



Stakeholders Committee Meeting #2

April 22, 2024

Liberty Transit 2024 Transit Development Plan

Agenda

- Welcome and Introductions
- Study Overview and Schedule
- Public Outreach Highlights
- Existing Conditions Highlights
- Strategies and Modes
- TDP Finding and Recommendations
- Next Steps
- Questions

Study Overview

- Project Initiation & Data Collection
- Existing Conditions Analysis
- Public and Stakeholder Involvement
- Equity / Title VI / EJ
- Demand and Mobility Needs / Market Profiles
- Service Scenarios
- Implementation Strategies

LIBERTY TRANSIT

2023 Transit Development Plan

Liberty Transit is currently developing its third Transit Development Plan (TDP) since implementation of fixed-route transit service in 2010. This TDP update will provide an opportunity to reevaluate the transit needs in the Hinesville region while expanding on previous recommendations. The development of the TDP will achieve these milestones:

- Identify demand and mobility needs
- Perform an Equity and Title VI/ Environmental Justice Analysis
- Conduct robust community and stakeholder engagement
- Develop implementation strategies and prioritized investments

There will be multiple opportunities for public input throughout the plan development process.

Liberty Transit is a fixed-route public transit system that operates transportation services including fixed-route and complementary ADA paratransit services in the Cities of Hinesville, Flemington, and Walthourville as well as the Fort Stewart Military Base.



OPPORTUNITIES



Stakeholder Interviews



Community Surveys



Website/Social Media Engagement



Community Workshops and Pop-ups



Targeted Community Outreach

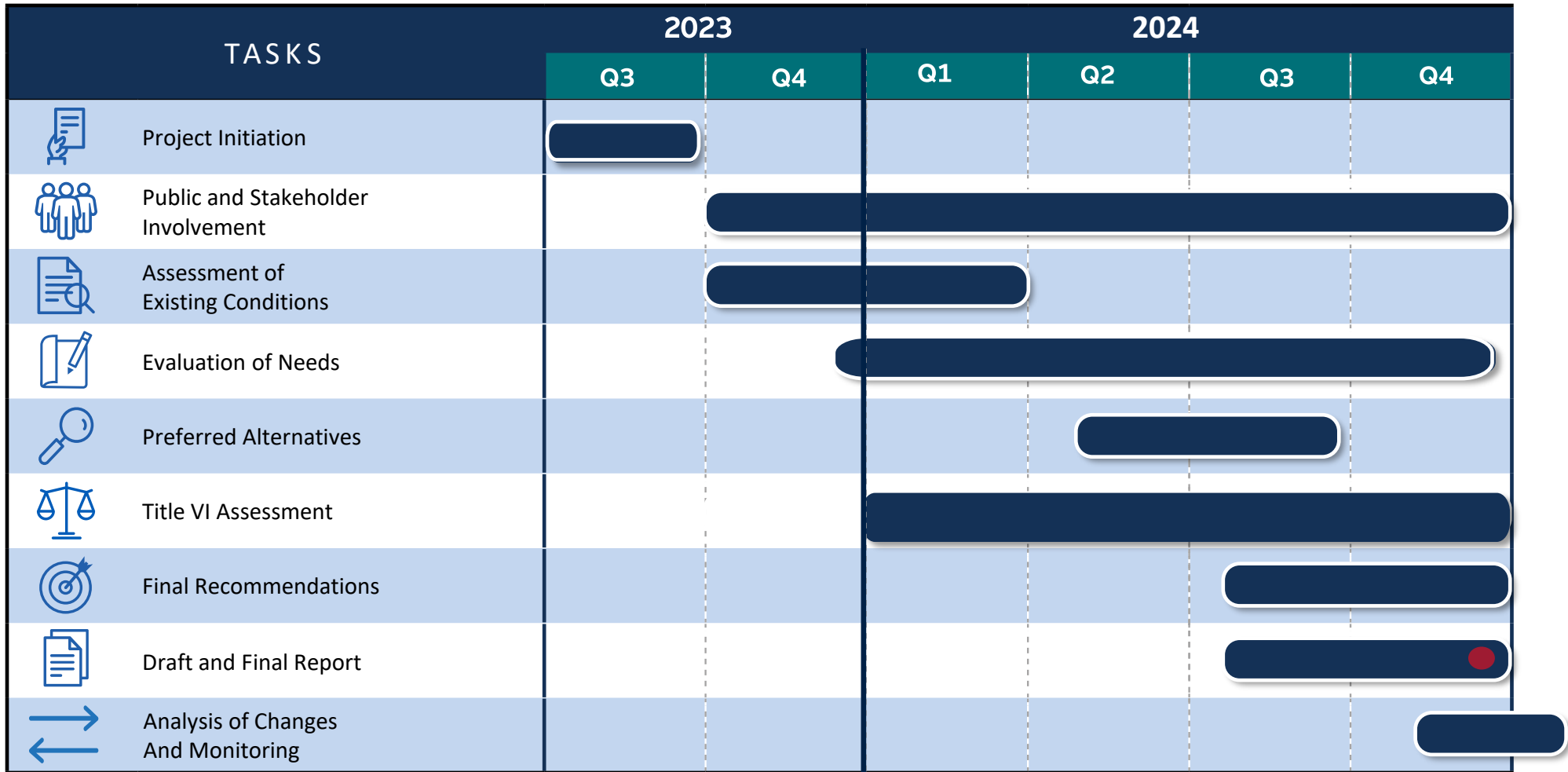
2023 PROJECT SCHEDULE

January – April	Complete Existing Conditions and Performance Assessment
April – July	Refine Unconstrained Project List and Costs
April – August	Develop Implementation and Financial Plan
June – September	Prepare Transit Development Plan
October	Plan Adoption

MISSION

"The mission of the Liberty Transit System is to enhance the quality of life for residents, visitors, soldiers and families by providing safe, environmentally friendly and cost effective transportation options."

TDP - Project Schedule



Public Outreach Highlights

- Stakeholder Committee Meetings
- Key Stakeholders Workshops
- Public Meetings
 - Phase I (Identification of Needs)
 - Phase II (Confirm Recommendations)
- Website & Social Media Publications



Join Us
HINESVILLE
DOWNTOWN
BLOCK PARTY

Come learn about the Liberty Transit system and give us ideas on how we can improve transit services for all!

Bradwell Park
Downtown Hinesville
Saturday, June 10th at 7-10 p.m.



Public Outreach Highlights : Activities (June 2023)



Stakeholder Committee Meeting – June 28th



Pop-Up Public Events

Hinesville Farmers Market – June 1st and June 8th

Hinesville Downtown Block Party – June 10th



Targeted Outreach Events

Horizons Learning Center

Liberty County Manna House

Liberty County Summer Employment Program

Live Oak Church

Mt. Zion Baptist Church

New Day Community Church



Website and Social Media

City of Hinesville - website and social media

Liberty Transit - website

Live Oak Public Libraries - social media



Existing Conditions Highlights

- Highlights from previous studies
 - Safety
 - Equity
 - Regional connectivity
 - Increasing access and mobility
 - Multimodal connections
 - Enhanced infrastructure



