

# Port Deposit Transit Feasibility Study Final Report





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# PORT DEPOSIT TRANSIT FEASIBILITY STUDY

*Developed by the Town of Port Deposit and WILMAPCO*

Accepted by Port Deposit Town Council, June 4, 2013

Endorsed by WILMAPCO Council, July 11, 2013

*The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation.*

# Port Deposit Transit Feasibility Study

July 2013

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## EXECUTIVE SUMMARY

### Scope of Work

The Port Deposit Transit Feasibility Study assesses the feasibility of transit connections from Port Deposit to destinations in western Cecil County and Havre de Grace, and related transit amenities within Port Deposit. The Study seeks to support the transportation goal in the town's comprehensive plan: "provide for the safe and efficient movement of people and goods that promotes walkability and use of non-motorized forms of transportation."

The scope of the work includes:

- Identifying a range of routes to extend bus service to/from Port Deposit;
- Estimating ridership potential for bus service;
- Developing cost estimates for each identified bus route;
- Providing recommendations for the feasibility of fixed-route transit service; and
- Recommending alternatives to traditional fixed-route transit.

### Project Need and Public Outreach

Currently, residents in Port Deposit do not have direct access to public transit. Generally, residents use private transportation, taxi services, walking or bicycling to reach their destinations or to connect to existing transit in the nearby Town of Perryville. With the lack of public transportation in the community, residents have limited access to jobs, medical, shopping or educational opportunities.

To help assess community transportation needs, WILMAPCO worked with an Advisory Committee that included representatives from the Town, Cecil County, Maryland Department of Transportation, Maryland Department of Planning, and resident, business and nonprofit stakeholders. Community outreach included a public meeting on April 17, 2012, a display at the Port Palooza festival on May 5, 2012, and a survey mailed to more than 300 households, distributed at the public meeting, Port Palooza festival, and via the internet. Respondents indicated that they would ride transit if it were available, identified locations to board the bus and desired destinations, and revealed that for many lack of transportation limits getting medical care, getting to work or finding a job, social interactions, and necessary shopping.

### Existing Services and Facilities

Currently, no fixed route buses serve Port Deposit. The nearest routes are in the adjacent Town of Perryville and include the *Perryville Route* which links Perryville and Elkton and the *Teal Line* which links Perryville and Aberdeen. Other services include the C.T. Cruiser which provides

curb-to-curb transportation by appointment for anyone and the taxi voucher program which offers discounted taxi trips to low income, senior citizens and persons with disabilities.

The majority of the Town's residences, businesses and government buildings are located along Main Street. To access Main Street there are two roadways: Jacob Tome Highway (MD 276) and Bainbridge Road (MD 222). Both have steep grades as they approach town, presenting a challenge for transit vehicles. A five ton weight limit exists on MD 222 and 276; currently this ban includes light transit vehicles.

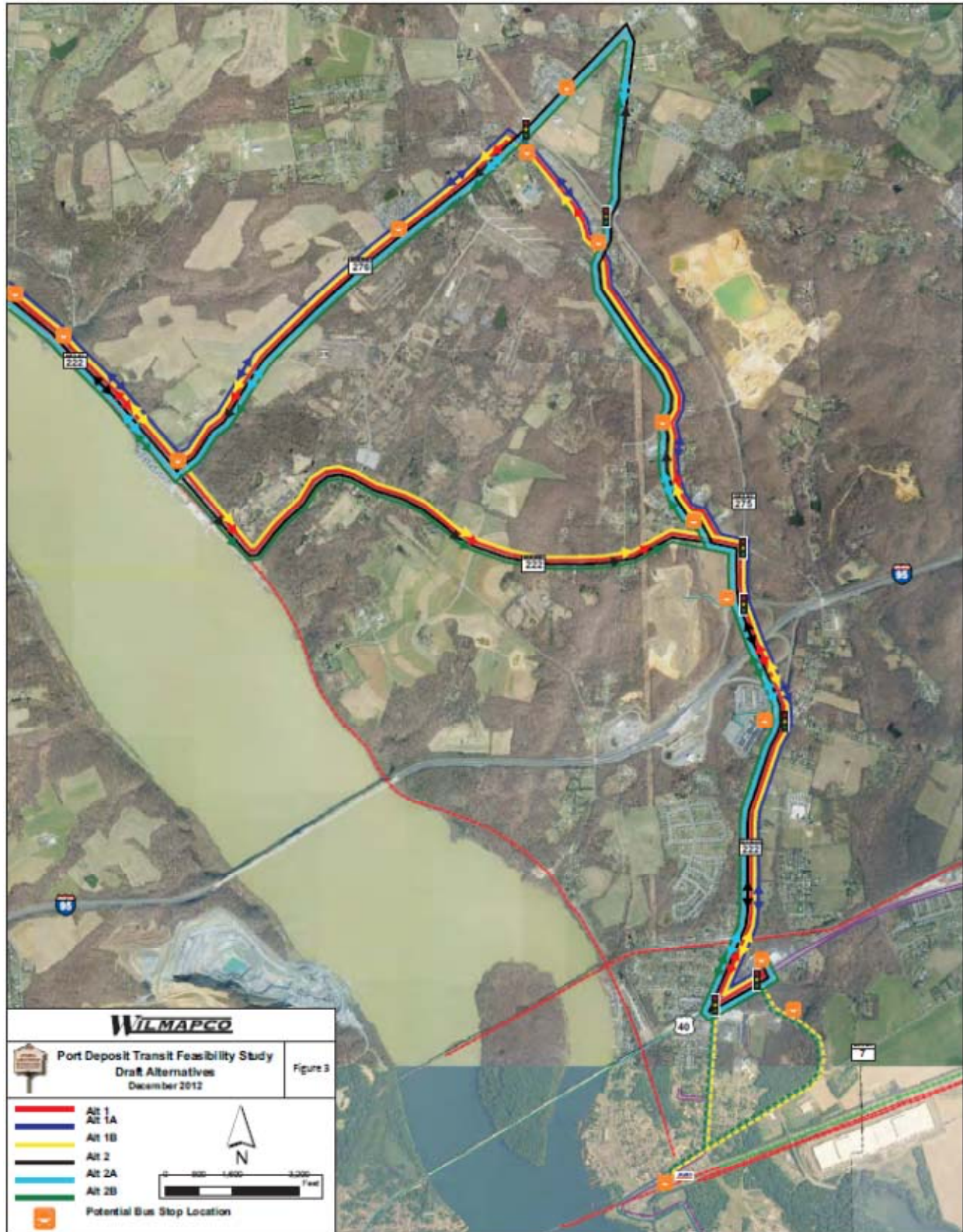
Transit riders typically access the bus either by walking or bicycle at one or both ends of the trip. Thus, sidewalks and bicycle routes are a key component of providing public transit service. The Town should seek funding through the Sidewalk Retrofit Program to address gaps in ADA accessible sidewalks. In addition, the Cecil County Bicycle Plan and Lower Susquehanna Heritage Greenway Plan include recommended walking and bicycling improvements.

### **Fixed Route Transit Alternatives**

Using field tests, and Advisory Committee and public feedback, the Study identified six alternative fixed route bus routes and potential bus stops. Ridership and cost estimates were developed for each. For this analysis it was assumed that each alternative would include service by a light-duty transit vehicle, providing eight round trips per day. Fares for the proposed transit service would be consistent with the existing Cecil County Transit fares.

Each of the alternative routes would have similar terminus locations. The northern terminus would be at the VFW Post 8185 in Port Deposit. This location would provide adequate layover or turnaround area for buses while extending the area of service to a reasonable range of potential riders along North Main Street and Granite Avenue. The southern terminus would be at the existing Food Lion bus stop, off of US 40 in Perryville, providing a transfer connection with existing regional transit services including the Teal Line and Perryville route.

To estimate the number of riders, *TCRP Report 49 – Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation* was used. This uses demographics, population density, annual vehicle hours, and annual vehicle miles; to prepare projections. Operating costs were developed using data from Cecil County Transit.



**Alternative 1:** One-way loop from the Food Lion, using MD 222, Craigtown Road, Laredo Lane, Misty Meadow Drive, MD 276 and Main Street to the VFW. The return trip uses MD 222 to return to the Food Lion.

*9 Stops    16.2 miles total    45 minutes    19 avg. riders/day    \$105,170 annual operating cost*

**Alternative 1A:** Two-way route following the same outbound northern travel pattern as Alternative 1 to the VFW Post and then retraces the route back to the Food Lion.

*9 Stops    16.2 miles total    45 minutes    17 avg. riders/day    \$101,530 annual operating cost*

**Alternative 1B:** Uses same route as Alternative 1 with a branch to serve the Perryville MARC Station during peak times. From the Food Lion, the branch would use Aiken Avenue (MD 222) and Broad St (MD 7) to the MARC Station. From the MARC Station, the branch uses MD 7 and Coudon Boulevard to return to the Food Lion.

*11 Stops    18.2 miles total    50 minutes    24 avg. riders/day    \$118,430 annual operating cost*

**Alternative 2:** One-way loop from the Food Lion using MD 222, Craigtown Road continuing to the end, MD 276, and Main Street to the VFW. The return trip uses MD 222 to the Food Lion.

