

*CORE Connections-2035 LRTP
Transit Mobility Vision Plan*



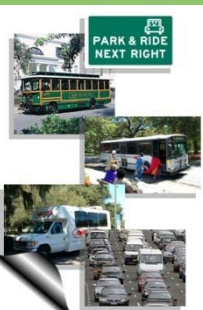
Stakeholder Advisory Committee Presentation

May 13, 2010

Study Goals



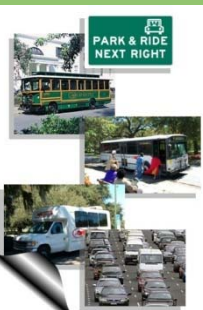
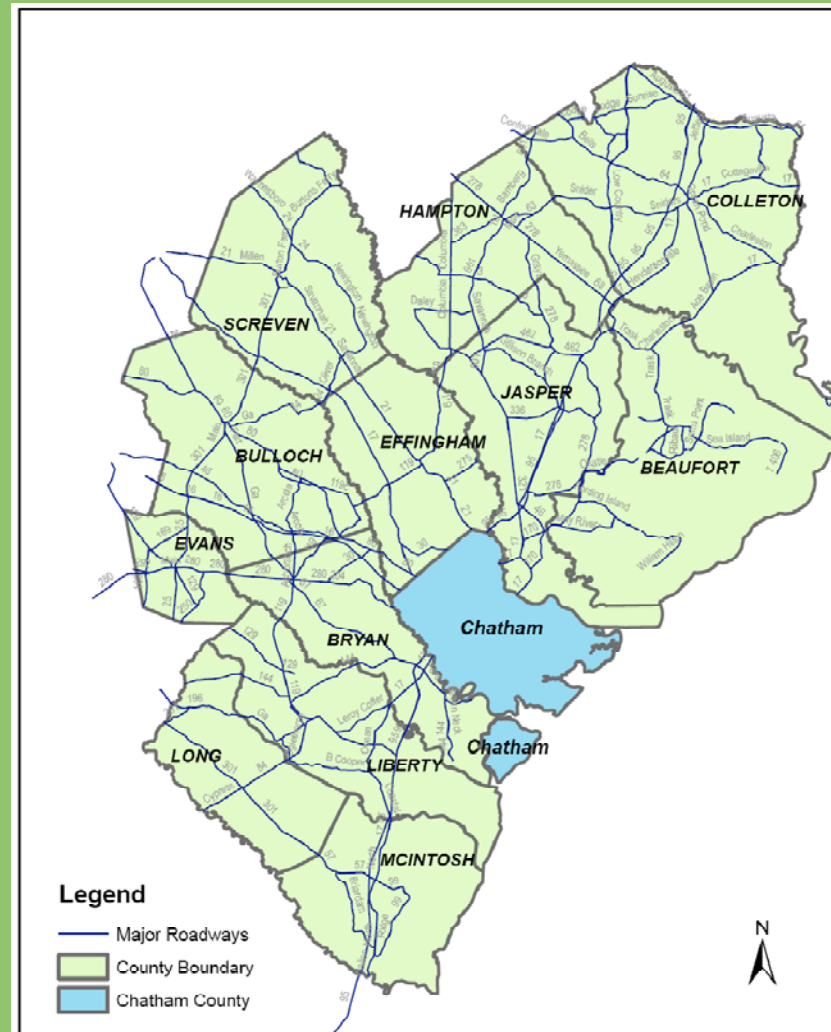
- Develop a long-term vision for public transportation in the region
- Identify and promote the development of a seamless system of coordinated public transportation services
- Create sustainable programs and processes through building federal, state, and local partnerships



Regional Setting



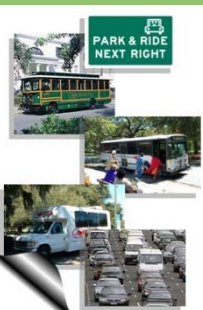
- Chatham County
- 12 Surrounding Counties



Opportunities for Savannah



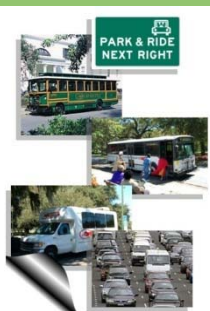
Create a vision that best combines the strengths and attributes of the regional infrastructure, with the emerging federal policy directions – blending the top down with bottom up for a complete approach



What Makes a Good Transit System?



