

2018 - 2021 TRANSIT DEVELOPMENT PLAN - APPENDIX



Final Report: May 17, 2018

CHAPTER 7

APPENDICES

Appendix A

Liberty Transit Ride Guide

Peer Systems: Fare Structure Matrix



Ride Guide

Bus Schedules, Map, and Information

Effective: September 19, 2016



Office Hours: Monday - Friday, 8am-5pm
Address: 115 E M.L. King Jr. Dr, Hinesville, GA 31313
Phone: (912) 877-1472
Email: info@libertytransit.org
Website: www.libertytransit.org

Fares and Passes

Regular Fare*\$1

Reduced Fare 50¢

Senior citizens (age 65+ with proper ID)

Medicare cardholders (with proper ID)

Persons with disabilities (with proper ID or Liberty Transit ADA Service Pass)

Children under 6** Free

1-Day Pass (unlimited rides).....

\$2

30-Day Pass (unlimited rides)

Regular\$30

People eligible for reduced fare.....\$15

Curb-to-curb Service (see Accessibility)\$2

Fare Value Cards\$5, \$10, \$20

* Transfers require payment of an additional fare.

** Must be accompanied by a fare-paying adult; limited to 2 children per adult.

Exact change is required when boarding the bus; bus drivers cannot handle cash or make change.

Accessibility

All buses are wheelchair accessible. For eligible persons with a mobility impairment which prevents them from accessing regular bus stop locations, curb-to-curb service is available within 0.75 mile of the bus routes. Request an application for ADA eligibility by calling (912) 877-1472, visit the Liberty Transit Office, or print out an application from the website. A completed application should be submitted to Liberty Transit and approved prior to requesting curb-to-curb service.

Service Hours

Liberty Transit operates Monday thru Friday approximately from 5:50am to 7:56pm (specific times vary by route). Please refer to the bus schedule for locations serviced only periodically. There is no service on Saturdays, Sundays and the following holidays:

New Year's Day
Martin Luther King Jr Day
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

Riding with Bikes

Every bus has a carrier for bicycles on the front bumper. Be sure to tell the driver before exiting the bus if you need to remove your bike from the carrier.

Riding on Fort Stewart

- To exit the bus in Fort Stewart, passengers are required to show a valid government-issued photo ID. Current year school IDs are acceptable.
- Passengers under 13 must be accompanied by an adult.
- All visitors to the installation must comply with Fort Stewart policies.
- Passengers currently barred from entering Fort Stewart must exit the bus before it travels onto the installation.



Disclaimer: This information is subject to change at any time due to breakdowns or mechanical failures. We will make any changes to this publication and the website as soon as possible.

Route 6 (Monday - Friday)

Northbound					Southbound				Northbound
LPMC	Library	PX	Shoppette	Winn Army	Stewart Pines Apts	Library	Cypress Bend MHP	Food Lion Plaza	Happy Acres MHP
1	2	3	4	5	6	7	8	9	10
6:09a	6:15a	6:25a	6:34a	6:43a	6:51a	6:54a	--	--	7:14a
7:29a	7:35a	7:45a	--	7:49a	7:57a	8:00a	--	--	8:20a
8:35a	8:41a	8:51a	--	8:55a	9:03a	9:06a	--	--	--
--	--	--	--	--	2:35p	2:38p	2:52p	2:59p	3:16p
3:31p	3:37p	3:47p	3:56p	4:05p	4:13p	4:16p	4:30p	4:37p	4:54p
5:09p	5:15p	5:25p	5:34p	5:43p	5:51p	5:54p	6:08p	6:15p	6:32p
6:47p	6:53p	7:03p	--	7:07p	7:15p	7:18p	7:32p	7:39p	7:56p

Route 7 (Monday - Thursday)

Northbound				Southbound				
Happy Acres MHP	Walmart	PX	Winn Army	Harbor Rain Apts	Walmart	Happy Acres MHP	Savannah Tech	Food Lion Plaza
1	2	3	4	5	6	7	8	9
5:50a	6:05a	6:25a	6:30a	6:38a	6:51a	7:12a	7:20a	7:32a
7:50a	8:05a	8:25a	8:30a	8:38a	8:51a	9:12a	--	--
9:12a	9:27a	9:47a	9:52a	10:00a	10:13a	10:34a	--	--
10:34a	10:49a	11:09a	11:14a	11:22a	11:35a	11:56a	--	--
11:56a	12:11p	12:31p	12:36p	12:44p	12:57p	1:18p	1:26p	1:38p
1:56p	2:11p	2:31p	2:36p	2:44p	2:57p	3:18p	--	--
3:18p	3:33p	3:53p	3:58p	4:06p	4:19p	4:40p	--	--
4:40p	4:55p	5:15p	5:20p	5:28p	5:41p	6:02p	--	--
6:02p	6:17p	--	--	6:29p	6:42p	7:03p	--	--

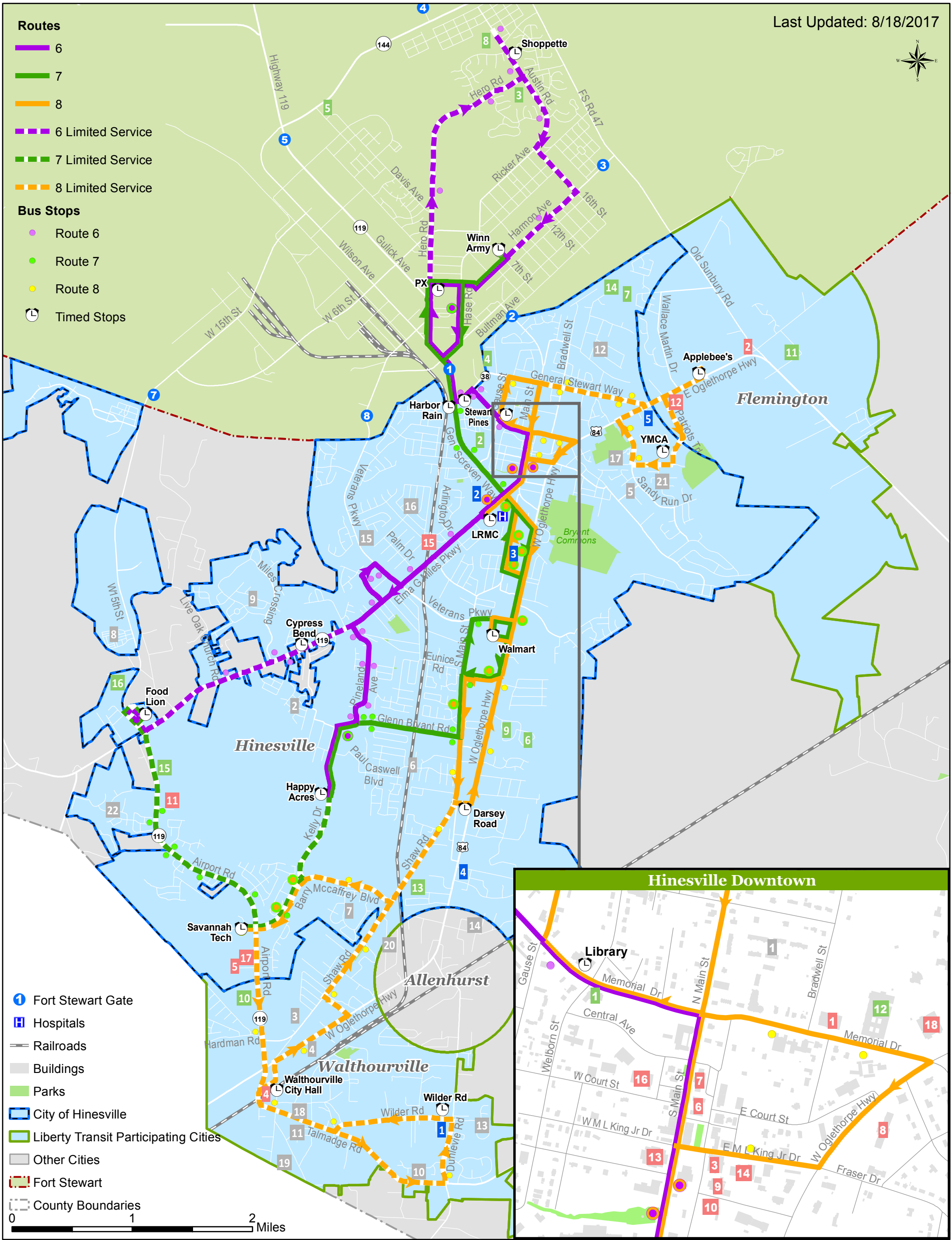
Route 7 (Friday)

Northbound				Southbound				
Happy Acres MHP	Walmart	PX	Winn Army	Harbor Rain Apts	Walmart	Happy Acres MHP	Savannah Tech	Food Lion Plaza
1	2	3	4	5	6	7	8	9
5:50a	6:05a	6:25a	6:30a	6:38a	6:51a	7:12a	--	7:30a
7:48a	8:03a	8:23a	8:28a	8:36a	8:49a	9:10a	--	--
9:10a	9:25a	9:45a	9:50a	9:58a	10:11a	10:32a	--	--
10:32a	10:47a	11:07a	11:12a	11:20a	11:33a	11:54a	--	--
11:54a	12:09p	12:29p	12:34p	12:42p	12:55p	1:16p	--	1:34p
1:52p	2:07p	2:27p	2:32p	--	--	--	--	--
3:22p	3:37p	3:57p	4:02p	4:10p	4:23p	4:44p	--	--
4:44p	4:59p	5:19p	5:24p	5:32p	5:45p	6:06p	--	--
6:06p	6:21p	--	--	6:33p	6:46p	7:07p	--	--

Route 8 (Monday - Friday)

Northbound					Southbound				Northbound	
Walmart	LPMC	Library	YMCA	Applebees	LPMC	Walmart	Savannah Tech	Wilder Road	Walthourville City Hall	Darsey Road
1	2	3	4	5	6	7	8	9	10	11
6:02a	6:11a	6:17a	--	--	6:27a	6:36a	--	--	--	6:43a
6:52a	7:01a	7:07a	--	--	7:18a	7:27a	7:50a	8:01a	8:09a	8:19a
8:28a	8:37a	8:43a	--	--	8:54a	9:03a	--	--	--	9:10a
9:19a	9:28a	9:34a	--	--	9:45a	9:54a	--	--	--	10:01a
10:10a	10:19a	10:25a	10:35a	10:40a	10:50a	10:59a	--	--	--	11:06a
11:15a	11:24a	11:30a	--	--	11:40a	11:49a	--	--	--	11:56a
12:05p	12:14p	12:20p	--	--	12:30p	12:39p	1:00p	1:10p	1:17p	1:25p
1:34p	1:43p	1:49p	1:59p	2:04p	2:14p	2:23p	--	--	--	2:30p
2:39p	2:48p	2:54p	--	--	3:04p	3:13p	--	--	--	--
3:13p	3:22p	3:28p	--	--	3:38p	3:47p	--	--	--	3:54p
4:03p	4:12p	4:18p	--	--	4:29p	4:38p	4:59p	5:09p	5:16p	5:24p
5:33p	5:42p	5:48p	--	--	5:59p	6:08p	--	--	--	6:15p
6:24p	6:33p	6:39p	--	--	6:49p	6:58p	--	--	--	7:05p

Last Updated: 8/18/2017



Civic	
1	Board of Education
2	City Hall - Flemington
3	City Hall - Hinesville
4	City Hall - Walthourville
5	County Jail
6	Court House
7	Court House Annex
8	Division of Family & Children Services
9	Emergency Management
10	Fire Station
11	Fire Station
12	Health Department
13	Justice Center
14	Police Department
15	Public Works
16	Records Retention Center
17	State Patrol Office
18	VA Medical Center

Housing	
1	Baytree Apts
2	Belmore
3	Cameron Wood MHP
4	Cedar Hill MHP
5	Cinder Hill
6	Eagles Landing
7	Fairington
8	Governors Quarters
9	Griffin Park
10	Hunters Branch
11	Laurendale Estates
12	Martin Woods
13	McDonald Ridge
14	Miller
15	Northgate
16	Northwest Woods
17	Regency Apts
18	Salter MHP
19	Stillwood
20	Sugar Hill
21	Tupelo Trail Apts
22	Waterfield

Schools	
1	Armstrong State University
2	Bradwell Institute
3	Brittin Elementary
4	Button Gwinnett Elementary
5	Diamond Elementary
6	Frank Long Elementary
7	Joseph Martin Elementary
8	Kessler Elementary
9	Lewis Frasier Middle
10	Liberty County Career Academy
11	Liberty County Performing Arts Center
12	Liberty Pre-K
13	Lyman Hall Elementary
14	Snelson-Golden Middle
15	Taylors Creek Elementary
16	Waldo Pafford Elementary
Shopping	
1	Clydes Convenience Store
2	Hinesville Square
3	Kroger
4,5	Walmart Neighborhood Market

2018 Liberty Transit TDP - Fare Structure Analysis Matrix

	Fare Types							Day Passes		Weekly Passes		Monthly Passes			Ride Cards								Programs
Transit System	Types of Services offered	Regular Full fare	Senior & Disabled Fare	Transfers	Transfer Discount	Children	Demand Response / Para-Transit Fare	Regular	Reduced	Regular	Reduced	Unlimited Monthly Passes	Unlimited monthly Passes- Reduced Fare	Paratransit Unlimited Monthly Pass	Paratransit 50-Ride	Paratransit 10-Ride	Fixed Route 50-ride regular	Fixed Route 10-ride regular	Fixed Route 50-ride Senior/disabled	Fixed Route 10-ride senior/disabled	Other	-	
Rome Transit	Fixed Route, Paratransit	\$1.25	\$0.60	Free	-	Free (under 5); Trippers: \$0.60	\$2.25	-	-	-	-	-	-	-	\$107.50	\$22.00	\$45.00	\$9.00	\$22.50	\$4.50	-	-	
Albany Transit	Fixed Route, Paratransit	\$1.65	\$0.50	Free	-	Free (5 & under)	\$2.50	-	-	\$12.00	-	\$45.00	Student \$35.00; Senior / Disabled \$20	\$90.00	-	\$25.00	-	-	-	-	Smart Card Surcharge: \$3	-	
Henry County	Fixed Route (Began operating 2/12/18), Paratransit	\$4.00	\$2.00 (over 60)	-	-	-	\$2.50	-	-	\$12.00	-	\$45.00	\$20.00 (students \$35.00)	-	-	-	-	-	-	-	-	-	
Hall Area Transit	Scheduled bus service	\$1.00	\$0.50	\$0.50	-	Free (under 3 or 42")	\$2.00 base with mileage multiplier	\$2.00	\$1.00	-	-	\$30.00	\$20.00		-	-	-	-	-	-	Reduced fare cards \$3	-	
Douglas County GA	Ride Share, Vanpool, GRTA X-Press	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Cherokee County (CATS)	Fixed Route, Paratransit, vanpool	\$1.25	\$0.60	-	-	Free (under 42" tall)	Ambulatory: \$1.50 for first 5 miles, additional \$.30 per mile over 5miles. Wheelchair Bound: \$3.90 for first 10 miles and additional \$0.42 per miles over 10 miles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Vanpool rates vary based on miles traveled and vehicle type. \$651.50 - \$1,165.86	
Augusta Richmond Transit	Fixed Route, Paratransit	\$1.25	\$0.60	\$0.50	\$0.25	-	\$2.50	-	-	\$15.00	\$7.50	\$50.00	\$25.00	-	-	-	-	-	-	-	-	-	
Chatham Area Transit	Fixed Route, Paratransit	\$1.50	\$0.75	Free (90 minutes)	-	\$0.75	\$3.00	\$3.00	\$1.50	\$14.00	\$7.00	\$50.00	\$25.00	-	-	-	-	\$15.00	-	-	-	-	
Athens Transit	Fixed Route, Paratransit, Point deviation	\$1.75	\$1.00 Peak, \$0.85 Non-Peak	Free for next bus only	-	0-18 Free	\$3.50	-	-	-	-	\$31 (22 Rides)	\$18 (22 Rides)	-	-	-	-	-	-	-	-	Free Youth Ridership, Bulk Pass Rates	

Service and Fares as of 5/7/2018

Appendix B

Public Meeting Materials

Liberty Transit TDP Survey

Interview Response Summary

LIBERTY TRANSIT PUBLIC MEETING

TRANSIT DEVELOPMENT PLAN UPDATE



Meeting Locations

- Walthourville City Hall
222 Busbee Rd,
Walthourville, GA
5:30 – 6:30 PM
- *Historic Courthouse,
100 Main St. Room 1100,
Hinesville, GA
5:30 – 6:30 PM

**Hosted by the HAMPO CAC*

Liberty Transit opened the 30 day public comment period for the draft 2018 – 2022 Transit Development Plan (TDP) with comments due no later than May 1st, 2018.

Meetings are scheduled to allow citizens to provide feedback, and will be open house format where participants can drop in at any time. You can also view the draft document at www.libertytransit.org

Contact Nils Gustavson at [912-408-2035](tel:912-408-2035) or ngustavson@thelcpc.org with questions or feedback.



BIRTH ANNOUNCEMENTS

vascular opened 005 to vascular re ser- 2015, ed the tower, Thomas panded vascular ls — six U beds beds. th pro- 's only nter for ess and dedicat- cer and

35-county area in south-east Georgia and southern South Carolina. The system includes its flagship hospital — Memorial Health University Medical Center — a 612-bed academic medical center; Memorial Health University Physicians' primary and specialty care networks; a major medical education program; business and industry services; and NurseOne, a 24-hour call center. Memorial Health is a part of the HCA Healthcare family, the largest provider of care in the United States



el service and performance needs.

U.S. Highway 84 E.
Hinesville, GA 31313
(912) 202-7645



ROOM FOR HOUSING
ATION IN HINESVILLE.

SYMPOSIUM

140 E. OGLETHORPE HWY., HINESVILLE

ousing's Golden Anniversary:
speakers from the Georgia Legal
housing and Urban Development.

Liberty Transit Development Plan

Public Review Notice

Liberty Transit opened the 30 day public comment period for the draft 2018–2022 Transit Development Plan (TDP) with comments due no later than May 1st, 2018.

The TDP is a federally required plan that includes a comprehensive review of transit services, public and stakeholder supported goals and objectives, needs and opportunities, and a five year work program.

Public open house meetings will be held on:

- 1) 4/17 5:30 – 6:30 PM: Walthourville City Hall, 222 Busbee Rd.
- 2) 4/25 5:30 – 6:30 PM: Historic Courthouse, 100 Main St., Rm 1100

*Hosted by the HAMPO Citizens Advisory Committee

The Draft TDP can be viewed, and written comments submitted, at:

Hinesville City Hall, 115 E MLK Jr. Drive (Main Desk);

Walthourville City Hall, 222 Busbee Road;

Flemington City Hall, 156 Old Sunbury Road;

LCPC Planning Department, 100 Main St. Hinesville (Rm 2200);

Liberty County Annex, 112 N Main St. (Rm 2200);

Liberty County Public Library, 236 W Memorial Drive.

You can also review the document online at:

www.libertytransit.org and submit comments to ngustavson@thelcpc.org

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Comment

I strongly support weekend service.

In the document, please use the “bookmarks” feature for easier navigation.

Related to this, do you have to start new page numbers with each chapter? This makes it difficult to jump

around to the section(s) of specific interest. Consider simply starting at page one and increasing through page 109.

Something appears to be going on with the formatting on page 20 (of 109), Table 2.1

Can you indicate in some way that the Table 5.2 continues from Page 78 – 80?

Same for Table 2.3 (pages 20 – 21).

Overall, I really like the document, in particular the recommendations (slide 17 of CAC PowerPoint)

regarding Demand response service for everyone. Keep in mind cost considerations and maintenance considerations when diversifying the vehicle fleet. Qualified and competent mechanics are needed and

not easy to find in this industry. Diversifying the fleet (different vehicle sizes and propulsion systems) will require more specialized maintenance plans and employees (read “higher paid”).

I like the Peer System Fare Review, pages 43 – 47 and Appendix A (although the format of the information in Appendix A could be a little better/nicer/more complete/easier to read).

Appendix Page 47 - could you center the image / make it fit the page (i.e. like Page 29)?

If you would like to be contacted, regarding your comments, please provide the following information:

Name: Charles Ryan Walker, GDOT

Email Address: crwalker@dot.ga.gov

Daytime Telephone Number: 404-347-0545

Hinesville Area Metropolitan Planning Organization

Cities of Hinesville, Walthourville and Flemington

Liberty Transit

2018-2022 TRANSIT DEVELOPMENT PLAN

Comments are always appreciated; please leave your contact information so we may follow-up:

May 2nd, 2018:

RETRIEVED GUNTER COPIES AND NO COMMENTS

NOTED.

all

5/2/2018

Hamp





Hinesville Area Metropolitan Planning Organization

100 Main Street, Suite 7520 Hinesville, Georgia 31313
Phone: 912-408-2030 Fax: 888-320-8007

Mayor Allen Brown, Policy Committee Chair

Jeff Ricketson, AICP, Director

AGENDA Hinesville Area Metropolitan Planning Organization Citizens Advisory Committee (CAC) Historic Court House – Room 1100

April 24 @ 5:30 PM

1. Call to Order
2. Introductions
3. Approval of February 27, 2018 Minutes
4. Old Business
 - a. Project and Transit Update
 - b. Transportation Public Comment Log
 - c. Legislative Update
5. New Business
 - a. Transit Development Plan - Public Meeting #2
 - b. Discussion on Pedestrian/Bicycle/Trail Networks
 - c. Discussion on Computer Driven Vehicles
 - d. Amendment to the FY 2018 Unified Planning Work Program
(add TDP task and budget)
6. Other Business
7. Public Comments
 - a. Call for Comments from the Public
8. Schedule
 - a. Next regularly scheduled meeting is June 26, 2018
9. Adjourn



Liberty Transit TDP

Public Workshop – 30 Day Comment Period

April 24, 2018



Presentation Agenda

- Project Overview & Status Update
- Existing Conditions & Operational Assessment
- Evaluation of Transit Service Scenarios / Options
- Next Steps

What is a TDP?

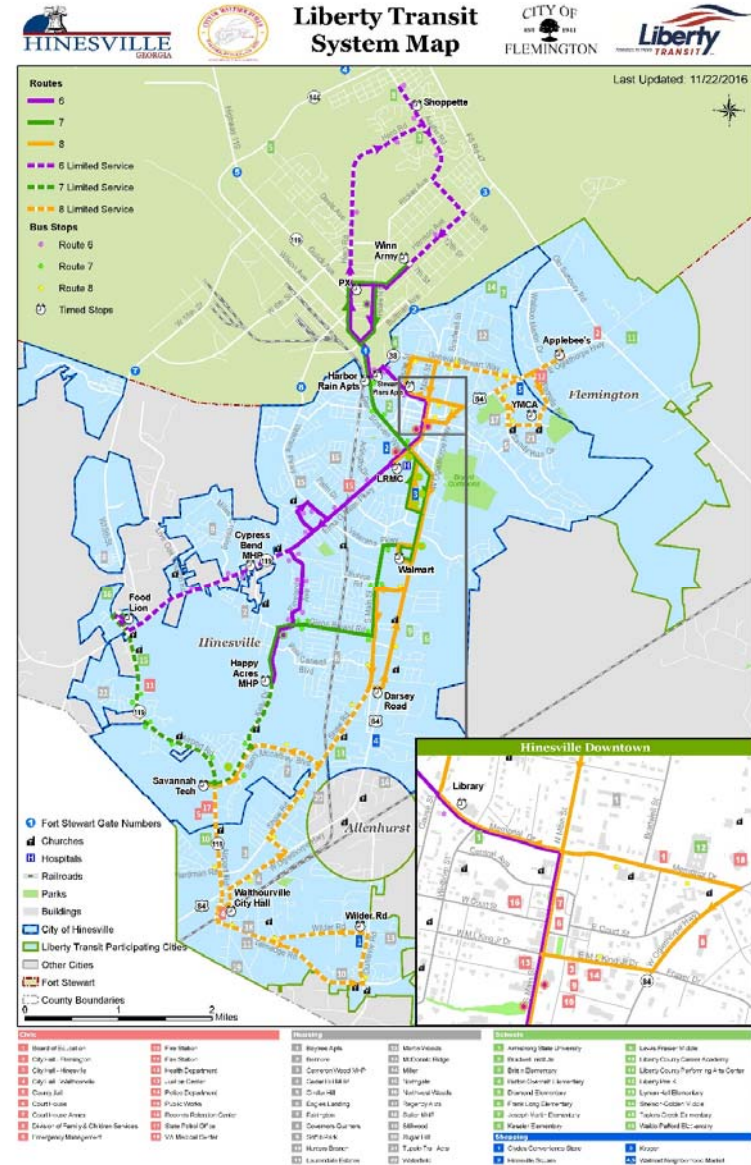
- Transit Development Plan (TDP) - a strategic planning document that defines your community's public transit needs. Its purpose is to solicit broad input, coordinate with other plans, explore community goals, define alternative courses of action and to develop systematic plans and monitoring programs.
- Required for State and Federal funding
- Updated every 5 years
- Fiscally constrained

TDP Tasks

- Stakeholder and Public Involvement
 - ✓ Assess Existing Transit Service Conditions
 - ✓ Evaluate Demand and Mobility Needs
 - ✓ Fare Structure Analysis
 - ✓ Identify and Evaluate Transit Service Options
 - ✓ Title VI Assessment
 - ✓ Develop Preferred Alternative
 - ✓ Prepare Draft Report
- 30 Day Public Comment Period
- Finalize and Adopt Report

Existing Conditions

- Three fixed routes in Hinesville, Flemington, Walthourville, and Fort Stewart
- Service offered from approximately 5:00 AM to 8:00 PM, Monday – Friday (varies by route and day)
- Standard fare is \$1.00, with reduced fares for persons aged 65+ and persons with disabilities
- Children six and under ride for free with a fare paying adult
- All buses are wheelchair accessible and equipped with bicycle carriers