*9 Stops    18.3 miles total    51 minutes    20 avg. riders/day    \$118,690 annual operating cost*

**Alternative 2A:** Two-way route following the same northern route as Alternative 2 to the VFW with the return trip retracing the route to the Food Lion.

*9 Stops    16.7 miles total    46 minutes    18 avg. riders/day    \$108,290 annual operating cost*

**Alternative 2B:** Uses same route as Alternative 2 with a branch to serve the MARC Station during peak times. From the Food Lion, the branch would use Aiken Avenue (MD 222) and Broad St (MD 7) to the MARC Station. From the MARC Station, the branch uses MD 7 and Coudon Boulevard to return to the Food Lion.

*11 Stops    19.3 miles total    53 minutes    24 avg. riders/day    \$125,190 annual operating cost*

### Alternatives to Traditional Transit Service

- **Shared Ride Fixed Route Taxi Service:** This service option could connect riders with shopping and existing transit services in Perryville, operating with set times and stops using a private taxi service. A pilot project could be comprised of four round trips per day, with passengers reserving their trip on a first-come, first-served basis. Passengers are charged a set fare, similar to that of fixed-route bus transit that is subsidized by federal, county, local, non-profit, and/or private funds.



- Demand Responsive Shared Taxi Service: A demand responsive shared-ride taxi service has set times but no set stops. Customers call to request service and a vehicle will be sent to pick them up at a negotiated location and time within a pre-determined area.
- Greater Marketing of Existing Services: Increase community awareness about existing programs: the CT Cruiser and Taxi Voucher Program. The CT Cruiser however, currently only serves Port Deposit on a limited basis and is better suited for shopping and errands than commuting to work or medical appointments. The Taxi Voucher Program provides discounted taxi fares for trips with approved and licensed taxi companies. Use of the taxi voucher program requires pre-approval based on age and income, and would not meet the needs of everyone who may need transportation. Residents also cited the high cost of taxis, even subsidized, as an issue.

### Summary of Service Concepts

Concept	Vehicle	Relative Cost	Advantages	Disadvantages
Fixed route bus	Light duty Cecil Transit Vehicle	High	<ul style="list-style-type: none"> <li>• Highest capacity</li> <li>• Wheelchair accessible vehicles</li> <li>• Greater quality control oversight</li> </ul>	<ul style="list-style-type: none"> <li>• Buses expensive to purchase and operate</li> <li>• Buses expected to be underused</li> </ul>
Fixed-route shared ride taxi	Sedan, large van	Medium	<ul style="list-style-type: none"> <li>• Feeder service to support existing fixed-route</li> <li>• Use of existing private services and equipment</li> <li>• Easier to modify based on demand</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal taxi capacity</li> <li>• Quality control difficult to monitor</li> <li>• Not all vehicles wheelchair accessible</li> </ul>
Demand responsive shared ride taxi	Sedan, large van	Medium-high	<ul style="list-style-type: none"> <li>• Door-to-door service</li> <li>• Use of existing private services and equipment</li> <li>• Flexible service</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal taxi capacity</li> <li>• Quality control difficult to monitor</li> <li>• Not all vehicles wheelchair accessible</li> </ul>
Marketing of existing taxi voucher program	Existing private taxis	Low	<ul style="list-style-type: none"> <li>• Door-to-door service</li> <li>• Use of existing private services and equipment</li> <li>• Flexible service</li> </ul>	<ul style="list-style-type: none"> <li>• Most expensive fares</li> <li>• Limited to senior citizens, people with disabilities and low income</li> <li>• Quality control difficult to monitor</li> <li>• Not all vehicles wheelchair accessible</li> <li>• Capacity underused</li> </ul>
Marketing of existing C.T. Cruiser program	Existing Cecil Transit vehicles	Low	<ul style="list-style-type: none"> <li>• Door-to-door service</li> <li>• Use of existing vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Limited times of service not useful for regular commute trips</li> </ul>



## Recommendations

Based on feedback from the community and Advisory Committee, the two-way Alternative 2A was selected as the preferred route alignment with the addition of the MARC Station branch described in Alternative 2B. This route would include nine stop locations over a total distance of about 19 miles with an overall travel time of approximately 58 minutes per trip.

Upon completion of this analysis, the project team has determined that a new fixed-route bus service to Port Deposit is not feasible at this time based upon the following factors:

- Area is not a priority new service area for Cecil County Transit. Existing Cecil County “demand mobility” service and Taxi Voucher could be used in lieu of fixed route bus service.
- Service would require Cecil County Transit to purchase additional transit vehicles at a cost of approximately \$135,000.
- Daily ridership projections are low compared with other Cecil County routes.
- The rural, low density service area with large open space between potential stop locations equates to high operating costs and low passenger counts.
- The Maryland Transit Administration would need to review the service request and approve the new service as part of their Locally Operated Transit Systems (LOTS)

In lieu of recommending a fixed-route bus, the project team recommends that the Town of Port Deposit, with assistance from Cecil County Transit, increase awareness to the Port Deposit residents of the existing available CT Cruiser and Taxi Voucher Program.

Other options include:

- Potentially extending the Teal Line on select trips to serve Port Deposit.
- Explore a Shared Ride Taxi pilot program.
- Work with Maryland State Highway Administration to expand ADA accessible pedestrian connections and bicycle routes.

Consideration of a fixed-route service should be revisited if the demand for CT Cruiser and the Taxi Voucher Program near or exceed their capacity or the Bainbridge Development moves forward.

## INTRODUCTION AND BACKGROUND

This project assesses the feasibility of transit connections from Port Deposit to key destinations in western Cecil County and Havre de Grace, as well as related transit amenities within Port Deposit. Our efforts focus on linking residential, recreational, educational and commercial locations via transit to serve the needs of those who live, work and visit the town.

The Port Deposit Transit Feasibility Study seeks to support the transportation goal in the town's comprehensive plan: "provide for the safe and efficient movement of people and goods that promotes walkability and use of non-motorized forms of transportation."

This report assesses a range of alternatives to provide public bus transit service directly to Port Deposit, Maryland and adjacent areas. The analysis represents the first step in an investigation of the feasibility of extending transit service to Port Deposit. The scope of the work includes:

- Identifying a range of routes to extend bus service to/from Port Deposit;
- Estimating ridership potential for bus service;
- Developing cost estimates for each identified bus route;
- Providing recommendations for the feasibility of fixed-route transit service; and
- Recommending alternatives to traditional fixed-route transit.

Four routes are presented; although similar, each route has trade-offs relative to the extent of operational flexibility and the level of service and ridership, which might be affected. The implementation of any of the alternatives will require additional capital and operational cost investment by Cecil County. Each alternative is described in detail in the following sections of this report.



The Town of Port Deposit encompasses the historic riverfront community and the recently annexed areas of Bainbridge and Tome School, for a total incorporated land area of 1,304 acres. Mixed residential, retail, and a few industrial areas constitute developed land use in town. According to the August 2009 *Port Deposit Comprehensive Plan*, nearly 92 percent of Port Deposit consists of

vacant or unimproved properties; the majority of which, approximately 1,000 acres, comprises the Bainbridge tract. Bainbridge is planned for redevelopment as a mixed-use planned community however a schedule for redevelopment is not known.

U.S. Census Tract 312.01 contains Port Deposit, annexed areas, and additional lands. U.S. Census Tract 312.01 contained 6,334 people according to 2010 Census data. According to the U.S. Census, the population of the Town of Port Deposit is 632 people; this represents a 6.5 percent decrease in population from 2000 (U.S. Census Bureau, 2007-2011 American

Community Survey). The Census estimates that 17.7 percent of the town's residents are persons living below poverty. This figure is well above the percentage of persons living in poverty for Maryland and Cecil County of 9.0 percent and 9.4 percent, respectively, and indicates a need for affordable transportation.

The WILMAPCO Public Opinion Survey polls 600 Cecil County residents annually. Respondents to the 2012 survey indicated that they feel they do not have a lot of transportation options; 77 percent of respondents rated the public transportation system in Cecil County as fair or poor.



## PROJECT NEED

Currently, residents in Port Deposit do not have direct access to public transit options. Generally, residents use private transportation, taxi services, walking or bicycling to reach their destinations or to connect to existing transit service in the adjacent Town of Perryville. With the lack of public transportation in the community residents are have limited access to jobs, medical, shopping or educational opportunities. Understanding the need for better transportation options for the residents of Town of Port Deposit, this project was developed to determine the feasibility of town being served by public transportation.

## PUBLIC OUTREACH

To help assess community transportation needs, WILMAPCO worked with an Advisory Committee that included representatives from the Town, Cecil County, Maryland Department of Transportation, Maryland Department of Planning, and resident, business and nonprofit stakeholders. A public meeting was held on April 17, 2012 and the project had a display at the Port Palooza festival on May 5, 2012. A survey for the Port Deposit Transit Feasibility Study was distributed and completed at the public meeting, Port Palooza festival, and via the internet. In addition, the survey was mailed to more than 300 households in Port Deposit. A total of 35 responses were received.