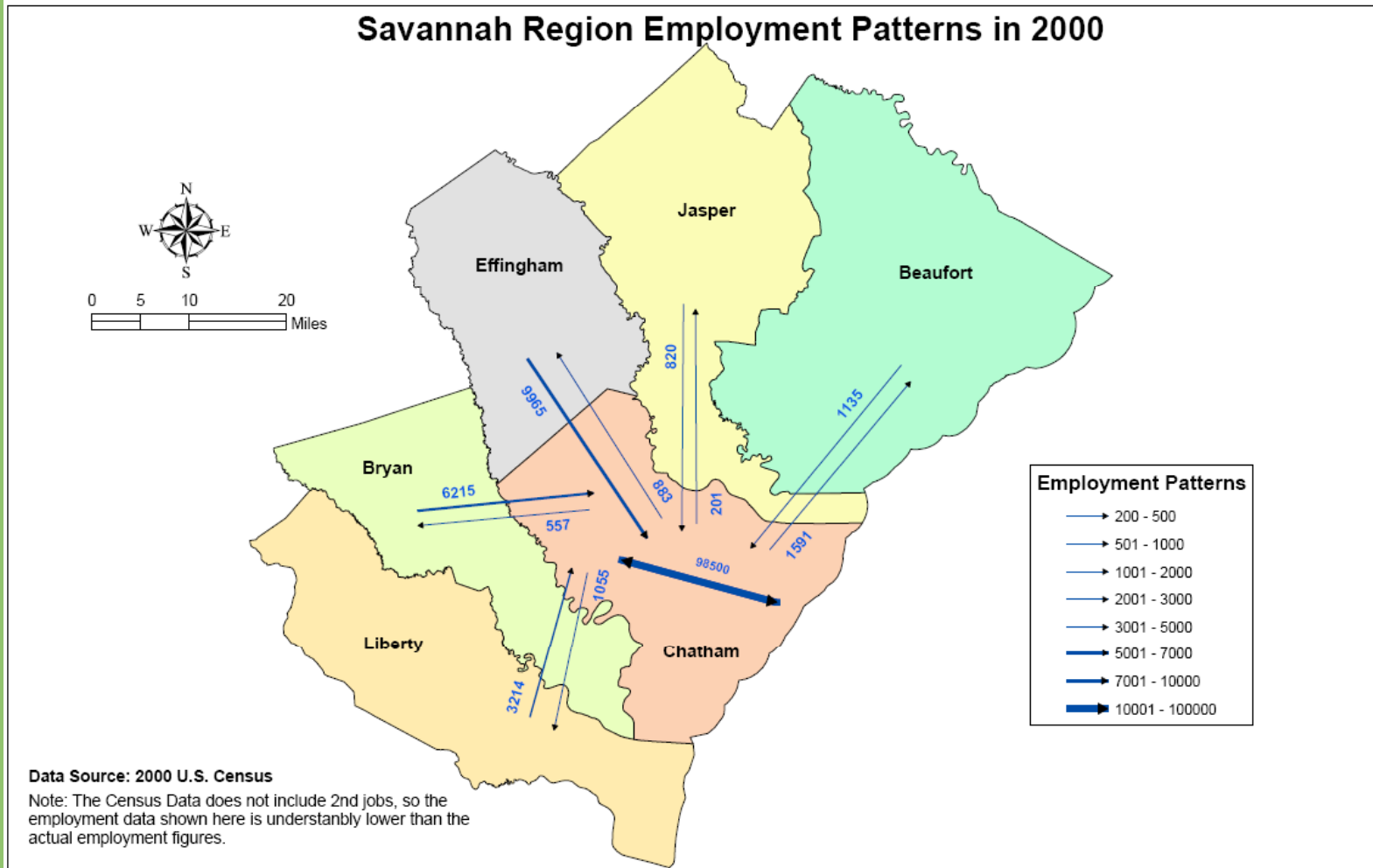
- Number of modes and services interacting in seamless manner
- Good communication and marketing of alternatives
- Partnering agencies collaborating
- Integrating all of the above into the community