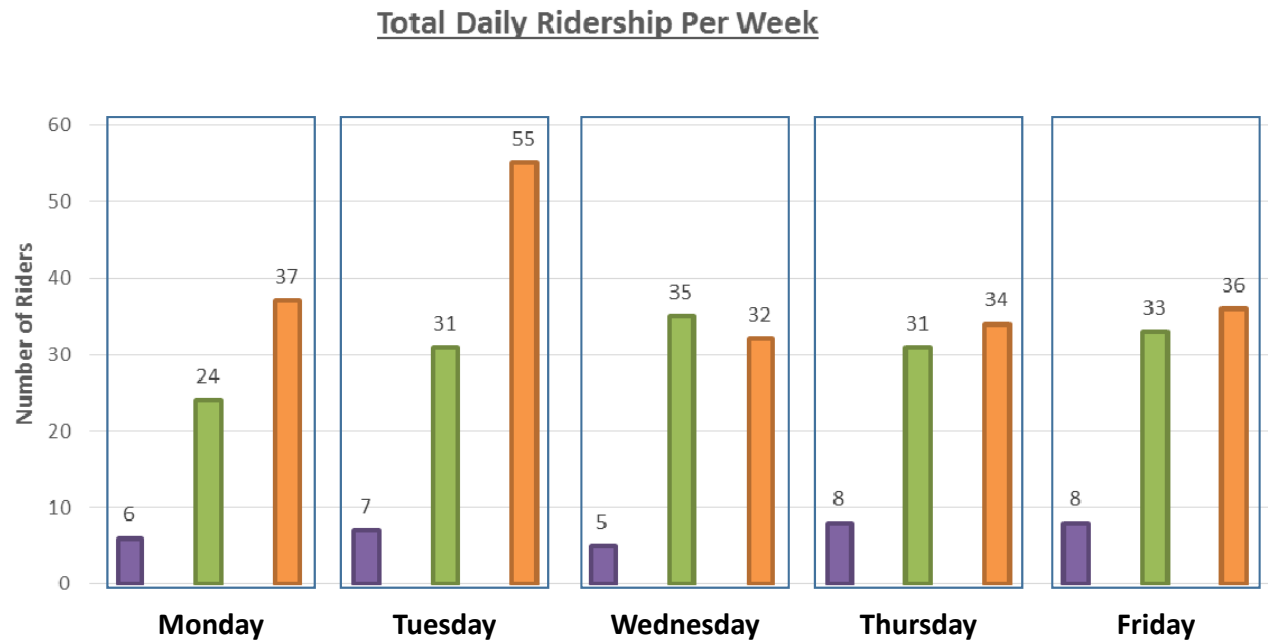


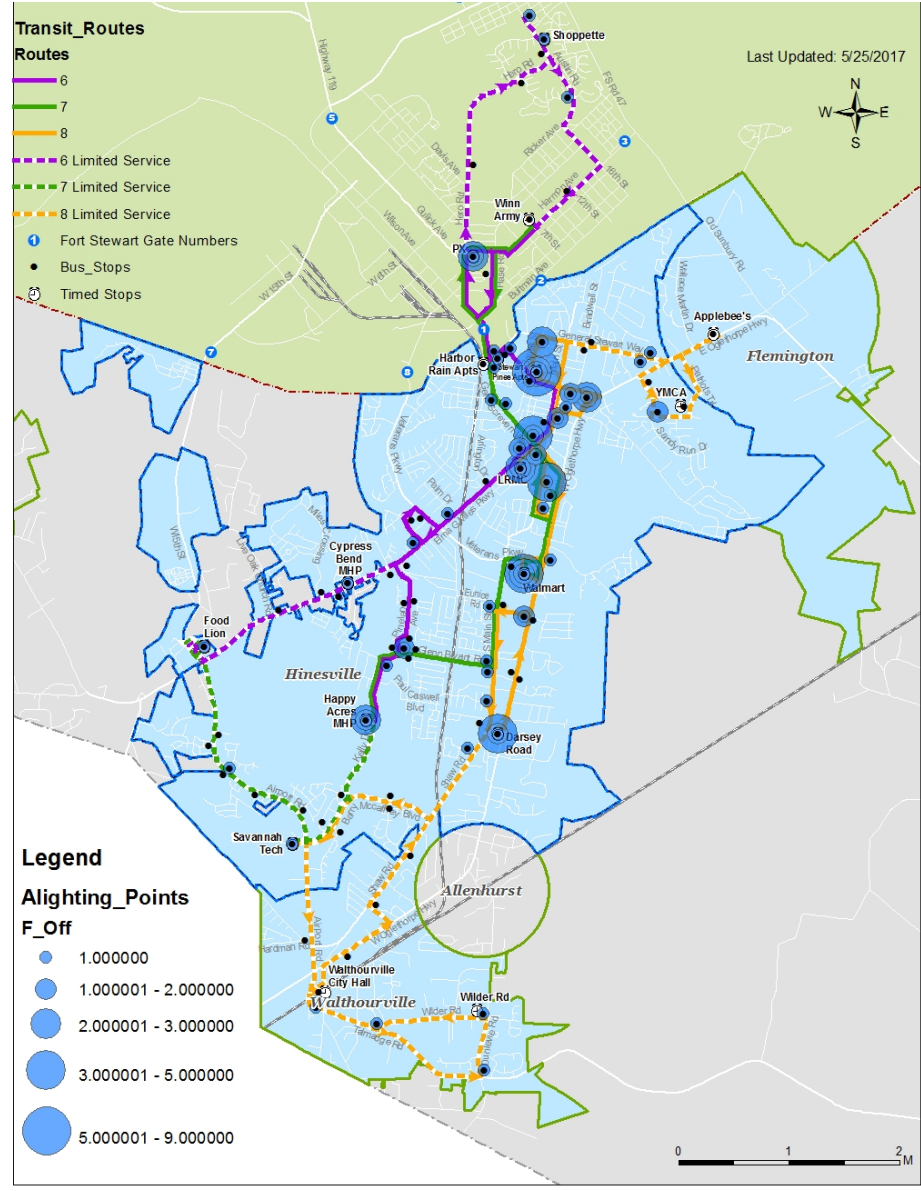
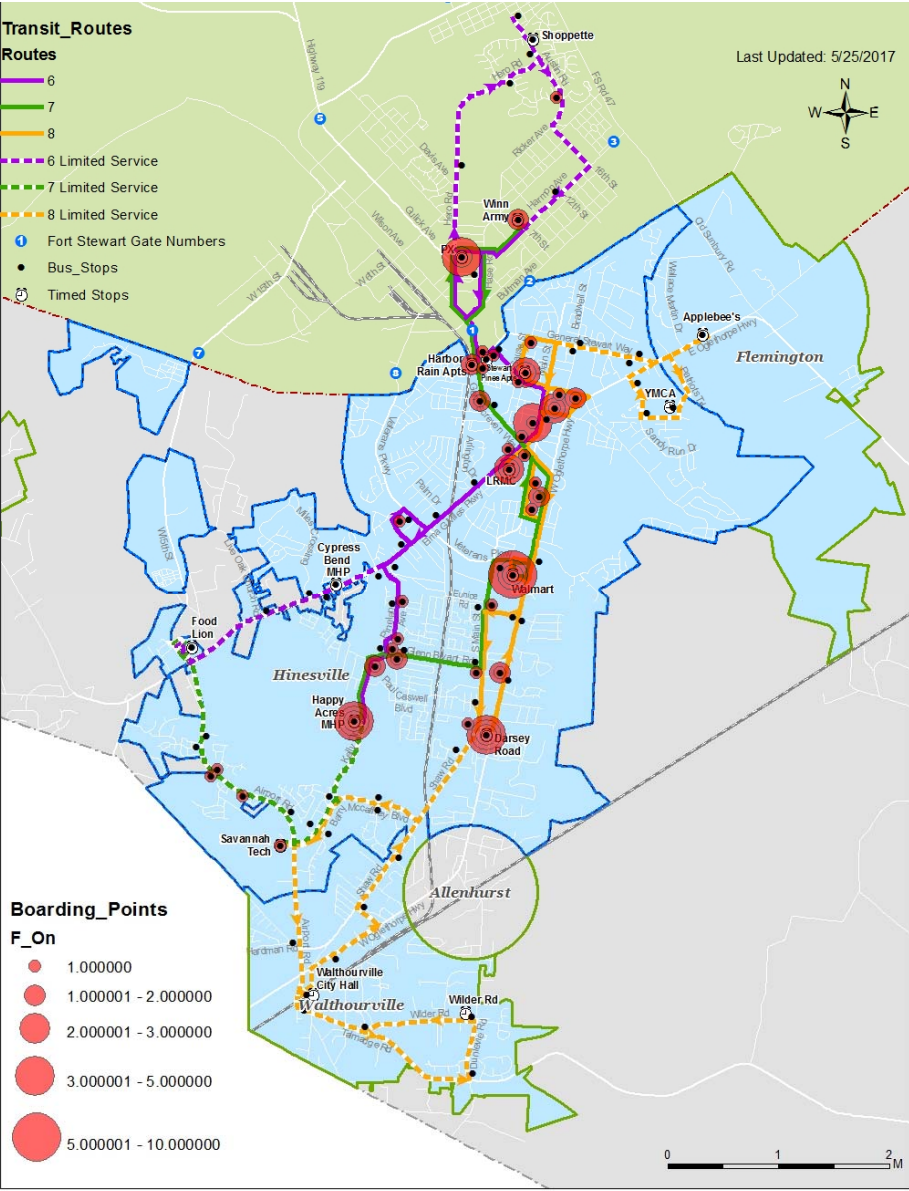
Existing Conditions & Needs Assessment

- Completed 100% ridership sample: April 24 – 28
- Passenger Survey – 70 responses
- Interview of Liberty Transit staff, operators, and administrators
- Interview of City of Hinesville administrators and officials
- Interview of Fort Stewart GC and key personnel
- Review of FY 16 and FY 17 Liberty Transit budget
- Peer system comparison analysis
- Survey of local business owners and operators
- Field assessment of service issues and opportunities

Existing Conditions – Ridership Sample

- Total number of trips = 382
 - Route 6 = 34
 - Route 7 = 154
 - Route 8 = 194
- Highest ridership day: Tuesday (93 trips)





Operational Analysis

- Cost per passenger is higher than peer systems
 - Operational cost / number of passengers
 - Farebox recovery is underperforming
 - Cost per service hour is higher than peers
- Ridership in the urban core is higher than remote service areas
 - Limited service contributes to low ridership opportunities
 - Low population densities limit ridership potential
 - Lack of infrastructure (sidewalks, lighting, bus stops, etc.) limits accessibility
- 30' Glaval Apollo buses are aging and oversized for ridership in limited service areas
- Schedules are confusing and irregular

Operational Analysis

- While low, ridership is consistent
- Safety performance is excellent
 - Preventable accidents
 - Road service calls
- Revenues are maximizing Federal dollars with local funds covering only 26% of the \$1,040,000 budget (FY 2017)
 - Hinesville: \$262,260 (25.21%)
 - Flemington: \$5,652 (2.11%)
 - Walthourville: (4.13%)

Existing Conditions – Survey Results

- Liberty Transit Riders & Workshop Participants
- Requested Improvements:
 - Improved frequency
 - Elimination of service gaps
 - Reinstate Saturday service
 - Infrastructure investments: specifically more bus stops, route identification signs on all stops, and shelters
 - More direct service with less loops
 - Service to Savannah on a fixed schedule

Existing Conditions – Interviews

- Liberty Transit Operators, Supervisors, and Staff
- Areas for Improvement:
 - Improved marketing and advertisement
 - Improved frequency
 - Elimination of service gaps
 - Reinstate Saturday service
 - Infrastructure investments: specifically more bus stops, route identification signs on all stops, and shelters
 - Rerouting to provide more direct service (Ex. Food Lion return trips via Airport Road)
 - Safety improvements needed where sidewalks and lighting are not available

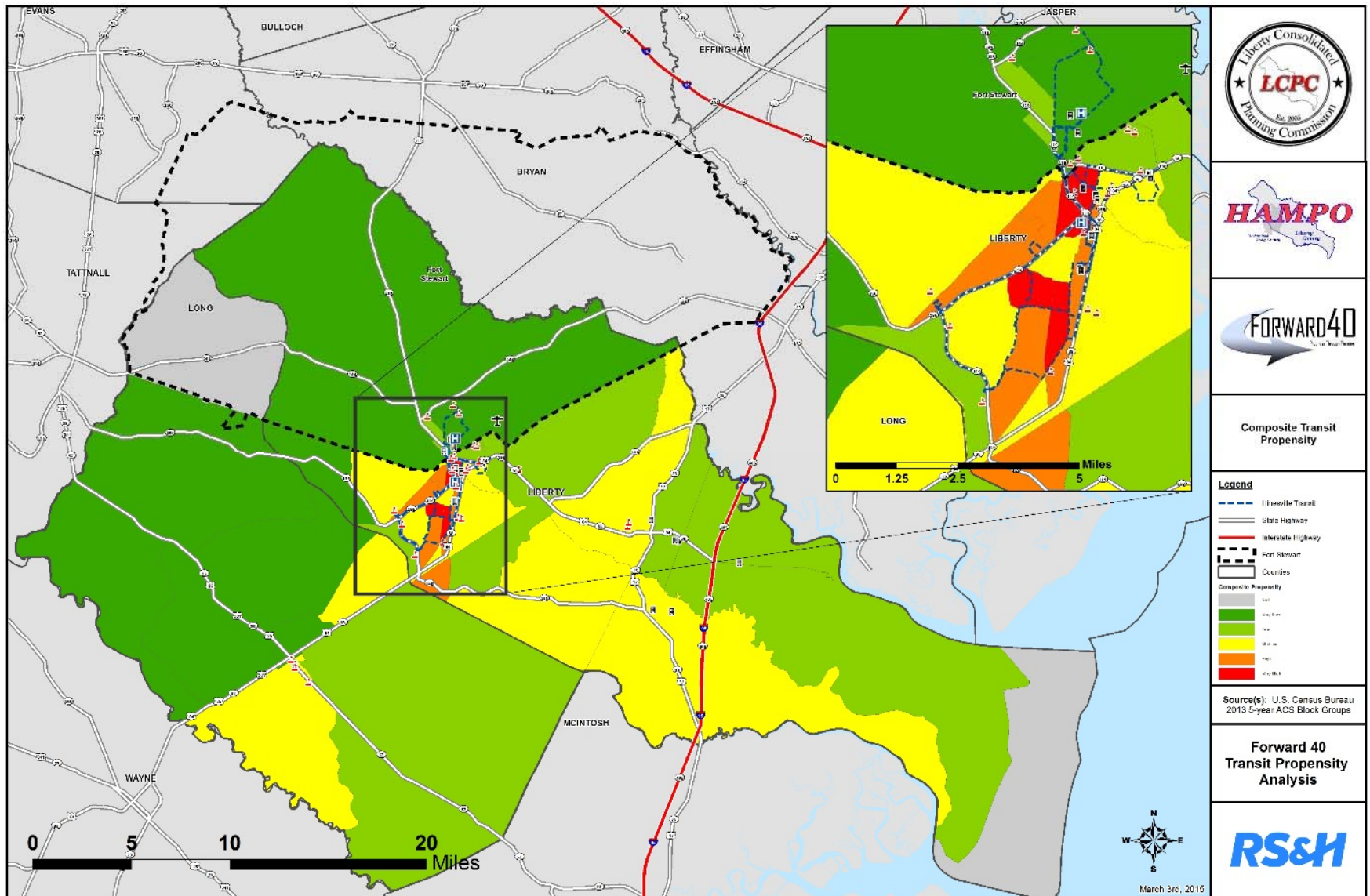
Existing Conditions – Interviews

- City of Hinesville Staff and Officials

- Establish clear performance metrics for the system
- Improve ridership
- Improve coordination with internal departments, peers, and stakeholders
- Perform focused outreach and market to transit dependent
- Training for potential transit riders with focused efforts on LEP, Disabled, and Elderly populations
- Consider alternatives for the current fleet including bus size and fuel options
- Invest in the system at a reasonable level to improve the service
- Explore options for service between metropolitan areas (Savannah)

Public and Stakeholders Engagement

- Two rounds of public meetings held at Hinesville City Hall and Walthourville City Hall
- Stakeholders Committee including 30 community members
 - *A transit field trip provided insights about how the service operates and feedback on potential service adjustments.*
- Public survey, employers survey, and on-board survey.
- Regular updates to the Transit Steering Committee, open to the public



Alternatives: Service Improvements

- Scenario 1: Cost-Neutral Adjustments
- Scenario 2: Moderate Service Improvements, Fixed Route Solutions
- Scenario 2A: Moderate Service Improvements, Alternative Solutions
- Scenario 3: Premium Service Improvements

Demand Response Service 101

- Demand-response transit, often referred to as dial-a-ride, are transportation services in which individual passengers can request a ride from one specific location to another specific location at a certain time.
- Many communities in less dense settings offer demand-response service to the general public.
Source: ctaa.org
- Service is typically offered at a sliding rate scale, based on scheduled pick-up window.



Route 6 Recommendations

■ Short Term (1-2 Years)

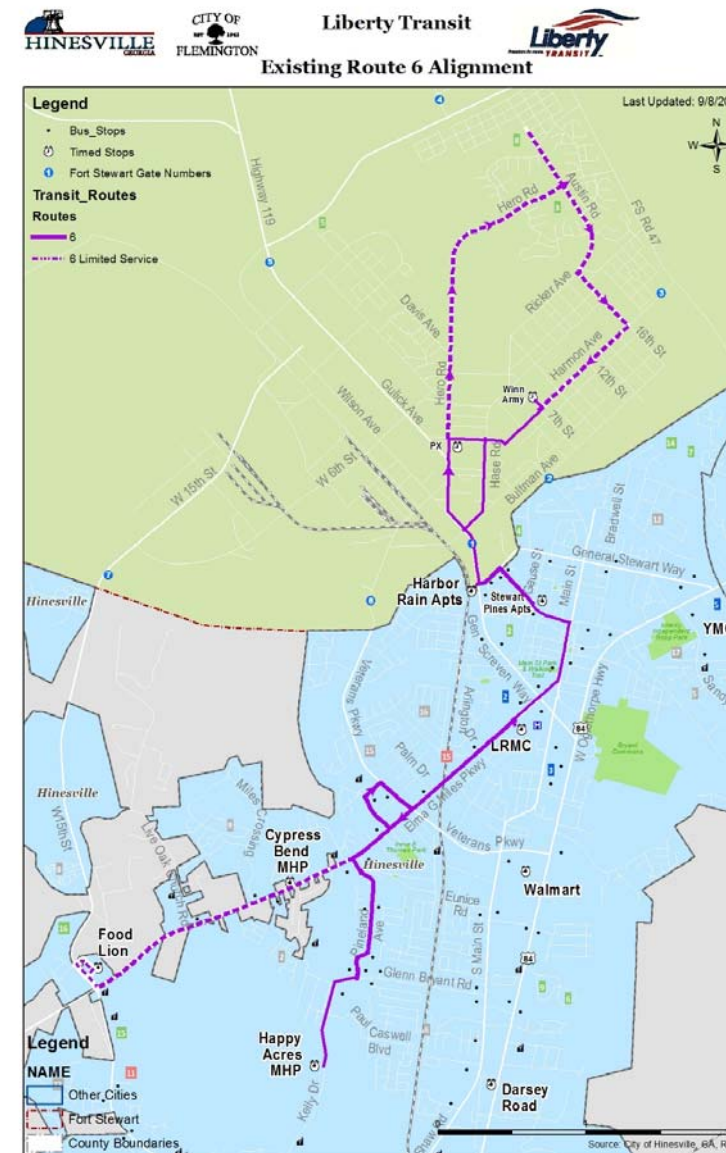
- Eliminate service on Fort Stewart
- Reinstate stop at Liberty Regional Medical Center
- Reroute limited service on EG Miles Parkway to serve Food Lion via Happy Acres / Airport Rd.
- Offer continuous weekday service, by removing mid-day gap

■ Mid-Term (2-5 Years)

- Transition limited service areas to non-ADA Demand Response service

■ Long-Term (5-10 Years)

- Establish service targets and metrics to track performance of new/modified service
- Reinvest cost savings into fixed route core service frequency



Route 6 Recommendations

■ Short Term (1-2 Years)

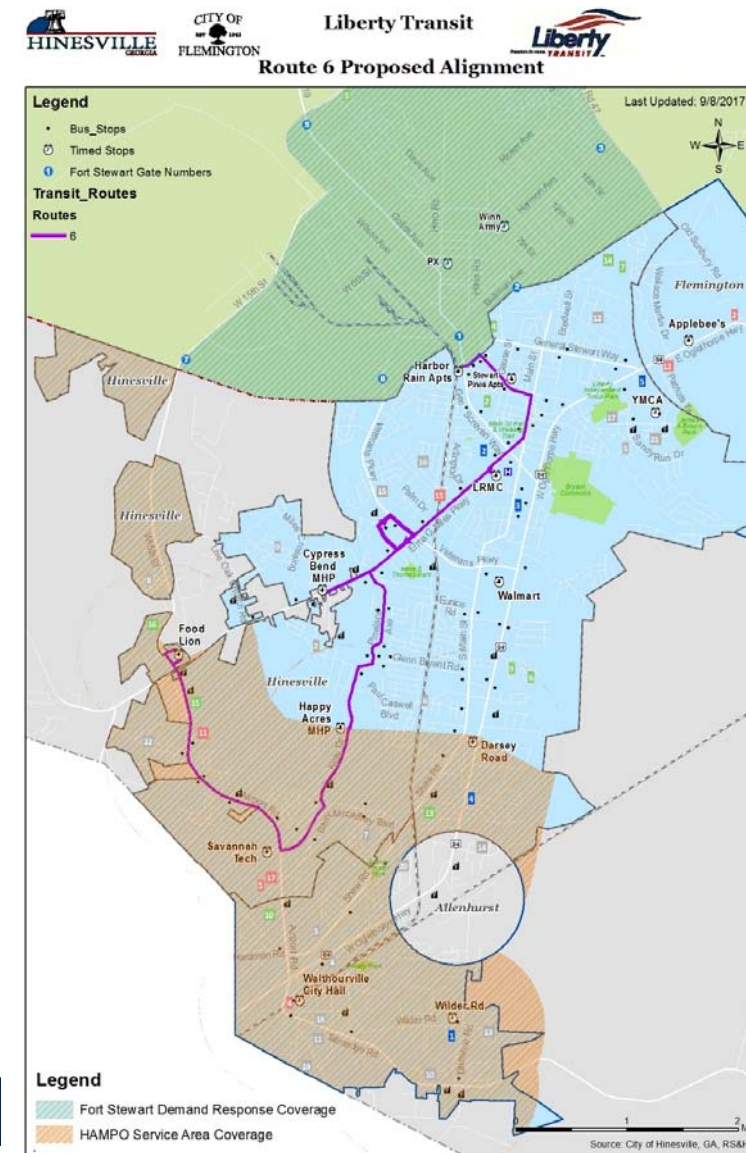
- Eliminate service on Fort Stewart
- Reinstate stop at Liberty Regional Medical Center
- Reroute limited service on EG Miles Parkway to serve Food Lion via Happy Acres / Airport Rd.
- Offer continuous weekday service, by removing mid-day gap

■ Mid-Term (2-5 Years)

- Transition limited service areas to non-ADA Demand Response service

■ Long-Term (5-10 Years)

- Establish service targets and metrics to track performance of new/modified service
- Reinvest cost savings into fixed route core service frequency



Route 7 Recommendations

■ Short Term (1-2 Years)

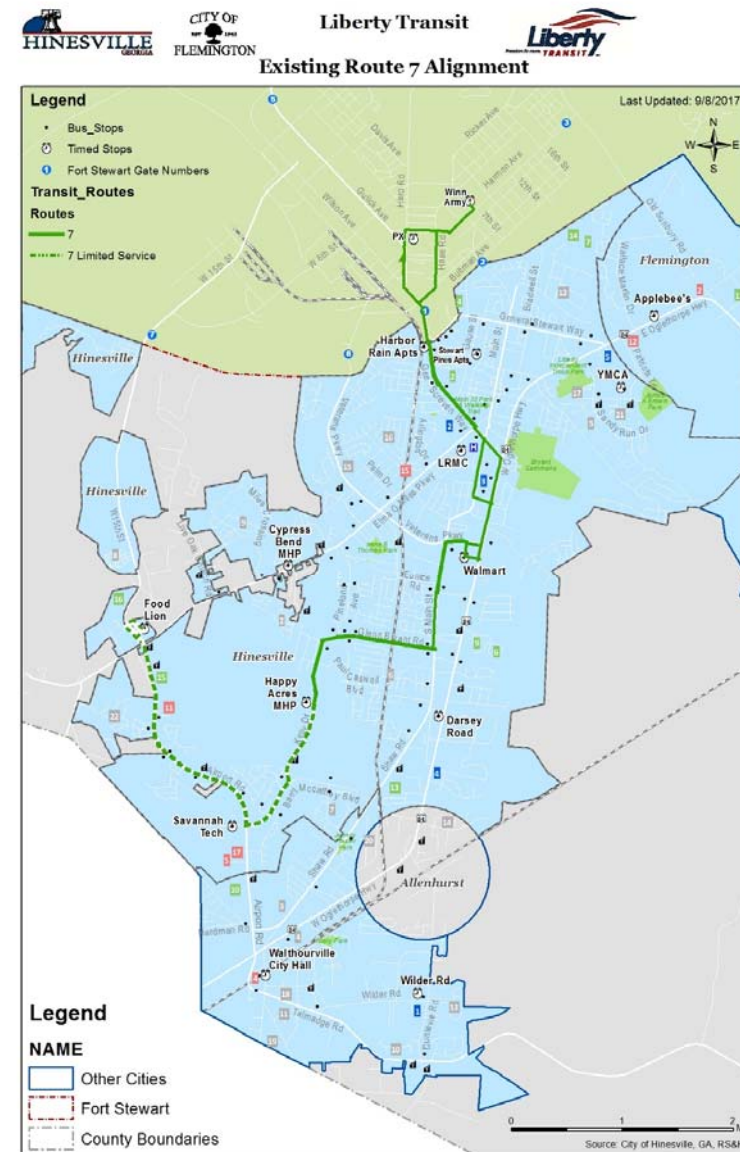
- Enhance frequency to PX, Commissary, and Wynn Army Medical Center
- Eliminate Route 7 trips to Food Lion on Airport Road

■ Mid-Term (2-5 Years)

- Transition limited service areas to non-ADA Demand Response service

■ Long-Term (5-10 Years)

- Establish service targets and metrics to track performance of new/modified service
- Reinvest cost savings into fixed route core service frequency
- Transition Fort Stewart service to Demand Response, if access protocol changes.