Highlights of survey results include:

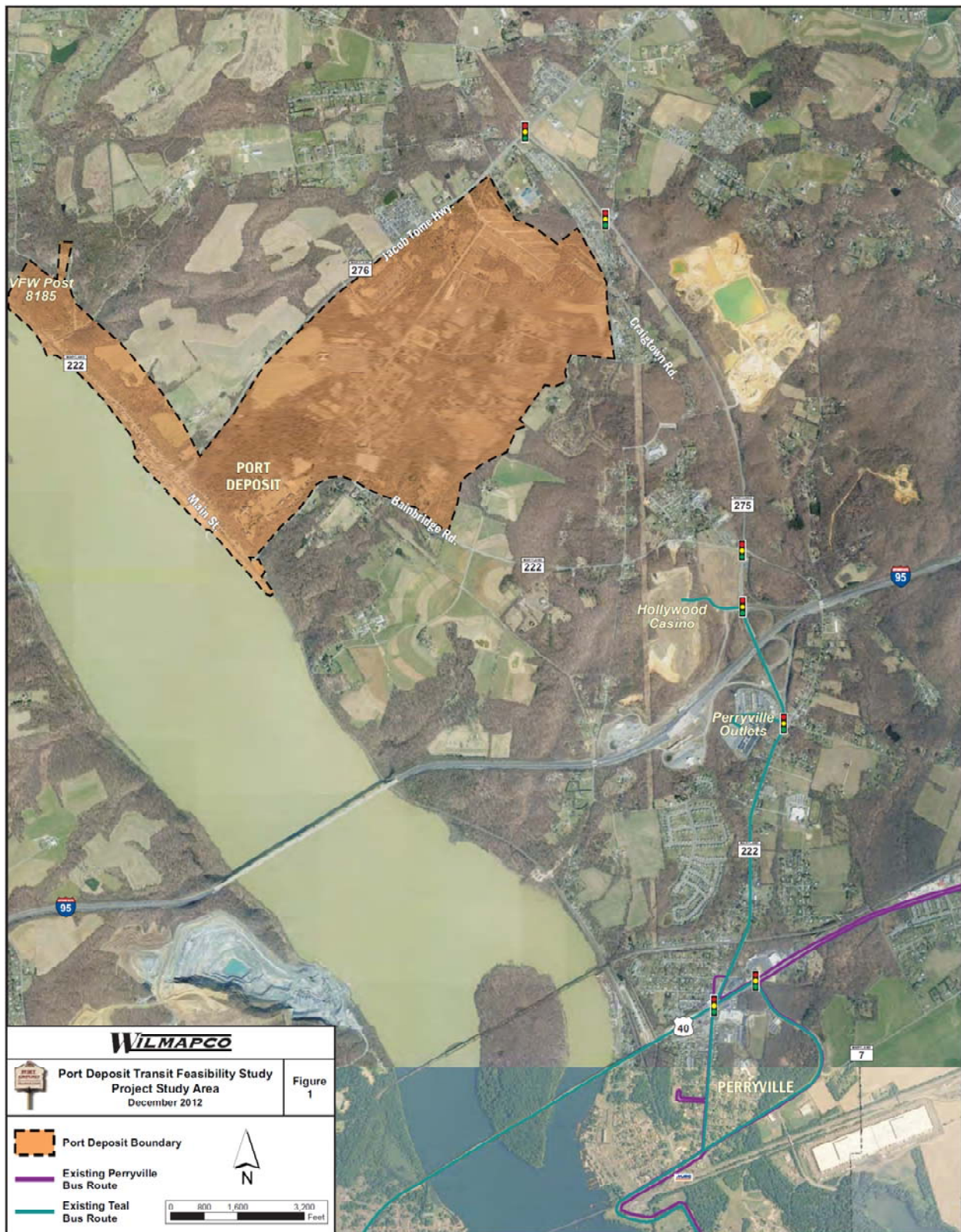
- 74 percent indicated they would ride public transit if it were available.
- Most identified locations respondents indicated they would board the bus include Main St.(Rt. 222)/Center St.(Rt. 276) and Main St.(Rt. 222)/Granite Ave.
- Most identified destinations respondents indicated they would like transit service to go include Elkton, Perryville (Food Lion, MARC station) and North East (Wal-Mart).
- 83 percent indicated they would ride transit at least once per week if it was available.
- Many indicated that lack of transportation always or sometimes limits getting medical care (43 percent), getting to work or finding a job (48 percent), social interactions (61 percent), and necessary shopping (50 percent).

Complete results of the survey can be found in the Appendix.

#### EXISTING TRANSIT SERVICE

As noted previously, there is currently is no fixed route public transportation service in the Town of Port Deposit. The nearest transit routes are located in the adjacent Town of Perryville and are operated by Cecil County Department of Senior Services & Community Transit, shown in Figure 1. Cecil Transit is a Locally Operated Transit Service (LOTS). A LOTS transit agency in operated independently with oversight and financial assistance from the Maryland Transit Administration (MTA). From Perryville, transit riders have access to Aberdeen and Elkton, MD and services in Delaware. The *Perryville Route* operates from 6:00 a.m. to 6:45 p.m. providing service between Perryville and Elkton with eight weekday round trips. Beginning in winter 2012, the *Teal Line* provides nine weekday round trips between Perryville to Aberdeen from 6:00 a.m. to 6:00 p.m. This service is a joint effort between Harford Transit and Cecil Transit to provide a fixed route bus connection between the two counties. The Teal Line extends north on MD 222 to the Hollywood Casino in Perryville; this is currently the closest bus stop to the Town of Port Deposit. The C.T. Cruiser is a mobility service that provides curb-to-curb transportation service by appointment for the general public, seniors, and persons with functional disabilities. This service is offered for a fare of \$5.00 for the general public or \$2.50 for seniors or disabled persons for up to 25 miles round trip. A taxi voucher program is also available to pre-approved applicants offering discounts on taxi trips.

In addition to the fixed-route bus and mobility services, commuter rail train service is available at the Perryville MARC Station. The MARC train, with a station in Perryville, provides access to destinations along the Baltimore – Washington corridor.





## EXISTING STREET NETWORK

The Town of Port Deposit is located adjacent to the Susquehanna River south of the Conowingo Dam and north of I-95 and US 40. Main Street is the main corridor through the town; the majority of the residences, local business and municipal agencies are located along this two-lane local roadway that parallels the Susquehanna River. To access Main Street there are two roadway options; Jacob Tome Highway (MD 276) and Bainbridge Road (MD 222). MD 276 is a two-lane arterial roadway with shoulders on each side and operates east-west traffic flow to a T-intersection at Main Street in town. MD 222 is a two-lane arterial with no shoulders, that provides east-west traffic flow transitioning into Main Street through town and extending north of town toward Conowingo Dam. North-south access to MD 222 and MD 276 is along Perrylaw Drive (MD 275) that continues in a north-south travel pattern to I-95 and US 40 in the Town of Perryville. Both MD 222 and 276 have steep grades (8%) as they approach town, presenting a challenging section for roadway for heavy truck traffic. Following a recent incident all vehicular traffic over five tons has been banned from traveling along MD 222 and 276; this ban includes light transit vehicles. At the time of this report there is discussion of revising the weight limit ban to vehicles greater than ten tons, which would allow for the operation of transit vehicles if service were to be provided in the future.



Bainbridge Road (MD 222)



Main Street Port Deposit



Perrylaw Road (MD 275)



Jacob Tome Highway (MD 276)



## PEDESTRIAN AND BICYCLE NETWORK

Transit riders typically access the bus either by walking or bicycle at one or both ends of the trip. Thus, sidewalks and bicycle routes are a key component of providing public transit service. A proposed network is shown in Figure 2. Currently, the Town and Maryland State Highway Administration are assessing gaps in sidewalks and ADA accessibility. The Town should seek funding through the Sidewalk Retrofit Program to address gaps. In addition, the Cecil County Bicycle Plan contains recommendations for local and countywide bicycle routes. The Lower Susquehanna Heritage Greenway is nearly complete along the waterfront area; future plans include extending the route to Bainbridge, Perryville and Rising Sun.