Population Increase of ~4,577 people
between 2010-2022

Liberty Transit System

FY21 Passenger Boardings

12,232

Service Area Total Population – 51,456

Households without a car



~6%

Senior Population

65+

~10%

Population Age 0-19



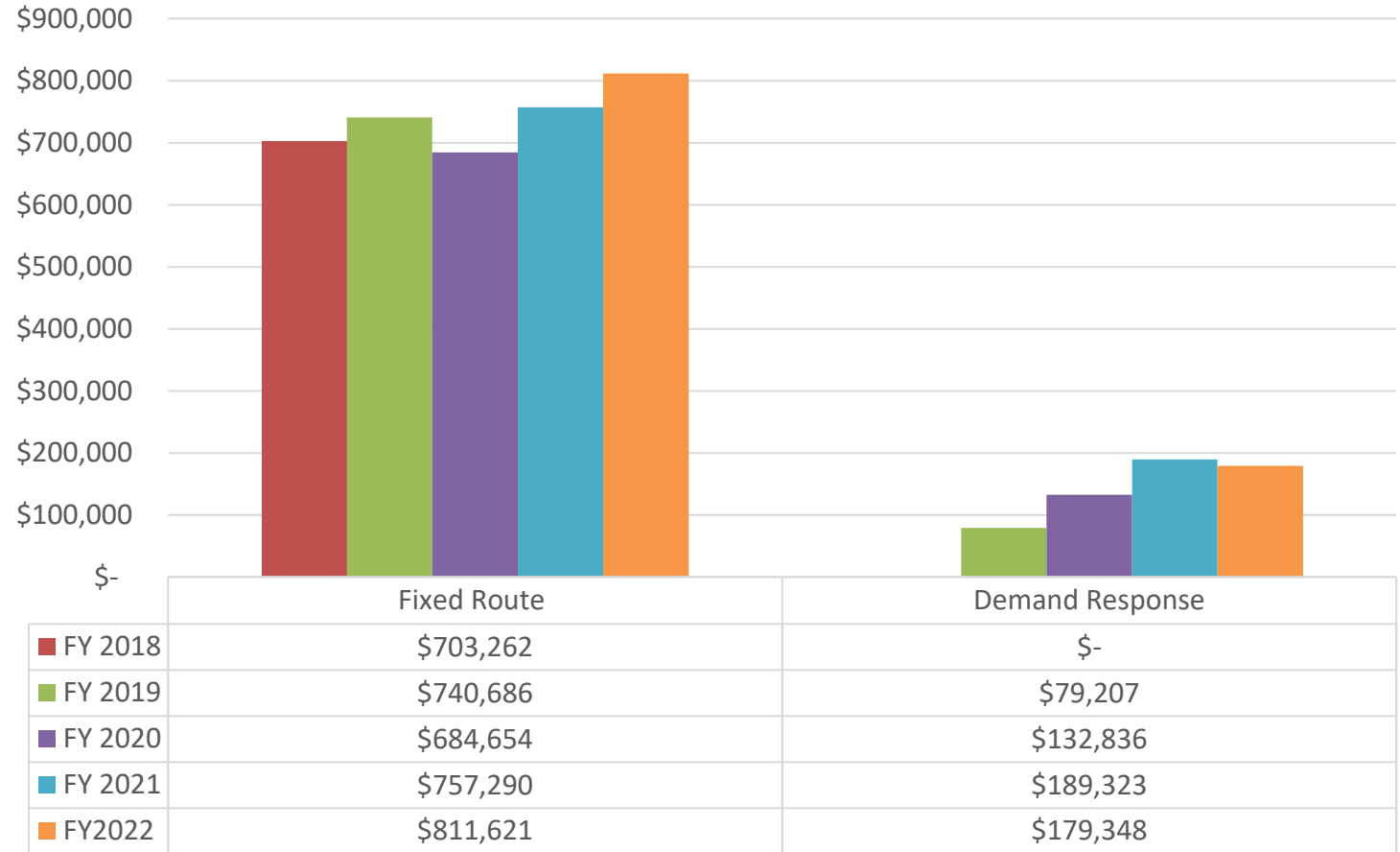
~31%

Existing Conditions Highlights

- Operational Analysis Overview

- Incremental increases in Fixed Route and Demand Response operating costs.
- Renegotiated TPO contract for FY 2024 will result in savings.

5 Year Trend for Operating Expense



Key Considerations

1. Types of transit service
Which is preferred and most appropriate?
2. Frequency vs. coverage
Is quality service valued over serving a large area?
3. Regional connectivity
How attractive is service to neighboring activity/employment centers?

Potential Transit Types



Circulator

Similar to fixed service with loop route, serves defined area

Fixed-route

Express

Microtransit

Paratransit

Potential Transit Types



Circulator

Fixed-route

*Frequent stops, set
schedules and routes,
mixed traffic*

Express

Microtransit

Paratransit

Potential Transit Types



Circulator

Fixed-route

Express

Longer distance, fewer stops, connects major destinations

Microtransit

Paratransit

Potential Transit Types



Circulator

Fixed-route

Express

Microtransit

App-enabled, serves passengers using dynamically generated routes, may expect passengers to meet at common pick-up/drop-off points

Paratransit

Potential Transit Types



Circulator

Fixed-route

Express

Microtransit

Paratransit

Focus on serving people that are unable to utilize fixed route service due to qualifying disability.

Appropriate Transit Types

Density and
Mix of Uses
Decreasing

Land Use Type	Transit Type
Urban Core & Downtowns	<ul style="list-style-type: none">• Mass transit (rail, rapid bus)• Fixed-route Bus
General Urban & Mixed Use	<ul style="list-style-type: none">• Mass transit (rail, rapid bus)• Fixed-route Bus• Circulator
Suburban Mixed Use	<ul style="list-style-type: none">• Fixed-route Bus• Circulator• Microtransit (demand response)
Rural	<ul style="list-style-type: none">• Microtransit (demand response)

Paratransit service is required where fixed route service is provided

Things Considered

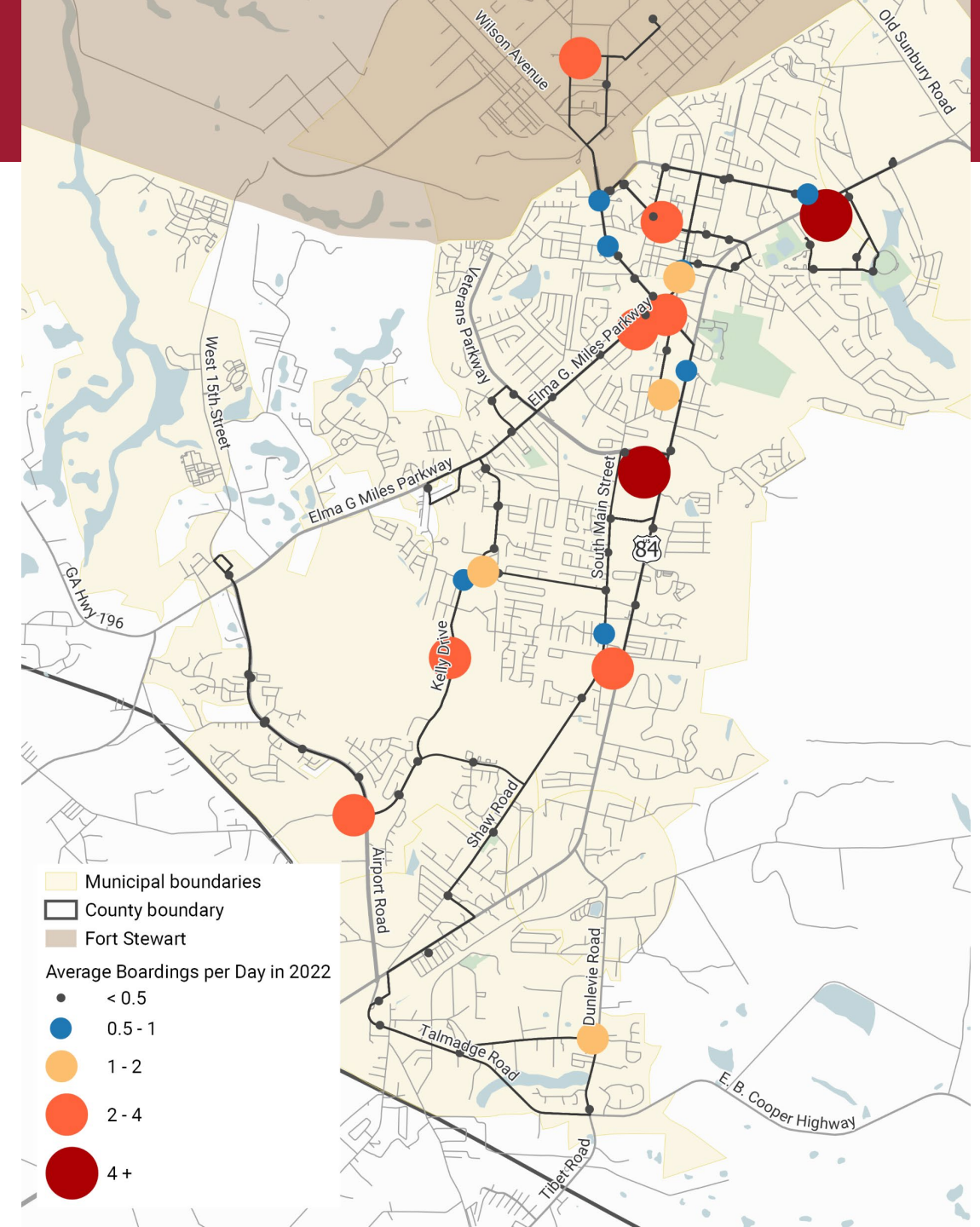
- 1. Ridership by stop**
Identify stops with above-average ridership
- 2. Underperforming areas**
Identify stop and stop cluster with below-average ridership
- 3. Key demographic groups served**
Assess how well each route serves four key groups
- 4. Public survey**
Identify how well the routes currently serves requested destinations