Route 7 Recommendations

■ Short Term (1-2 Years)

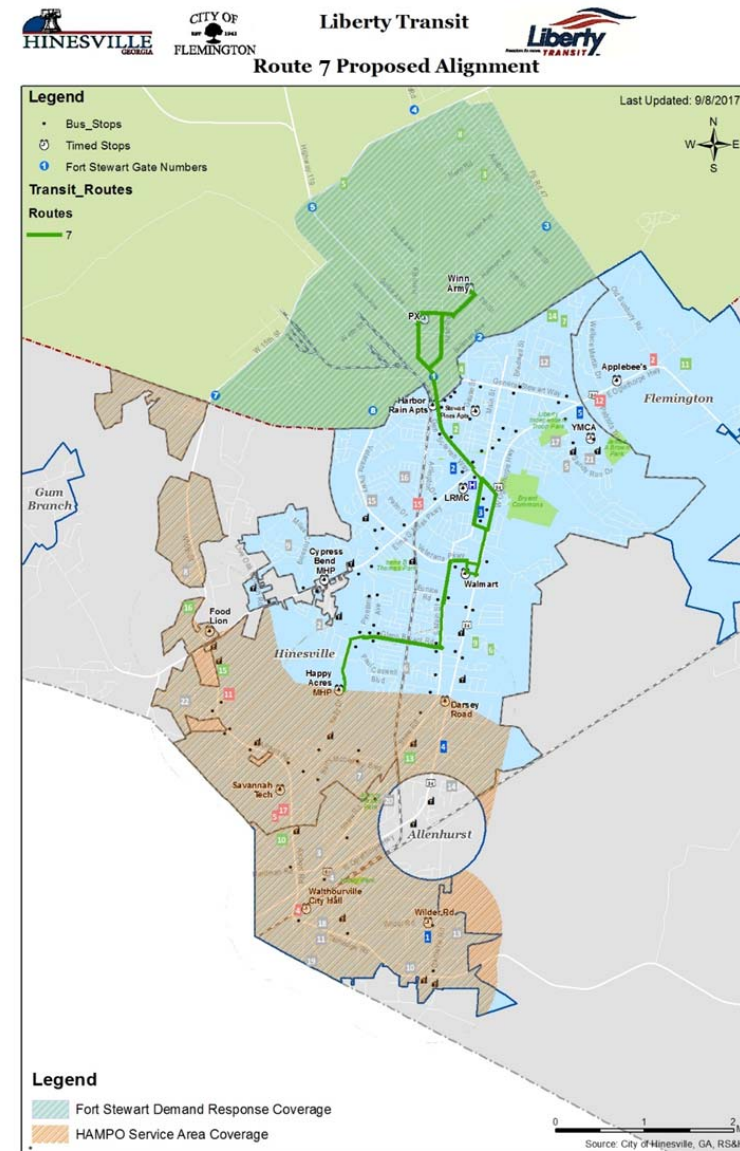
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- Transition Fort Stewart service to Demand Response, if access protocol changes.



Route 8 Recommendations

■ Short Term (1-2 Years)

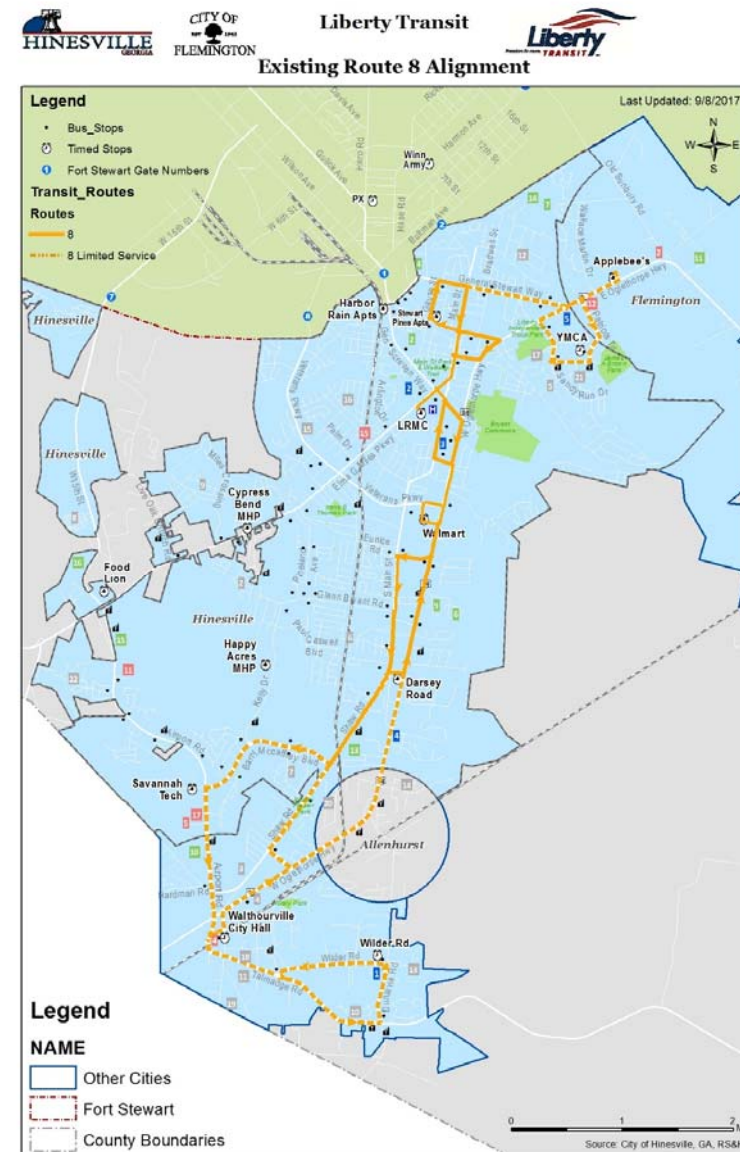
- Relax schedule to achieve better on-time performance
- Extend service to Walmart Market located at 84 / Melanie Dr.
- Reroute service to access DFCS and Diversity Health
- Reroute YMCA loop to serve new Walmart Market located on US 84 /General Stewart and convert to standard service
- Reroute to better serve the new Oglethorpe Square plaza

■ Mid-Term (2-5 Years)

- Transition limited service areas to Demand Response service
- Add a bus to enhance service frequencies

■ Long-Term (5-10 Years)

- Establish service targets and metrics to track performance of new/modified service



Route 8 Recommendations

■ Short Term (1-2 Years)

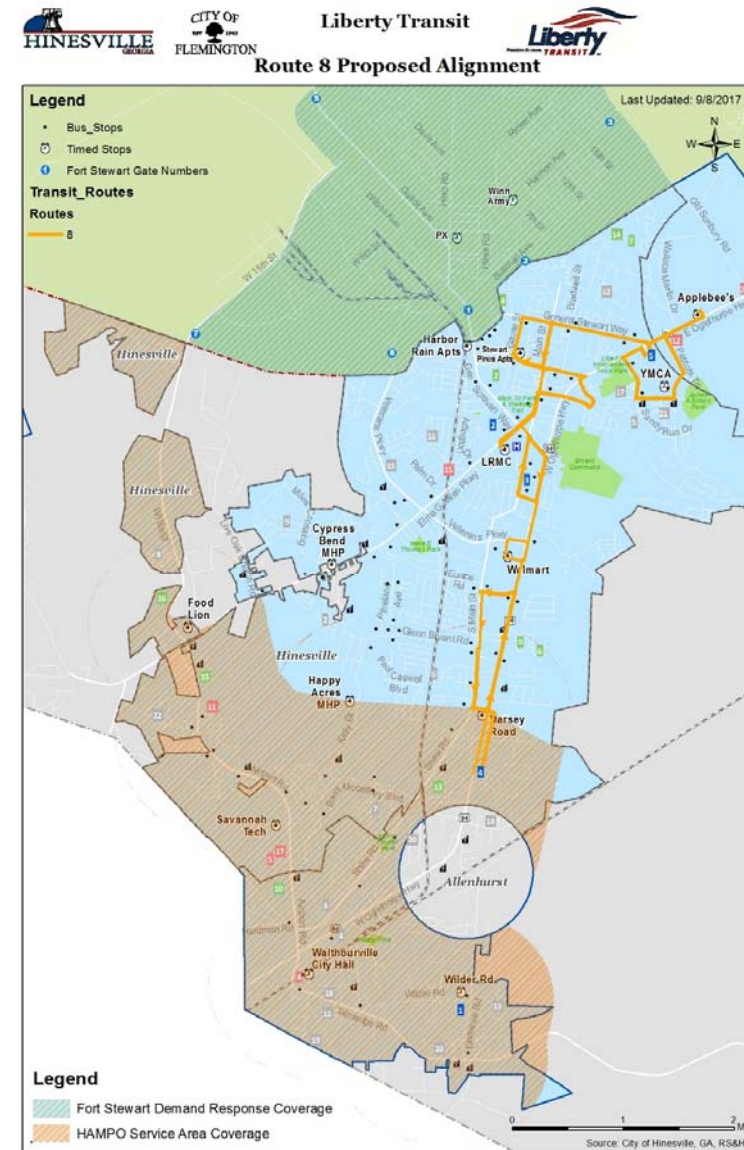
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■ Mid-Term (2-5 Years)

- Transition limited service areas to Demand Response service
- Add a bus to enhance service frequencies

■ Long-Term (5-10 Years)

- Establish service targets and metrics to track performance of new/modified service



Non-Service Recommendations

- Enhance Marketing and Outreach Activities and Investments

- Ridership training for Seniors coordinated with Liberty Senior Center
- Ridership training coordinated with homeless prevention department
- Focused outreach and education for low income communities
- Promotional activities to grow interest and expand market

- Enhanced On-line Accessibility

- Website relies on photographs posing challenges for ADA and non-English speaking customers
- Translate for Limited English Proficient customers
- Add information about other transit options for peer systems (CRC, Greyhound, etc.)

Non-Service Recommendations

■ Community and Peer Agency Coordination

- Conduct annual public workshops/listening sessions to provide citizens with the opportunity to share ideas and issues
- Ensure Liberty Transit is an element of annual Countywide and City workshops
- Conduct focused coordination with human service agencies and transit supportive agencies such as DFACS, mental health clinics, major employers, Homeless Prevention, Housing Authority, etc.
- Conduct more frequent direct coordination with Fort Stewart Command to ensure the mission of transit on the installation is still supported and functional
- Conduct more frequent direct coordination with other service providers in the region, to identify challenges and opportunities for regional mobility.

Non-Service Recommendations

- Enhance Monitoring and Reporting Activities to Include Performance Targets
 - On-time performance
 - Fuel efficiency
 - State of good repair on rolling stock (number of repairs per vehicle and cost of maintenance)
 - Ridership (Automated Passenger Counters)
 - Contributing ridership factors (weather, special events, traffic issues, etc.)

Non-Service Recommendations

■ Improved Municipal Management Protocol

- Develop standardized review process for contractor compliance to contractual obligations.
- Reinforce that Liberty Transit is a City Department and not a separate entity.

■ Rolling Stock and Capital Equipment

- Thoroughly analyze the Liberty Transit rolling stock during the development of the Transit Asset Management, and consider right sizing the bus fleet when replacement occurs.
- Review spare bus ratio and consider surplus of additional vehicles.
- Study alternative fuel vehicle options for future fleet investments.
- Identify opportunities for additional shelters and budget for procurement, permitting, and installation.

Non-Service Recommendations

■ Technology Investments

- Review available technology to enhance LT's Intelligent Transit Services (ITS). Examples of technological investments could include Automated Passenger Counters (APCs), on-board Wi-Fi technology that allows dispatchers to monitor performance, real-time vehicle information at key service locations, etc.

■ Technical Support and Studies

- Review and update local development ordinance and codes to include transit access as an element of the zoning and site plan review process.
- Alternative Fuel Vehicle Feasibility Analysis
- Conduct an analysis to determine if an intermodal station is desired/needed, and begin preliminary site identification and design, if warranted.

Next Steps

- Address comments and adopt the plan



Questions?



standing subdivision.
Should Jackson make mail he is to have no contact with the victim's family or witnesses, according to the court.

New trial

Convicted murderer Derrick Harvey is set to be in court Aug. 28, after his attorney, Martin Reginald, filed motions requesting a new trial on June 26.

Harvey was convicted by a jury in January and sentenced to life without parole in March for killing aspiring Macon-area rapper Markese "Pain City" Mahone.

shoulder and chest, causing significant damage Mahone.



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in Liberty
County

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Diplomate, American Board of Podiatric Surgery

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Allwaysfeet@hotmail.com • Fax: (912) 876-4069

(912) 876-TOES (8637)

**President Anet Owens,
Treasurer Anneliese
Knapp & several
Auxiliary members from
American Legion Unit
168 attended the ALA
National President Mary
Davis' Luncheon held at
Post 209 in Springfield.**

**They are from left:
Treasurer Anneliese
Knapp, National President
Mary Davis, and President
Anet Owens.**



any they have, on or before Monday, July 31, 2017, why said Petition should be granted without a hearing.

WITNESS, the Hon. Bobby

granted without a hearing.

The debt secured by said Deed to Secure FHM1002177.
Debt have been paid in full.

tribute the clothing.

Call for special commercial savings. Expires 7/31/17

What's New for Liberty Transit?

Liberty Transit is updating their Transit Development Plan and your feedback is needed. Public meetings will be held on Monday July 17th 2017 at the following locations and times:

- 1) Hinesville City Hall, 115 MLK Jr. Drive,
3rd Floor Conference Room, Hinesville, GA 31313
10:00 AM – 12:00 PM

*Hosted by Transit Steering Committee
&*

- 2) Walthourville Police Department- 222 Busbee Rd,
Conference Room, Walthourville, GA, 31333
4:30 – 6:00 PM

Come out and give your input and feedback on Liberty Transit's current service and future goals. Meetings will be open house format where participants can drop in at any time.

Light refreshments will be provided.

Documents and additional information about the TDP and other plans are available at www.thelcpc.org. Please contact Theodis Jackson at 912-877-1472 or theodis.jackson@transdev.com with questions or comments.

LIBERTY TRANSIT PUBLIC MEETINGS

TRANSIT DEVELOPMENT PLAN UPDATE



Public Meetings will be held
on Monday July 17, 2017

Come out and give your input and feedback on Liberty Transit's current service and future goals. Meetings will be open house format where participants can drop in at any time.

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AGENDA

**Liberty Transit
2017 Transit Development Plan Update
Stakeholders Committee Kick-Off Meeting**

**Liberty County Historic Court House, Room 1100
May 11, 2017 @ 10:30 AM**

1. Introductions
2. Study Overview
3. Methodology
4. Stakeholder Committee Role
5. Next Steps
6. Questions and Answers





Liberty Transit TDP

Stakeholders Committee Kick-off Meeting

May 11, 2017



Presentation Agenda

- Introductions
- Project Overview
- Methodology
- Stakeholders Committee Role
- Next Steps
- Questions and Answers

Consultant Study Team

Rachel Hatcher, AICP, LEED AP
PROJECT MANAGER

Vishanya Forbes
PUBLIC & STAKEHOLDER INVOLVEMENT

Steve Cote, PE, AICP
DEPUTY PROJECT MANAGER

Lauren Leary, AICP
TITLE VI REVIEW / FINANCIAL ANALYSIS

Beverly Davis, AICP
TASK LEADER-QA/QC

ASU Students
DATA COLLECTION

Kai Zuehlke, PE, AICP
OPERATIONAL / PEER SYSTEM ANALYSIS

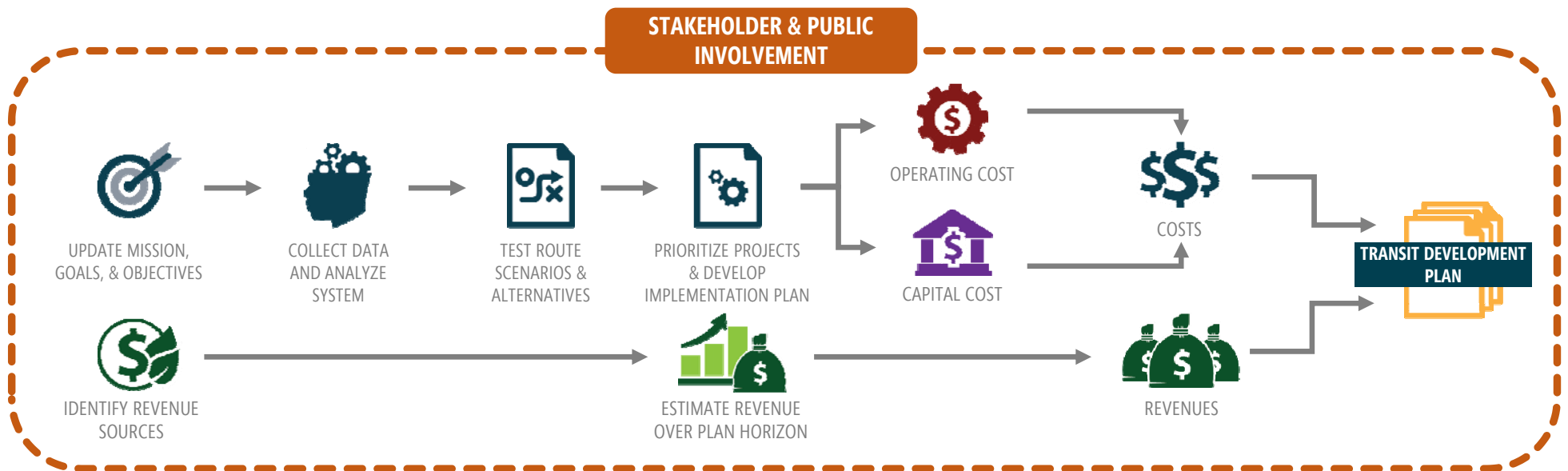
What is a TDP?

- Transit Development Plan (TDP) - a strategic planning document that defines your community's public transit needs. Its purpose is to solicit broad input, coordinate with other plans, explore community goals, define alternative courses of action and to develop systematic plans and monitoring programs.
- Required as a prerequisite for State and Federal funding.
- Must be updated every 5 years.
- Fiscally constrained with a 10 year horizon.

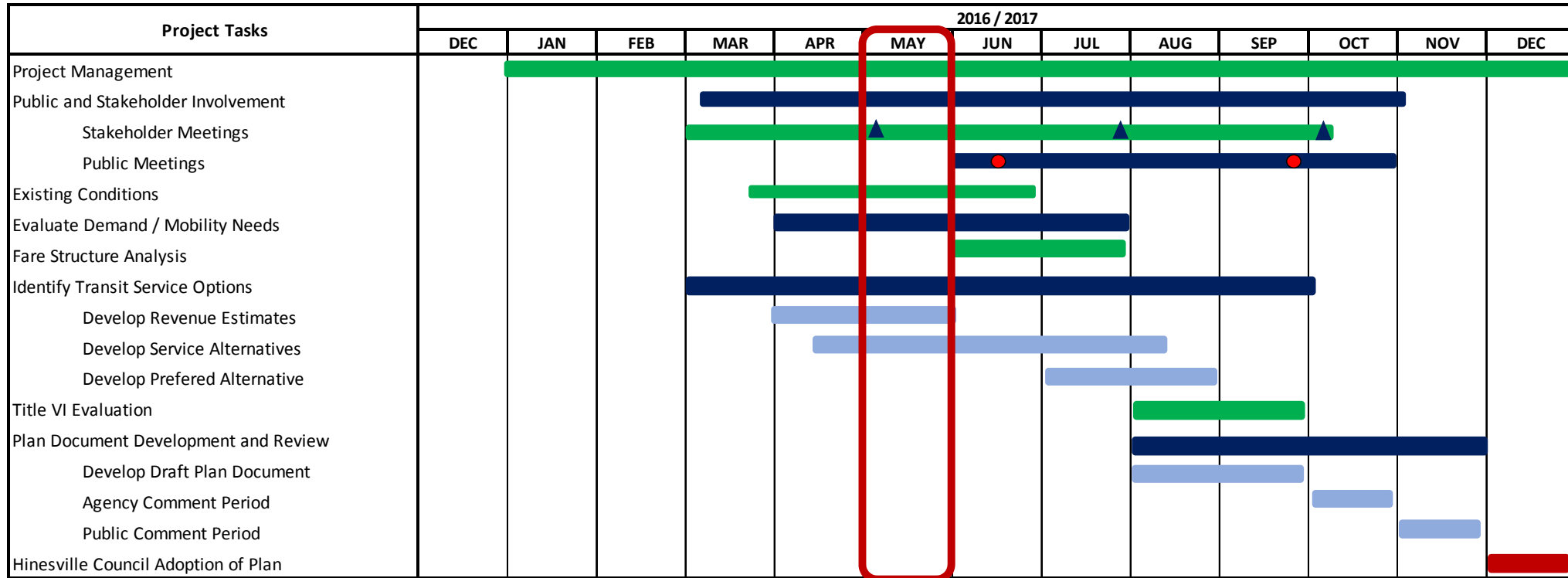
TDP Study Tasks

- Stakeholder and Public Involvement
- Assess Existing Transit Service Conditions
- Evaluate Demand and Mobility Needs
- Fare Structure Analysis
- Identify and Evaluate Transit Service Options
- Title VI Assessment
- Develop Preferred Alternative
- Prepare Draft and Final Report

TDP Planning Elements



Liberty Transit - 2016/2017 TDP Update Schedule



- Public Meetings
- ▲ Stakeholder Committee Meetings

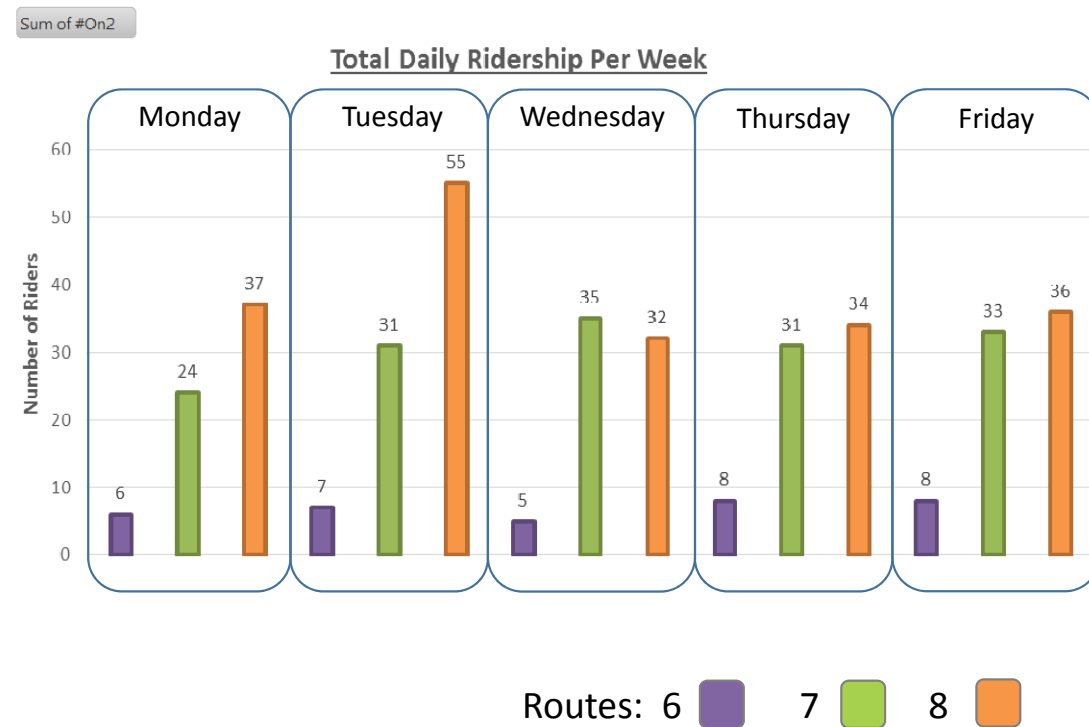
Methodology Overview

- Stakeholder, citizen, and agency input will guide the planning process.
- The Liberty Transit mission statement will be updated, and goals and objectives will be established. These elements will help to establish anticipated outcomes for the project.
- Liberty Transit's existing service will be assessed and compared to peer systems.

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.

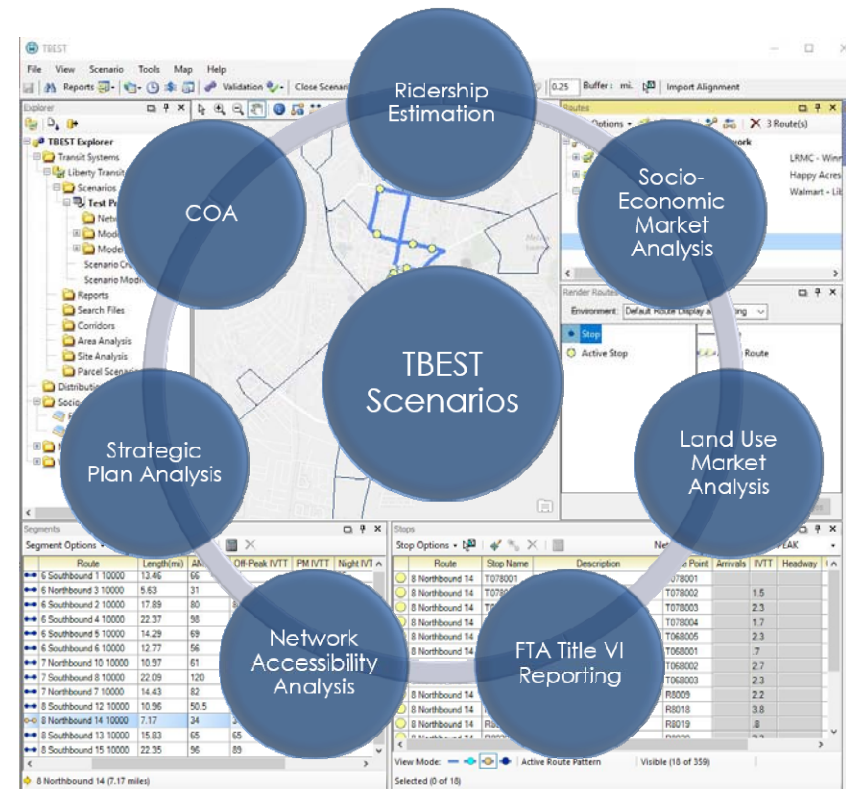
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Methodology Overview

- Transit planning software will be used to identify service improvement options and the planning team will seek input regarding agreed upon metrics, such as: feasibility, cost benefit, community support, local priority, etc.
- Local, state, and federal funding agencies will help to define future revenue projections.
- The preferred alternative will be identified and an implementation plan will be developed to guide Liberty Transit over the next 5 years.



Stakeholder Committee

- Who is represented on the Committee?
 - Various agencies that influence and/or are impacted by transit services.
 - Public and private sector representatives.
 - Diverse groups and individuals with varying perspectives and interests.