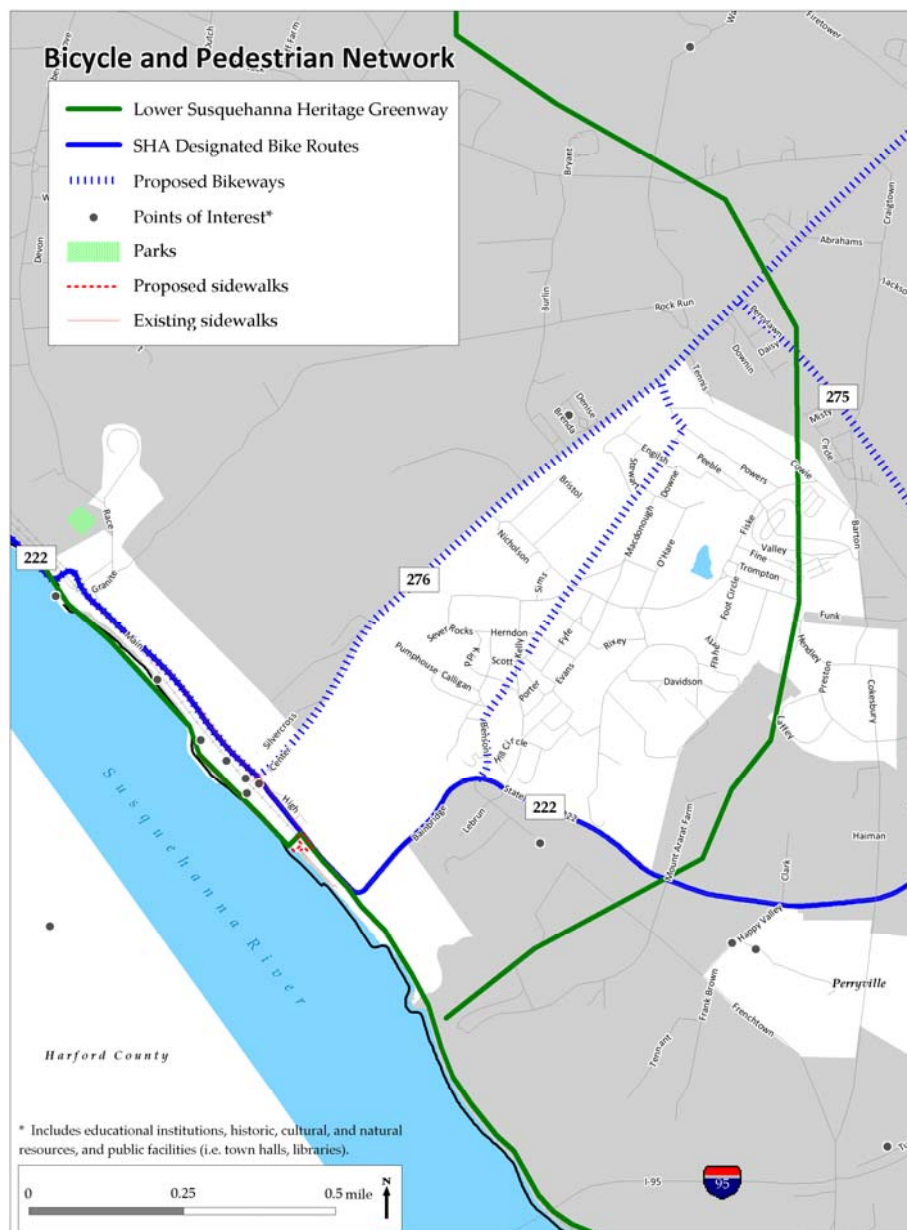


Figure 2

## TRANSIT ALTERNATIVES

The survey results were used to identify key origins and destinations that would optimize transit accessibility along the main roadway network of MD 222, MD 276 and Main Street, Port Deposit. Additionally, participants on the advisory committee and at the public workshop identified potential alternatives that would best serve the needs of the community. Using this feedback, the project team developed multiple route alternatives. The project consultants and representatives from Cecil County Transit, conducted field tests of the initial route alternatives to determine their travel time and mileage, and identify potential safety and operational concerns. Following the field tests it was determined that a route along Burlin Road, Rock Run Road and Granite Avenue would not be feasible due to safety concerns resulting from the narrow travel lanes and proximity of trees/landscaping to the existing roadway.

Ridership and cost estimates were developed for each of the remaining alternatives (**Figure 3**). For this analysis was assumed that each alternative would include service by a light-duty transit vehicle, providing eight round trips per day. Fares for the proposed transit service would be consistent with the existing Cecil County Transit fares.

Each of the alternative routes would have similar terminus locations. The northern terminus would be at the VFW Post 8185 in Port Deposit. This location would provide adequate layover or turnaround area for buses while extending the area of service to a reasonable range of potential riders along North Main Street and Granite Avenue. The southern terminus would be at the existing Food Lion bus stop, off of US 40 in Perryville, providing a transfer connection with existing regional transit services including the Teal Line and Perryville route.

### *Case Study*

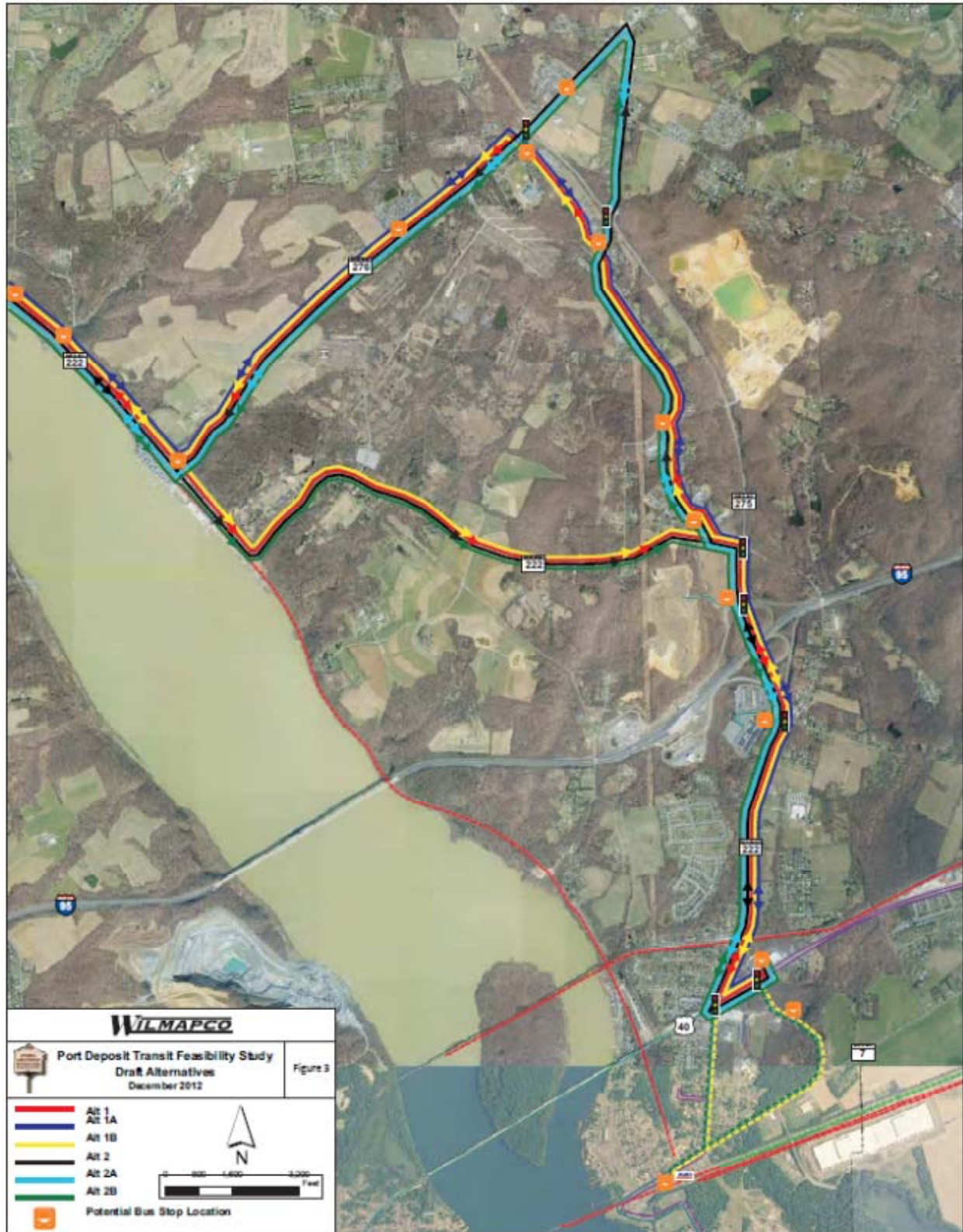
#### **Fixed Route Public Transit Service to Delaware City, Delaware**

Through a partnership of Delaware Department of Transportation, DART First State (DART) and the Delaware Department of Natural Resources and Environmental Control (DNREC), public transit service was restored to the small town of Delaware City (2010 population 1,695) following a four-decade absence. Service began as a one-year pilot project through a grant from the DNREC Community Environmental Project Fund that invests in improvements in communities that have been affected by environmental violations.

Without bus service, residents relied on cars more than the average New Castle County resident. According to the *Delaware City Transportation Plan*, 64 percent of city residents cited the lack of public transit as their top transportation related concern. More than 100 residents signed a petition demonstrating further interest in bus service.

Service has benefited the environment, economy and residents, by providing access to jobs, boosting tourism, and benefiting local businesses.

Initially, the pilot service extended all 26 existing Route 25 weekday trips to Delaware City in July 2011, from 5 a.m. to 11:30 p.m. Based on community feedback, all 12 Saturday trips were extended as well in December 2011. This substantial amount of service allowed DART to refine the route following the pilot based on the best performing times. As of spring 2013, the service times that met DART standards were retained, with 20 weekday trips and all 12 Saturdays trips.





**ALTERNATIVE 1**

Alternative 1 would operate as a one-way loop from the Food Lion on US 40 in Perryville, then travelling north along MD 222 to turn right onto Craigtown Road, continuing past Bainbridge Elementary School. From Craigtown Road Alternative 1 would turn left onto Laredo Lane and continue to Misty Meadow Drive. From Misty Meadow Drive Alternative 1 would turn left onto MD 276 and continue west to Main Street Port Deposit turning right onto N. Main Street and continuing north to VFW Post 8185. From the VFW Post 8185 Alternative 1 would operate south along Main Street through the Town of Port Deposit and continue along MD 222 to return to the Food Lion in Perryville. This route would include nine stop locations over a total transit distance of about 16.2 miles with an overall travel time of approximately 45 minutes per trip

**ALTERNATIVE 1A**

Alternative 1A would operate as a two-way route following the same outbound northern travel pattern as Alternative 1 to the terminus point at VFW Post 8185, For the return inbound southern travel pattern, Alternative 1A would operate in the reverse direction as the northbound trip. Alternative 1A would terminate at the Perryville Food Lion. This route would include nine stop locations over a total transit distance of about 13.6 miles with an overall travel time of approximately 38 minutes per trip.