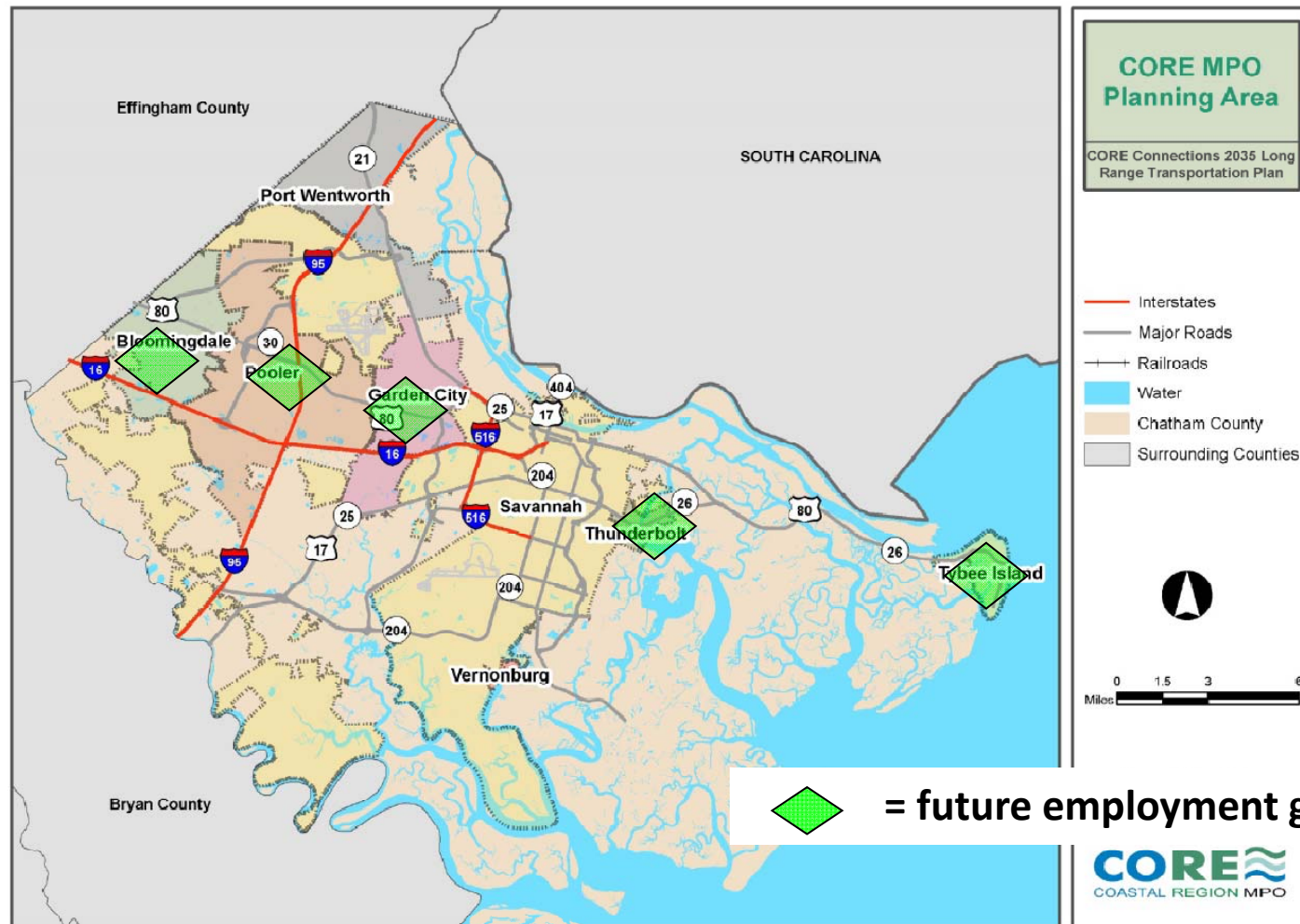
Employment Travel Patterns



Savannah Region Employment Patterns in 2000



Base Demographic Data – Employment Trends (1980-2035)



= future employment growth



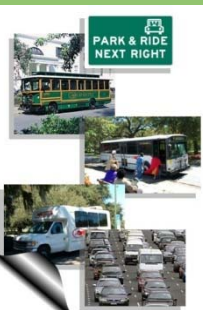
Source: 2035 Long Range Transportation Plan



Observations from Stakeholder Discussions



- Diverse infrastructure: multi-states, multi-cities, multi-counties, multi-operators
- Marked differentiation between urban and rural areas
- Population and employment increasing in surrounding areas of Savannah
- Variety of needs: commute trips, access to medical services, downtown circulation
- Need for sustainable source of funding



Potential for Phased Implementation



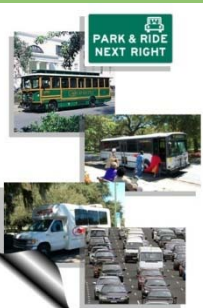
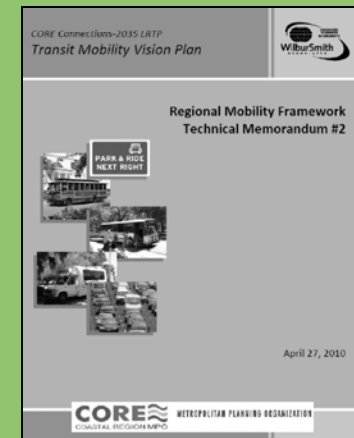
- Find areas of congruence for short-term
- Establish **lines of communication** for long-term
- Collaborate on discussions with potential partners and sponsoring agencies
- Build work plan for future years