Systemwide - High ridership stops

Stops with **above-average** daily boardings*:

- Super Walmart
- Walmart East 84
- Liberty Regional Medical Center
- Happy Acres MHP
- Library
- Savannah Tech
- Shoppes at Hinesville
- Darsey Rd
- PX
- Main St Park
- Wilder Rd

*Average boardings per day in 2022

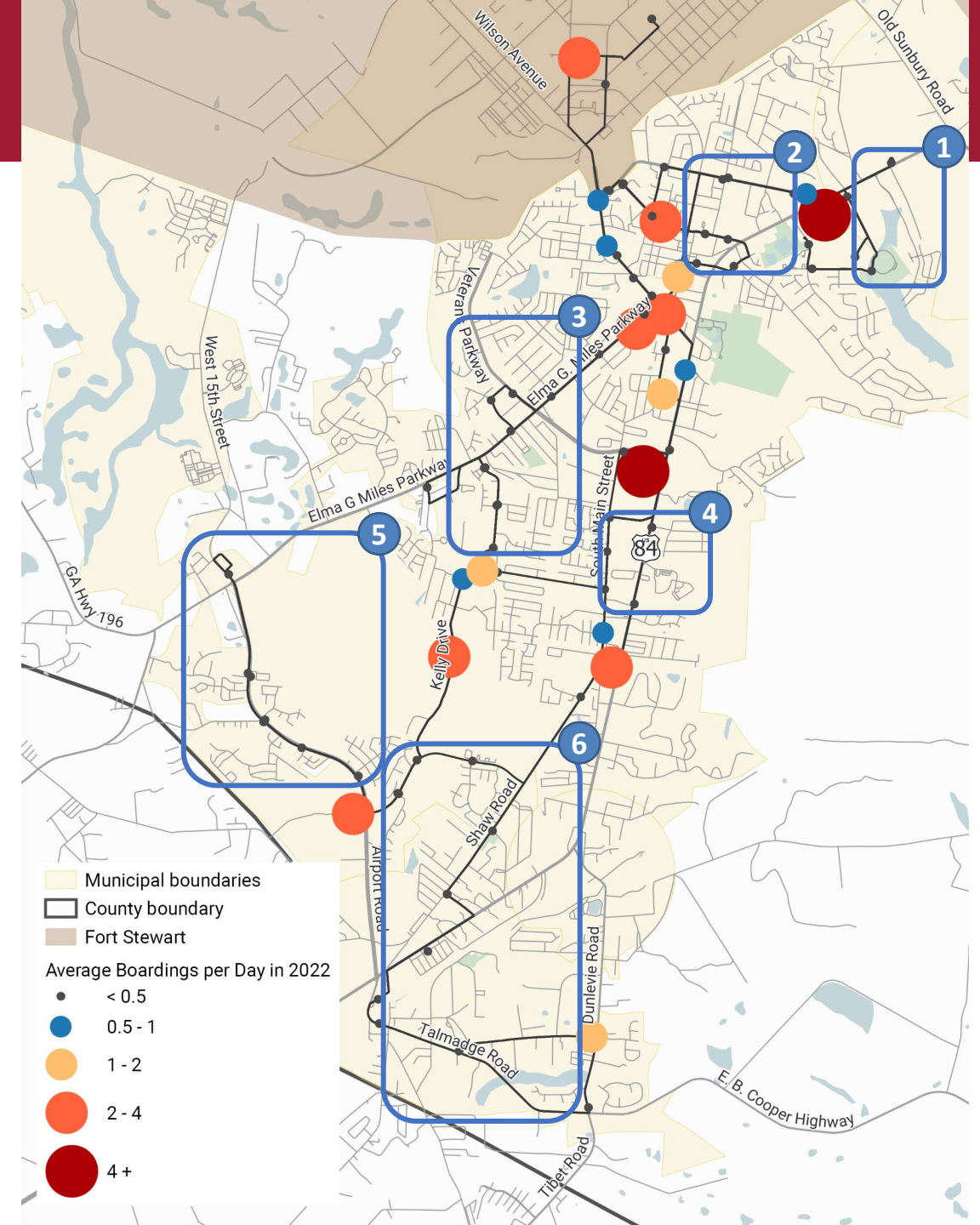


Systemwide – Underperforming areas

Areas with **below-average** daily boardings*:

- Patriot Trail / Tupelo Trail area
- Memorial Drive, General Stewart Way (east of Main St)
- Elma G Miles Pkwy (west of LRMC) and Pineland Ave
- South Main / Oglethorpe Hwy (south of Super Walmart)
- Airport Rd
- Shaw Road / Talmadge Road area

*Average boardings per day in 2022



Key Groups Served

Goal:
understand how the existing services are meeting the needs of key demographic groups

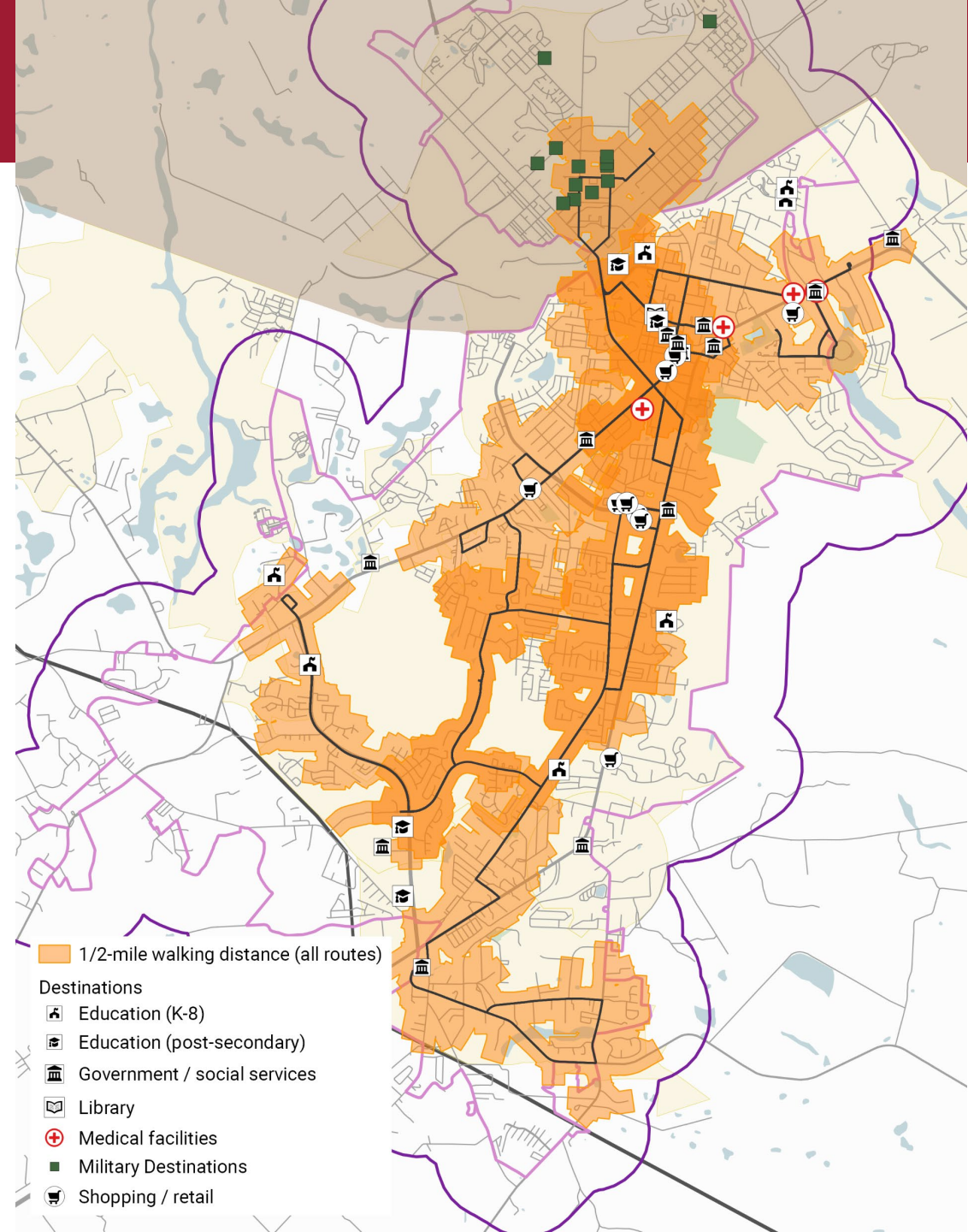
Identified target destinations for each group