**ALTERNATIVE 1B**

Alternative 1B would follow the same south and northbound services as described in Alternative 1. However, a branch alignment would be added to serve the Perryville MARC Station. This service would only operate during peak travel times to provide transfer connections with the MARC commuter rail service. From MD 222 at US 40, Alternative 1B would continue south along Aiken Avenue (MD 222) in Perryville and then turn right onto Broad St (MD 7) toward the Perryville MARC Station. From the Perryville MARC Station the alignment would continue east along MD 7 to Coudon Boulevard past the Perryville Branch Library to US 40, crossing US 40 to the Food Lion terminus. This route would include eleven stop locations over a total transit distance of about 18.2 miles with an overall travel time of approximately 50 minutes.

**ALTERNATIVE 2**

Alternative 2 would operate as a one-way loop similar to Alternative 1 from the terminus point at the Food Lion along US 40 in Perryville to north along MD 222 to right onto Craigtown Road continuing past Bainbridge Elementary School. However, Alternative 2 would continue along Craigtown Road crossing Perrylawn Road (MD 275) to the end of Craigtown Road at MD 276.

Alternative 2 would then turn left onto Jacob Tome Highway (MD 276) and continue west to Main Street Port Deposit turning right onto N. Main Street and continuing north to VFW Post 8185. From the VFW Post 8185, Alternative 2 would operate south along Main Street through the Town of Port Deposit and continue along MD 222 to return to the Food Lion in Perryville. This route would include nine stop locations over a total transit distance of about 18.3 miles with an overall travel time of approximately 51 minutes.

#### **ALTERNATIVE 2A**

Alternative 2A would operate as a two-way route following the same outbound northern travel pattern as Alternative 2 to the terminus point at VFW Post 8185. The return inbound southern travel pattern would operate in the reverse direction of the northbound outbound trip. This route would terminate at the Perryville Food Lion. This route would include nine stop locations over a total transit distance of about 16.7 miles with an overall travel time of approximately 46 minutes per trip.

#### **ALTERNATIVE 2B**

Alternative 2B would follow the same south and northbound services as described in Alternative 2. However, a branch alignment would be added to serve the Perryville MARC Station. This service would only operate during peak travel times to provide transfer connections with the MARC commuter rail service. From MD 222 at US 40, Alternative 2B would continue south along Aiken Avenue (MD 222) in Perryville to turn right on Broad St (MD 7) toward the Perryville MARC Station. From the Perryville MARC Station the alignment would then continue east along MD 7 to Coudon Boulevard past the Perryville Branch Library to US 40, crossing US 40 to the Food Lion terminus. This route would include eleven stop locations over a total transit distance of about 19.3 miles with an overall travel time of approximately 53 minutes.

## POTENTIAL BUS STOPS

Since the alternatives include some segments along existing transit routes, those existing stop locations would continue to be served by the proposed alternatives. New bus stop locations were identified based on their ability to generate ridership and their accessibility to the community. Additionally, comments received from the WILMAPCO survey were considered in identifying bus stop locations. Cecil County Transit would need to coordinate new bus stop locations with State Highway Administration (SHA) and adhere to SHA guidelines for roadway set-backs and accessibility for bus stop locations along SHA maintained roadways. At a minimum, all bus stop locations would need to be ADA accessible. The following list includes the proposed bus stop locations. Locations in **bold** are existing bus stops.

- VFW Post 8185
- N. Main Street and Granite Avenue
- N. Main Street at Post Office
- Jacob Tome Highway at Burlin Road
- **Perryville MARC Station**
- Jacob Tome Highway at Maple Hill Drive
- Misty Meadow Drive at Shelter
- Laredo Lane and Craigtown Road
- Craigtown Road and Bainbridge School
- **Perryville Library**
- Craigtown Road and Bainbridge Road
- Perryville Outlets
- Craigtown Road and Bainbridge Road
- **US 40 at Food Lion**
- **Hollywood Casio**



## RIDERSHIP POTENTIAL & COST ESTIMATES

### METHODOLOGY

Ridership projections were developed for each alternative to assist in determining the feasibility of providing bus transit service to Port Deposit. A low daily ridership projection would indicate that service may not be warranted while a high daily ridership projection would indicate that there is may be existing demand for public transit service. In addition to providing an indication of existing demand, ridership projections provide an order of magnitude to consider when assessing estimated operating costs. A travel demand model computation is costly, time consuming and not applicable due to the rural nature of the study; therefore this method was not used in the preparation the ridership projections. For this study, *TCRP Report 49 – Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation* was used. This methodology uses demographic and service assumptions; including population density, annual vehicle hours, and annual vehicle miles; to prepare ridership projections. It is important to note that these estimates are preliminary in nature and a more detailed analysis of ridership projections is recommended should the project proceed to the design phase.

To compute the population density impacted by each of the alternatives population data was collected through the use of ArcGIS. A quarter-mile buffer was traced along each of the potential alternative alignments to identify impacted 2010 census blocks. An estimate of the impacted percentage of each census block was made. The total population for the census block and the impacted percentage of the census block were then used to calculate the total population density within the buffer area. This value is provided as the **impacted population** in **Table 1**, below. An estimate of vehicle miles and vehicle hours driven was prepared by driving the corridor and measuring the overall length and time of each alternative. These values were compared to values generated from ArcGIS to ensure accuracy. The table below summarizes the data collected:

**Table 1 – Demographic and Service Assumptions**

Alternative	Census Blocks Impacted	Total Population	Impacted Population	Length (Miles)	Travel Time (Minutes)	Estimated Number of Daily Round Trips
<b>1</b>	223	5,243	2,746	16.18	45	8
<b>1A</b>	74	1,209	590	13.62	38	8
<b>1B</b>	100	2,453	1,758	18.22	50	8
<b>2</b>	242	6,056	3,145	18.26	51	8
<b>2A</b>	74	1,209	590	16.66	46	8
<b>2B</b>	100	2,453	1,758	19.26	53	8

Following the computation of demographic and service assumptions, ridership projections were calculated for each of the alternatives. Considering that the segment of each of the alternative south of I-95 would operate along an existing transit route, the number of “new” passengers was determined based on existing operating statistics provided by Cecil County and the impacted population. The “new” riders represent individuals without existing transit access who would be provided transit access through the implementation of the alternatives. Based on Cecil County Transit’s recommendation, projections were prepared assuming the full build-out of the Bainbridge development. It is important to note certain assumptions were made since data was not available in the existing Bainbridge reports. **Table 2** includes the project overall daily ridership projections:

**Table 2 – Projected Daily Ridership**

Alternative	Estimated Average Daily Ridership	Estimated Average Daily “New” Riders	Estimated Average Daily Riders with Bainbridge Development
<b>1</b>	19	8	23
<b>1A</b>	17	6	20
<b>1B</b>	24	13	27
<b>2</b>	20	9	26
<b>2A</b>	18	7	25
<b>2B</b>	24	13	28

Based on the estimated average daily ridership, projected operating costs were prepared. Cecil County Transit provided the estimated base operating cost per mile of \$2.75 and operating cost per hour of \$65.00. Annualized operating costs were prepared assuming a 250 day service year and 8 bus trips per day. For each of the alternatives, daily deadhead (non-revenue) miles of 40 miles per day were included in the overall costs. Below is a summary of the projected operating costs:

**Table 3 – Estimated Operating Costs**

Alternative	Estimated Annual Miles	Estimated Annual Hours	Estimated Annual Operating Costs	Operating Cost /Mile	Operating Cost/Hour	Operating Cost/ Passenger Trip	Estimated Passenger Trip / Mile	Estimated Passenger Trip / Hour
<b>1</b>	42,360	1,618	\$105,170	\$2.75	\$65.00	\$22.14	0.11	2.94
<b>1A</b>	41,240	1,562	\$101,530	\$2.75	\$65.00	\$23.89	0.10	2.72
<b>1B</b>	46,440	1,822	\$118,430	\$2.75	\$65.00	\$19.74	0.13	3.29
<b>2</b>	46,520	1,826	\$118,690	\$2.75	\$65.00	\$23.74	0.11	2.74
<b>2A</b>	43,230	1,666	\$108,290	\$2.75	\$65.00	\$24.06	0.10	2.70
<b>2B</b>	48,520	1,926	\$125,190	\$2.75	\$65.00	\$20.87	0.12	3.12

In addition to the operating costs estimates, it is anticipated that two additional transit vehicles would need to be purchased to complement the existing transit fleet at a cost of \$135,000 for

the combined vehicles. See **Table 4** below for an overall comparison of the operating statistics for each of the alternatives as well as a comparison to the performance of existing Cecil County Transit Routes in Perryville and Glasgow.

As noted earlier in this section, the projections were developed on a planning study level to provide an order of magnitude and comparison of the ridership projections and operating costs. The project team recommends a more detailed analysis of ridership and operating cost occur should the study continue to the design phase.