Study Update



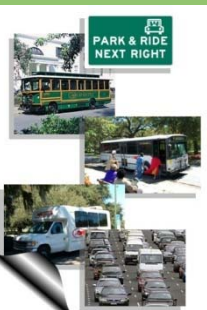
- Completed to-date:
 - Stakeholder interviews
 - First Advisory Committee Meeting
 - Technical Memoranda:
 - TM#1 Existing Conditions
 - TM#2 Regional Mobility Framework
 - TM#3 Peer Analysis



Overview of Last Stakeholder Meeting – March 2010



- Issues identified in group discussion:
 - Lack of existing communication network
 - Potential for use of IT systems/programs
 - Coordination potential for niche markets:
 - commute, military, students, etc.
 - Need to understand demand, cost, etc.
 - Process would be improved by the addition of more jurisdictions and representatives from business community

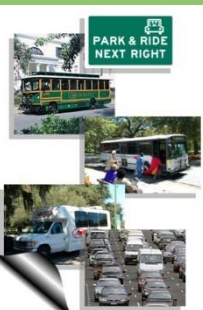


Peer Analysis



- Peer Cities/Regions
 - Charleston, SC
 - Memphis, TN
 - Monterey, CA
 - New Orleans, LA
 - Providence, RI
 - San Antonio, TX

- Selected based upon:
 - Multi-jurisdictional environment
 - Geographic considerations
 - High tourism element
 - Niche transit investments to serve downtown (e.g. streetcars, Bus Rapid Transit, etc.)



Peer Findings



- **Regional Visioning**

- **New Orleans** – Decision made in 2008 by the RTA to make broad-based improvements to transit service:

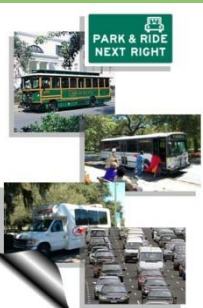
- ‘Delegated Management’ contract
 - Expansion of the streetcar system
 - Implementation of neighborhood circulators called ‘Lil’ Easy’



- **Providence** – Mayor developed Transit 2020 Working Group to expand RIPTA, seek additional funding and build partnerships

- **San Antonio** – Mayor and County Judge appointed Transportation Task Force, which recommended:

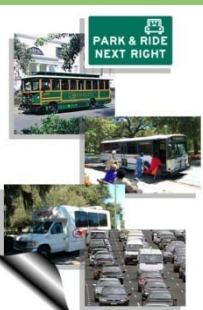
- Create state legislation for local vote for increased vehicle registration fee, mileage fee, driver’s license fee increase, excise tax on fuel, etc., while preserving existing funding.
 - Consolidate VIA and Regional Mobility Authority to reduce duplication
 - Request MPO to develop unconstrained plan in tandem with 2035 Plan for new government programs supporting coordinated transportation systems.



Peer Findings (cont.)



- **Coordination of Programs:**
 - MPO assist with Travel Demand Model, transit component:
 - **Memphis** – assistance with ridership projection for all services including Trolley
 - **San Antonio** – assistance with ridership projections and future high-capacity corridors, each with a range of modes – BRT, busway, light rail, etc.
 - Mobility Management framework developed:
 - **Charleston** – Focus on Rideshare, TDM, urban/rural coordination
 - **Monterey** – RFP underway for Mobility Management Plan for a coordinated transportation system for persons with disabilities, seniors, low-income students and workers
 - **San Antonio** – The COG will implement a Mobility Manager in 2010 to increase transportation coordination among the providers within the 12-county region
- **General Observations:**
 - Those areas with dedicated funding sources have the most stability
 - Consistent “*family of services*” approach (multiple modes)



Peer Findings (cont.)



- **Coordination of Services:**

- **Charleston** – Schedule and fare median coordination

- CARTA and the rural services have a reciprocal free transfer agreement for passengers
- The region has FTA Section 5316 (JARC) funded services that connect rural transit service to CARTA

- **Memphis** – Regional Sourcebook developed.
Recommendations included:

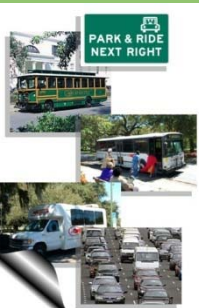
- Create a Memphis Metro City/County organization to reduce conflict among various governmental agencies and establish better cooperation to facilitate public infrastructure.
- Coordinate land use policies with transportation strategies to manage growth patterns and support a sustainable community.
- I-69 Alternatives Analysis – MPO is a member of the study committee reviewing four BRT alternatives that would link resort areas in Mississippi to downtown Memphis, connecting to local MATA bus service.