	Transit Dependent Households	Medium- Income Seniors	Transit Dependent Youth	Military and Veterans
Dining		X		X
Education (K-8)	X			
Education (high school)			X	
Education (post-secondary)	X		X	
Faith-based organizations / churches		X		
Ft. Stewart Military Base destinations	X			X
Government and family/social services	X	X		
Libraries		X	X	
Medical facilities	X	X		X
Senior-specific entertainment		X		
Shift-based employment			X	
Shopping / general retail	X	X		X
Youth-accessible evening entertainment			X	X

Transit Dependent Households

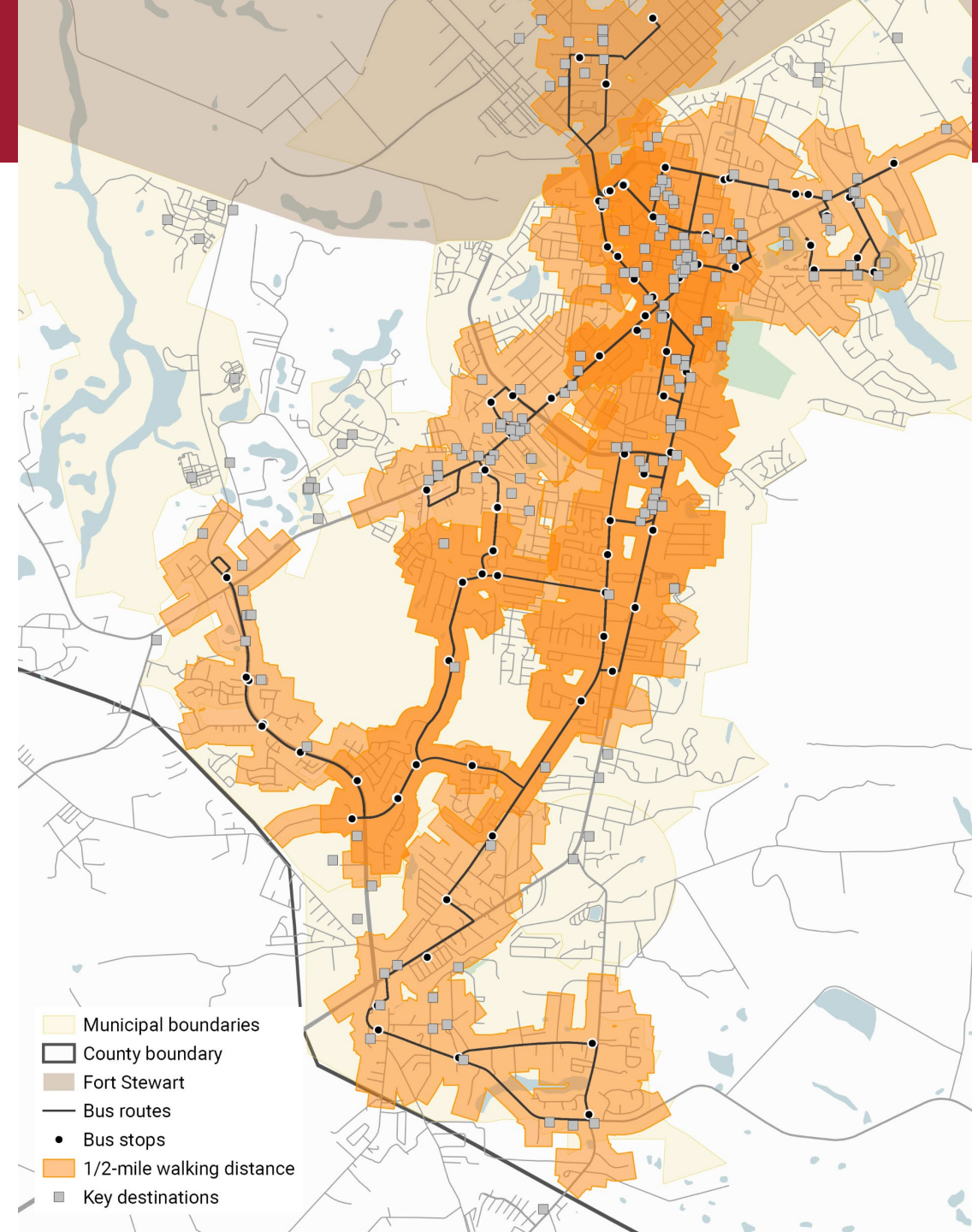
Share of destinations accessible by key group

- **Transit Dependent Households – 76%**
- Medium-Income Seniors – 85%
- Transit Dependent Youth – 90%
- Military and Veterans – 90%

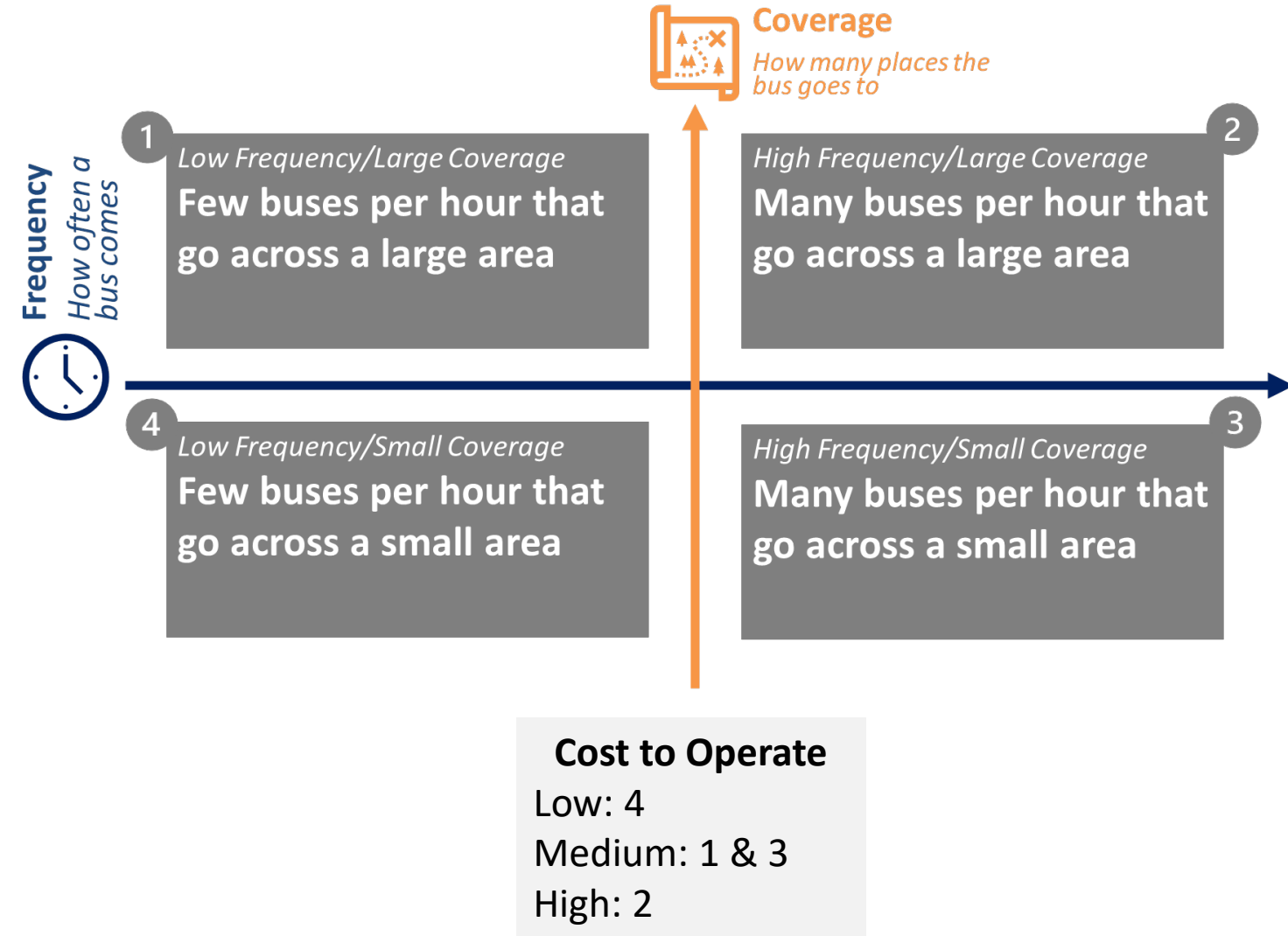


Assessment of Unmet Needs

- Existing routes go to the destinations requested in public survey
- Combined routes provide good coverage to key destinations



Frequency vs. Coverage



- Current service
 - Few buses per hour that go across a large area
 - A bus every 1 ½ hour
- Imagine your car starts only once every 90 minutes
- Increases your wait times and restricts your options if there is a disruption
- Your ice cream melts!