# Port Deposit Transit Feasibility Study

## July 2013

**Table 4 – Alternatives Operating Performance Comparison Summary**

Alternatives <sup>1</sup>	Number of Daily Round Trips	Estimated Average Daily Ridership	Estimated Annual Ridership <sup>2</sup>	Estimated Annual Service Miles <sup>2</sup>	Estimated Annual Hours <sup>2</sup>	Estimated Annual Operating Costs <sup>2</sup>	Operating Costs per Hour <sup>3</sup>	Operating Costs per mile <sup>3</sup>	Estimated Operating Cost per Passenger Trip	Estimated Passenger Trips per Mile	Estimated Passenger Trips per Hour
<b>1</b>	8	19	4,750	42,360	1,618	\$105,170	\$65.00	\$2.75	\$22.14	0.11	2.94
<b>1a</b>	8	17	4,250	41,240	1,562	\$101,530	\$65.00	\$2.75	\$23.89	0.10	2.72
<b>1b</b>	8	24	6,000	46,440	1,822	\$118,430	\$65.00	\$2.75	\$19.74	0.13	3.29
<b>2</b>	8	20	5,000	46,520	1,826	\$118,690	\$65.00	\$2.75	\$23.74	0.11	2.74
<b>2a</b>	8	18	4,500	43,320	1,666	\$108,290	\$65.00	\$2.75	\$24.06	0.10	2.70
<b>2b</b>	8	24	6,000	48,520	1,926	\$125,190	\$65.00	\$2.75	\$20.87	0.12	3.12
<b>Existing Cecil County Transit Routes</b>											
<b>Perryville</b>	8	100	24,939	79,076	3,125	\$183,057	\$58.58	\$2.31	\$7.34	0.32	7.98
<b>Glasgow</b>	11	69	20,932	55,930	3,398	\$165,900	\$48.82	\$2.97	\$7.93	0.37	6.16

NOTES:

<sup>1</sup> Requires 2 additional transit vehicles at a cost of approximately \$135,000

<sup>2</sup> Assumes 250 days of revenue service during Fiscal Year

<sup>3</sup> Costs provided by Cecil County Transit



## ALTERNATIVES TO TRADITIONAL TRANSIT SERVICE

### *Shared Ride Fixed Route Taxi Service*

A shared-ride taxi service is an alternative to fixed-route bus transit in low-demand areas and markets. This service option could connect riders with shopping and existing transit services in Perryville. Service would operate at set times along a pre-determined route. Customers would call the dispatch center to request service and a vehicle will be sent to pick them up at a negotiated location and time along (or close to) a pre-determined route. However, based on other requests, the dispatcher will direct the operator to pick up other passengers, if feasible, along the route.

When compared to traditional bus transit, advantages include low public capital cost, lower operating cost, and greater flexibility in scheduling trips to meet actual demand; the primary disadvantage is a lower carrying capacity than a bus although many taxi provides do have minivans in their fleets. Advantages over the taxi voucher program is that service can be open to all members of the public, and greater efficiency can be achieved resulting in lower per trip costs; disadvantages include longer travel times for riders.

As a pilot project, the service could be comprised of four round trips per day, with passengers reserving their trip on a first-come, first-served basis. Passengers are charged a set fare, similar to that of fixed-route bus transit that is subsidized by federal, county, local, non-profit, and/or private funds.

Shared ride taxis can provide an interim start-up service, and as demand for transit is demonstrated, might later lead to a more traditional fixed route bus expanded as demand dictates.

#### *Case Study*

##### **Wisconsin Shared-Ride Transit**

Many small Wisconsin communities offer shared ride transportation as an alternative to bus transit. One program, the Caledonia Shared-Ride Transit, is a door-to-door service for Caledonia, WI. Vehicles consist of a wheelchair accessible mini-bus (like an airport shuttle) and a large 4-door sedan; no private taxi-service exists in the community. Trips are reserved at least 45-minutes in advance of the trip and runs Monday-Friday from 5:30 a.m. to 7 p.m., and Saturdays from 7 a.m. to 5:30 p.m. The nearby City of Racine oversees the program and bids out the service for the three-year contract, which included a set of fixed prices for the operation. The program provides transfers into the fixed route transit system. Initiation of the program was funded in part with Federal Congestion Mitigation and Air Quality (CMAQ) funds of \$20,000 a year for three years.

Another service in Sun Prairie, WI contacts with a private taxi operator to provide "Shuttle Service" to nearby Madison, WI. One vehicle is used, Monday-Friday for three round-trips per day. Stops are located at four locations including the nearby Wal-Mart and a bus stop for transfers to other fixed route service. Service to/from the identified stops are at a subsidized fixed-price. Riders can contact the taxi company to arrange extended door-to-door service at the regular taxi fares.

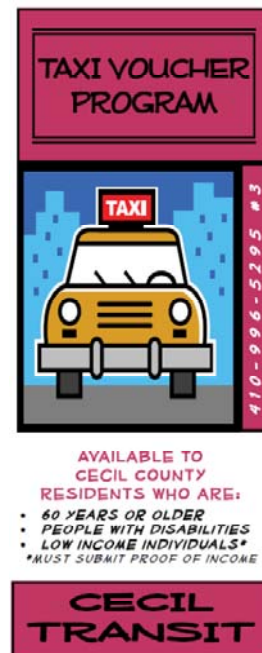
### ***Demand Responsive Shared-Ride Taxi Service***

A demand responsive shared-ride taxi service is a hybrid solution that mixes aspects of the fixed-route shared-ride taxi service and the demand responsive dial-a-ride service. Like the dial-a-ride service, customers call the dispatch centre to request service and a vehicle will be sent to pick them up at a negotiated location and within a set service area. However, based on other requests, the dispatcher will direct the operator to pick up other passengers, if feasible.

This concept delivers a compromise between the convenience of the dial-a-ride service and the efficiency of a shared-ride taxi service. It is an ideal service for connecting residents in difficult to serve areas with conventional trunk routes or long distance specialty services such as commuter rail.

### ***Greater Marketing of Existing Services***

Two existing programs provide transportation to Port Deposit: the CT Cruiser and Taxi Voucher Program. The CT Cruiser is a door-to-door bus service that provides pre-scheduled transit trips to the general public at a cost of \$5.00/trip for travel within a 25 mile radius. It is available by reservation to anyone, regardless of age or income. However, because it currently only serves Port Deposit on a limited basis, it is better suited for shopping and errands than commuting to work or medical appointments. The Taxi Voucher Program provides discounted taxi fares for trips with approved and licensed taxi companies. Use of the taxi voucher program requires pre-approval based on age and income, and would not meet the needs of everyone who may need transportation. Residents also cited the high cost of taxis, even subsidized, as an issue.



## SUMMARY OF SERVICE CONCEPTS

Concept	Vehicle	Relative Cost	Advantages	Disadvantages
Fixed route bus	Light duty Cecil Transit Vehicle	High	<ul style="list-style-type: none"> <li>• Highest capacity</li> <li>• Wheelchair accessible vehicles</li> <li>• Greater quality control oversight</li> </ul>	<ul style="list-style-type: none"> <li>• Buses expensive to purchase and operate</li> <li>• Buses expected to be underused</li> </ul>
Fixed-route shared ride taxi	Sedan, large van	Medium	<ul style="list-style-type: none"> <li>• Feeder service to support existing fixed-route</li> <li>• Use of existing private services and equipment</li> <li>• Easier to modify based on demand</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal taxi capacity</li> <li>• Quality control difficult to monitor</li> <li>• Not all vehicles wheelchair accessible</li> </ul>
Demand responsive shared ride taxi	Sedan, large van	Medium-high	<ul style="list-style-type: none"> <li>• Door-to-door service</li> <li>• Use of existing private services and equipment</li> <li>• Flexible service</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal taxi capacity</li> <li>• Quality control difficult to monitor</li> <li>• Not all vehicles wheelchair accessible</li> </ul>
Marketing of existing taxi voucher program	Existing private taxis	Low	<ul style="list-style-type: none"> <li>• Door-to-door service</li> <li>• Use of existing private services and equipment</li> <li>• Flexible service</li> </ul>	<ul style="list-style-type: none"> <li>• Most expensive fares</li> <li>• Limited to senior citizens, people with disabilities and low income</li> <li>• Quality control difficult to monitor</li> <li>• Not all vehicles wheelchair accessible</li> <li>• Capacity underused</li> </ul>
Marketing of existing C.T. Cruiser program	Existing Cecil Transit vehicles	Low	<ul style="list-style-type: none"> <li>• Door-to-door service</li> <li>• Use of existing vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Limited times of service not useful for regular commute trips</li> </ul>

## EXISTING AND POTENTIAL FUNDING SOURCES AND PARTNERSHIPS

Multiple Federal grant programs exist that may provide the capital necessary to provide transit for Port Deposit, Maryland. Among these, are Bus and Bus Facilities, Formula Grants for Urbanized Areas, and Enhanced Mobility of Seniors and Individuals With Disabilities.

- Bus and Bus Facilities (Section 5339) – Provides discretionary capital funding for buses and bus-related facilities in both urbanized and rural areas.
- Enhanced Mobility of Seniors and Individuals With Disabilities (Section 5310) – Funds capital and operating expenses to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations.
- Urbanized Area Formula Grants (Section 5307 and 5340) – Funds may be used for capital projects, planning, job access and reverse commute projects that provide transportation to jobs and employment, opportunities for welfare recipients and low-income workers, and some operating costs.
- Public Private Partnerships (P3) - Provides an opportunity for agencies to enter into partnerships with private entities to offset operating costs of a new service.