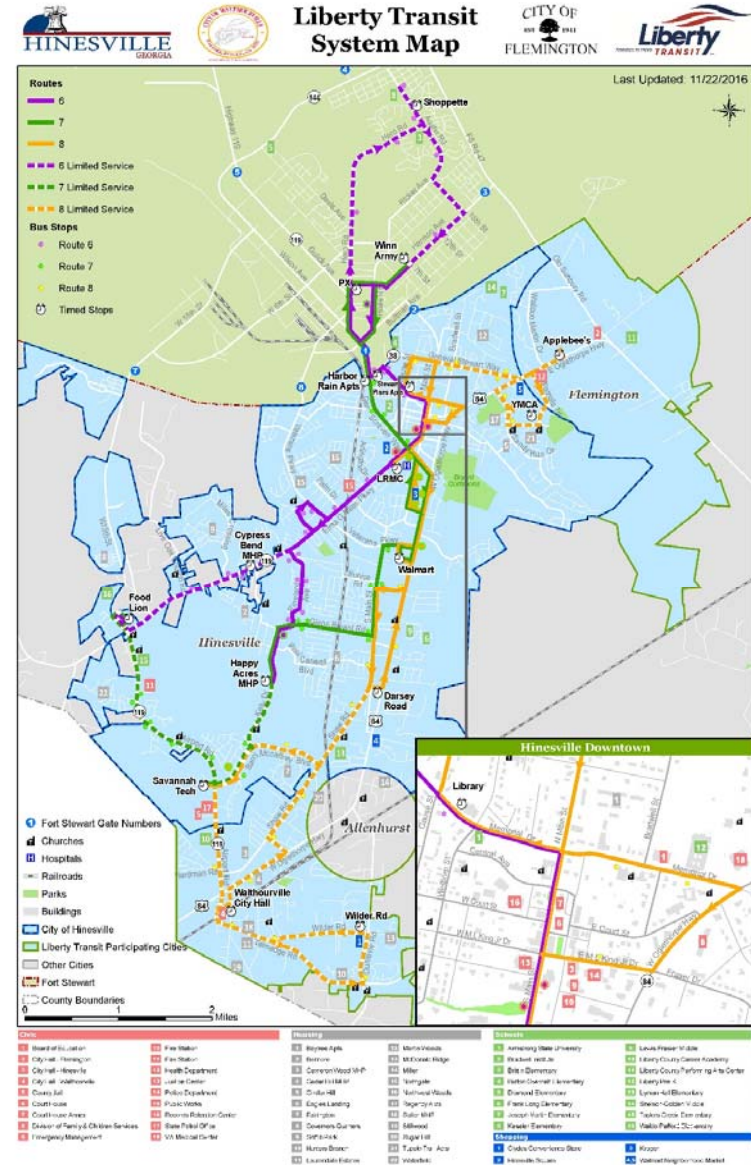
Stakeholder Committee Roles

- Provide guidance and input at key milestones during the planning process.
- Confirm the existing and future needs identified by the team.
- Screen recommendations for feasibility given your knowledge of the local community.
- Help to identify future partnerships and funding opportunities.
- Be a champion of the study recommendations and implementation of service options.

Liberty Transit Basics

- Three fixed routes in Hinesville, Flemington, Walthourville, and Fort Stewart
- Service offered from approximately 6:00 AM to 7:00 PM, Monday – Friday (varies by route and day)
- Standard fare is \$1.00, with reduced fares for persons aged 65+ and persons with disabilities.
- Children six and under rider for free with a fare paying adult.
- All buses are wheelchair accessible and equipped with bicycle carriers.

<http://2c4.8d7.myftpupload.com/>



Next Steps

- Gather public and stakeholder feedback on Liberty Transit's mission and establish goals and objectives.
- Complete existing conditions analysis.
- Continue testing operational scenarios and alternatives.
- Gather revenue data and project future revenues.

Committee Homework

1. Review Liberty Transit's mission statement, and share your ideas on what additions or changes are needed.
2. Talk with your employees, friends, and family about the system and encourage their participation.
3. Ride the bus.





Questions?





Planning a sustainable future for Liberty County, Georgia

[LCPC](#)[Administration](#)[Planning](#)[Zoning](#)[Engineering, Permits & Applications](#)[Contact](#)[HAMPO](#)[Jobs](#)

IMAGES FROM LIBERTY COUNTY



OUR MISSION

To encourage and guide the local governments and the citizens within Liberty County in the creation, maintenance, and implementation of a shared, visionary, realistic, and feasible comprehensive plan which will provide all of our citizens and local governments with a holistic blueprint for our future growth and economic development that preserves and protects our natural resources while it ensures and enhances the quality of life for all of our citizens.

UPCOMING MEETINGS AND EVENTS

- [HAMPO Technical Coordinating Committee](#) - May 11, 2017 9:00 am - 10:15 am
- [Transit Development Plan Update Stakeholders Committee Kick-Off Meeting](#) - May 11, 2017 10:30 am - 12:00 pm
- [LCPC Monthly Meeting](#) - May 16, 2017 4:30 pm - 6:00 pm
- [View all meetings and events](#)

NEWS



Planning a sustainable future for Liberty County, Georgia

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NEWS

Liberty Transit - 2017 TDP Update, Stakeholders Committee Sign-In Sheet

Committee Kick-off Meeting: May 11, 2017 - 10:30 AM

[illegible]



Liberty Transit TDP

Stakeholders Committee – Meeting Two

July 27, 2017



Presentation Agenda

- Introductions
- Project Overview & Status Update
- Existing Conditions Summary
- Public Meeting Results and Feedback
- Fieldtrip Overview
- Next Steps
- Questions and Answers

10 minute break and commence Field Trip



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3

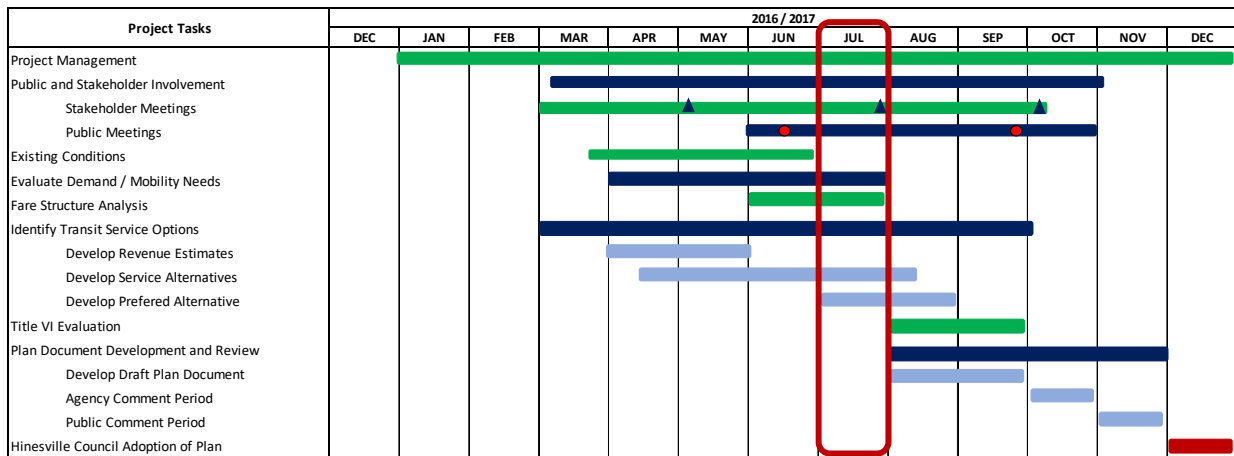
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- Stakeholder and Public Involvement
 - ✓ Assess Existing Transit Service Conditions
 - ✓ Evaluate Demand and Mobility Needs
- Fare Structure Analysis
- Identify and Evaluate Transit Service Options
 - Title VI Assessment
 - Develop Preferred Alternative
 - Prepare Draft and Final Report – December 31, 2017



4

Liberty Transit - 2016/2017 TDP Update Schedule



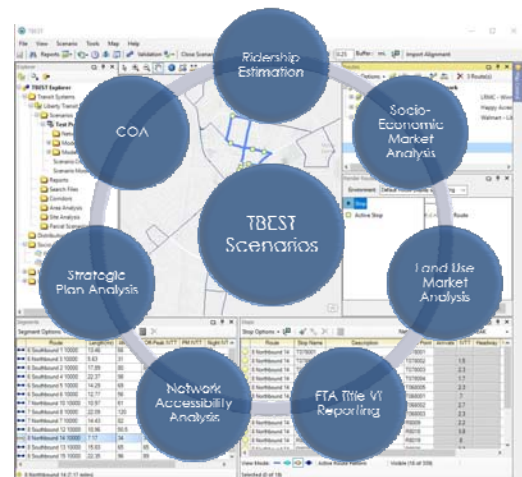
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▲ Stakeholder Committee Meetings



5

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- Local, state, and federal funding agencies will help to define future revenue projections.
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6

Existing Conditions & Needs Assessment

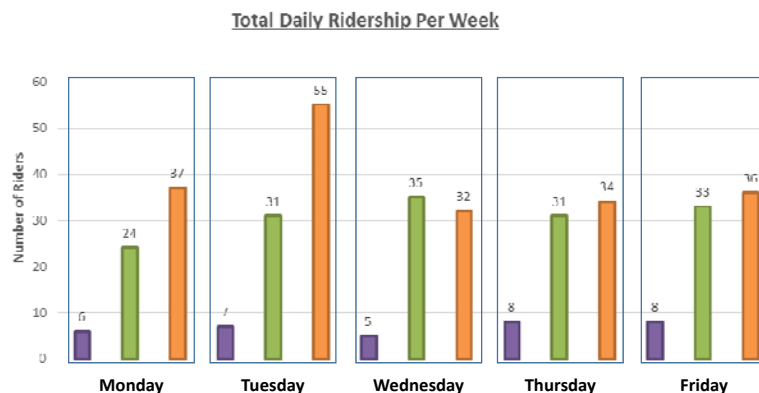
- Performed 100% ridership sample: April 24 – 28th
 - Compared to GFI farebox data to ensure sample validity
 - Mapped ridership to see distribution of trip activity.
- Surveyed passengers – 70 responses gathered
- Interviewed all Liberty Transit staff, operators, and administrators
- Interviewed City of Hinesville administrators and officials
- Reviewed FY 16 and FY 17 Liberty Transit budget
- Performed peer system comparison analysis
- Surveyed local business owners and operators
- Performed field assessment of service issues / opportunities



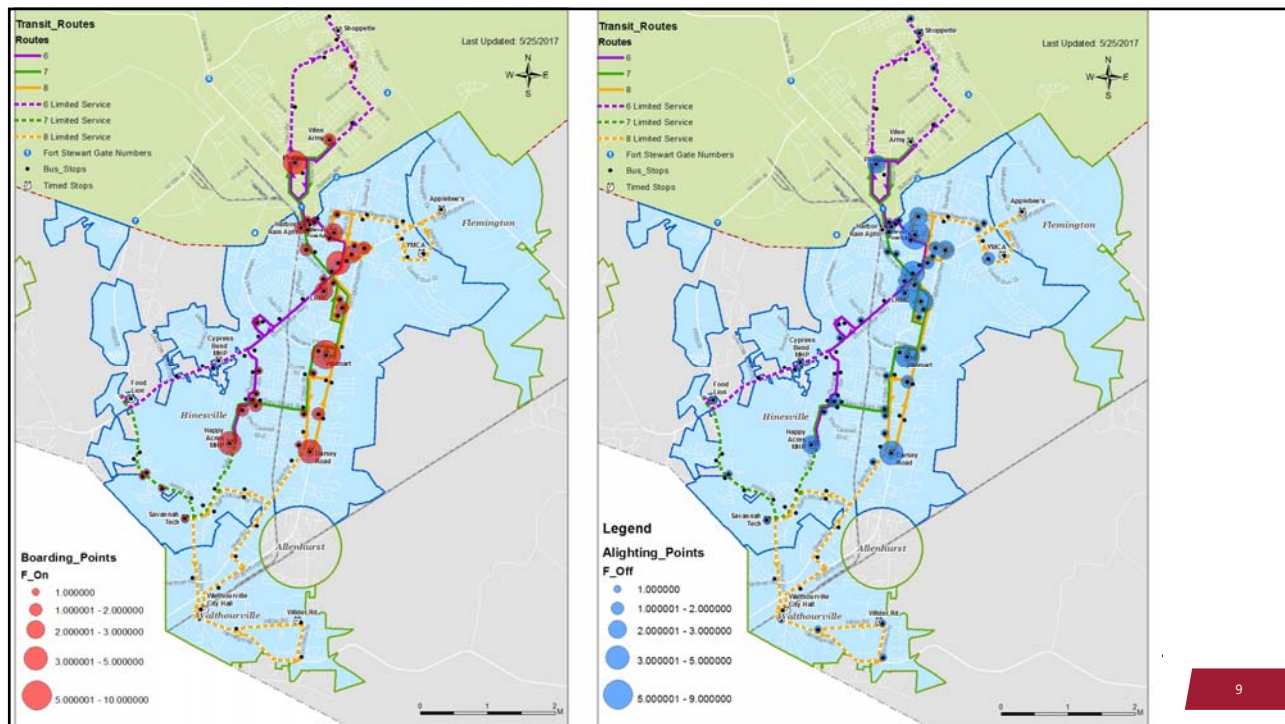
7

Existing Conditions – Ridership Sample

- Total number of trips = 382
 - Route 6 = 34
 - Route 7 = 154
 - Route 8 = 194
- Highest ridership day: Wednesday (93 trips)
- Trips / Revenue Service Hour
 - Route 6 = 4.09
 - Route 7 = 5.99
 - Route 8 = 5.63

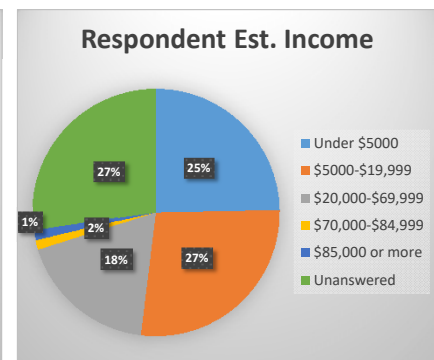
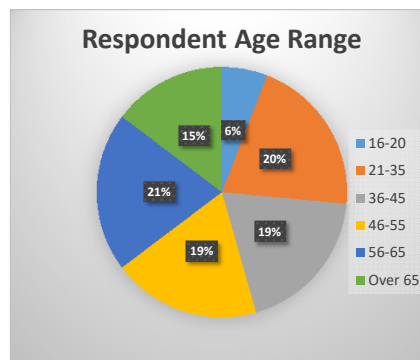


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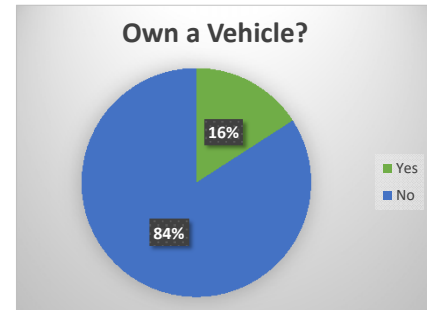
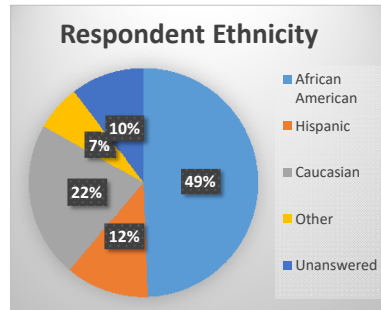
Existing Conditions – Onboard Survey

- Total number of surveys = 70 Responses in 5 days
- Respondent age range is very well distributed, with age 56 – 65 most highly represented at 21%.
- 52% of respondents have a household income of less than \$20,000 annually.



Existing Conditions – Onboard Survey

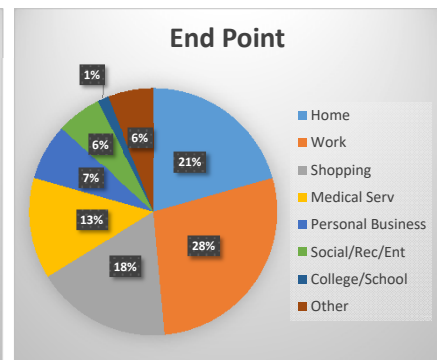
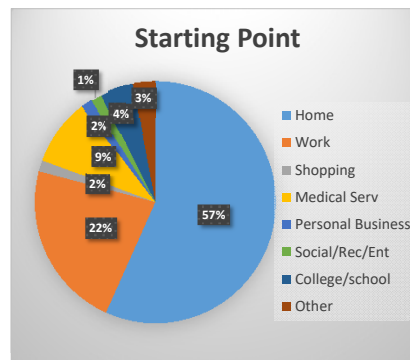
- Overwhelming majority of transit riders do not own a vehicle.
- Respondent ethnicity is diverse, while the majority identify as African American.



11

Existing Conditions – Onboard Survey

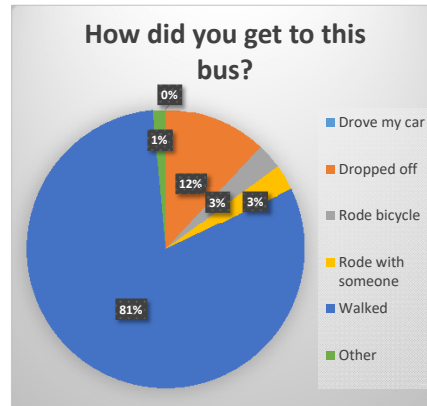
- Majority of respondents were bus riders leaving from home or work.
- Majority of riders were alighting at home, work, or shopping.
- "Other" Category included responses for bus riders leaving and going to Veteran Affairs.



12

Existing Conditions – Onboard Survey

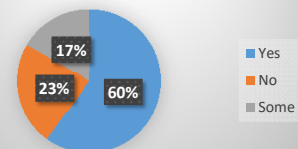
- Majority of respondents began their trip as pedestrians.
- Most riders walked between 1 and 3 blocks to get to the bus.
- 40% of respondents had no access or limited access to sidewalks while walking to and from the bus stop.



If walking, how many blocks?

Less than 1 block	2
1-3 blocks	12
4-6 blocks	2
7 or more blocks	0

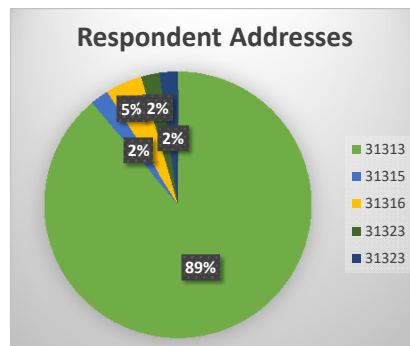
Are there sidewalks?



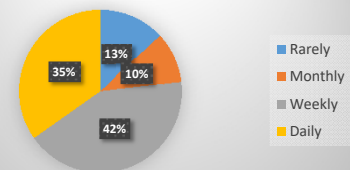
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Existing Conditions – Onboard Survey

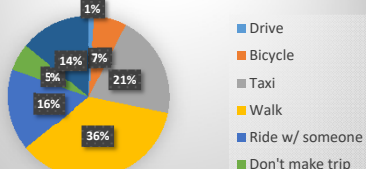
- 89% of respondents live in Hinesville.
- Majority of riders use Liberty Transit on a daily and weekly basis (77%)
- Majority of respondents stated they would walk to their destination if LT was not available. A significant percentage also identified taxi service as their alternative to transit service.



How Often LT is Used



How would you make the trip with no bus?



14

Existing Conditions – Interviews

- Liberty Transit Operators, Supervisors, and Staff

- Improved marketing and advertisement
- Improved frequency
- Elimination of service gaps and reinstate Saturday service
- Infrastructure investments: specifically more bus stops, route identification signs on all stops, and shelters
- Rerouting to provide more direct service (Ex. Food Lion return trips via Airport Road).
- Safety improvements where sidewalks and lighting are not available.



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Existing Conditions – Interviews

- City of Hinesville staff and administrators

- Establish clear performance metrics for the system
- Improve ridership
- Improve coordination with internal departments, peers, and stakeholders
- Focused outreach and marketing to transit dependent markets
- Training for potential transit riders with focused efforts on LEP, Disabled, and Elderly populations
- Consider alternatives for the current fleet including bus size and fuel options.



16

Goals and Objectives

		Fixed Route	Paratransit
Access	Provide residents and visitors with access to a multimodal transportation system	<ul style="list-style-type: none"> Improve bicycle and pedestrian connections Expand the transit system to ensure accessible transportation Improve accessibility for those with disabilities Improve accessibility for those with limited English proficiency 	<ul style="list-style-type: none"> Improve accessibility for those with disabilities
Service and Efficiency	Provide residents and visitors with an efficient and connected system that serves the community's needs	<ul style="list-style-type: none"> Ensure vehicles are clean and well-maintained Improve travel time and on-time performance Provide/improve direct service to activity centers and destinations Provide affordable, economical service 	<ul style="list-style-type: none"> Ensure use by qualified persons Achieve on-time performance Optimize schedules to efficiently meet the needs of users
Safety	Provide a safe, connected and accessible system for all segments of the population.	<ul style="list-style-type: none"> Provide safe, customer friendly services Improve the transit experience and safety through the implementation of needed infrastructure, such as shelters and pedestrian access 	<ul style="list-style-type: none"> Provide safe, ADA compliant vehicles and infrastructure
Natural Resource Protection / Conservation	Provide a system that protects and enhances the natural environment.	<ul style="list-style-type: none"> Promote environmental stewardship Reduce transportation related emissions through increased ridership 	
Outreach and Education	Providing awareness to residents and visitors who might not know about or otherwise have access to the transit system.	Promote and Market Liberty Transit	



17

Public Meeting Results and Feedback

- Two opportunities: Monday 7/17
 - Hinesville City Hall 10am -12pm (TSC Hosted)
 - Walthourville City Hall from 4:30 – 6:30 pm
- Approximately 20 people attended
- Existing Conditions were presented and questions/comments facilitated
- Large interactive maps and graphs provided to gather feedback in an engaging way.



18

Public Meeting Results and Feedback

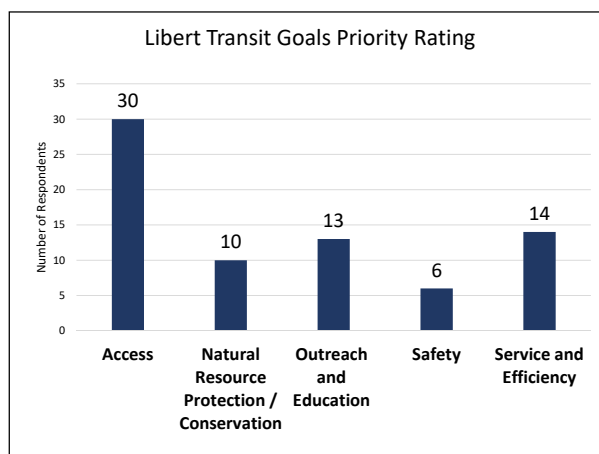
■ Results:

- Access, Service and Efficiency, and Marketing were the priority concerns for both the public and the members of the TSC regarding the future of the Liberty Transit System.
- 53% of the participants voted that expanding the transit system to ensure accessible transportation for the public was the number one priority.
- 50% of the participants voted for the need to provide/improve direct service to activity centers and destinations as the highest priority rating of the service and efficiency goals.
- 13 votes were given to outreach and education (marketing) as a priority goal for the Liberty Transit System which was the second highest overall priority rating for any single goal.



19

Overall Goals Priority Rating

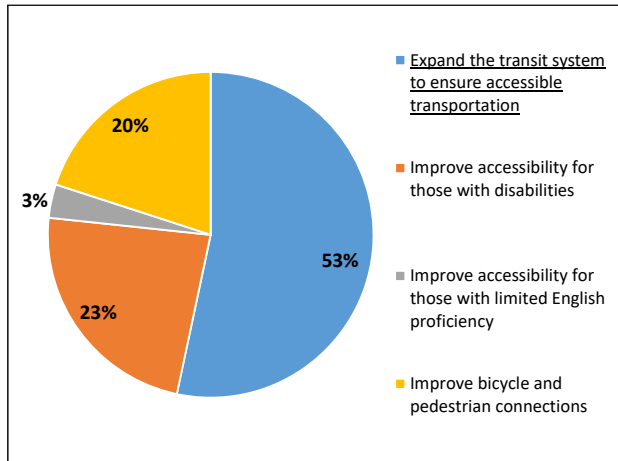


- Responses from the public meeting indicated that providing residents and visitors with access to a multimodal transportation system was of highest priority.
- Respondents consider liberty transit system to be really secure and as a result voted it as a low priority.



20

Access Priority Rating Results

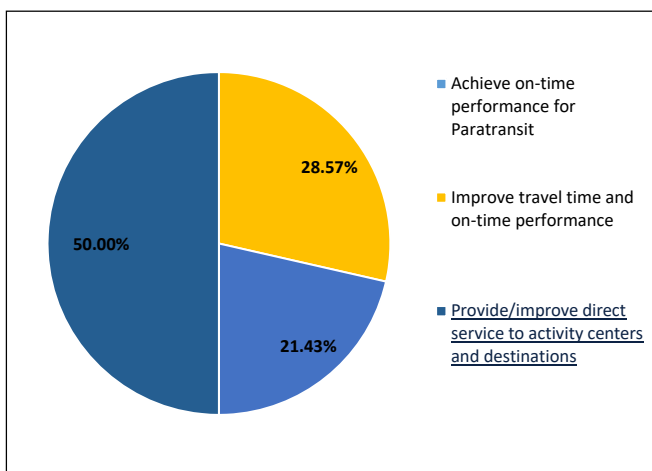


- Expanding the transit system to ensure accessible transportation was the priority concern of the public.
- Many also saw a need for improvement in bicycle and pedestrian connections within Liberty County.



21

Service Efficiency Priority Rating

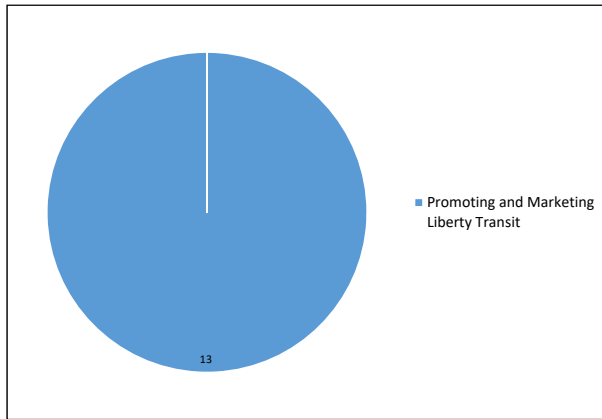


- Providing/ improving direct service to activity centers and destinations was a preferred goal under the service and efficiency category.
- Improving travel time and on-time performances was another priority goal for service and efficiency.



22

Outreach and Education

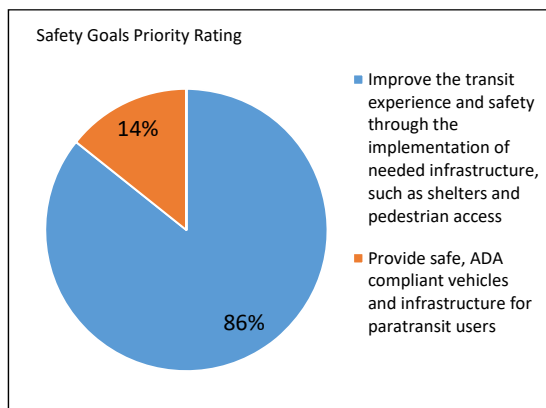


- Promoting and Marketing Liberty Transit as a way to increase awareness to residents and visitors who might not know about or otherwise have access to the transit system was a priority goal for all who showed up to the public meeting.