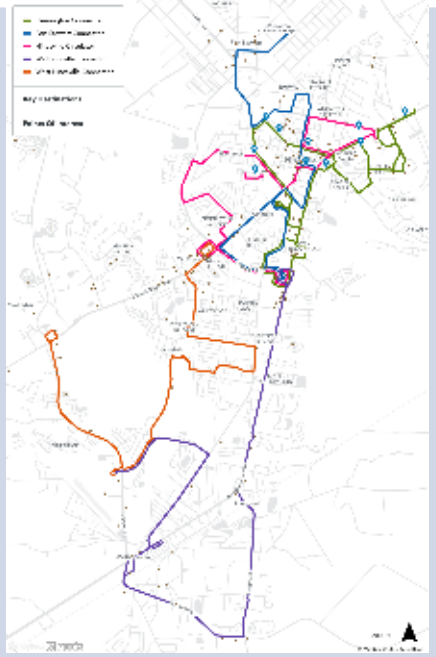
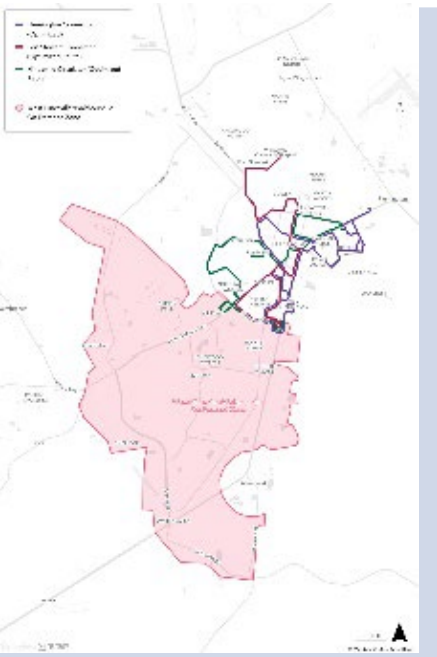
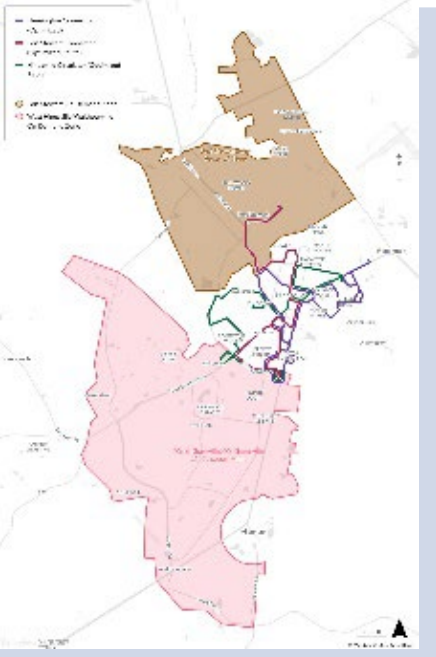
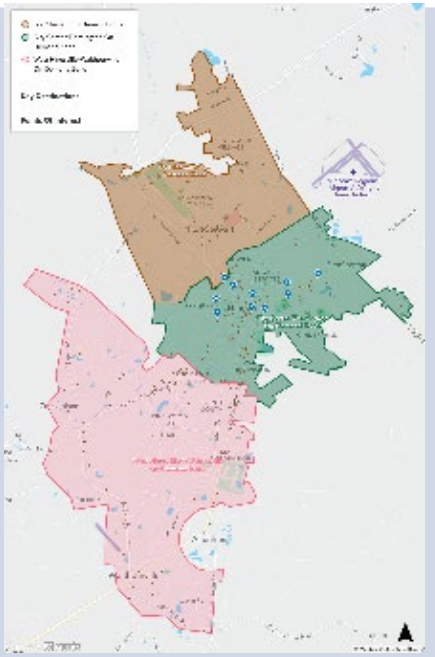
Service Scenarios Overview

- 3 New Service Scenarios
 - Improve frequency
 - Improve Connectivity
 - Improve Equitable Access
 - Improve Service Directness

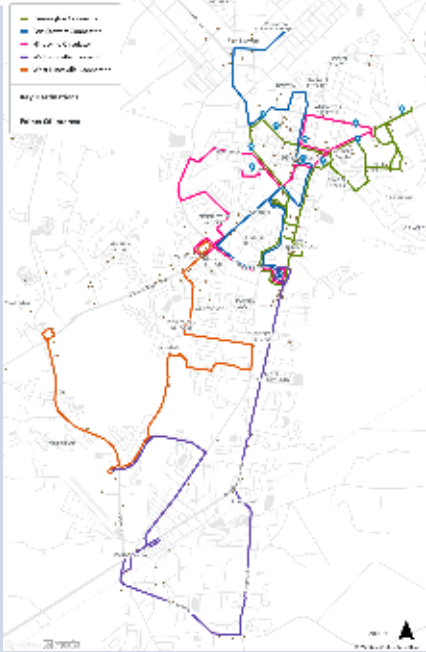
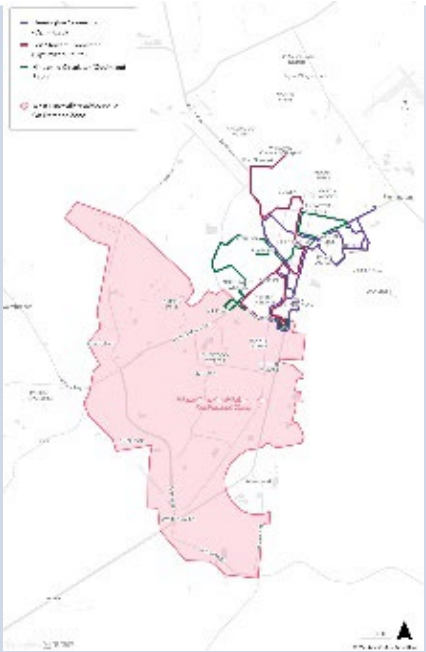
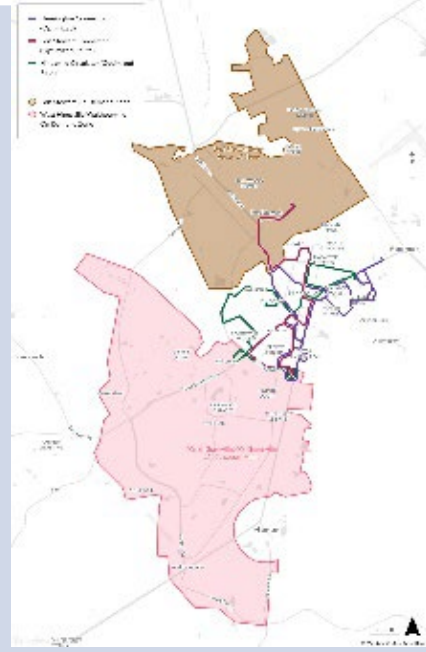
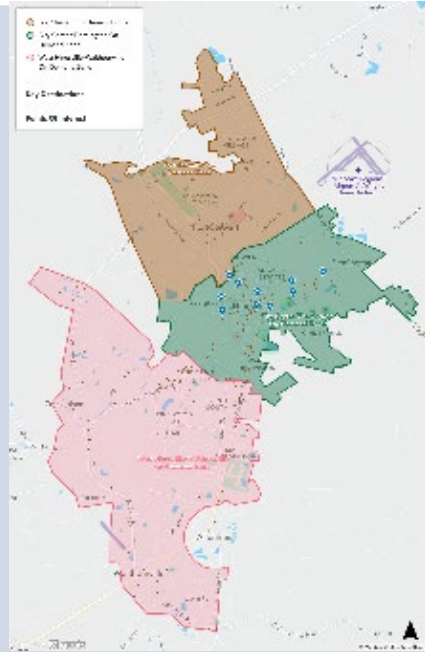
- 3 Employment Service Scenarios
 - Improve Regional Access to Jobs
 - Improve Regional Access to Goods and Services