## SUMMARY/CONCLUSION

### PREFERRED FIXED ROUTE ALTERNATIVE

Following a presentation and discussion of the alternatives to the Port Deposit Transit Feasibility Study Advisory Council meeting in November 2012, the Advisory Council members selected Alternative 2A as the Preferred Alternative with the addition of the Perryville MARC Station extension from Alternative 2B. Accordingly, the route pattern for the Preferred Alternative would be a two-way route following the same outbound northern travel pattern as Alternative 2 to the terminus point at VFW Post 8185. The return inbound southern travel route would operate in the reverse direction as of the northbound outbound trip, continuing to MD 222 at US 40. The route would cross US 40 and continue south along Aiken Avenue (MD 222) in Perryville to turn right on Broad St (MD 7) toward the Perryville MARC Station. From the Perryville MARC Station, the alignment would continue east along MD 7 to Coudon Boulevard, past the Perryville Branch Library to US 40 and cross US 40 to the Food Lion terminus. This route would include nine stop locations over a total transit distance of about 19 miles with an overall travel time of approximately 58 minutes per trip.

### RECOMMENDATIONS

The purpose of this study was to determine the feasibility of implementing fixed route bus service in the Town of Port Deposit. Upon completion of this analysis, the project team has determined that a new fixed-route bus service to Port Deposit is not feasible at this time based upon the following factors:

- Area is not a priority new service area for Cecil County Transit. Existing Cecil County “demand mobility” service and Taxi Voucher could be used in lieu of fixed route bus service.
- Service would require Cecil County Transit to purchase additional transit vehicles at a cost of approximately \$135,000.
- Daily ridership projections are low.
- The rural, low density service area with large open space between potential stop locations equates to high operating costs and low passenger counts.
- The Maryland Transit Administration would need to review the service request and approve the new service as part of their Locally Operated Transit Systems (LOTS)

In lieu of recommending a fixed-route bus, the project team recommends that the Town of Port Deposit, with assistance from Cecil County Transit, increase awareness to the Port Deposit residents of the existing available transportation alternatives including:

- CT Cruiser – A door-to-door bus service that provides pre-scheduled transit trips to the general public at a cost of \$5.00/trip for travel within a 25 mile radius.
- Taxi Voucher Program – Discounted taxi fares for trips with approved and licensed taxi companies. Use of the taxi voucher program requires pre-approval.

In addition, alternatives to a new bus route include:

- Potentially extending the Teal Line on select trips to serve Port Deposit.
- Explore a Shared Ride Taxi pilot program.
- Work with Maryland State Highway Administration to expand ADA accessible pedestrian connections and bicycle routes.

Consideration of a fixed-route service should be revisited if the demand for CT Cruiser and the Taxi Voucher Program near or exceed their capacity or the Bainbridge Development moves forward.

## APPENDIX A: PORT DEPOSIT TRANSPORTATION SURVEY OVERVIEW

### DESCRIPTION

Survey for the Port Deposit Transit Feasibility Study was distributed and completed at the April 17, 2012 public meeting, at the Port Palooza festival on May 5, 2012, and via the internet. In addition, the survey was mailed to more than 300 households in Port Deposit. A total of 35 responses were received.

### INSTRUCTIONS PROVIDED TO RESPONDENTS

The Town of Port Deposit and WILMAPCO would like your help to plan for future transportation in Port Deposit. We are seeking your thoughts to gauge what public transit service and other transportation improvements are needed. Thank you for taking our survey.

### SURVEY RESULTS

The following is a tabular depiction of the responses to each survey question. Additional comments provided by respondents, if any, are included after each table.

#### SECTION - PUBLIC TRANSIT ISSUES

##### 1. WOULD YOU RIDE THE BUS IF CECIL COUNTY PROVIDED SERVICE TO PORT DEPOSIT?

74.3%	26	Yes
25.7%	9	No

##### 2. WHERE WOULD YOU LIKE TO BOARD THE BUS (PLEASE GIVE INTERSECTION OR LOCATION)?

Center of Town Main St./Rt. 222 and Center St./276 (4 responses tallied)  
Main St./222 and Granite Ave (2 responses tallied)  
Main Street (2 responses tallied)  
Port Deposit (2 responses tallied)  
Post Office (4 responses tallied)  
1 Center Street, PD  
14 Old School House Dr.  
155 North Main St.  
Race St.  
Downing Lane / 276  
Linton Run & Belvedere Roads  
Elkton. MD  
near Rising Sun or Conowingo  
Pleasant View/Downing Lane  
Rising Sun  
School House Lane

##### 3. WHAT DESTINATION, IF ANY, WOULD YOU LIKE TO SEE PUBLIC BUS SERVICE MOST?

Elkton (8 responses tallied)  
Perryville (5 responses tallied), Food Lion, MARC station  
North East (4 responses tallied)  
Walmart in North East (3 responses tallied)  
Any (2 responses tallied)  
Rising Sun (2 responses tallied)  
Casino  
Charlestown  
Bel Air  
Glasgow (theaters) DE  
Havre De Grace, MD, Brandyville, Havre De Grace  
Jackson Station  
mid town Main Street, Port Deposit  
none  
Port Library and parks  
Port  
Chesapeake City  
Rt 40

**4. HOW OFTEN TO YOU CURRENTLY TRAVEL TO THAT DESTINATION?**

7.4%	2	once a day
18.5%	5	5 times per week
33.3%	9	3 - 4 days per week
22.2%	6	1 - 2 days per week
18.5%	5	less than once per week

**5. HOW DO YOU CURRENTLY TRAVEL TO THAT DESTINATION (CHOOSE ALL THAT APPLY)?**

51.4%	18	Drive Alone	<b><u>Comments/Notes:</u></b>
14.3%	5	Carpool	Brother takes me.
11.4%	4	Other	medical transportation
11.4%	4	Walk	Someone drives my vehicle
5.7%	2	Taxi	
2.9%	1	Bicycle	
2.9%	1	Bus	

**6. WHAT IS THE PURPOSE OF YOUR TRIP?**

30.6%	15	Shopping	<b><u>Comments/Notes:</u></b>
22.4%	11	Work	doctor
20.4%	10	Medical/Dental	groceries (3 comments tallied)
14.3%	7	Social/Recreation	Social Services (2 comments tallied)
6.1%	3	Other:	
6.1%	3	School	

**7. WHAT IS THE START TIME OF YOUR TRIP?**

17.9%	5	5-7 a.m.	<b><u>Comments/Notes:</u></b>
32.1%	9	7-9 a.m.	evenings
28.6%	8	9 a.m.-noon	
7.1%	2	noon-3 p.m.	
10.7%	3	3-5 p.m.	
3.6%	1	Other:	

**8. WHAT IS THE END TIME OF YOUR TRIP?**

3.7%	1	5-7 a.m.	<b><u>Comments/Notes for "Other:"</u></b>
3.7%	1	7-9 a.m.	6-7 PM
3.7%	1	9 a.m.-noon	anywhere between 9pm and 2pm
7.4%	2	noon-3 p.m.	
48.1%	13	3-5 p.m.	
25.9%	7	5-7 p.m.	
7.4%	2	Other:	

**9. HAVE YOU USED PUBLIC TRANSIT WITHIN THE PAST THIRTY DAYS?**

78.6%	22	No
21.4%	6	Yes

**10. WHAT SERVICE DID YOU USE?**

DART from 896 P&R  
 MARC, Washington METRO  
 Metro DC  
 Perryville to Northeast  
 Private auto



# 11. HOW OFTEN WOULD YOU RIDE TRANSIT SERVICE IF IT WERE AVAILABLE?

13.8%	4	Daily
20.7%	6	5 days/week
20.7%	6	3-4 days/week
27.6%	8	1-2 days/week
10.3%	3	1-3 times/month
6.9%	2	less than once a month

## SECTION - TRANSPORTATION ISSUES

### 12. DOES LACK OF TRANSPORTATION LIMIT YOU FROM GETTING MEDICAL CARE?

10.0%	3	Always
33.3%	10	Sometimes
13.3%	4	Rarely
43.3%	13	Never

### 13. DOES LACK OF TRANSPORTATION LIMIT YOU FROM GETTING TO WORK OR FINDING A JOB?

20.7%	6	Always
27.6%	8	Sometimes
6.9%	2	Rarely
44.8%	13	Never

### 14. DOES LACK OF TRANSPORTATION LIMIT YOU FROM SOCIAL INTERACTIONS?

6.5%	2	Always
54.8%	17	Sometimes
9.7%	3	Rarely
29.0%	9	Never

### 15. DOES LACK OF TRANSPORTATION LIMIT YOU FROM NECESSARY SHOPPING (I.E. GROCERY)?

3.3%	1	Always
46.7%	14	Sometimes
13.3%	4	Rarely
36.7%	11	Never

### 16. WHAT ARE YOUR GREATEST TRANSPORTATION CONCERNS FOR THE PORT DEPOSIT AREA?

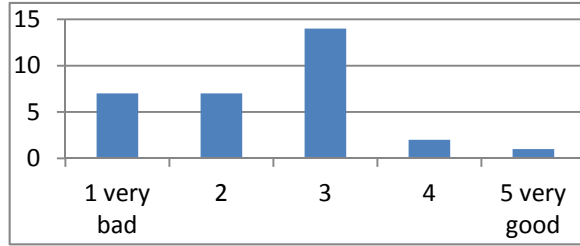
- bus service
- Decline in employment
- How far the bus is willing or required to go out of state (i.e. DE and PA)
- How to get somewhere.
- If you can't have a car you can't even get a job. I need transportation to work and Dr. appts.
- many folks can't get to shopping, medical, social security, etc appts due to lack of transportation from PD to Elkton.
- many people in town do not have access to regular transportation to stores ,doctors ect
- More people on roadways designed for lesser usage.
- No public transportation
- NO public transportation for individuals without transportation.
- No transportation
- None
- often feel stuck at home unless a neighbor can drive me somewhere
- people getting to work or other places they would like to go
- Rise in Gas Price
- Too many outsiders coming into my town.
- Transit
- We do need transportation for many people

17. DESCRIBE WHAT TRANSPORTATION FACILITIES AND SERVICES, IF ANY, ARE NEEDED IN PORT DEPOSIT (I.E. ROADS, SIDEWALKS, TRANSIT, STREET LIGHTS, GREENWAY CONNECTIONS, PARKING, INTERSECTION IMPROVEMENTS)?

