



GDOT Statewide Transit Plan Update

Intermodal Committee

December 11, 2019

GDOT Statewide Transit Plan

What:

- Identify needs and opportunities
- Incorporate local and MPO plans
- Recommend implementation strategies to address unmet needs

Why:

- Support GDOT's multimodal SWTP/SSTP
- Ensure an efficient and effective Transit Program
- Ensure all Georgians have access to public transit
- Optimize Georgia's multimodal network

Focus Areas:



Evaluate Service
Coverage



Future Focused
and Innovative



Quantify
Unmet Needs



Coordination with
Other Statewide and
Local Plans

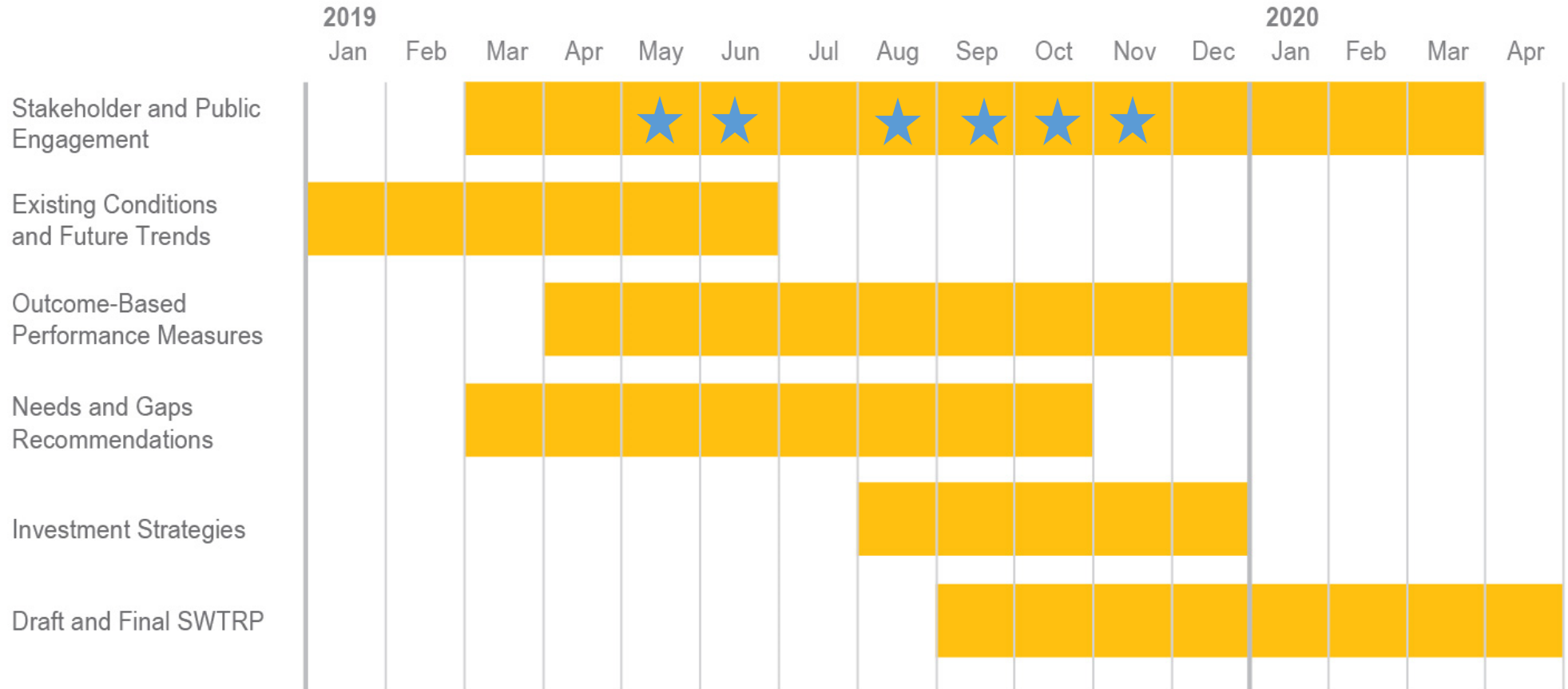


Robust Public
and Agency
Engagement



Intercity
Transit

Project Schedule

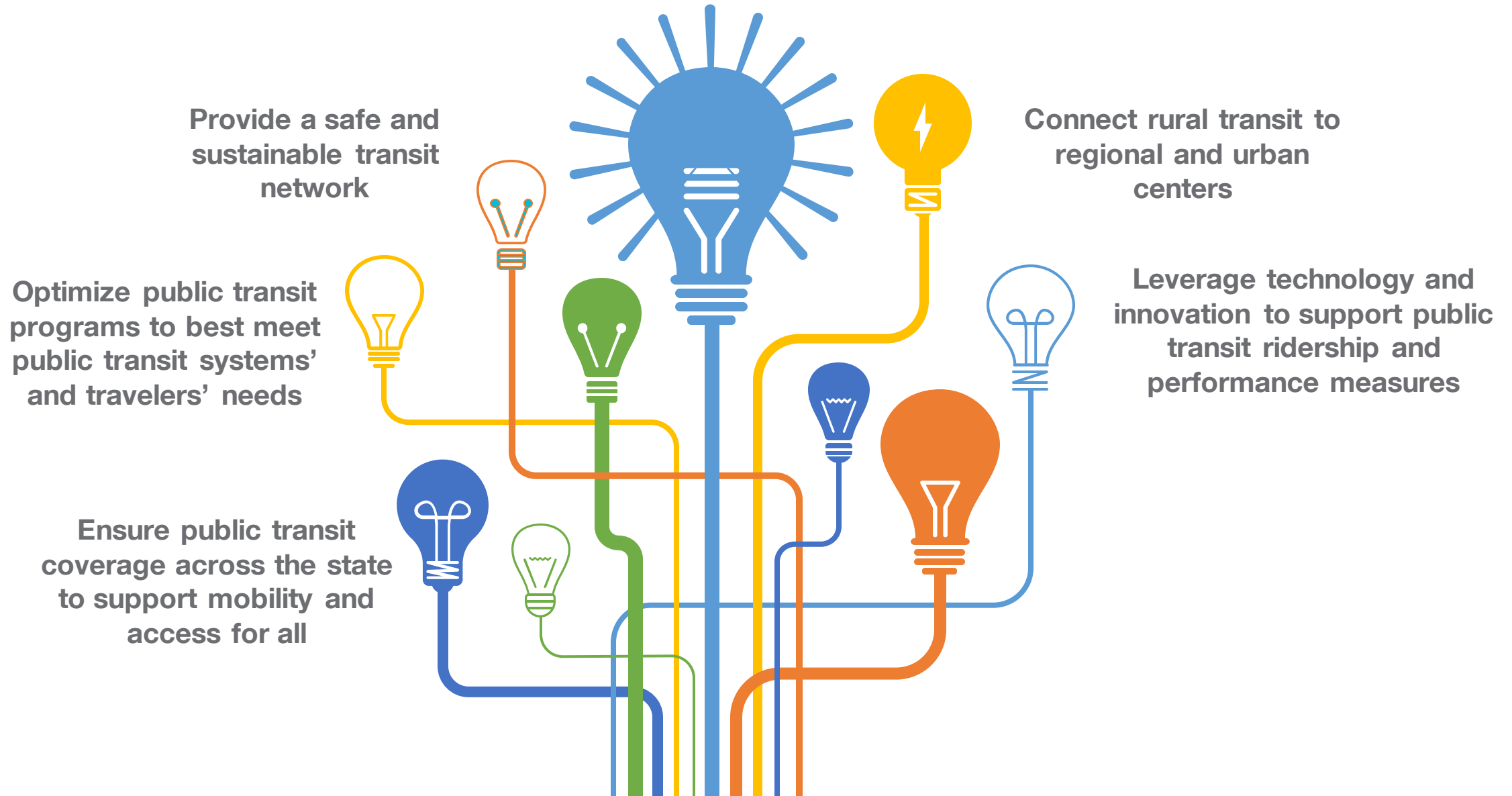


★ = Completed stakeholder engagement meeting

Vision Statement

“Improve the quality of life and economic opportunities for all Georgians by supporting an innovative, connected, reliable, and accessible multimodal public transportation network.”