Route	Vehicles	Headway
Scenario 1: All Fixed Routes	5	60
Scenario 2a / 2b: Fixed + Microtransit	5-6	60
Scenario 3: All Microtransit	4	60
Midway Employment Shuttle	1	120
Riceboro Employment Shuttle	1	120
Vanpool Program	4	-
Fort Stewart Microtransit Add-on	1	30

Service Scenarios Overview

	Scenario 1	Scenario 2A	Scenario 2B	Scenario 3
				
Service Type	Fixed Route	Fixed + Microtransit (1)	Fixed + Microtransit (2)	Microtransit
Population Served (.25)	18,800	30,300	31,700	35,200
Estimated Annual Trips	34,500	37,192	41,456	32,084
Peak Vehicles	5	5	6	4

Service Scenarios Overview – Locally Preferred Alternative

	Scenario 1	Scenario 2A	Scenario 2B	Scenario 3
				
Service Type	Fixed Route	Fixed + Microtransit (1)	Fixed + Microtransit (2)	Microtransit
Population Served (.25)	18,800	30,300	31,700	35,200
Estimated Annual Trips	34,500	37,192	41,456	32,084
Peak Vehicles	5	5	6	4

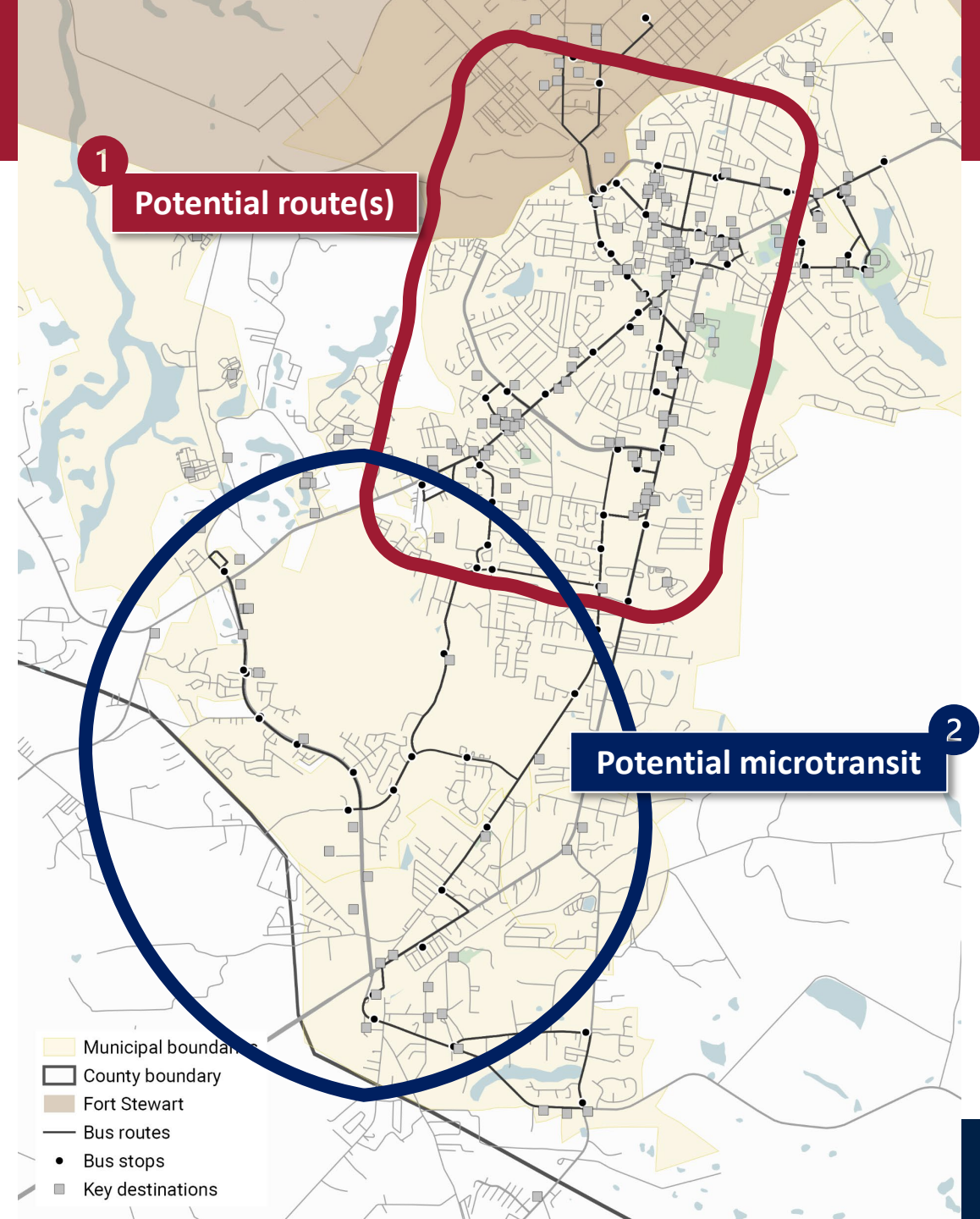
Draft Scenario 2: Fixed & Microtransit

1. Potential for fixed-route bus or circulator

- *Denser mix of uses*
- *Higher existing ridership*
- *Increased frequency*

2. Potential microtransit

- *Lower density*
- *Fewer Sidewalks*
- *On-demand service*
- *Connection to bus route*



Draft Scenario – Fixed & Microtransit

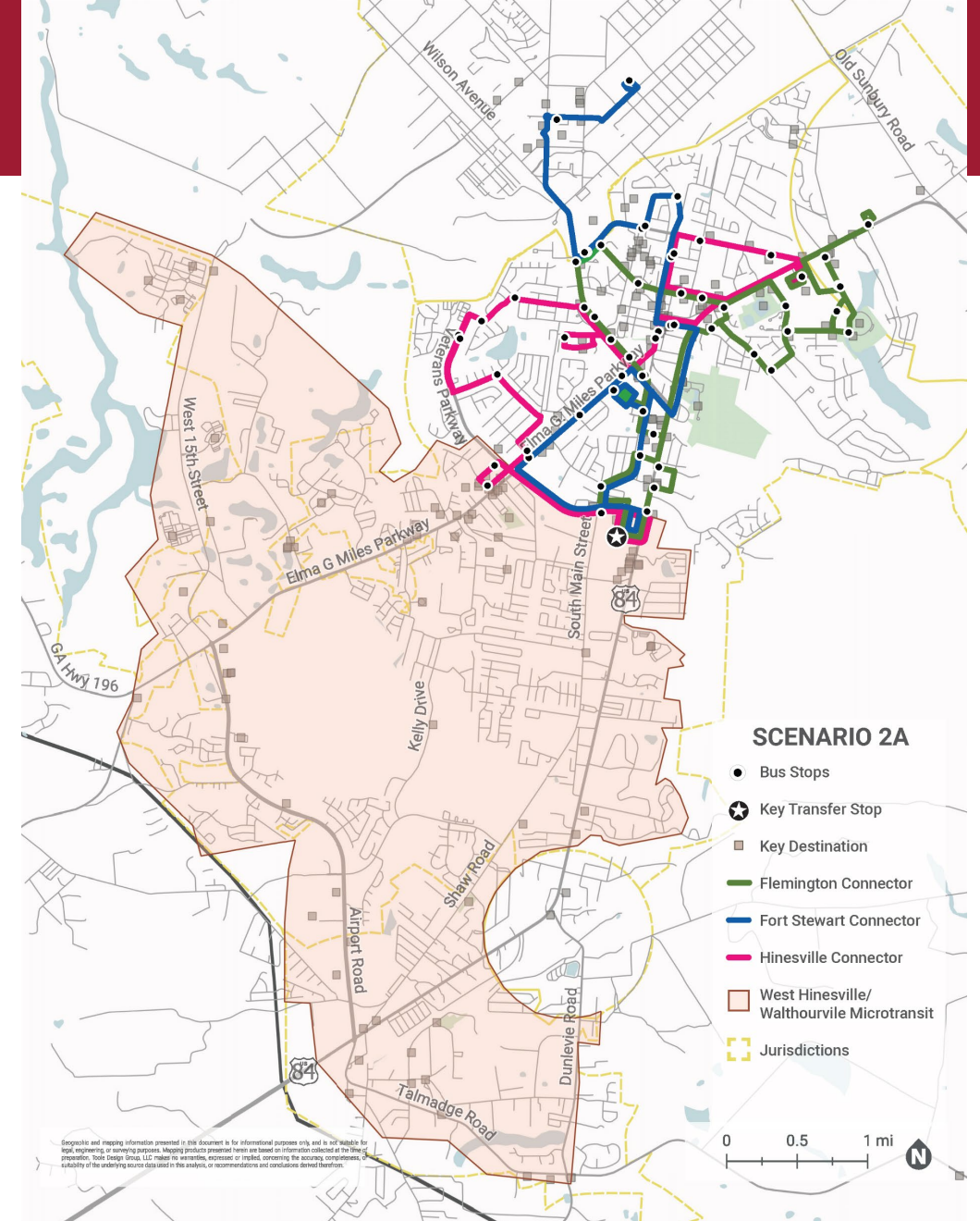
• Scenario 2a – Fixed + Microtransit (1)