Regional Mobility Framework



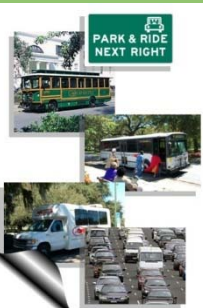
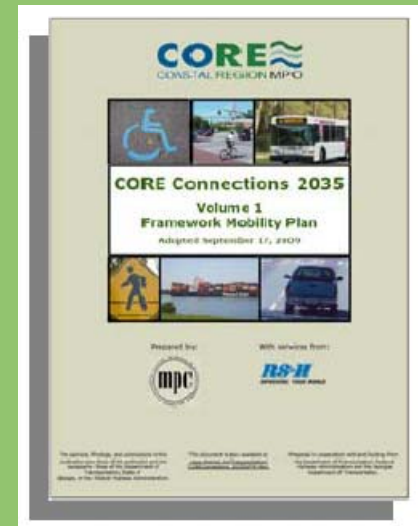
- Based on input and information to date, what could be planning steps leading towards TMVP?
 - Create goals consistent with local planning processes
 - Incorporate connections with other national planning and policy trends
 - Reinforce incremental implementation plan- in a way that ensures local buy-in



Steps to TMVP



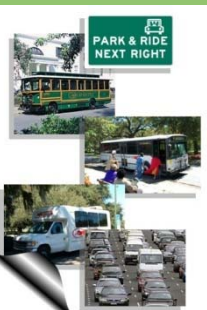
- Consistency with local plans
 - 2035 Long Range Transportation Plan Goals
 - Safety – Performance Measures
 - Accessibility, Mobility, Connectivity
 - System Management and Maintenance
 - Other Ongoing Studies
 - Bicycle and Pedestrian
 - Complete Streets
 - Corridor Analyses
 - Total Mobility Plan



Steps to TMVP



- National Livability and Sustainability Principles
 - Partnership among DOT, HUD, and EPA
 - Provide more transportation choices
 - Promote equitable, affordable housing
 - Enhance economic competitiveness
 - Support existing communities
 - Coordinate and leverage federal policies and investment
 - Value communities and neighborhoods



Preliminary Mobility Goals



1. Provide information on the variety of modes of transportation available to the user and maximize awareness of transportation options.
2. Develop services to meet the demand of specific target groups such as students, commuters, military, etc.
3. Integrate land use and transportation policies to effectively meet the mobility needs of the region.
4. Create and expand alliances and partnerships with other community groups and affected agencies, a vital factor for improving transit access and creating a sustainable transit environment.



Preliminary Mobility Goals (cont.)



5. Develop a family of services which effectively meets diverse needs and increases the connections to a more customer-focused service network, that in turn changes the current perception regarding services and users.
6. Develop a public transportation network that responds to changing demographics, economic trends and other livability features.
7. Achieve long-term financial stability to provide the levels of investment that meet the growing demand for mobility options.
8. Develop the Transit Mobility Vision Plan in a manner that is consistent with the Total Mobility Plan.



Performance Measurement Program



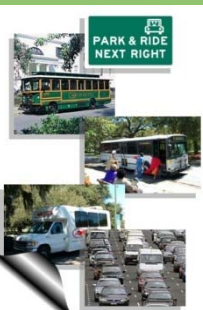
- **Provide more transportation choices:**
 - Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
 - *Performance Measures:*
 - Increase in transit, walk, bike share of trips
 - Change in vehicle miles traveled per capita
 - Percent of new homes built within a ½-mile of transit service



Next Steps



- Discussion regarding today's presentation with focus on preliminary goals
- Sketch out regional public transportation alternative modes and connections
 - Consistent performance measurement program
- Identify policies, processes and regional partnerships
- Develop sustainability plan including resources and funding
- Develop a menu of applicable transportation modes

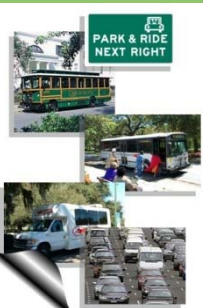


Discussion



- *Questions and Answers regarding presentation*
- *Breakout group discussions*

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Steps to TMVP

- Reinforce Incremental Implementation