Goals



Outreach Activities to Date



Statewide Steering Committee (SSC)

- ✓ Kick-Off and Visioning Session: May
- ✓ Project Update and Investment Scenarios Work Session: October



Technical Advisory Committee (TAC)

- ✓ Virtual Meeting and Follow-up: June
- ✓ Provider Questionnaire: July
- ✓ Interviews: August – October
- ✓ Project Update and Investment Scenarios Work Session: November

Other Activities

Public Survey

Project Website and Social Media

ATL/ARC Transit Operators Group

GTA 2018 – Project Introduction

GPA 2019 – Project Update

GAMPO 2018 & 2019 - Project Update

GARC 2019 – Project Update

Upcoming

GTA 2019 – Draft Recommendations

Public Meetings, early 2020

Public Survey Responses

Survey Highlights: 2,900 Responses from 126 Counties



Respondents listed the **top two challenges to using transit as:**

- Transit does not go where I need to go
- The distance to transit service is too far



If transit were not available:

- 44% of paper survey (rural) respondents would get a ride from family/friend or not take the trip
- 16% were unsure



The overall most important identified reason for providing transit is to reduce traffic and improve air quality

- Rural transit respondents identified **improving mobility** as the most important reason for transit



Real time arrival information via a smartphone app, website, or text was seen as desirable and important

Operational Needs



“A way to hire fill in drivers. We simply don't have the budget to hire more than current drivers, when one calls in [sick] we go into panic.”

TAC – Focus Groups

August – September

Rural Providers
Urban Providers
Regional Transit Planning
Transit Technology
Counties Not Served by Public Transit
Transit Equity & Community Advisory



Community and Stakeholder Feedback

Opportunities exist to improve service delivery and rider experience for disabled and transit dependent populations

01

Service hours and schedules do not support all job roles; impacting workforce access and economic development



02

Ride-hailing companies do not currently service all geographies



03

Rider experience and information improvements, such as transit availability, trip planning, and shared fare structure are desired

04



Needs Assessment

Provider Indicated Challenges

Attracting & Retaining Talent

“Recruiting personnel with transit expertise is difficult due to limits on ability to pay market wages needed to attract qualified candidates.”

Providing More Frequent, Extended, or Higher Capacity Service

“Increasing demand, frequency, coverage or service area expansion, will require dedicated operating funds at a level to cover cost of providing any additional service.”



Manage & Adjust Fleets

“We need to right-size our vehicles. Currently, we use just two models of cut-a-way vehicles. We need to incorporate a few larger buses, trolleys and some smaller vehicles...”

Public Awareness and Local Support for Transit Investment

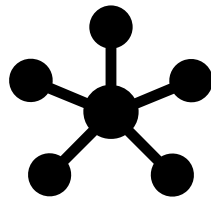
“We simply need the political support to move forward with adding more routes, buses and coverage area.”