- Increases service area and improves frequency and provides direct pick-up / drop off locations in lower density areas
- Operates Monday – Friday 6:00 AM – 7:00 PM
 - **Saturday** 8:00 AM – 7:00 PM

Route	Revenue Hours	Revenue Miles	Vehicles	Headway
Flemington Connector	3,525	52,486	1	60
Fort Stewart Connector	4,089	61,455	1	60
Hinesville Circulator	3,791	56,669	1	60
Microtransit	7,540	-	2	30*

*Estimated wait time based on demand estimates and service parameters

**Square Miles

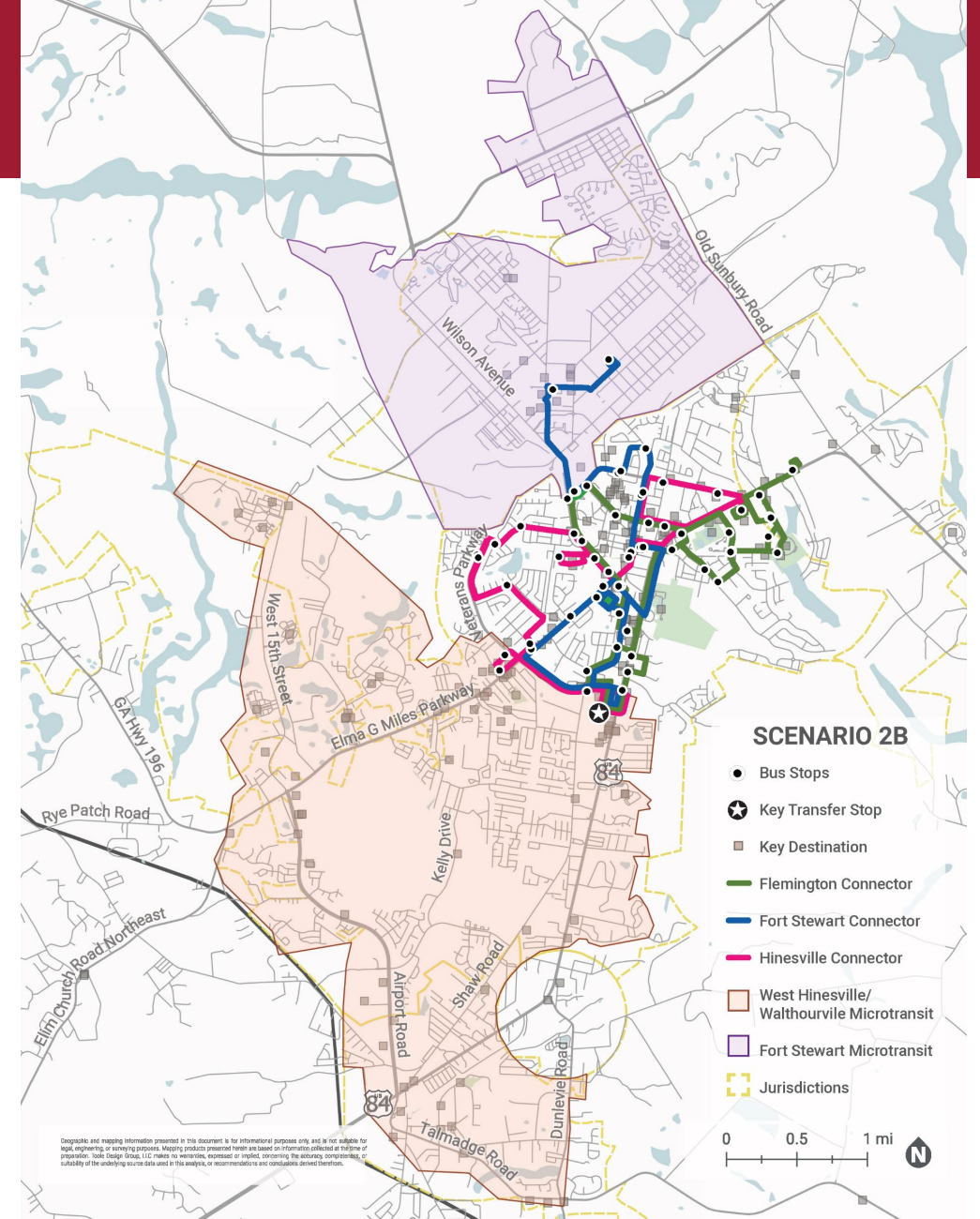


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Draft Scenario – Fixed & Microtransit

- **Scenario 2b – Fixed + Microtransit (2)**
 - Increases service area and improves frequency and provides direct pick-up / drop off locations in lower density areas
 - Adds Fort Stewart Microtransit
 - Operates Monday – Friday 6:00 AM – 7:00 PM
 - **Saturday** 8:00 AM – 7:00 PM

Route	Revenue Hours	Revenue Miles	Vehicles	Headway
Flemington Connector	3,525	52,486	1	60
Fort Stewart Connector	4,089	61,455	1	60
Hinesville Circulator	3,791	56,669	1	60
Microtransit (2)	11,556	-	3	30*



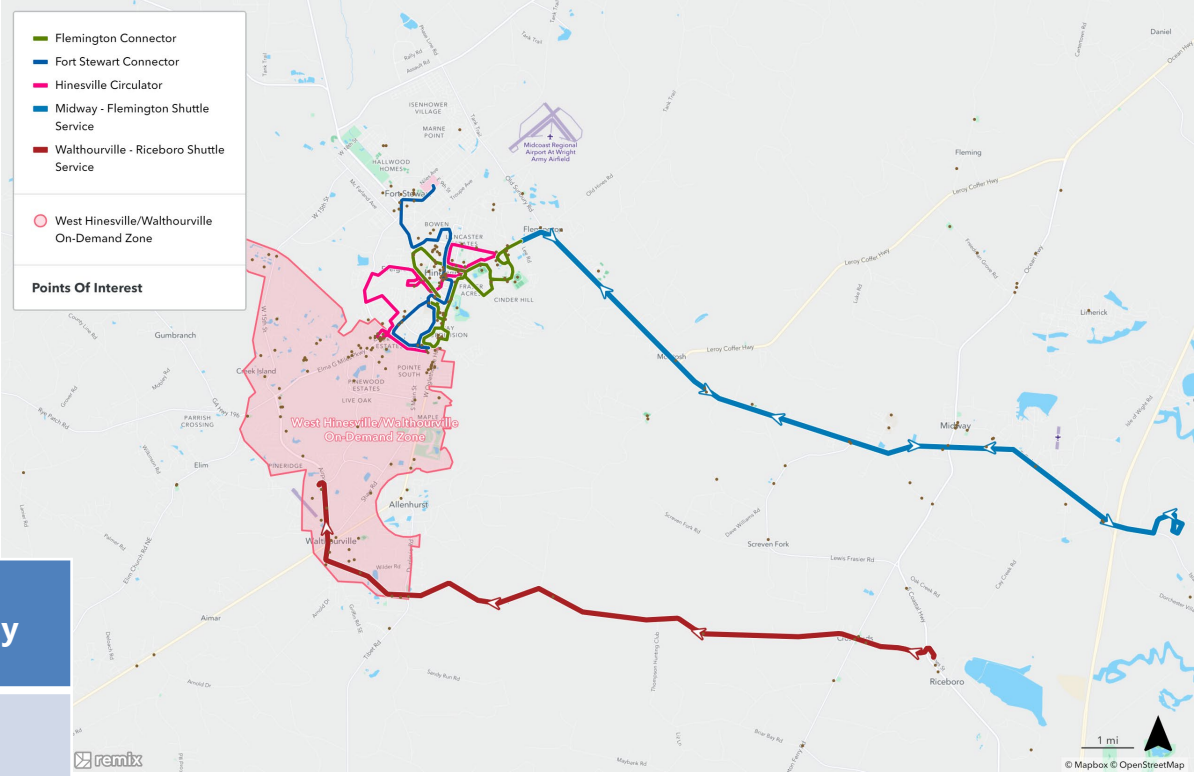
*Estimated wait time based on demand estimates and service parameters

