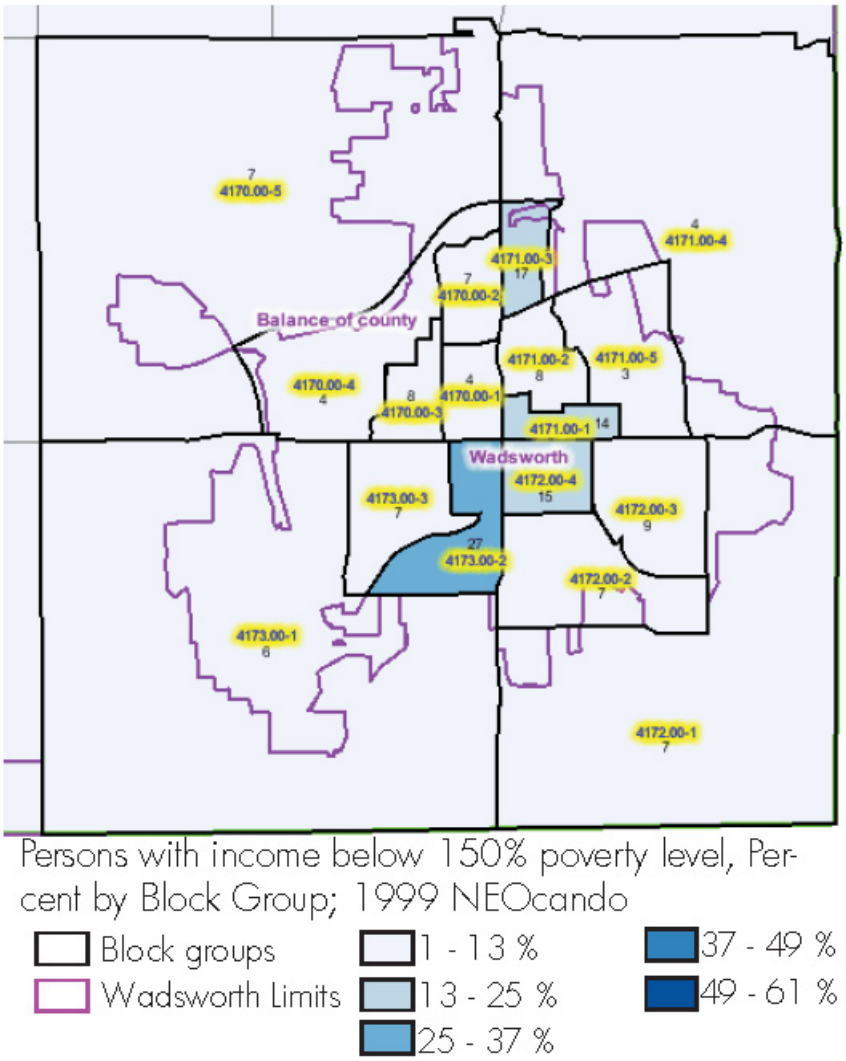


Low-Income Population

In 2000, 1,850 persons or 8.4 percent of the population of the study area were identified as low-income (defined as persons that have an income below 150 percent of the poverty line). This is significantly below the state and national proportions of 18 and 21 percent respectively. It is the same proportion as Medina County.

This demographic factor is less related to population levels and density. The majority of the block groups had a proportion of low-income individuals that is at or below the area average. However, there are a few areas with a high proportion of low-income households (one to three times the area average). As shown in Figure 5, the highest proportion of low-income individuals, 27 percent or 282 individuals, can be found in Block Group 4173.00-2. Wadsworth Towers, a 100-unit apartment building for low-income individuals, the elderly, and persons with disabilities is located in this block group. The high proportion of low-income individuals in Block Group 4171.00-3 corresponds with its high proportion of persons age 65 and older. Two block groups in the center of Wadsworth also have low-income population proportion of 14 and 15 percent respectively (approximately 300 persons total).

Figure 5: Percent of Individuals with an Income Below 150 Percent of the Poverty Level, 2000



The number of vehicles available to a housing unit is also used as an indicator of income and demand for transit service. In 2000, 457 occupied housing units in the study area did not have a vehicle (approximately 5.3 percent of all occupied housing units). For this factor, the study area's average is below both the state average (8.6 percent) and the national average (10 percent). The overall proportion of zero vehicle households in Medina County is four percent.

Several areas with a high proportion of low-income individuals also have a high proportion of zero-vehicle households (see Figure 6). The proportion of zero-vehicle households in Block Groups 4171.00-3, 4172.00-4, and 4173.00-2 is approximately three times the study area with between 14 and 17 percent of zero-vehicle households (or 146 total zero-vehicle households). Three of the area's block groups do not have any zero-vehicle households.

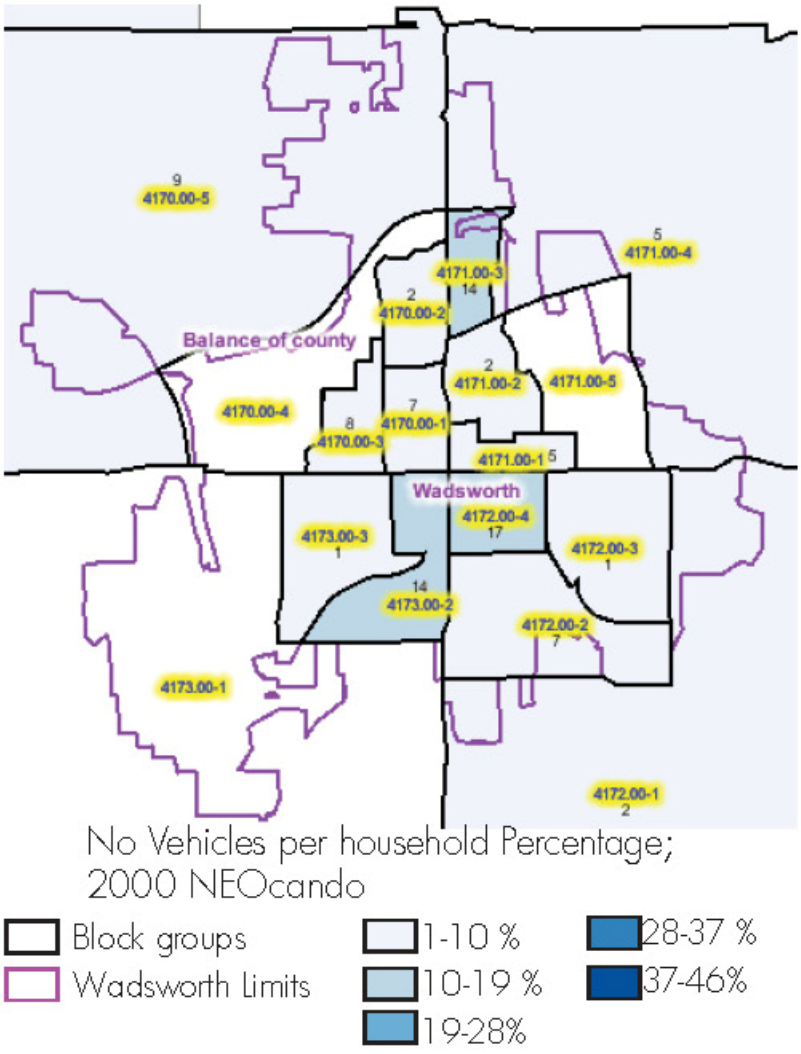



Figure 6: Percent of Occupied Housing Units with Zero Vehicles, 2000