23

Safety Priority Rating

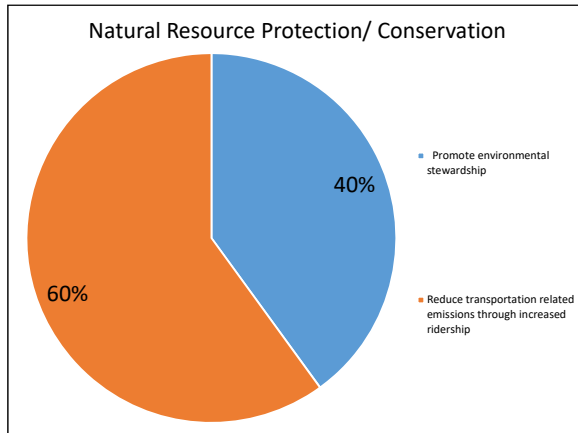


- 86% of the participants expressed that there is a need for more bus stop shelters and pedestrian crossings.
- 14% voted to provide ADA compliant vehicles and infrastructure for possible paratransit users.
 - paratransit system is in the implementation process.



24

Natural Resource Protection/ Conversation



- 60% of the participants voted to see increased ridership that will reduce the transportation related emission released into the environment.
- 40% voted to promote environmental stewardship.



25

Fieldtrip Overview

- A description and overview of each route option will be provided.
- We will board the bus and ride five service segments (returning to meeting location).
- Each stakeholder will receive a map of each route option with an attached comment form to provide feedback on individual routing options.
- Forms will be collected at the end of the field trip and summarized by the planning team.
- Points of interest along each route option will be emphasized and explained by the planning team throughout the fieldtrip.
- Feel free to ask questions about anything that interests or concerns you throughout the duration of the fieldtrip.



26

Fieldtrip Overview

Service Area #1: YMCA Loop

- Currently served by Route 8 (limited service offers only two runs per day).
- Services Health Dept., Frasier Center, YMCA, Low Income and Subsidized Housing Developments, and various shopping / employment venues.
- Limited ridership due to limited service offered.
- New major development in the service area: Walmart Community Market.
- Primary path of travel for patrons is towards MLK Jr. Drive.



27

Fieldtrip Overview

Service Area #2: DFCS / Diversity Health

- Currently served by Route 8
- Services DFCS via US 84
- Requires patrons to cross US 84 at MLK Jr. Blvd.
- New major developments planned in the service area: Health Department, Diversity Health Clinic



28

Fieldtrip Overview

Service Area #3: Darsey Road / US 84

- Currently served by Route 8
- First pick-up that interfaces with limited service to Airport Road and Walthourville.
- New major developments in the service area: Walmart Community Market on Melony Drive
 - 0.6 miles from closest stop



29

Fieldtrip Overview

Service Area #4: Walthourville

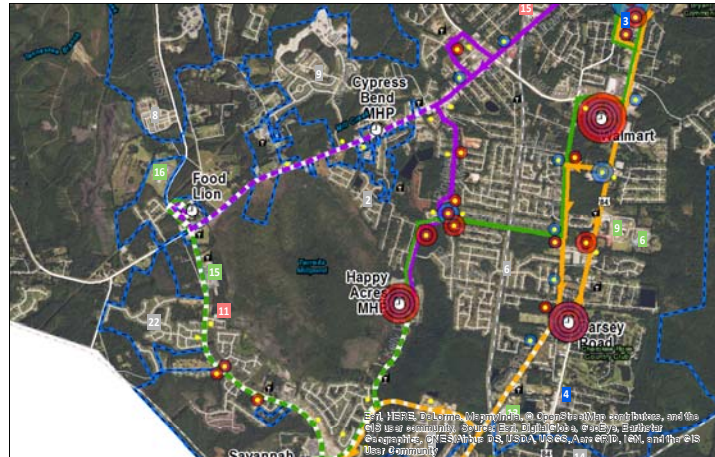
- Currently served by Route 8 (limited: runs 3 times per day)
- Limited ridership due to limited service offered.
- New service initiated in 2016



30

Fieldtrip Overview

- Service Area #5: Airport Rd. / Food Lion Shopping Center
 - Currently served by Routes 6 and 7 (limited: runs 6 times per day)
 - Limited boardings due to limited service offered.
 - New major developments within the service area: Dollar Tree
 - Other factors: Ongoing widening of Airport Road and lack of sidewalk facilities on EG Miles Pkwy



31

Next Steps

- Finalize operational scenarios and alternatives
- Develop cost estimates and project future revenues
- Identify preferred service alternative
- Develop implementation plan and TDP report
- Distribute plan for public and agency comment
- Address comments and adopt the plan



32



Questions?

(10 Minute Break)



Liberty Transit - 2017 TDP Update, Stakeholders Committee Sign-In Sheet

Committee Meeting #2: July 27, 2017 - 1:30 PM

Check by Name to Verify Attendance	Committee Members	Representative	Position	Phone number	Email
	HAMPO Representative(s)	Jeff Ricketson	TCC Secretary, LCPC/HAMPO Executive Director	912-408-2033	jricketson@thelcpc.org
	HAMPO Representative(s)	Cassidy Collins	HAMPO CAC Chairman	912-271-3683	cassidycollins@me.com
	Armstrong State University	Dorothy Kempson	Director, Liberty Campus	912-877-1907	dorothy.kempson@armstrong.edu
	Savannah Tech Liberty Campus	Lonnie Griffin	Director, Liberty Campus	912-433-4835	lfgriffin@savannahtech.edu
	GDOT Intermodal Division	Jamie Cochran	Transit Program Manager		jacochran@dot.ga.gov
	GDOT Intermodal Division Staff	Mark Lambert	Transit Planner/Grants Management	404.631.1236 404.849.2157(m)	mlambert@dot.ga.gov
	Federal Transit Administration	Valencia Williams	Community Planner		valencia.williams@dot.gov
	Hinesville Staff Representatives	Billy Edwards	City Manager, TCC Vice-Chair, TSC Member	912-369-3303	bedwards@cityofhinesville.org
	HAMPO County Staff Representative	Joey Brown	County Administrator, TCC Chair	912-876-2164	joey.brown@libertycountyga.com
	Flemington Municipal Representative	Paul Hawkins	Mayor Pro-tem, TSC member, HAMPO TCC/PC		hawkinselec12@gmail.com
	Walthourville Municipal Representative	Daisy Pray	Mayor, TSC member, HAMPO TCC/PC member		mayorpray@yahoo.com
	HAMPO Hinesville Municipal Representative	Allen Brown	Mayor, TSC member, HAMPO PC chair, LCDA Board	912-312-1121	c21actreal@aol.com
	Ft. Stewart Command Representative	Robert Matthews	Ft Stewart LTC		robert.w.matthews.mil@mail.mil
	Liberty County BOC Representative	Donald Lovette	BOC Chairman, HAMPO PC member, TSC member		dlovette@libertyregional.org
	Fixed Route Transit Provider	Theodis Jackson	Director, Liberty Transit, TSC and TCC member		theodis.jackson@transdev.com
	Bicycle/Pedestrian Advocacy	Curtis Velasco	Citizen	912-271-1207	curtisvelasco@hotmail.com
	Downtown Development Authority	Michelle Ricketson	Director HDDA		mricketson@hinesvilledowntown.com
	School Board of Education	Lily Baker	LCBOE Chairman		lbaker@liberty.k12.ga.us
	Liberty County Development Authority (LCDA)	Ron Tolley	Executive Director LCDA	912-368-3356	ron.tolley@lcda.com
	Liberty County Recreation Department	Jimmy Martin	Director	912-876-5343	lcrdjm@clds.net
	Coastal Regional Commission_Rural Provider	Don Masisak	Transportation Director	912-437-0830	dmasisak@crc.ga.gov
	Emergency Services	Mike Hodges	EMA Coordinator	912-368-2201	mike.hodges@libertycountyga.com
	Emergency Services	Tracy Howard	HPD		thoward@cityofhinesville.org
	Hinesville Homeless Prevention / Community Dev.	Kenny Howard	Community Development Director		khoward@cityofhinesville.org
	Liberty Consolidated Planning Commission	Jack Shuman	Chair		a_pair_of_shus@hotmail.com
	Liberty County CVB / Chamber of Commerce	Leah Poole	Director		director@libertycounty.org
	Urbanized: Major Employer 1: Liberty Regional Medical Center	Mike Hester	CEO		michhes@libertyregional.org
	Urbanized: Major Employer 2: Walmart	Adam Gibson	Supercent Store Manager	912-369-3600	pagipso.500862.us@wal-mart.com
	DFAC Representative	Shawn Brown	Director		shawn.brown@dhs.ga.gov
	Hinesville Housing Authority	Melanie Thompson	Executive Director	912-876-6561	melanie_thompson@hinesvillehousing.org
	Coastal Georgia Community Action Authority	Vicky Nelson	Compliance Officer		vnelson@coastalgaaa.org
	LCPC / HAMPO Staff Planner	Nils Gustavson	Planner III	912-408-2035	ngustavson@thelcpc.org
	Diversity Health Center	Stephanie Jones-Theaker	CEO	912-877-2227	stephanie.jones-theaker@diversityhc.org
ALTERNATES					
	Liberty Regional Medical Center	Derrick Rozier	Alternate		
	DES - Fort Stewart	Arthur L. Weston	Chief DES Security Division	912-767-1883	arthur.l.weston.civ@mail.mil
	LCPC	Phil Odum	Commissioner	912-658-9053	mcsta@comcast.net
	Diversity Health Center	Samantha Stone			Samantha.Stone@diversityhc.org

LIBERTY TRANSIT DEVELOPMENT PLAN



STAKEHOLDERS COMMITTEE MEETING NO.2 SIGN IN

July 27, 2017

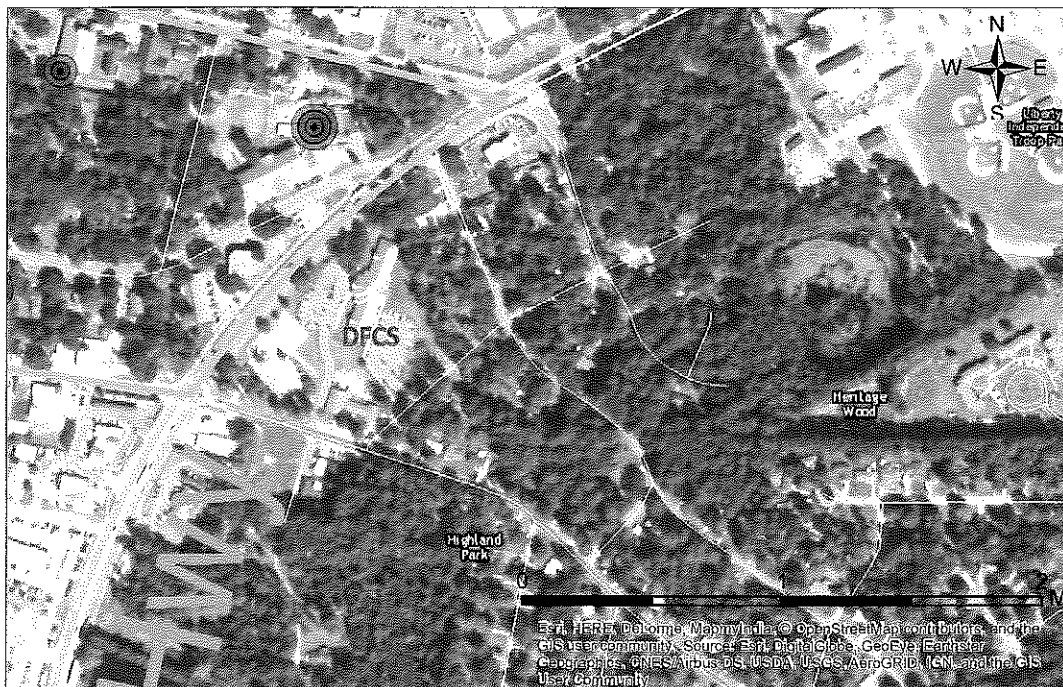
NAME	E-MAIL
Alan Seifert	aseifert@thelepc.org
Nils Gustafson	ngustafson@thelepc.org
samantha stone	samantha.stone@diversityhc.org
Rene Hamwell	rene.hamwell@libertyregional.org



LTS – Stakeholders Field Trip

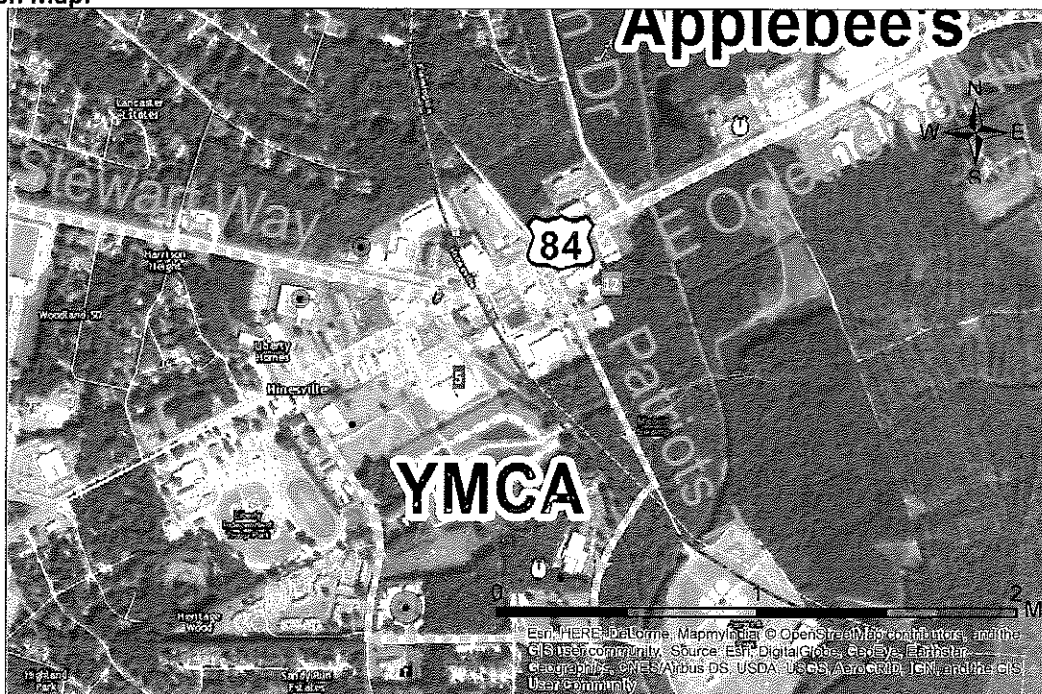
Route Name: Route 8 – DFCS / Diversity Health Direct Service		Source: Public and stakeholder input.
Route Description: Reroute service to provide direct connection to DFCS, Diversity Health Center (current and future facility), future Health Department site, and surrounding services. Current alignment requires riders to cross US 84 to gain access to facilities.		
Current Routes: 8 (fixed svc.)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Fraser Drive	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply):		
<input checked="" type="checkbox"/> Reroute to serve Diversity Health Center on Fraser Dr. and access DFCS property for direct service		
<input checked="" type="checkbox"/> Reroute to serve Diversity Health and DFCS, but avoid entering the DFCS property		
<input type="checkbox"/> Other: _____		
Circle the priority rating you would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



Route Name: Route 8 – YMCA Loop		Source: On-board survey, LT staff, Hinesville administrators, citizen input.
Description: Increase frequency by offering fixed service to Health Department, YMCA, low income / assisted housing developments and add a new stop at the Neighborhood Walmart. Reinstate limited service to Senior Center / ball fields, and reroute return trip to provide more direct connections to VA Clinic and DFCS.		
Current Route(s): 8 (limited)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Road(s): Patriots Trail, Marylou Drive, Tupelo Trail, and Sandy Run	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: Bus ML 142th. Y = no shelter (Bus stop) @ Senior Center shelter? completion of all shelters		
Check the service options that you feel should be considered for this route segment (select all that apply): <input checked="" type="checkbox"/> Reinstate limited service to James Brown Park / Senior Center <input checked="" type="checkbox"/> Reroute to serve Walmart Community Market <input checked="" type="checkbox"/> Reroute to provide direct service to VA Clinic and DFCS <input checked="" type="checkbox"/> Increase frequency to reinstate fixed service <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

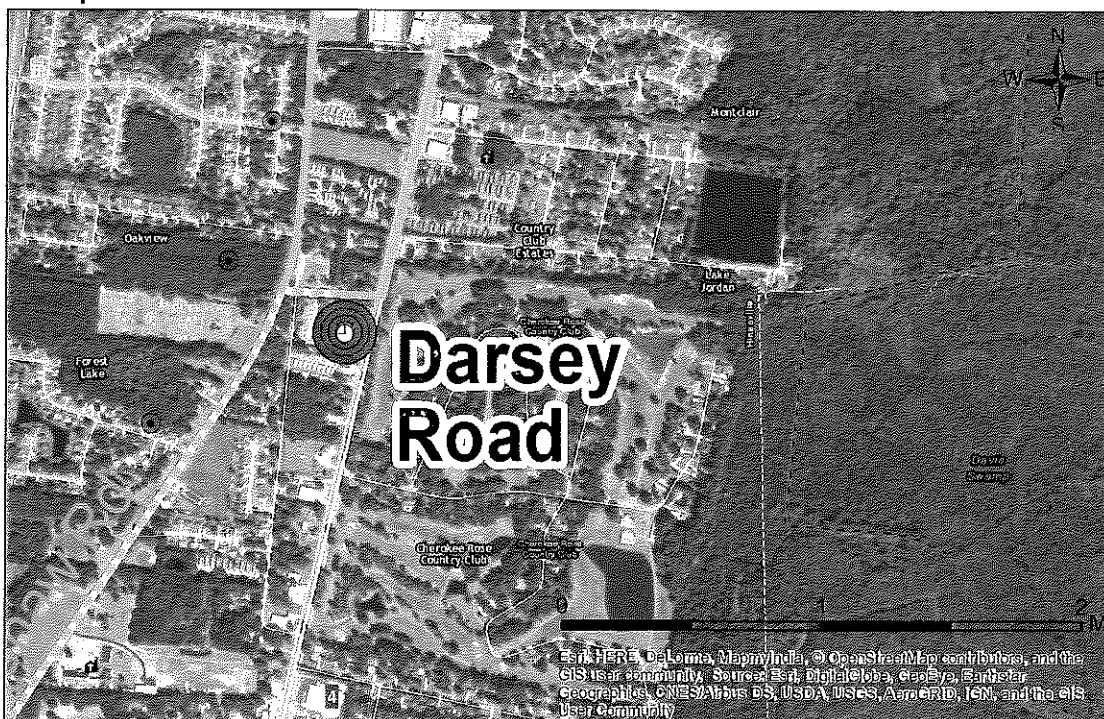




LTS – Stakeholders Field Trip

Route Name: Route 8 – Darsey Road Extension		Source: Citizens requests to extend to Walmart.
Route Description: Reroute service to continue on US 84 past Darsey Road to the Walmart Neighborhood Market on Meloney Drive. Return service back to Darsey and continue along existing alignment, or continue on US 84 to Walthourville.		
Current Routes: 8 (limited service)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Darsey Road, South Main Street Extension	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: stop time on sign?		
Check the service options that you feel should be considered for this route segment (select all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> Extend Route 8 to serve Walmart Community Market and return to Shaw Rd. via Darsey Rd. <input checked="" type="checkbox"/> Extend Route 8 to serve Walmart Community Market and continue on US 84 to Walthourville <input type="checkbox"/> Do not extend service to Walmart and maintain Shaw Rd. alignment via Darsey Rd. <input type="checkbox"/> Other: _____ 		
Circle the priority rating you would assign to these improvements: LOW MEDIUM <u>HIGH</u> URGENT		

Location Map:

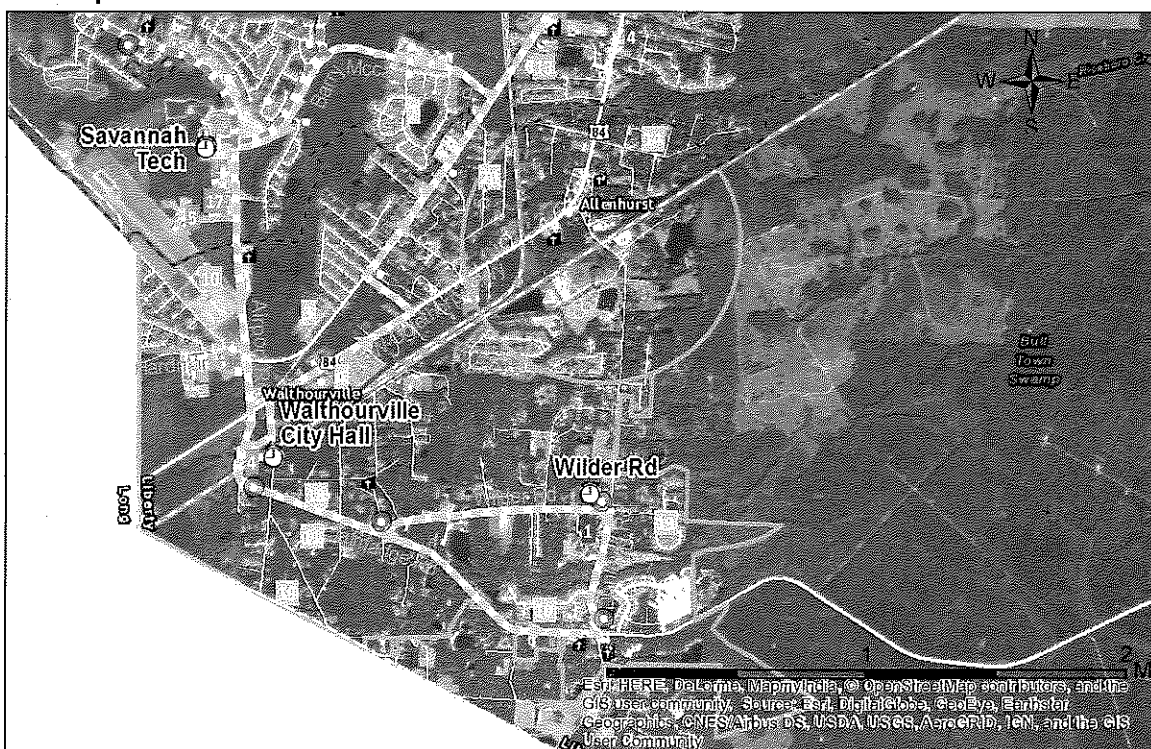




LTS – Stakeholders Field Trip

Route Name: Walthourville Service		Source: Boarding/Alighting count results, citizen and LT staff input.
Route Description: Current service is offered by a route 8 limited service extension 3 times per day. Options for analysis include increasing number of limited service runs and decoupling "city center" service from limited service and offering a limited service circulator on 1.5 – 2 hour frequency.		
Current Routes: 8 (limited service)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <i>Relocate shelter to Food Lion Center</i>		
Check the service options that you feel should be considered for this route segment (select all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> Increase the number of limited service runs to Walthourville using existing vehicle. <input type="checkbox"/> Decouple the "city center" and "limited service" adding an additional vehicle to serve as a limited service shuttle. Routes would transfer at major shopping plaza (e.g. Walmart or Oglethorpe Square) <input checked="" type="checkbox"/> Do not adjust service in the Walthourville area. <i>AT THIS TIME</i> <input type="checkbox"/> Other: _____ 		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