**Square Miles

Draft Scenario – Regional Service Options

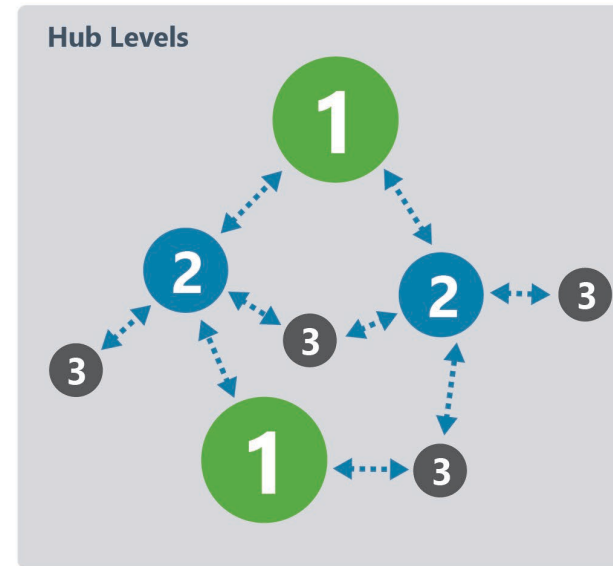
- Regional Service Options
 - Riceboro Employment Shuttle
 - Midway Employment Shuttles
 - Vanpool program – regional work destinations
 - After hours Uber / Lyft voucher program (also works for “guaranteed ride home” vanpool)
 - Fort Stewart Microtransit Zone

Route	Revenue Hours	Revenue Miles	Vehicles	Headway
Riceboro Employment Shuttle	969	43,353	1	60
Midway Employment Shuttle	1,326	46,413	1	60
Vanpool Program	-	-	4	-
Fort Stewart Microtransit	7,540	-	2	30*









Non-Service Recommendations

- Transit Supportive Infrastructure
 - Transit Center & Hubs
 - Alternative Fueling Station
 - Park-n-Ride
 - Rider / Driver Amenities
 - Regional service connections
 - BSIP + Infrastructure Program
 - Enhanced Marketing / Public Information
 - Fare Free Promotions
 - Multimodal and TOD Policy Review
 - Technology Improvements
 - Fare Collection included in all future bus purchases
 - Updated website with real-time service information



Potential Services

-  Data Management Services
-  Electric Vehicle Charging
-  Car Sharing and Vanpool
-  Community Mobility Hubs
-  Transportation Network Companies
-  Bike Sharing

Scenario Financial Analysis

Operating Scenarios	Existing (2024)	Scenario 1: Fixed Only	Scenario 2a: F+M Walthourville	Scenario 2b: F+M Walthourville & Fort Stewart	Scenario 3: Microtransit Only
Operating Total	\$1,228,743	\$1,703,465	\$1,798,853	\$2,131,653	\$1,470,016
<i>Fixed Route & Paratransit</i>	\$1,028,727	\$1,503,449	\$995,637	\$995,637	\$0
<i>Microtransit</i>	\$0	\$0	\$603,200	\$936,000	\$1,270,000
<i>City of Hinesville Overhead</i>	\$200,016	\$200,016	\$200,016	\$200,016	\$200,016
Federal Operating Funding*	\$778,968	\$1,092,284	\$1,155,240	\$1,374,888	\$938,208
Net Local Cost	\$449,775	\$611,180	\$643,613	\$756,765	\$531,808

*Federal Funding Estimate includes Capital Cost of Contracting with 80% Federal and 10% State match on 40% of TPO Contract.

Service Add-Ons	Vanpool Program	Midway Employment Shuttle	Riceboro Employment Shuttle	Fort Stewart Microtransit
Operating Totals (Gross)	\$64,000*	\$104,800	\$76,600	\$332,800
Capital Cost	\$140,000	\$85,000	\$85,000	\$45,000

Funding Assistance for Add-on Services Require Partnership and Source Assumptions

*Assumes 4 Vans Managed by Vendor

Implementation Timeline

IMPROVEMENT CLASSIFICATION	RECOMMENDATION	2025	2026	2027	2028	2029	2030
Operational	Initiate Marketing, Public Information, and Training Campaign						
Policy	Initiate Policy, Contractual, and Implementation Planning Activities						
Policy	Coordinate with Targeted Agencies and Secure Implementation Partnerships						
Administrative	Apply for NEW Formula and Discretionary Grants						
Capital	Purchase / Install Short-Range Optimization Bus Stop Amenities						
Planning	Conduct Bus Stop Improvement Program (BSIP)						
Planning	Conduct Electric Vehicle Charging Infrastructure Analysis						
Capital	Purchase Upgraded Fare Collection Equipment						
Capital	Purchase Service Expansion Vehicles - Short-Range						
Operational	Develop New Ride Guides and Upgrade Liberty Transit Website						
Operational	Initiate New Fixed-Route Alignments						
Operational	Initiate Microtransit Pilot Program						
Capital	Initiate BSIP Phase I Recommendations						
Planning	Perform First Mile and Last Mile Accessibility Study						
Planning	Conduct Site Selection Study (Mobility Hub Analysis)						
Operational	Initiate Microtransit Pilot Program - Zone 2						
Capital	Procure Remote Ticket Sales Vending Station/s						
Planning	Develop Transit Oriented Development Policy and Ordinance						
Capital	Procure Expansion Support and Replacement Support Vehicles						
Administrative	Prepare and Negotiate On-Call Consultant Services						
Planning	Perform Regional Vanpool Study						
Planning	Complete Transit Development Plan Update						
Planning	Perform NEPA and Site Design for Mobility Hub						
Capital	Initiate Site Development for Mobility Hub						

Disclaimer: Schedule is provided as planning guide and subject to change.



Implementation

Continued Operation

Financial Assessment

	Short-Term		Mid-Term			Long-Term
Operating Total	FY25	FY26	FY27	FY28	FY29	FY30
Existing Operating Service	\$1,257,083					
<i>Scenario 2A: Fixed + Microtransit</i>		\$ 1,798,853	\$ 1,926,877	\$ 1,971,922	\$ 2,018,746	\$ 2,066,755
<i>Scenario 2B: Fixed + 2 Microtransit</i>		\$ 2,131,653	\$ 2,283,362	\$ 2,336,741	\$ 2,392,227	\$ 2,449,118
Fares and Marketing	\$ 20,461	\$ 20,929	\$ 21,423	\$ 21,924	\$ 22,445	\$ 22,962
Net Operating Cost	\$ 1,236,622					
Federal Operating Revenues	\$ 766,705					
Net Local Cost	\$ 490,378					

Financial Assessment










	Short-Term		Mid-Term			Long-Term
Capital Rolling Stock	FY25	FY26	FY27	FY28	FY29	FY30
Fixed Route Bus		\$ 523,850				
Paratransit		\$ 180,000				
Microtransit	\$ 30,000		\$ 30,000			
Support Vehicle			\$ 200,000			
Bus Stop Shelters						\$ 20,000,000
Mobility Hub						

Stakeholders Discussion

- What is your reaction to the draft recommendations?
- What connections could we strengthen, if any?
- What recommendation are you most excited about?
- General Discussion...

Next Steps

- 30-Day Public Comment Period
- Final Report Document
- Agency Review / Adoption

TASKS	2023		2024			
	Q3	Q4	Q1	Q2	Q3	Q4
 Project Initiation	█					
 Public and Stakeholder Involvement		█	█	█	█	█
 Assessment of Existing Conditions		█	█			
 Evaluation of Needs			█	█	█	█
 Preferred Alternatives				█	█	
 Title VI Assessment			█	█	█	█
 Final Recommendations					█	█
 Draft and Final Report					█	█
 Analysis of Changes And Monitoring						█

Questions?



April 22, 2024



Thank You!