Locally Identified Needs

Common needs and themes found in **statewide plans, transit development plans, MPO long range transportation plans, regional commission plans, and county comprehensive plans** throughout Georgia:



Connecting to jobs
and healthcare



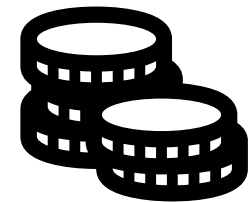
Coordinating
regionally for greater
connectivity



Enhancing awareness
of existing transit
service



Improving access and
mobility for elderly and
underserved
populations



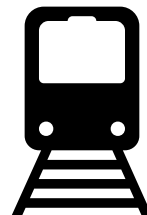
Exploring new sources
to meet funding needs



Coordinating land use,
future development,
and transportation



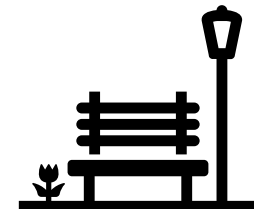
Exploring
opportunities to
partner with private
companies (e.g. ride-
hailing services)



Supporting commuter
or intercity transit
service to meet
demand



Expanding local bus
or rail service to meet
demand



Promoting safe
pedestrian and bike
access at bus stops
and facilities

Transit System Profiles

WAYNE COUNTY TRANSIT

SERVICE CHARACTERISTICS

Service Area:	Wayne County
Service Area Size (sqmi):	649
Service Type:	Demand Response
Advance Notice Needed:	72 hours

OPERATING TIME

Days Per Week

MON	TUE	WED	THU	FRI	SAT	SUN

Service Hours

24 Hours Per Day



For More Information:

(912) 427-5914

www.waynecountyga.us/departments/index.php?structureid=?



Service Area Population

	Service Area	Statewide
Population:	29,833	10,201,653
Population Density (per sqmi):	45.97	171.7
Median Household Income:	\$41,534	\$52,977
Median Age:	38.2	36.4
Minority:	25.3%	40.6%
Low Income:	21.3%	16.9%
Zero Car Households:	10.6%	6.7%
Household Smartphone Access:	62.7%	72.6%



OPERATIONS / RIDERSHIP

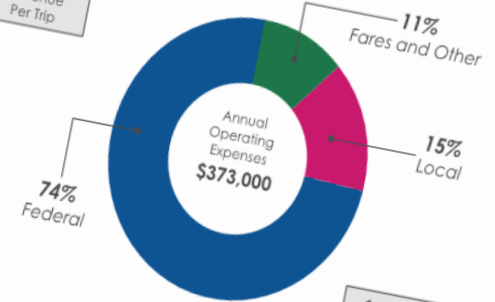
Annual Trips: **42,345**

\$9.59 Cost per Trip
\$26.72 Cost per Hour
\$1.27 Cost per Mile



Funding

\$1.00
Average Fare Revenue Per Trip



\$172,000
Annual Capital Expenses

* Operating and capital expense totals reflect a three-year average from NTD data (2015-2017) and may include funding from FTA, USDOT, and other federal sources.

Annual Figures:

Revenue Vehicle Miles:	320,383
Peak Vehicle Count:	13
Trips Per Capita:	1.42
Revenue Hours	15,188
Hours Per Capita:	0.51
Standard Fare:	\$4.00
Fare Type:	Distance Based

* All data is from 2017 unless otherwise noted

Performance Measures

- Percent of GA's Population & Counties Served
- Number transit providers crossing county boundaries
- Number of multimodal stations
- Number of intercity bus stations with local transit access
- Percent of transit fleet using no-emission or renewable fuel technology
- Percent of transit providers with websites, apps, real-time travel information, and google map data
- Number of injuries & fatalities per revenue miles
- Percent of transit vehicles exceeding their useful life

Needs Assessment

Objectives:

- Document local, regional, and statewide public transit needs
- Estimate cost and recommend strategies to meet needs

Inputs:

- Local plans and TDPs
- Public survey
- Provider questionnaire
- Stakeholder interviews
- TAC focus groups
- Transit Cooperative Research Program (TCRP) Report 161: need and demand forecasting methodology (ACS data)

Outputs:

- Locally identified needs
- Areas of highest transit demand
- Identified work, education, health centers
- Quantified regional and statewide needs

Investment Strategies



Potential Strategies



ADMINISTRATIVE TOOLS & GUIDANCE



Planning & Policies

Guidance and support for regional TDPs, fleet right-sizing, etc.