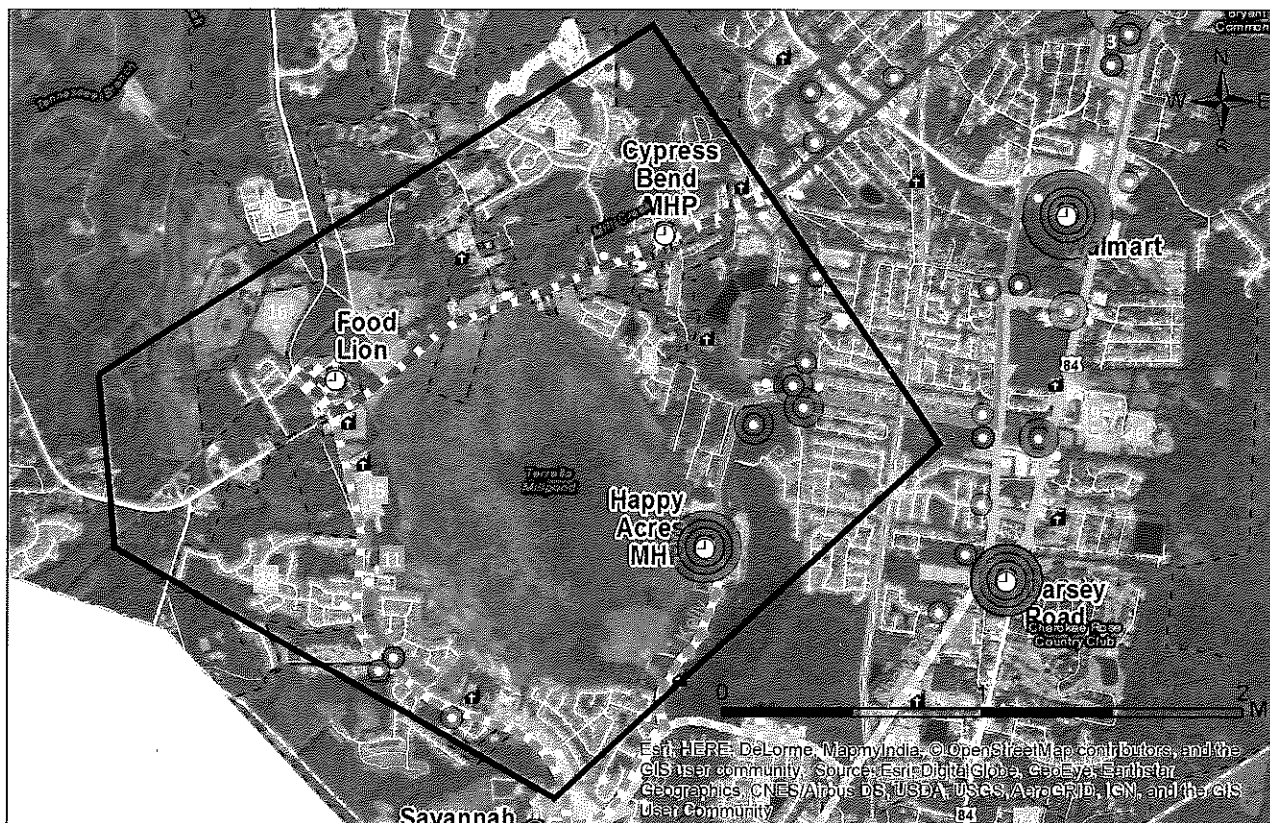




LTS – Stakeholders Field Trip

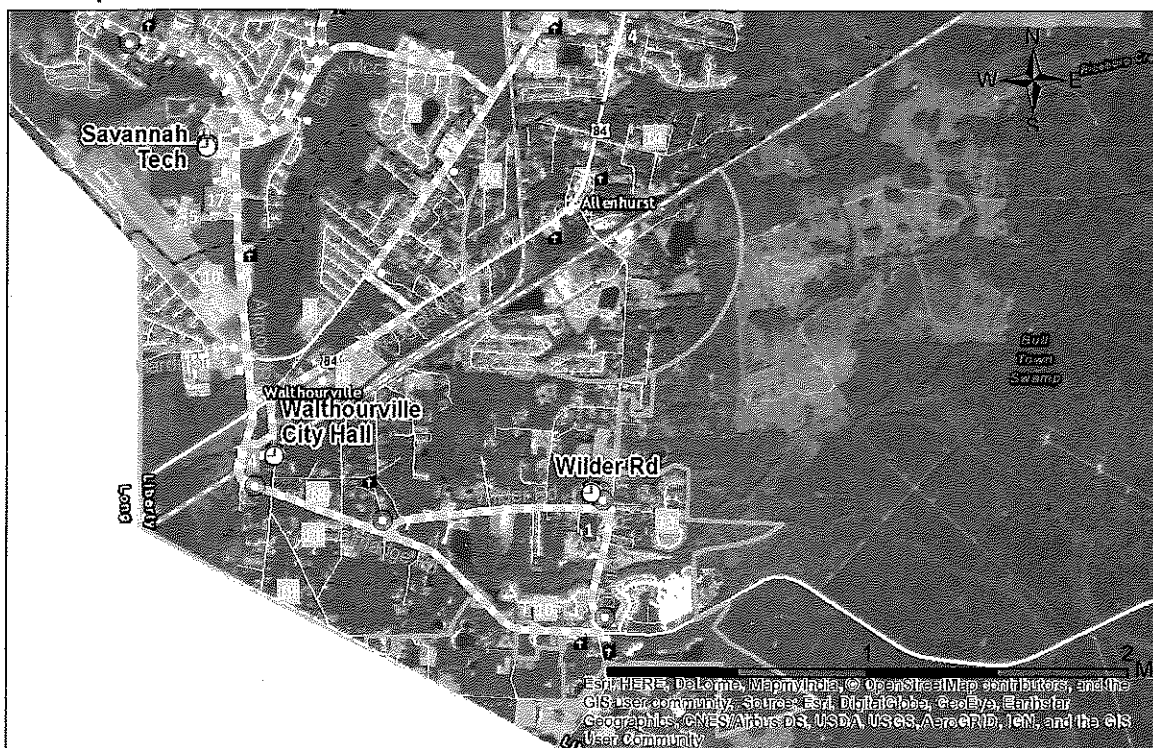
Route Name: Airport Road / Food Lion Service		Source: Boarding/Alighting counts, LT and citizen input.
Route Description: Return service via airport road and SR 196		
Current Routes: 6 & 7 (limited)	Existing Headways: 66 minutes, 6 hours 56 minutes on midday gap	Current # of Buses: 2 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, SR 196	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <i>Have stop in Food Lion Center</i>		
<p>Check the service options that you feel should be considered for this route segment (select all that apply):</p> <p><input type="checkbox"/> Reroute 6 to offer service to Airport Rd after leaving Food Lion, eliminating SR 196 segment.</p> <p><input type="checkbox"/> Utilize "limited service circulator" eliminating the need for 6 to extend to Food Lion & Airport Rd.</p> <p><input type="checkbox"/> Discontinue service to Food Lion.</p> <p><input type="checkbox"/> Other: _____</p>		
<p>Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT</p>		

Location Map:



Route Name: Walthourville Service		Source: Boarding/Alighting count results, citizen and LT staff input.
Route Description: Current service is offered by a route 8 limited service extension 3 times per day. Options for analysis include increasing number of limited service runs and decoupling "city center" service from limited service and offering a limited service circulator on 1.5 – 2 hour frequency.		
Current Routes: 8 (limited service)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply):		
<input type="checkbox"/> Increase the number of limited service runs to Walthourville using existing vehicle. <input checked="" type="checkbox"/> Decouple the "city center" and "limited service" adding an additional vehicle to serve as a limited service shuttle. Routes would transfer at major shopping plaza (e.g. Walmart or Oglethorpe Square) <input type="checkbox"/> Do not adjust service in the Walthourville area. <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

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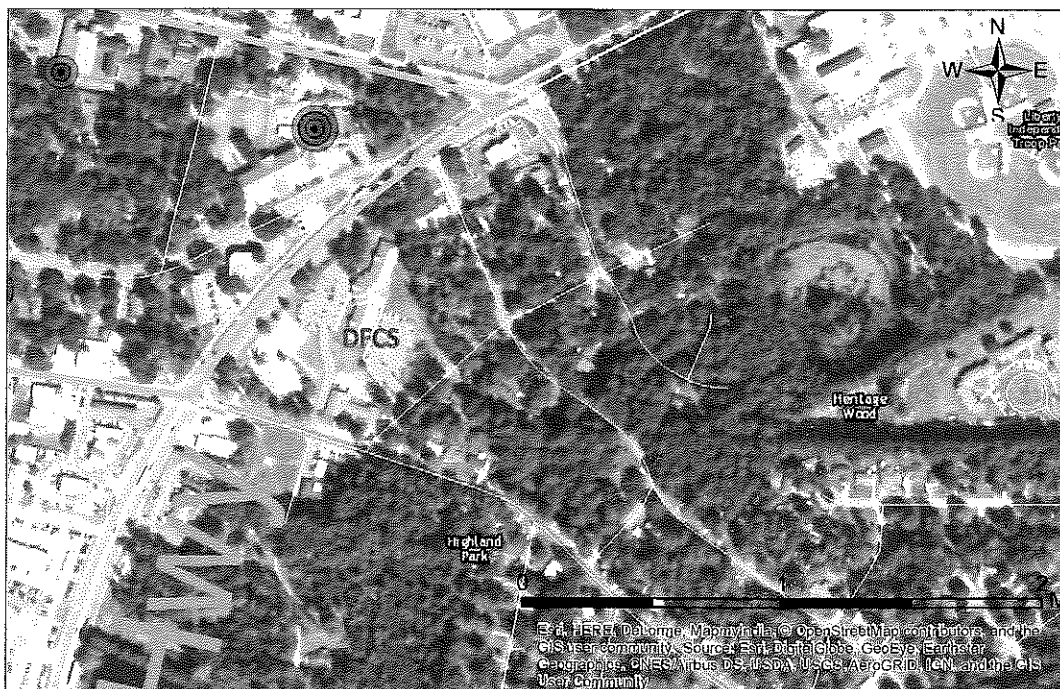




LTS – Stakeholders Field Trip

Route Name: Route 8 – DFCS / Diversity Health Direct Service		Source: Public and stakeholder input.
Route Description: Reroute service to provide direct connection to DFCS, Diversity Health Center (current and future facility), future Health Department site, and surrounding services. Current alignment requires riders to cross US 84 to gain access to facilities.		
Current Routes: 8 (fixed svc.)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Fraser Drive	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> install a shelter </div>		
Check the service options that you feel should be considered for this route segment (select all that apply): <input type="checkbox"/> Reroute to serve Diversity Health Center on Fraser Dr. and access DFCS property for direct service <input checked="" type="checkbox"/> Reroute to serve Diversity Health and DFCS, but avoid entering the DFCS property <input type="checkbox"/> Other: _____		
Circle the priority rating you would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

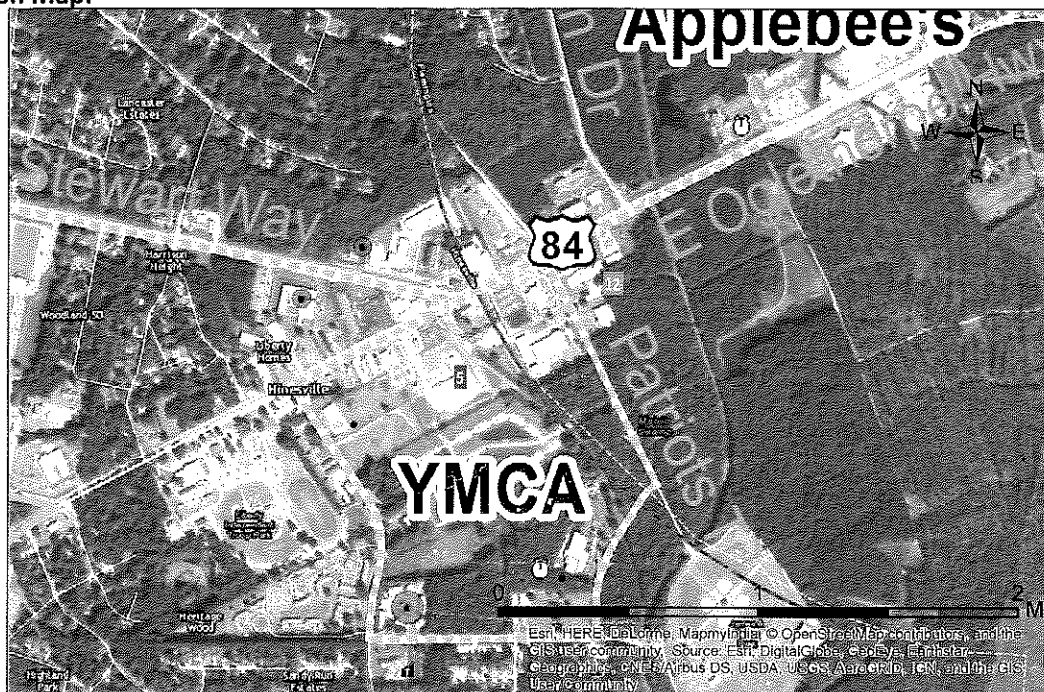




LTS – Stakeholders Field Trip

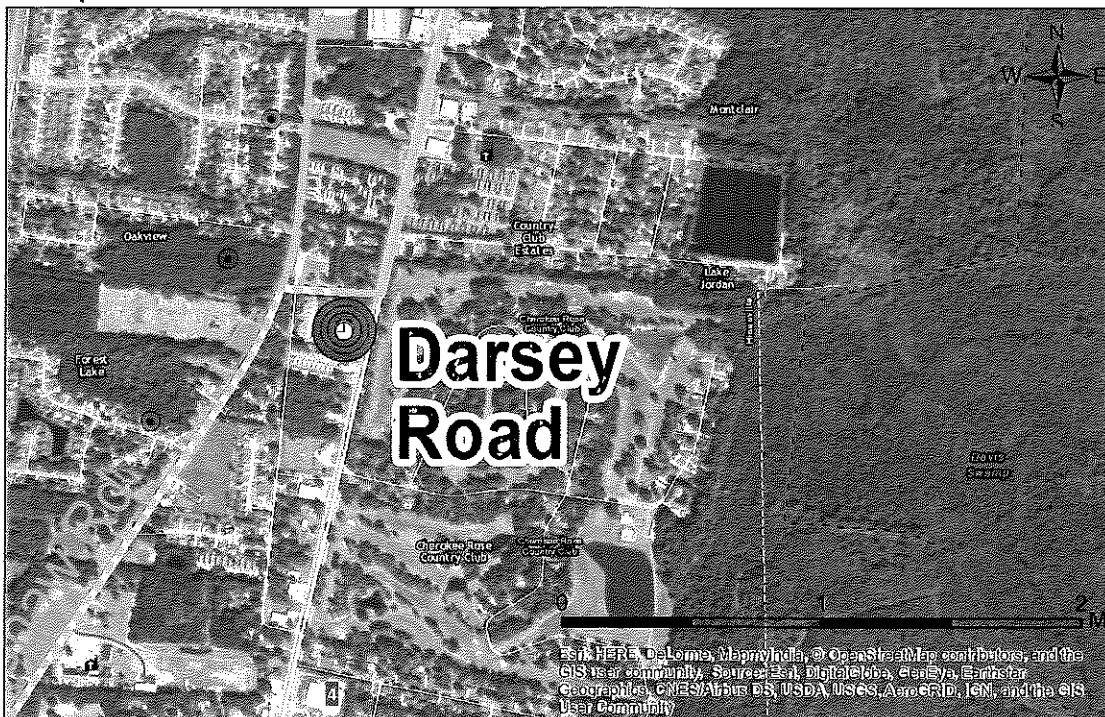
Route Name: Route 8 – YMCA Loop		Source: On-board survey, LT staff, Hinesville administrators, citizen input.
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Current Route(s): 8 (limited)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Road(s): Patriots Trail, Marylou Drive, Tupelo Trail, and Sandy Run	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply):		
<input type="checkbox"/> Reinstate limited service to James Brown Park / Senior Center <input checked="" type="checkbox"/> Reroute to serve Walmart Community Market <input type="checkbox"/> Reroute to provide direct service to VA Clinic and DFCS <input type="checkbox"/> Increase frequency to reinstate fixed service <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



Route Name: Route 8 – Darsey Road Extension		Source: Citizens requests to extend to Walmart.
Route Description: Reroute service to continue on US 84 past Darsey Road to the Walmart Neighborhood Market on Meloney Drive. Return service back to Darsey and continue along existing alignment, or continue on US 84 to Walthourville.		
Current Routes: 8 (limited service)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Darsey Road, South Main Street Extension	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
<p>Check the service options that you feel should be considered for this route segment (select all that apply):</p> <p><input checked="" type="checkbox"/> Extend Route 8 to serve Walmart Community Market and return to Shaw Rd. via Darsey Rd.</p> <p><input type="checkbox"/> Extend Route 8 to serve Walmart Community Market and continue on US 84 to Walthourville</p> <p><input type="checkbox"/> Do not extend service to Walmart and maintain Shaw Rd. alignment via Darsey Rd.</p> <p><input type="checkbox"/> Other: _____</p>		
<p>Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT</p>		

Location Map:

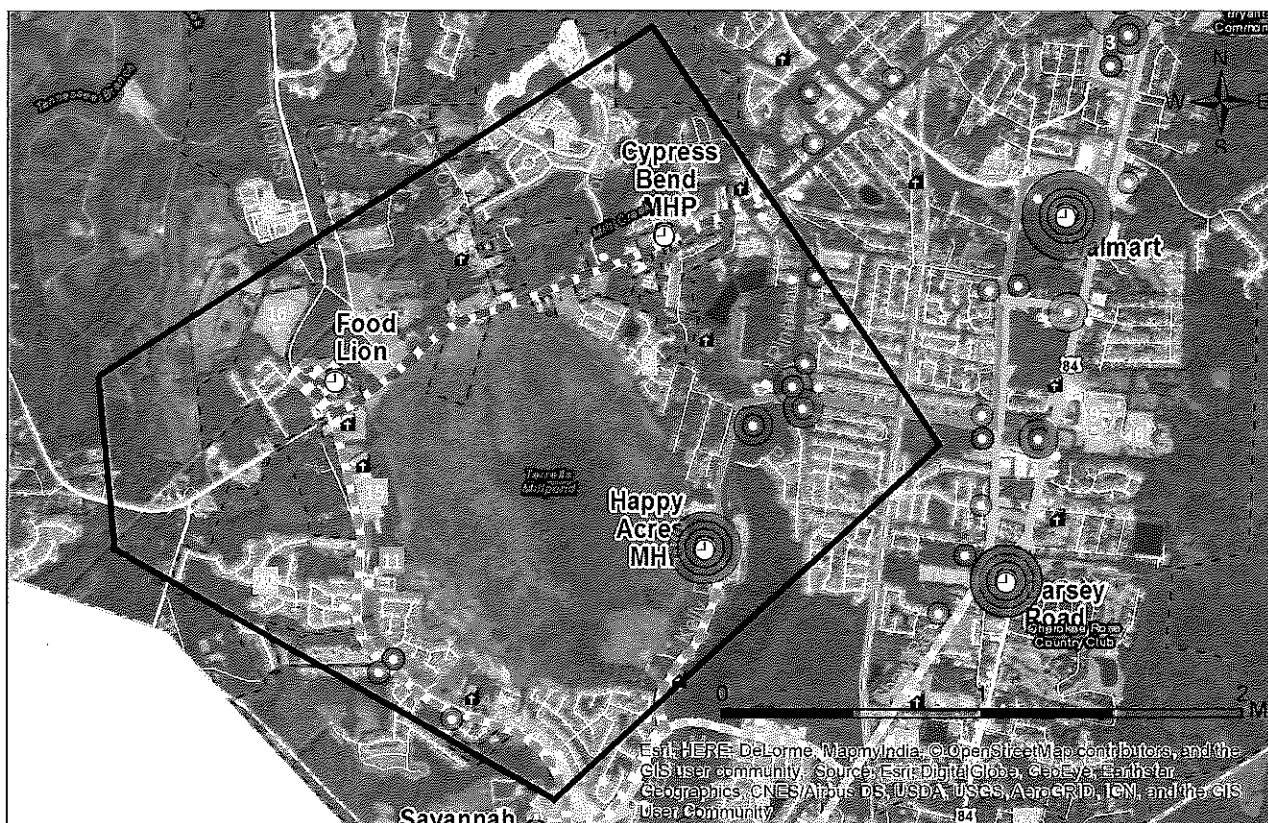




LTS – Stakeholders Field Trip

Route Name: Airport Road / Food Lion Service		Source: Boarding/Alighting counts, LT and citizen input.
Route Description: Return service via airport road and SR 196		
Current Routes: 6 & 7 (limited)	Existing Headways: 66 minutes, 6 hours 56 minutes on midday gap	Current # of Buses: 2 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, SR 196	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: Relocate Change the stop to inside the Food Lion parking lot 10F		
Check the service options that you feel should be considered for this route segment (select all that apply): <input type="checkbox"/> Reroute 6 to offer service to Airport Rd after leaving Food Lion, eliminating SR 196 segment. <input type="checkbox"/> Utilize "limited service circulator" eliminating the need for 6 to extend to Food Lion & Airport Rd. <input type="checkbox"/> Discontinue service to Food Lion. <input checked="" type="checkbox"/> Other: _____		
Circle the priority rating you would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

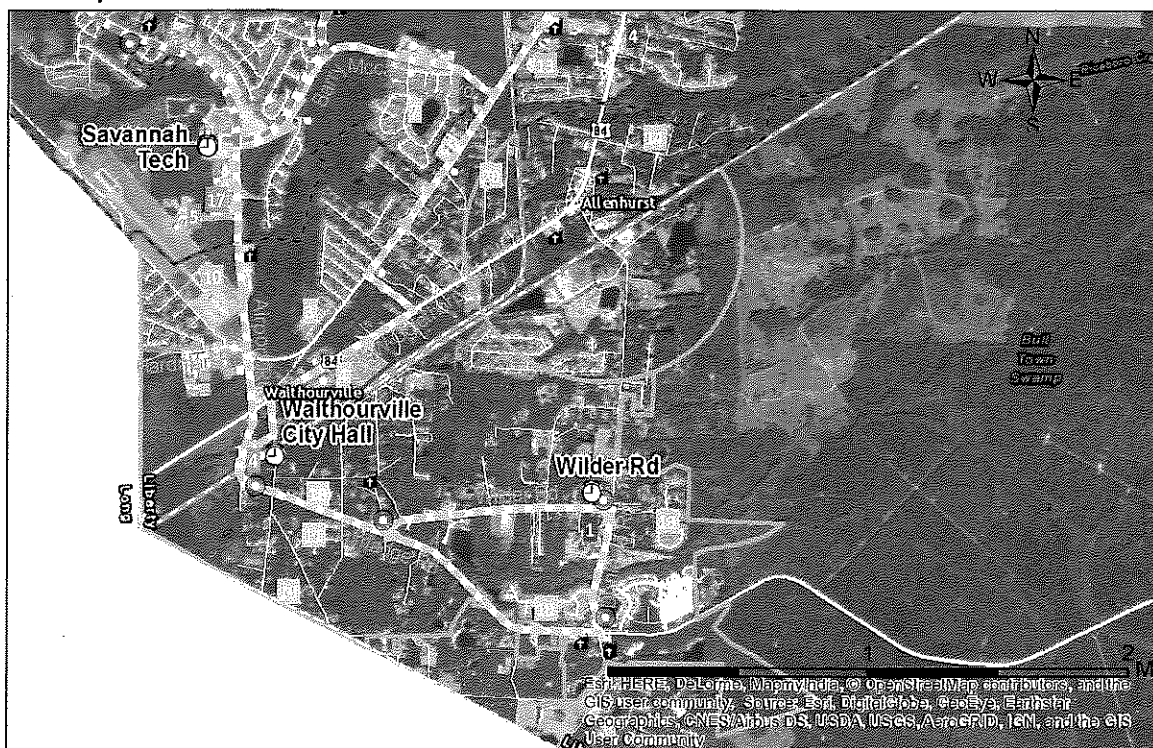




LTS – Stakeholders Field Trip

Route Name: Walthourville Service		Source: Boarding/Alighting count results, citizen and LT staff input.
Route Description: Current service is offered by a route 8 limited service extension 3 times per day. Options for analysis include increasing number of limited service runs and decoupling "city center" service from limited service and offering a limited service circulator on 1.5 – 2 hour frequency.		
Current Routes: 8 (limited service)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply):		
<input type="checkbox"/> Increase the number of limited service runs to Walthourville using existing vehicle. <input type="checkbox"/> Decouple the "city center" and "limited service" adding an additional vehicle to serve as a limited service shuttle. Routes would transfer at major shopping plaza (e.g. Walmart or Oglethorpe Square) <input checked="" type="checkbox"/> Do not adjust service in the Walthourville area. <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

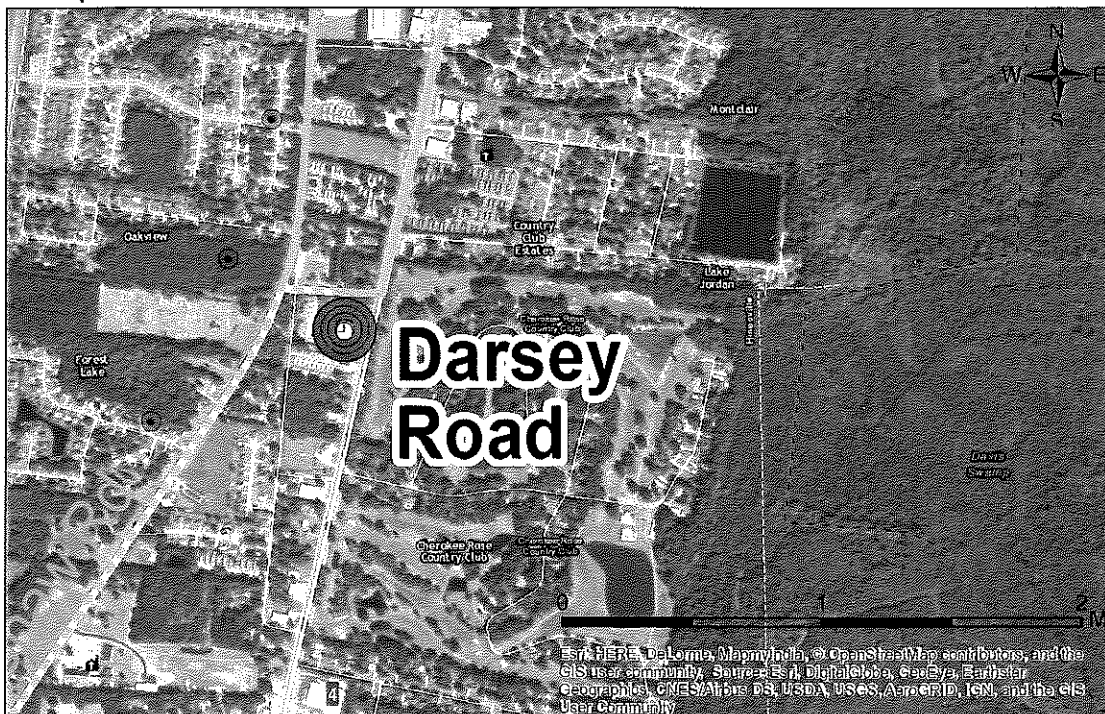




LTS – Stakeholders Field Trip

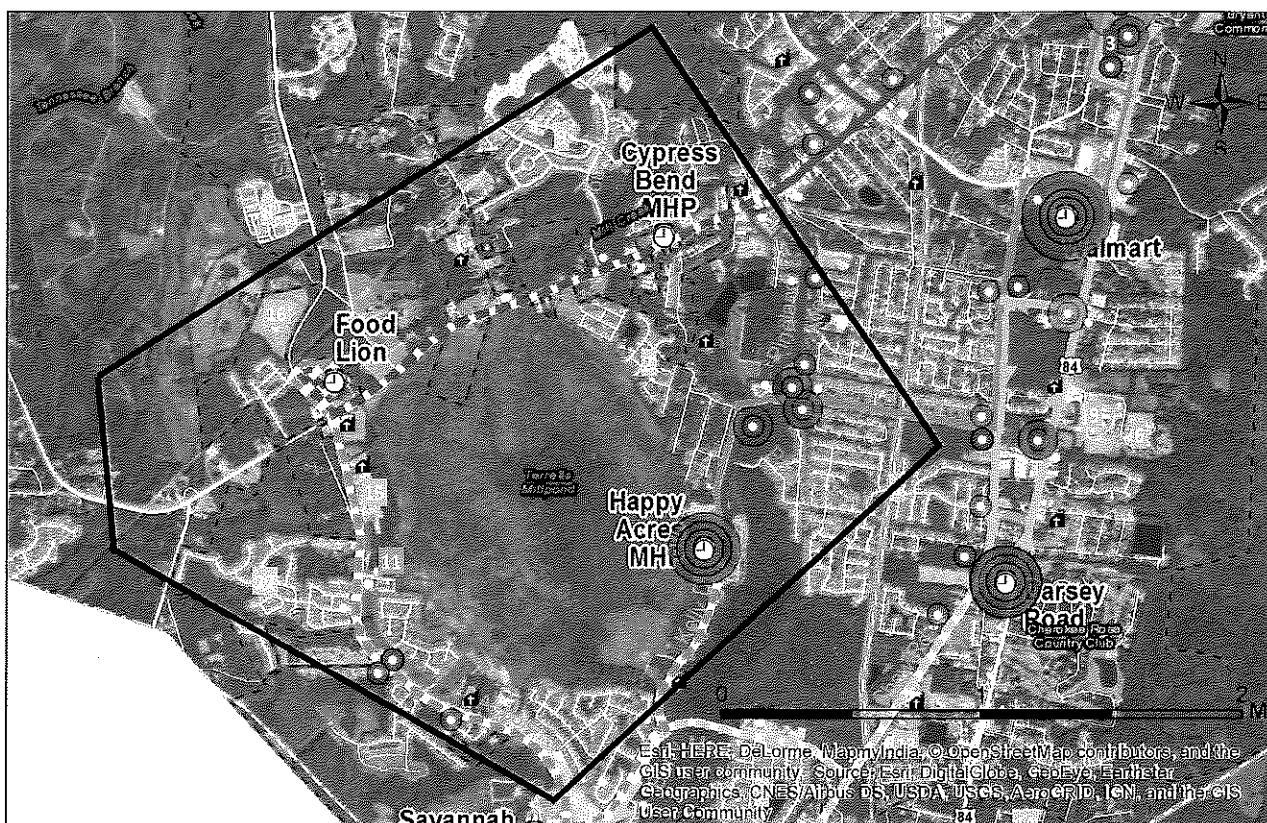
Route Name: Route 8 – Darsey Road Extension		Source: Citizens requests to extend to Walmart.
Route Description: Reroute service to continue on US 84 past Darsey Road to the Walmart Neighborhood Market on Meloney Drive. Return service back to Darsey and continue along existing alignment, or continue on US 84 to Walthourville.		
Current Routes: B (limited service)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Darsey Road, South Main Street Extension	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
<p>Check the service options that you feel should be considered for this route segment (select all that apply):</p> <p><input type="checkbox"/> Extend Route 8 to serve Walmart Community Market and return to Shaw Rd. via Darsey Rd.</p> <p><input type="checkbox"/> Extend Route 8 to serve Walmart Community Market and continue on US 84 to Walthourville</p> <p><input type="checkbox"/> Do not extend service to Walmart and maintain Shaw Rd. alignment via Darsey Rd.</p> <p><input type="checkbox"/> Other: <u>Recommend to combine 1st two above.</u></p>		
<p>Circle the priority rating you would assign to these improvements: LOW MEDIUM HIGH URGENT</p>		