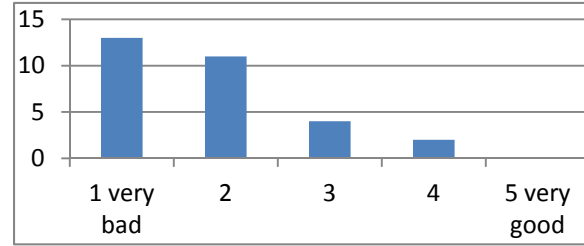
- all of the above
- Bus Service & Parking
- bus service to shopping center, rail station
- Less stop signs.
- Old School House Dr. has large potholes
- Parking
- Parking in the incorporated part of town is always an adventure.
- PD needs all of the above mentioned services.
- Port Deposit needs more parking but that problem could be eliminated if there was a bus service. Taxi service will only help the people with jobs and money. Bus travel is easier to afford.
- public transportation
- Roads going to School House hill
- Sidewalks
- sidewalks and greenway
- sidewalks need fixing
- Sidewalks need work - many are unsightly and falling apart. Main St. is very narrow in spots due to cars parking on the road where there should be a no-parking zone.
- sidewalks, greenway connections, parking
- Sidewalks would be nice especially on the outskirts.
- street lights, bike route
- Transit
- transit
- Transit and parking
- transit, parking, greenway connections to parks and rec areas including ball fields.

18. ON A SCALE OF 1 TO 5, WITH 1 BEING VERY BAD AND 5 BEING VERY GOOD. HOW WOULD YOU RATE:

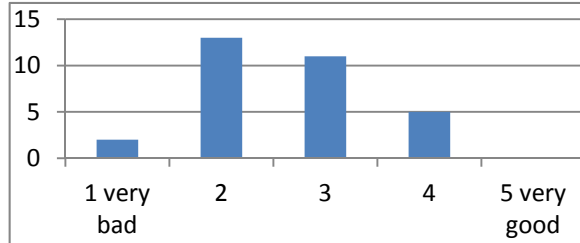
SIDEWALKS



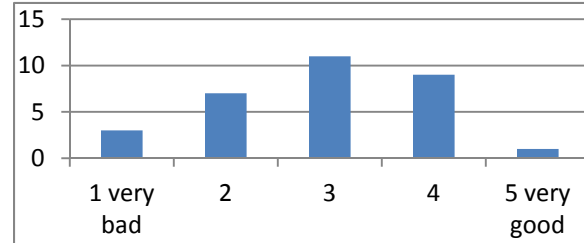
BIKE PATHS AND LANES



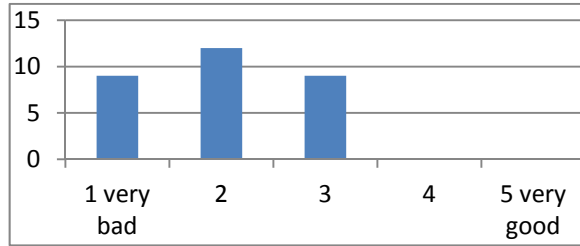
CONDITION OF STREETS



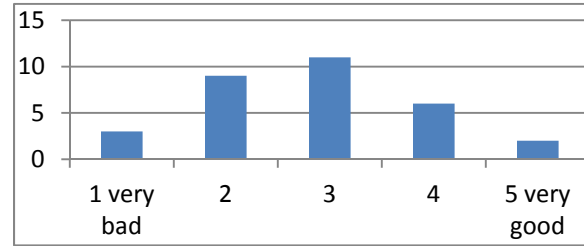
TRAFFIC SPEEDS



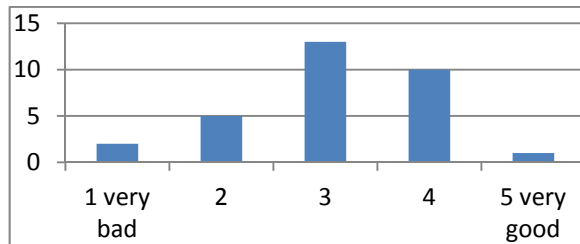
PARKING



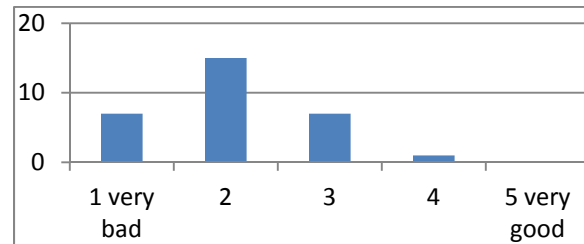
NEIGHBORHOOD TRAFFIC SAFETY



TRAFFIC CONGESTION



ROAD FLOODING



## SECTION - OTHER COMMENTS

## 26. WHAT IS PORT DEPOSIT'S SINGLE GREATEST NEED?

- a bus route
- A center like the boys and girls club
- Bigger banks to stop flooding and road repairs
- bigger sidewalks
- bike lanes
- Bus Route and library
- bus service
- Bus Service and Parking
- bus transportation
- Development of Bainbridge
- development of Bainbridge property
- Entertainment
- Flood Control - Gates to shut the water off at the underpasses
- Transit
- Transportation
- funding to fix up town, increase parking and public transit, to attract businesses that would attract people so it is not such a dying town
- Grocery Store
- In-town it would be parking. Outside town it would be environmentally friendly business & commerce.
- It is fine as it is.
- less liquor licenses or at least more responsible use of them
- New People
- parking
- Restore empty buildings and make it easier to bring in new vendors.
- Road flooding prevention
- Shops

## 27. WHAT DO YOU LIKE BEST ABOUT PORT DEPOSIT?

- being on the river
- business district
- community
- fishing, food
- Food, Bars
- historic charm
- Historic District and the Susquehanna River view
- its historical
- its size. There is no change of PD becoming as big and busy as NYC or even Elkton
- Just the way it is.
- quaint town
- Quantness
- Quiet Neighborhood
- Restaurants
- restaurants and river views
- restaurants, historic features and events
- small town (2 responses tallied)
- Small town and rural surroundings.
- Solitude and people
- the community
- The historic architecture of the town.
- the Main Street
- the shops and river
- the town
- the water and playground
- view
- Water views



**28. PLEASE PROVIDE US WITH ANY COMMENTS THAT WILL ASSIST US IN CREATING THE PORT DEPOSIT TRANSIT FEASIBILITY PLAN.**

- anything would help
- Build it and they will use it.
- getting around
- Improved walkways
- Leave it alone. Taxes are high enough already.
- make a bus that goes from Port to out of state.
- maybe have bike routes. I would enjoy a scenic bike trail.
- Much needed
- there are alot of people without transportation who live here
- Transit service is needed to medical services, amtrak, county seat, and transfer point to harford county bus service.
- Um, why use a 1-5 rating scale if you have to list a number greater than 1? Parking is a 1, but I couldn't put that. Port has 2 groups, poor who don't have transportation and rich who drive out of town for what they need. The town needs someone to get it out of its rut.
- Unemployment is higher than the national average due to the fact that many people in PD don't have cars because there is no place to park. Buses that would take people to larger towns would give PD more job options. Also would be nice to ride the bus to church if they ran on Sunday.

**29. DO YOU LIVE IN PORT DEPOSIT?**

87.5%	28	Yes
12.5%	4	No

**30. DO YOU WORK IN PORT DEPOSIT?**

64.3%	9	No
35.7%	5	Yes

**31. DO YOU VISIT PORT DEPOSIT FOR SHOPPING/RESTAURANTS?**

100%	11	Yes
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**32. HOW MANY ADULTS LIVE IN YOUR HOUSEHOLD?**

1 (4 responses tallied)
2 (16 responses tallied)
3 (5 responses tallied)
4
5 (4 responses tallied)
6
11

**33. HOW MANY VEHICLES IN WORKING ORDER ARE AVAILABLE TO YOUR HOUSEHOLD?**

0 (3 responses tallied)
1 (6 responses tallied)
1.5
2 (11 responses tallied)
3 (8 responses tallied)
4
6