Marketing & Coordination

Marketing plan & toolkit, website & social media support, State-level Mobility Management Program



Drivers & Mechanics

Training, substitution, apprenticeship programs



Funding

Funding reimbursement guidance, grant writing support, funding sources webinar



Data

General Transit Feed Specifications (GTFS) data development/support



Transit Technology

On-Board Unit (OBU) Training for Drivers, Statewide Transit App, General Transit Feed Specifications (GTFS) data development and support



TRANSIT SERVICE EXPANSION



Extend Service Hours



Expand Geographic Coverage



Enhance Capacity of Existing Services



Create & Enhance Connections between Transit Providers



Enhance Coverage to Meet Workforce Needs



TRANSIT SERVICE ENHANCEMENTS



Deploy Rider Amenities



Improve Reliability



Upgrade Infrastructure

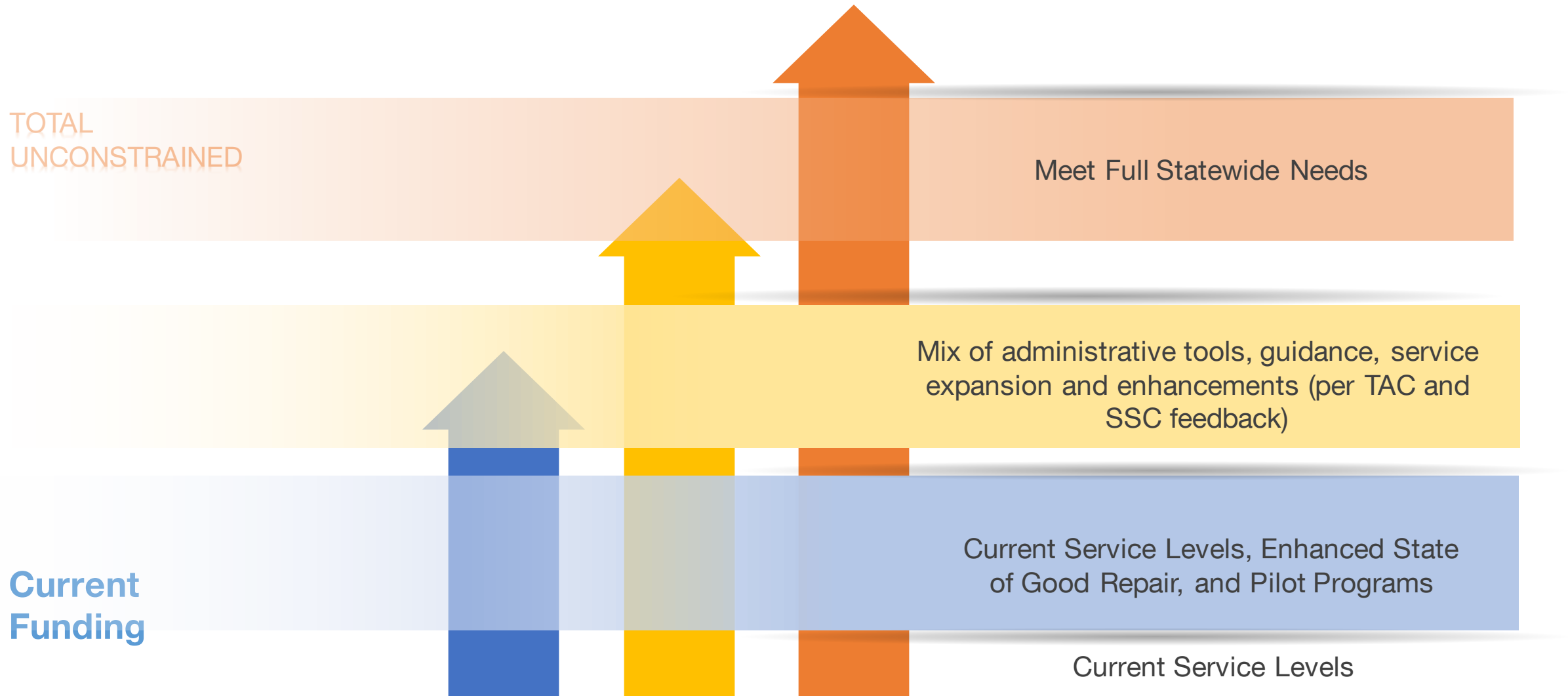


Optimize Services

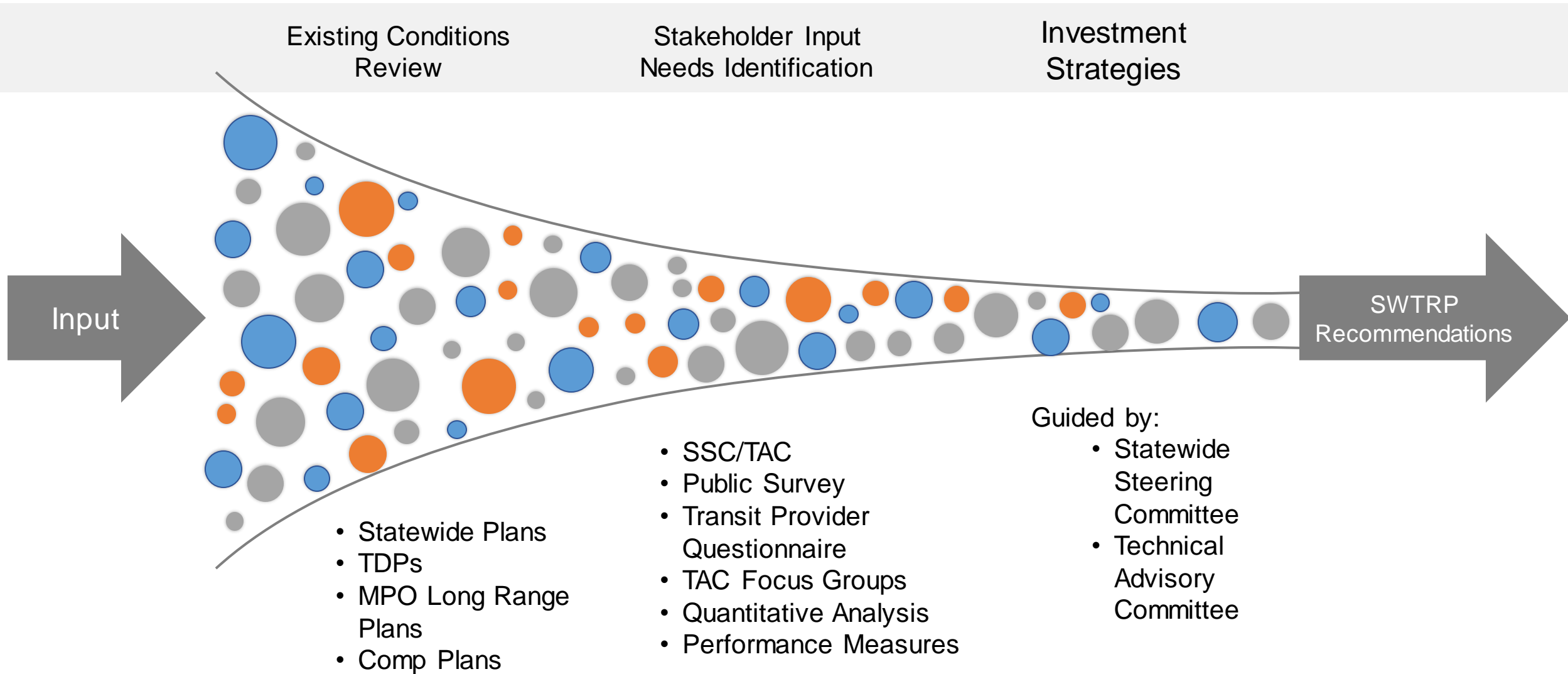


Create Public Private Partnerships to Fulfill Unmet Transit Needs

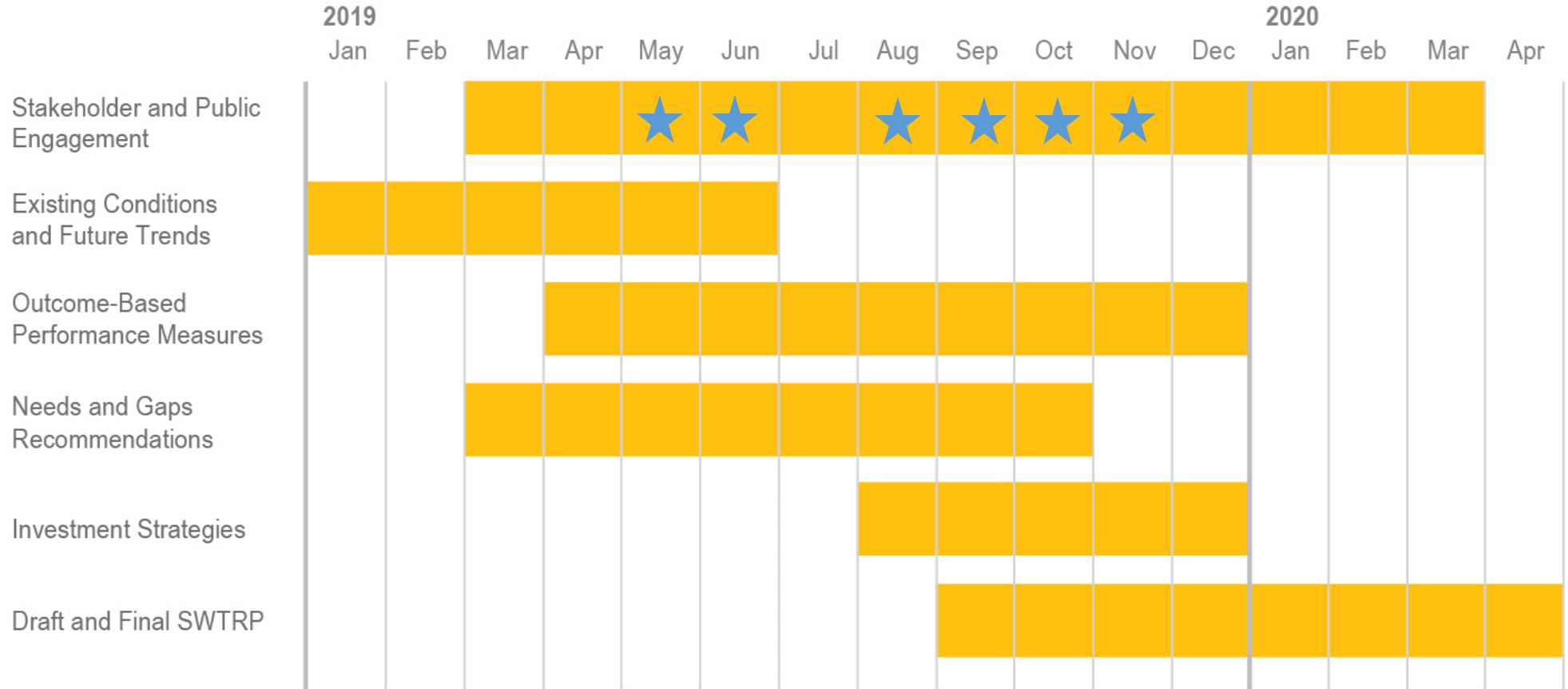
Investment Level Scenarios



Investment Strategies Process



Next Steps



★ = Completed stakeholder engagement meeting

Contact

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