Location Map:



Route Name: Airport Road / Food Lion Service		Source: Boarding/Alighting counts, LT and citizen input.
Route Description: Return service via airport road and SR 196		
Current Routes: 6 & 7 (limited)	Existing Headways: 66 minutes, 6 hours 56 minutes on midday gap	Current # of Buses: 2 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, SR 196	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: Need to relocate bus stop to side of Food Lion shopping from the turn lane.		
Check the service options that you feel should be considered for this route segment (select all that apply): <input checked="" type="checkbox"/> Reroute 6 to offer service to Airport Rd after leaving Food Lion, eliminating SR 196 segment. <input type="checkbox"/> Utilize "limited service circulator" eliminating the need for 6 to extend to Food Lion & Airport Rd. <input type="checkbox"/> Discontinue service to Food Lion. <input checked="" type="checkbox"/> Other: <u>Don't eliminate Cypress Bend MHP though.</u>		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

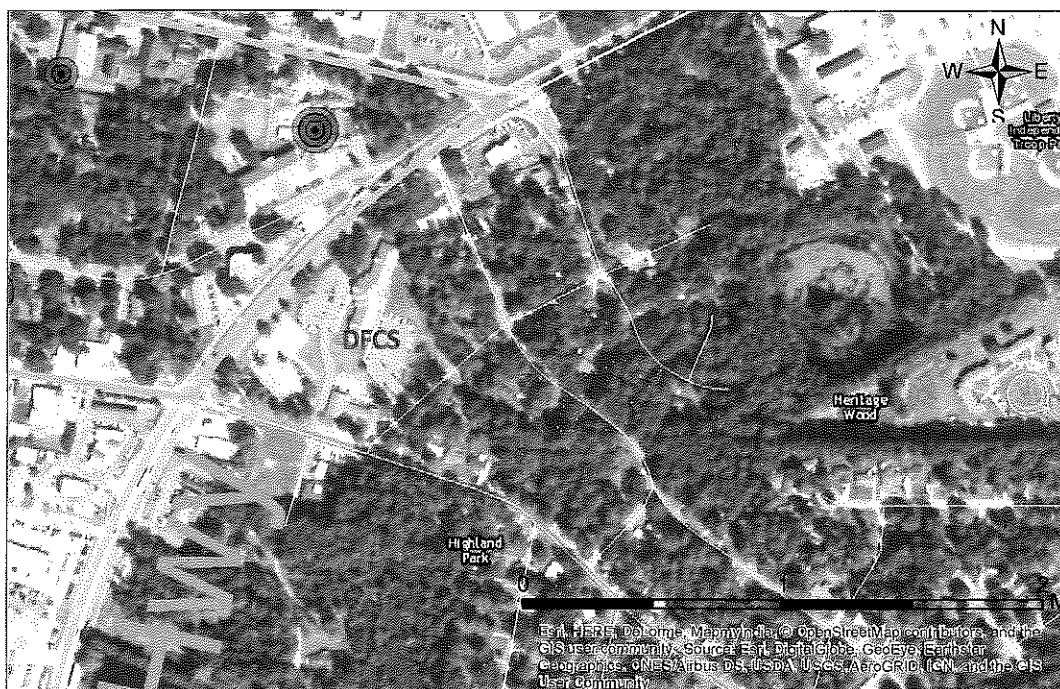




LTS – Stakeholders Field Trip

Route Name: Route 8 – DFCS / Diversity Health Direct Service		Source: Public and stakeholder input.
Route Description: Reroute service to provide direct connection to DFCS, Diversity Health Center (current and future facility), future Health Department site, and surrounding services. Current alignment requires riders to cross US 84 to gain access to facilities.		
Current Routes: 8 (fixed svc.)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Fraser Drive	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>		
Check the service options that you feel should be considered for this route segment (select all that apply): <input type="checkbox"/> Reroute to serve Diversity Health Center on Fraser Dr. and access DFCS property for direct service <input checked="" type="checkbox"/> Reroute to serve Diversity Health and DFCS, but avoid entering the DFCS property <input type="checkbox"/> Other: _____		
Circle the priority rating you would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

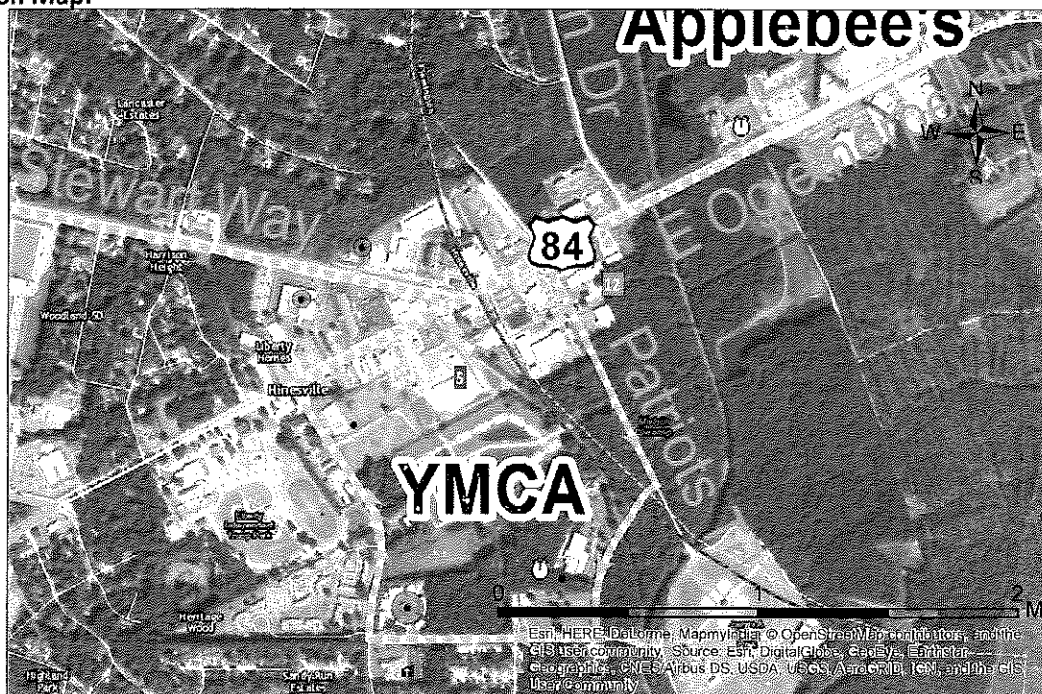




LTS – Stakeholders Field Trip

Route Name: Route 8 – YMCA Loop		Source: On-board survey, LT staff, Hinesville administrators, citizen input.
Description: Increase frequency by offering fixed service to Health Department, YMCA, low income / assisted housing developments and add a new stop at the Neighborhood Walmart. Reinstate limited service to Senior Center / ball fields, and reroute return trip to provide more direct connections to VA Clinic and DFCS.		
Current Route(s): 8 (limited)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Road(s): Patriots Trail, Marylou Drive, Tupelo Trail, and Sandy Run	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
<p>Check the service options that you feel should be considered for this route segment (select all that apply):</p> <p><input checked="" type="checkbox"/> Reinstate limited service to James Brown Park / Senior Center</p> <p><input checked="" type="checkbox"/> Reroute to serve Walmart Community Market</p> <p><input checked="" type="checkbox"/> Reroute to provide direct service to VA Clinic and DFCS</p> <p><input checked="" type="checkbox"/> Increase frequency to reinstate fixed service</p> <p><input type="checkbox"/> Other: _____</p>		
<p>Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT</p>		

Location Map:

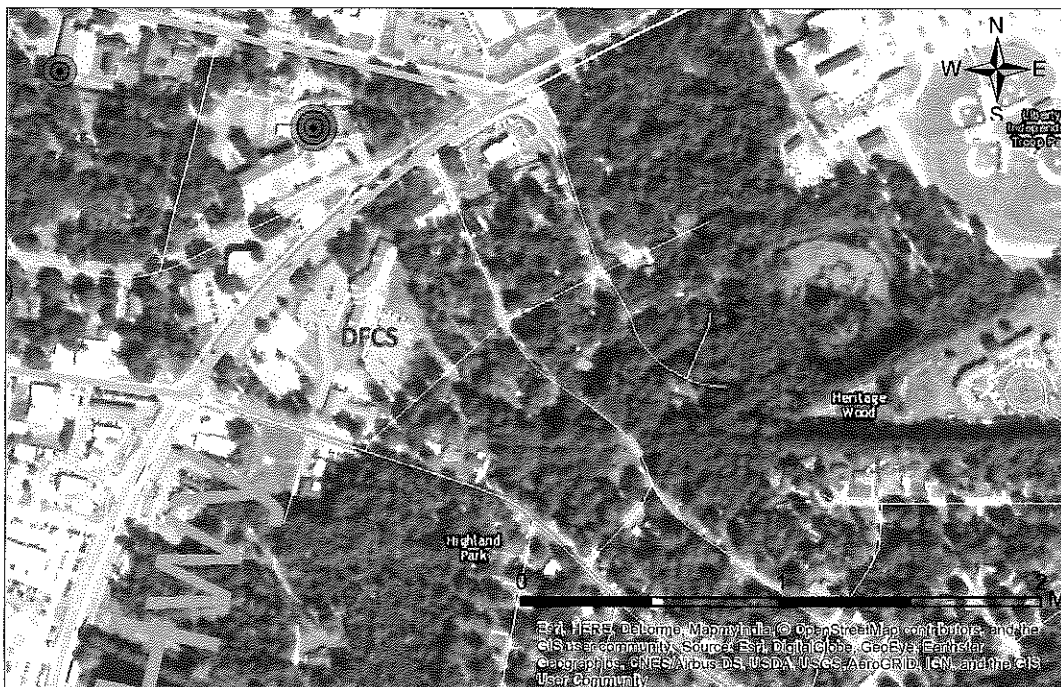




LTS – Stakeholders Field Trip

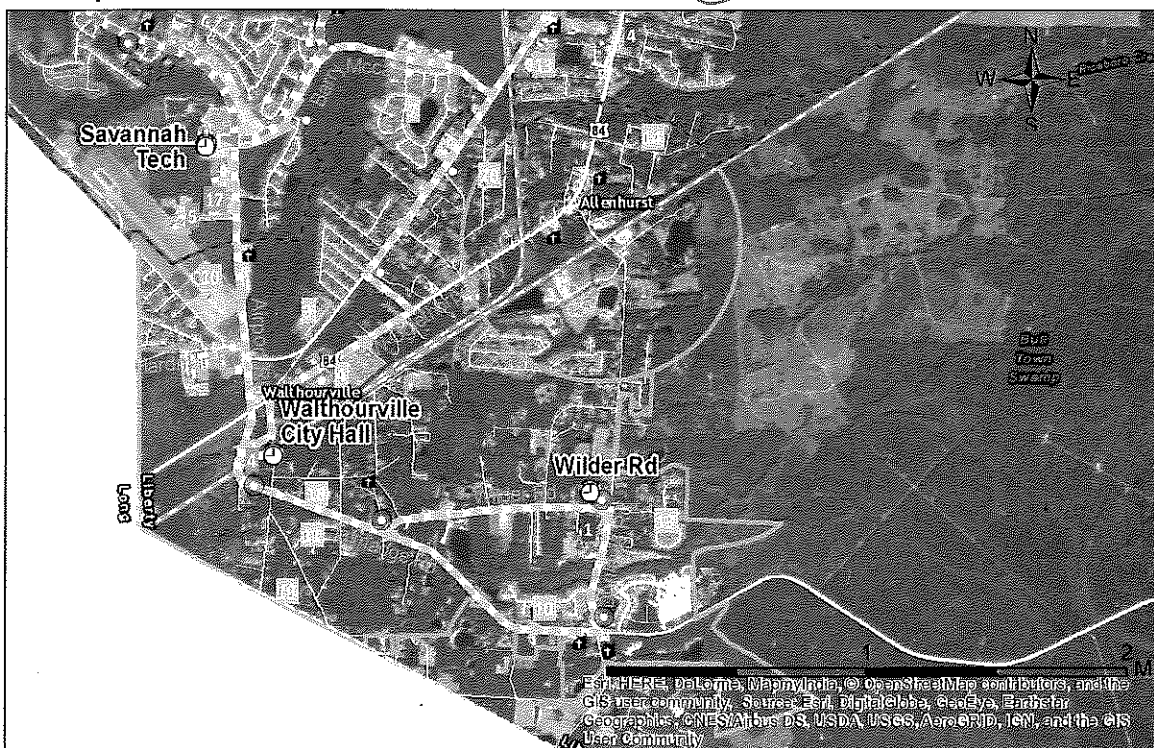
Route Name: Route 8 – DFCS / Diversity Health Direct Service		Source: Public and stakeholder input.
Route Description: Reroute service to provide direct connection to DFCS, Diversity Health Center (current and future facility), future Health Department site, and surrounding services. Current alignment requires riders to cross US 84 to gain access to facilities.		
Current Routes: 8 (fixed svc.)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Fraser Drive	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>		
Check the service options that you feel should be considered for this route segment (select all that apply): <input checked="" type="checkbox"/> Reroute to serve Diversity Health Center on Fraser Dr. and access DFCS property for direct service <input checked="" type="checkbox"/> Reroute to serve Diversity Health and DFCS, but avoid entering the DFCS property <i>Don't enter</i> <input type="checkbox"/> Other: _____		
Circle the priority rating you would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



Route Name: Walthourville Service		Source: Boarding/Alighting count results, citizen and LT staff input.
Route Description: Current service is offered by a route 8 limited service extension 3 times per day. Options for analysis include increasing number of limited service runs and decoupling "city center" service from limited service and offering a limited service circulator on 1.5 – 2 hour frequency.		
Current Routes: 8 (limited service)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply):		
<input type="checkbox"/> Increase the number of limited service runs to Walthourville using existing vehicle. <input type="checkbox"/> Decouple the "city center" and "limited service" adding an additional vehicle to serve as a limited service shuttle. Routes would transfer at major shopping plaza (e.g. Walmart or Oglethorpe Square) <input checked="" type="checkbox"/> Do not adjust service in the Walthourville area. <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

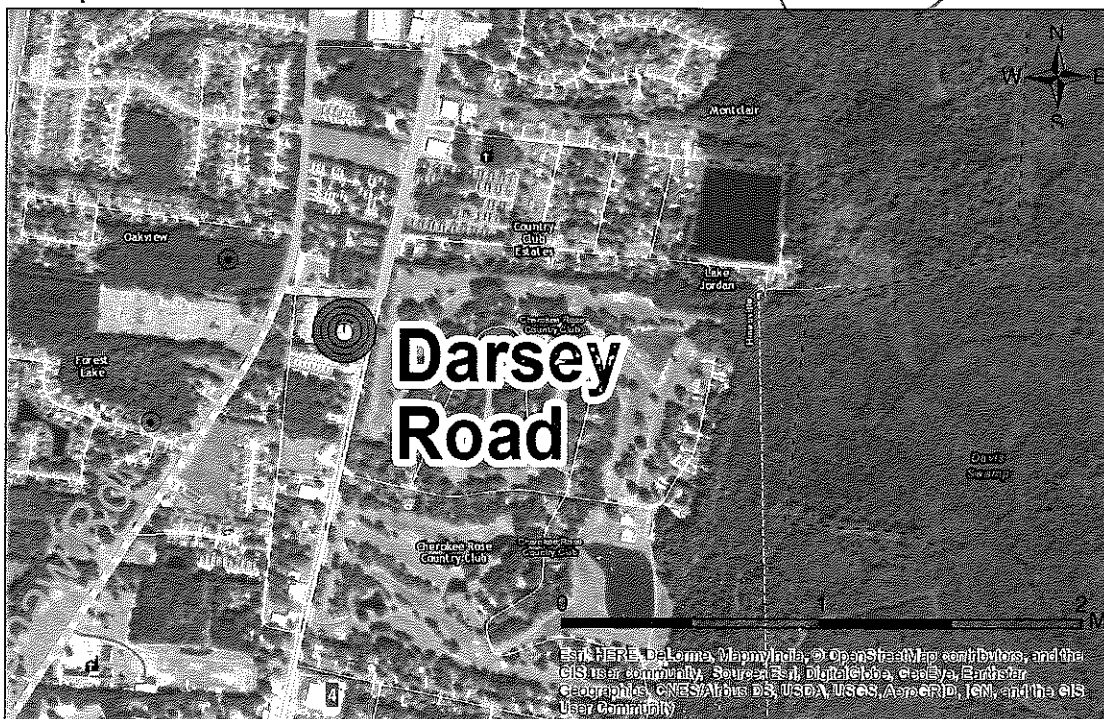




LTS – Stakeholders Field Trip

Route Name: Route 8 – Darsey Road Extension		Source: Citizens requests to extend to Walmart.
Route Description: Reroute service to continue on US 84 past Darsey Road to the Walmart Neighborhood Market on Meloney Drive. Return service back to Darsey and continue along existing alignment, or continue on US 84 to Walthourville.		
Current Routes: 8 (limited service)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Darsey Road, South Main Street Extension	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply): <input checked="" type="checkbox"/> Extend Route 8 to serve Walmart Community Market and return to Shaw Rd. <u>via Darsey Rd.</u> <i>opposite side</i> <input type="checkbox"/> Extend Route 8 to serve Walmart Community Market and continue on US 84 to Walthourville <input type="checkbox"/> Do not extend service to Walmart and maintain Shaw Rd. alignment via Darsey Rd. <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

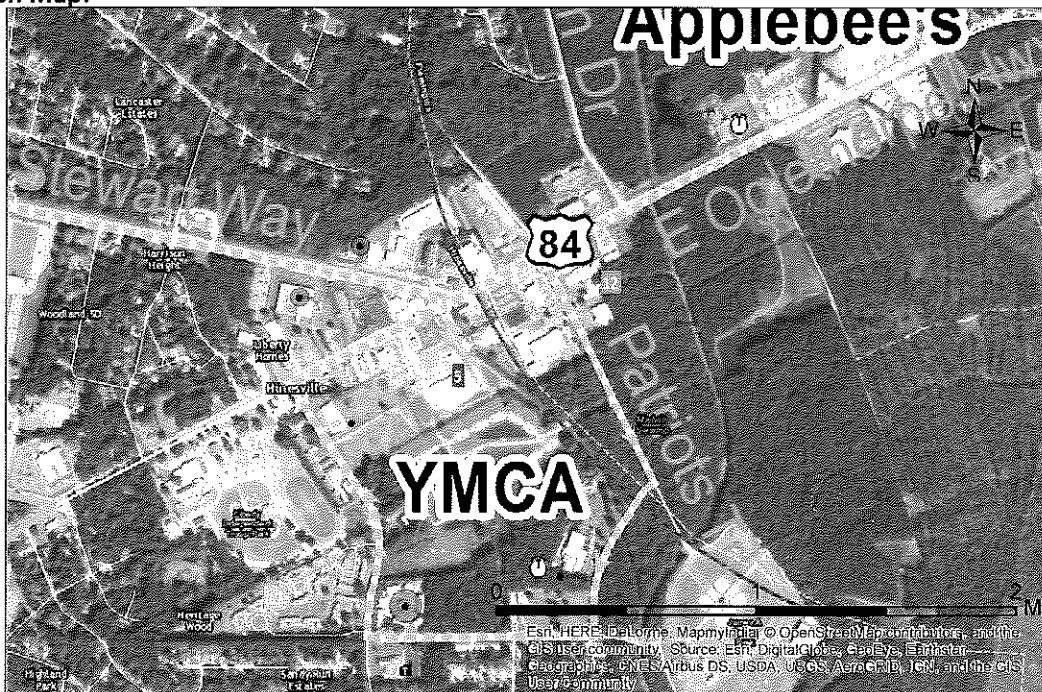




LTS – Stakeholders Field Trip

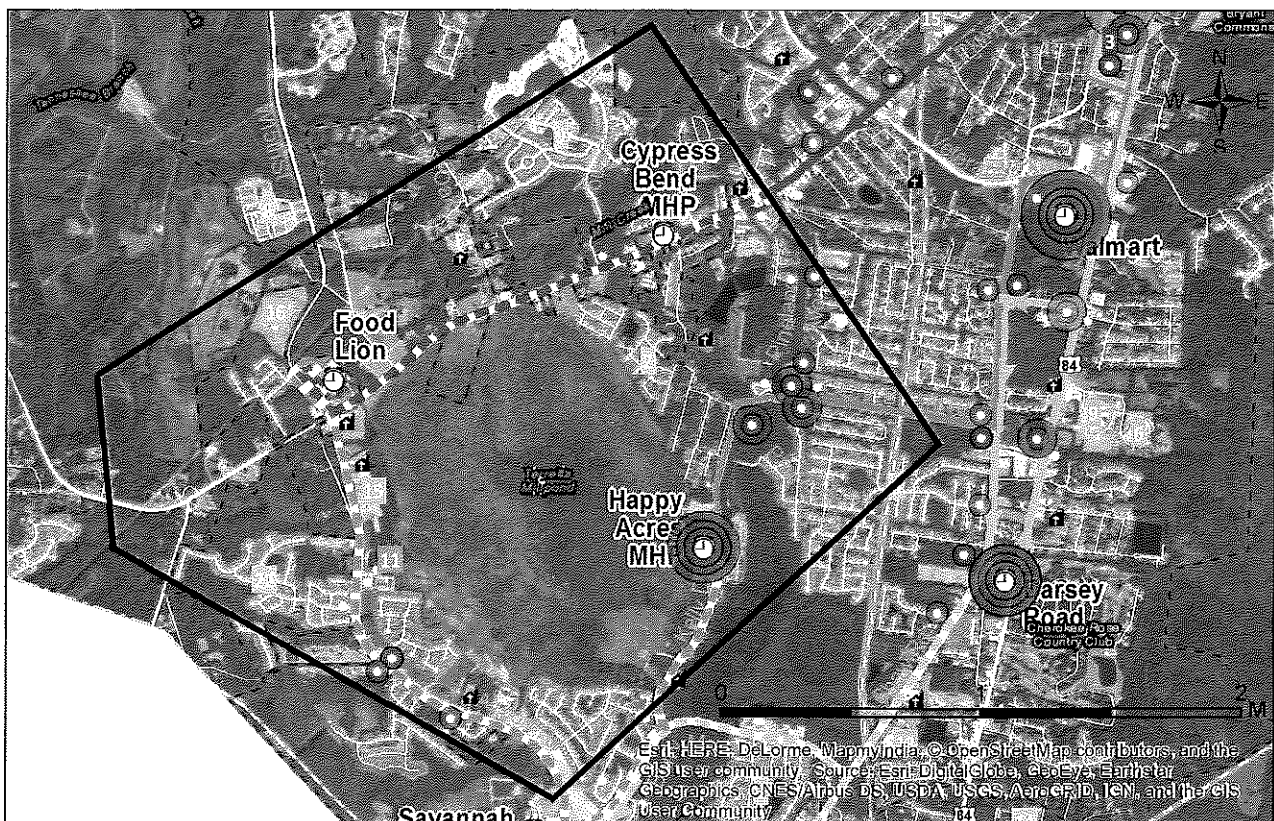
Route Name: Route 8 – YMCA Loop		Source: On-board survey, LT staff, Hinesville administrators, citizen input.
Description: Increase frequency by offering fixed service to Health Department, YMCA, low income / assisted housing developments and add a new stop at the Neighborhood Walmart. Reinstate limited service to Senior Center / ball fields, and reroute return trip to provide more direct connections to VA Clinic and DFCS.		
Current Route(s): 8 (limited)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Road(s): Patriots Trail, Marylou Drive, Tupelo Trail, and Sandy Run	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
<p>Check the service options that you feel should be considered for this route segment (select all that apply):</p> <p><input checked="" type="checkbox"/> Reinstate limited service to James Brown Park / Senior Center <i>safety of bus in parking lot</i></p> <p><input checked="" type="checkbox"/> Reroute to serve Walmart Community Market <i>yes -</i></p> <p><input checked="" type="checkbox"/> Reroute to provide direct service to VA Clinic and DFCS <i>-good</i></p> <p><input type="checkbox"/> Increase frequency to reinstate fixed service</p> <p><input type="checkbox"/> Other: _____</p>		
<p>Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT</p>		

Location Map:



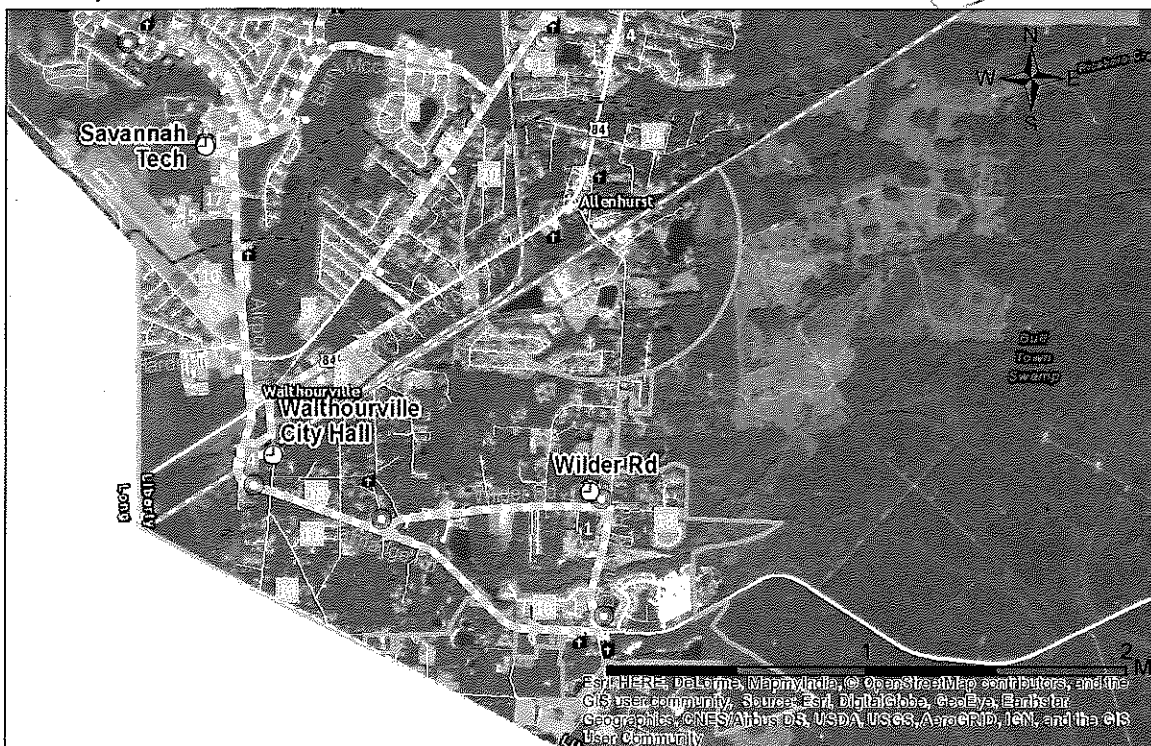
Route Name: Airport Road / Food Lion Service		Source: Boarding/Alighting counts, LT and citizen input.
Route Description: Return service via airport road and SR 196		
Current Routes: 6 & 7 (limited)	Existing Headways: 66 minutes, 6 hours 56 minutes on midday gap	Current # of Buses: 2 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, SR 196	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>		
Check the service options that you feel should be considered for this route segment (select all that apply): <input checked="" type="checkbox"/> Reroute 6 to offer service to Airport Rd after leaving Food Lion, eliminating SR 196 segment. <input type="checkbox"/> Utilize "limited service circulator" eliminating the need for 6 to extend to Food Lion & Airport Rd. <input type="checkbox"/> Discontinue service to Food Lion. <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



Route Name: Walthourville Service		Source: Boarding/Alighting count results, citizen and LT staff input.
Route Description: Current service is offered by a route 8 limited service extension 3 times per day. Options for analysis include increasing number of limited service runs and decoupling “city center” service from limited service and offering a limited service circulator on 1.5 – 2 hour frequency.		
Current Routes: 8 (limited service)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply):		
<input type="checkbox"/> Increase the number of limited service runs to Walthourville using existing vehicle. <input type="checkbox"/> Decouple the “city center” and “limited service” adding an additional vehicle to serve as a limited service shuttle. Routes would transfer at major shopping plaza (e.g. Walmart or Oglethorpe Square) <input checked="" type="checkbox"/> Do not adjust service in the Walthourville area. <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

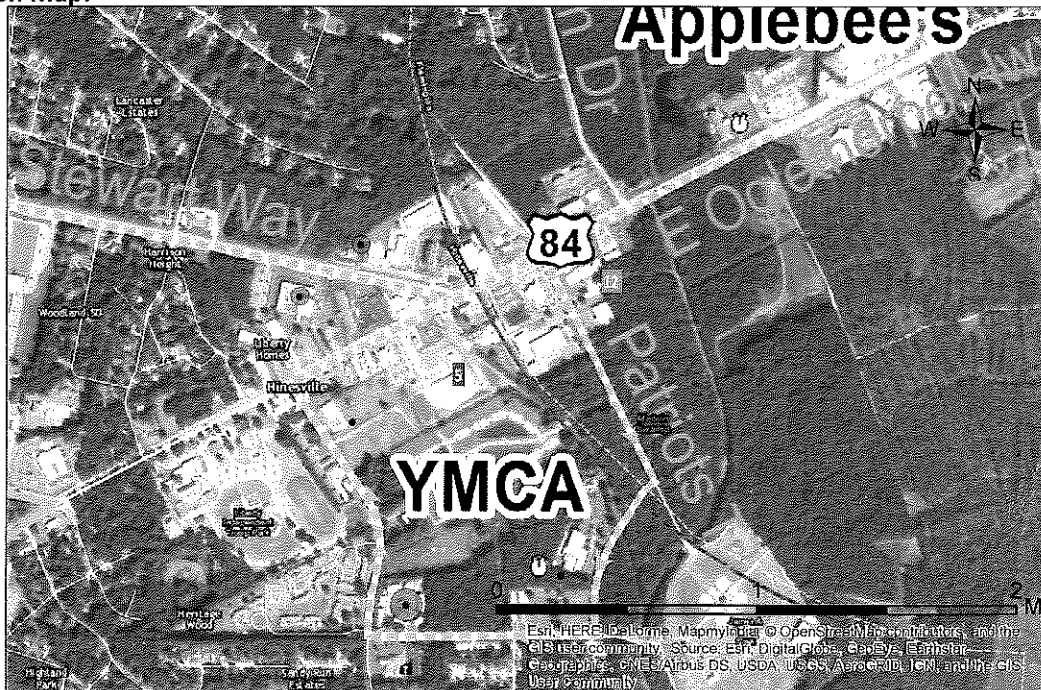




LTS – Stakeholders Field Trip

Route Name: Route 8 – YMCA Loop		Source: On-board survey, LT staff, Hinesville administrators, citizen input.
Description: Increase frequency by offering fixed service to Health Department, YMCA, low income / assisted housing developments and add a new stop at the Neighborhood Walmart. Reinstate limited service to Senior Center / ball fields, and reroute return trip to provide more direct connections to VA Clinic and DFCS.		
Current Route(s): 8 (limited)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Road(s): Patriots Trail, Marylou Drive, Tupelo Trail, and Sandy Run	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply): <input type="checkbox"/> Reinstate limited service to James Brown Park / Senior Center <input type="checkbox"/> Reroute to serve Walmart Community Market <input type="checkbox"/> Reroute to provide direct service to VA Clinic and DFCS <input checked="" type="checkbox"/> Increase frequency to reinstate fixed service <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

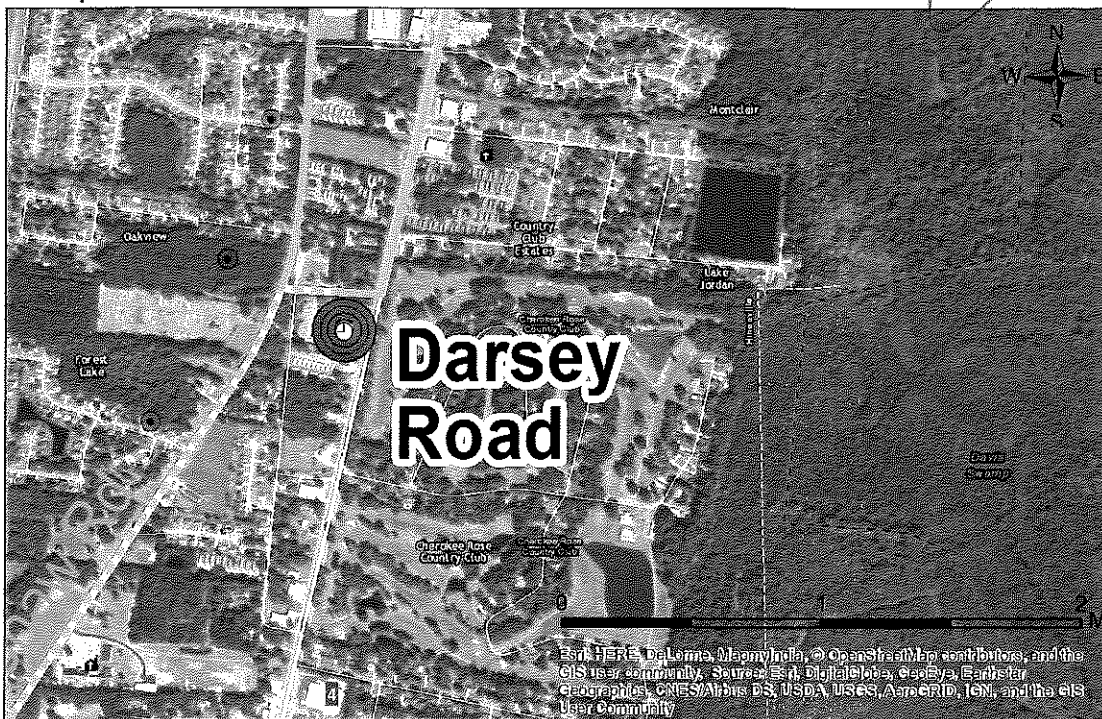




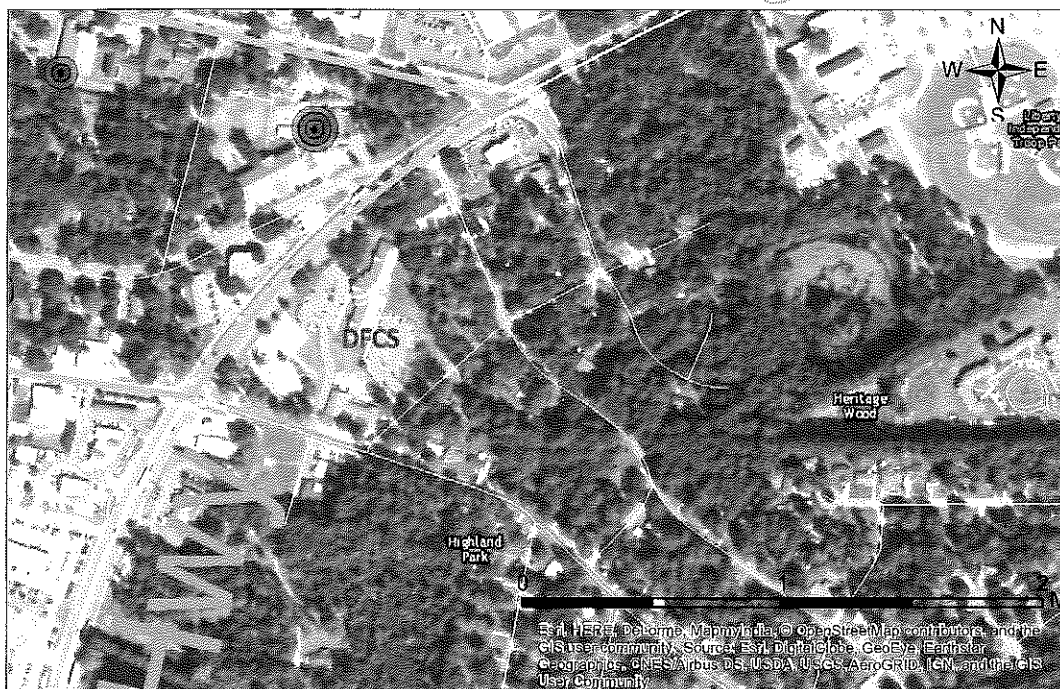
LTS – Stakeholders Field Trip

Route Name: Route 8 – Darsey Road Extension		Source: Citizens requests to extend to Walmart.
Route Description: Reroute service to continue on US 84 past Darsey Road to the Walmart Neighborhood Market on Meloney Drive. Return service back to Darsey and continue along existing alignment, or continue on US 84 to Walthourville.		
Current Routes: 8 (limited service)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Darsey Road, South Main Street Extension	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply): <input checked="" type="checkbox"/> Extend Route 8 to serve Walmart Community Market and return to Shaw Rd. via Darsey Rd. <input type="checkbox"/> Extend Route 8 to serve Walmart Community Market and continue on US 84 to Walthourville <input type="checkbox"/> Do not extend service to Walmart and maintain Shaw Rd. alignment via Darsey Rd. <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



Route Name: Route 8 – DFCS / Diversity Health Direct Service		Source: Public and stakeholder input.
Route Description: Reroute service to provide direct connection to DFCS, Diversity Health Center (current and future facility), future Health Department site, and surrounding services. Current alignment requires riders to cross US 84 to gain access to facilities.		
Current Routes: 3 (fixed svc.)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Fraser Drive	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply): <input type="checkbox"/> Reroute to serve Diversity Health Center on Fraser Dr. and access DFCS property for direct service <input checked="" type="checkbox"/> Reroute to serve Diversity Health and DFCS, but avoid entering the DFCS property <input type="checkbox"/> Other: _____		
Circle the priority rating you would assign to these improvements: LOW MEDIUM HIGH URGENT		

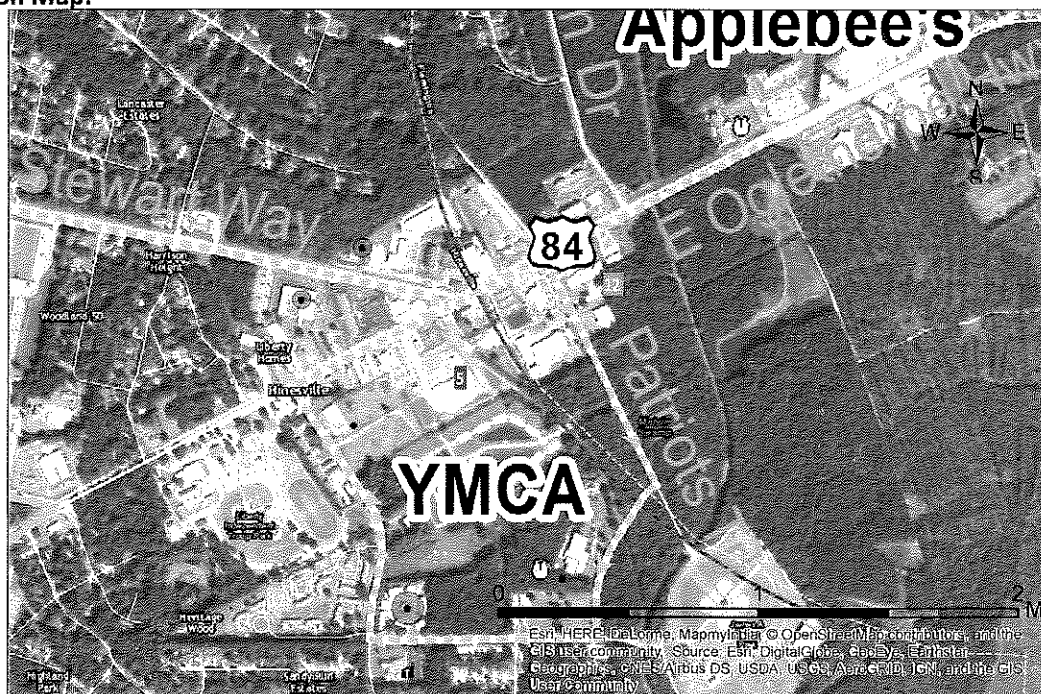




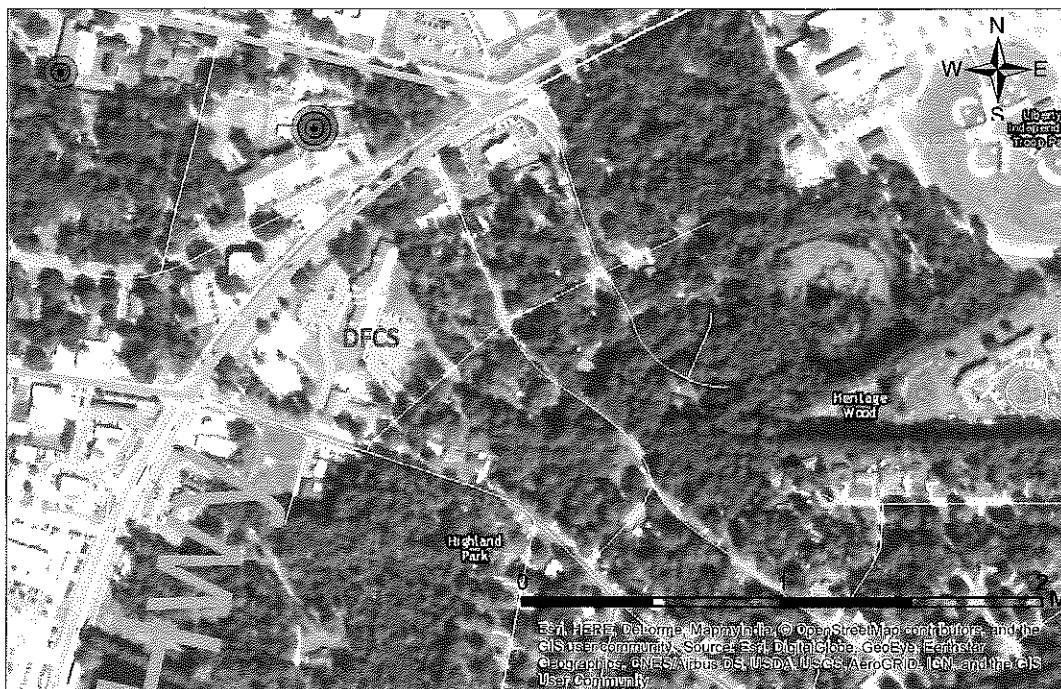
LTS – Stakeholders Field Trip

Route Name: Route 8 – YMCA Loop		Source: On-board survey, LT staff, Hinesville administrators, citizen input.
Description: Increase frequency by offering fixed service to Health Department, YMCA, low income / assisted housing developments and add a new stop at the Neighborhood Walmart. Reinstate limited service to Senior Center / ball fields, and reroute return trip to provide more direct connections to VA Clinic and DFCS.		
Current Route(s): 8 (limited)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Road(s): Patriots Trail, Marylou Drive, Tupelo Trail, and Sandy Run	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <i>Frequency may provide for new/additional trips</i>		
Check the service options that you feel should be considered for this route segment (select all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> Reinstate limited service to James Brown Park / Senior Center <input checked="" type="checkbox"/> Reroute to serve Walmart Community Market <input checked="" type="checkbox"/> Reroute to provide direct service to VA Clinic and DFCS <input checked="" type="checkbox"/> Increase frequency to reinstate fixed service <input type="checkbox"/> Other: _____ 		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



Route Name: Route 8 – DFCS / Diversity Health Direct Service		Source: Public and stakeholder input.
Route Description: Reroute service to provide direct connection to DFCS, Diversity Health Center (current and future facility), future Health Department site, and surrounding services. Current alignment requires riders to cross US 84 to gain access to facilities.		
Current Routes: 8 (fixed svc.)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Fraser Drive	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply): <input type="checkbox"/> Reroute to serve Diversity Health Center on Fraser Dr. and access DFCS property for direct service <input checked="" type="checkbox"/> Reroute to serve Diversity Health and DFCS, but avoid entering the DFCS property <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

Route Name: Route 8 – Darsey Road Extension		Source: Citizens requests to extend to Walmart.
Route Description: Reroute service to continue on US 84 past Darsey Road to the Walmart Neighborhood Market on Meloney Drive. Return service back to Darsey and continue along existing alignment, or continue on US 84 to Walthourville.		
Current Routes: 8 (limited service)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Darsey Road, South Main Street Extension	Federal/State Road #: US 84	Funding: 5307 and Local Funding

Stakeholder Comments/Remarks:

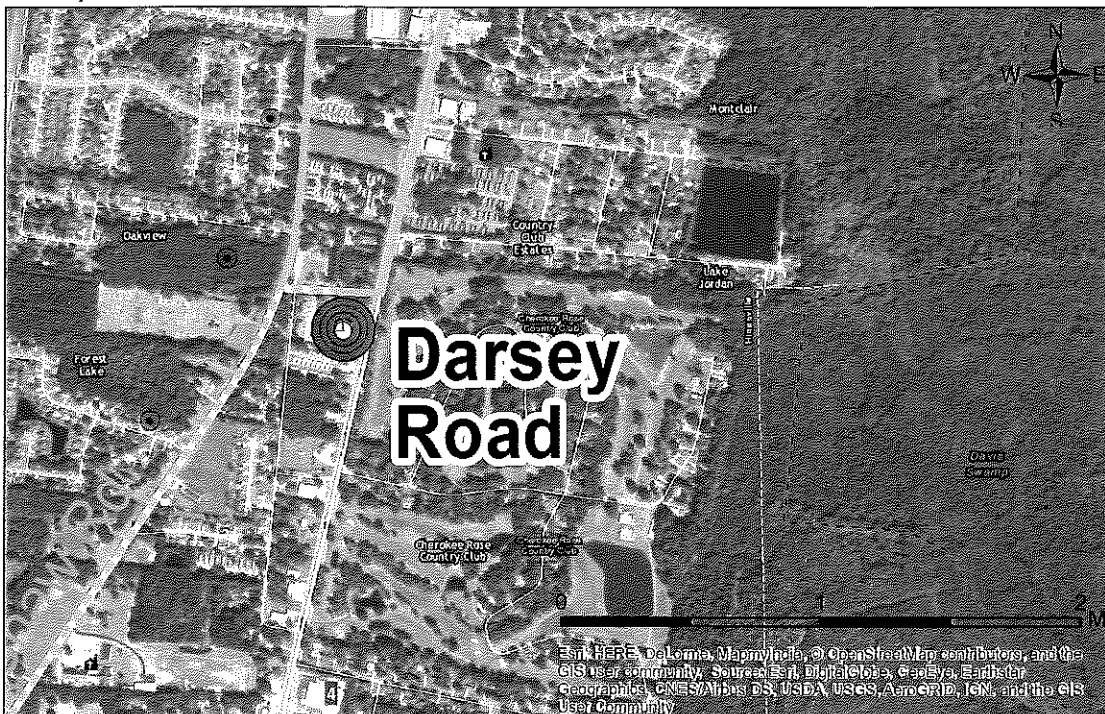
Route should provide service Walthourville at Shaw Rd. to provide additional employment opps/growing opportunities.

Check the service options that you feel should be considered for this route segment (select all that apply):

- ☐ Extend Route 8 to serve Walmart Community Market and return to Shaw Rd. via Darsey Rd.
- ☐ Extend Route 8 to serve Walmart Community Market and continue on US 84 to Walthourville
- ☐ Do not extend service to Walmart and maintain Shaw Rd. alignment via Darsey Rd.
- ☒ Other: *Extend Route 8 to serve Wal-Mart Neighborhood / combine to include Shaw Rd + Walthourville*

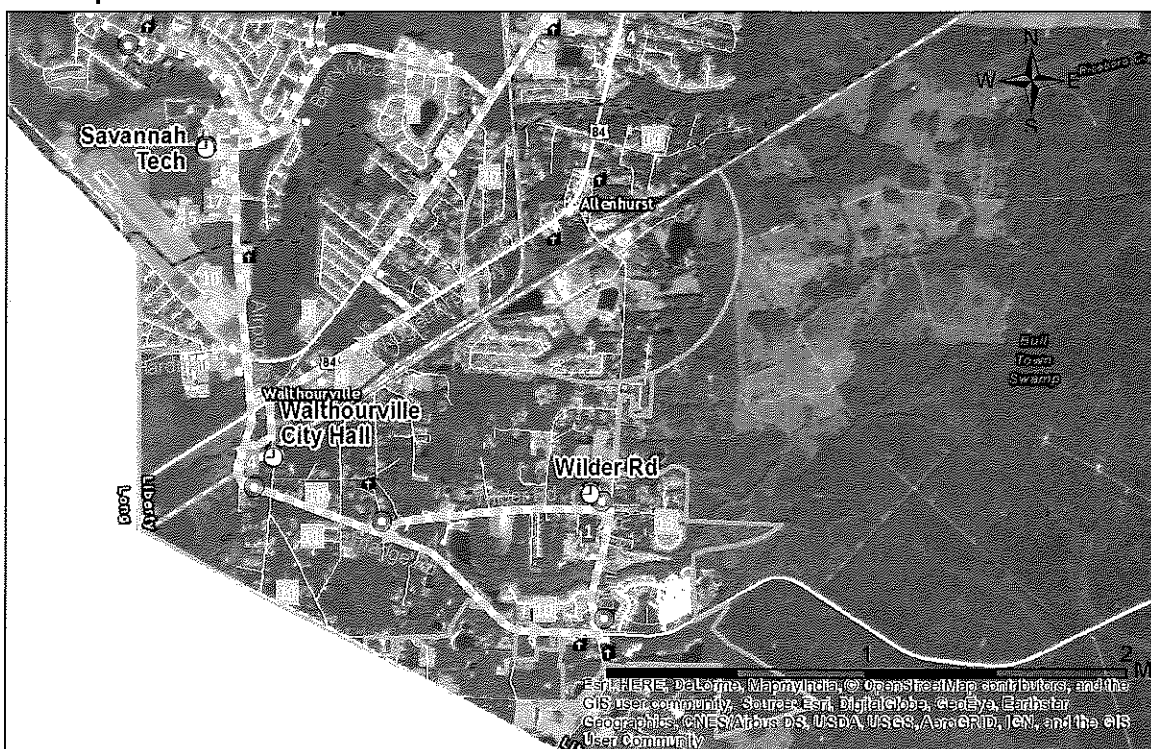
Circle the priority rating you would assign to these improvements: LOW MEDIUM **HIGH** URGENT

Location Map:



Route Name: Walthourville Service		Source: Boarding/Alighting count results, citizen and LT staff input.
Route Description: Current service is offered by a route 8 limited service extension 3 times per day. Options for analysis include increasing number of limited service runs and decoupling "city center" service from limited service and offering a limited service circulator on 1.5 – 2 hour frequency.		
Current Routes: 8 (limited service)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <hr/> <i>re-evaluate based on future needs and time study</i> <hr/>		
Check the service options that you feel should be considered for this route segment (select all that apply): <input type="checkbox"/> Increase the number of limited service runs to Walthourville using existing vehicle. <input type="checkbox"/> Decouple the "city center" and "limited service" adding an additional vehicle to serve as a limited service shuttle. Routes would transfer at major shopping plaza (e.g. Walmart or Oglethorpe Square) <input checked="" type="checkbox"/> Do not adjust service in the Walthourville area. <input type="checkbox"/> Other: _____		
Circle the priority rating you would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

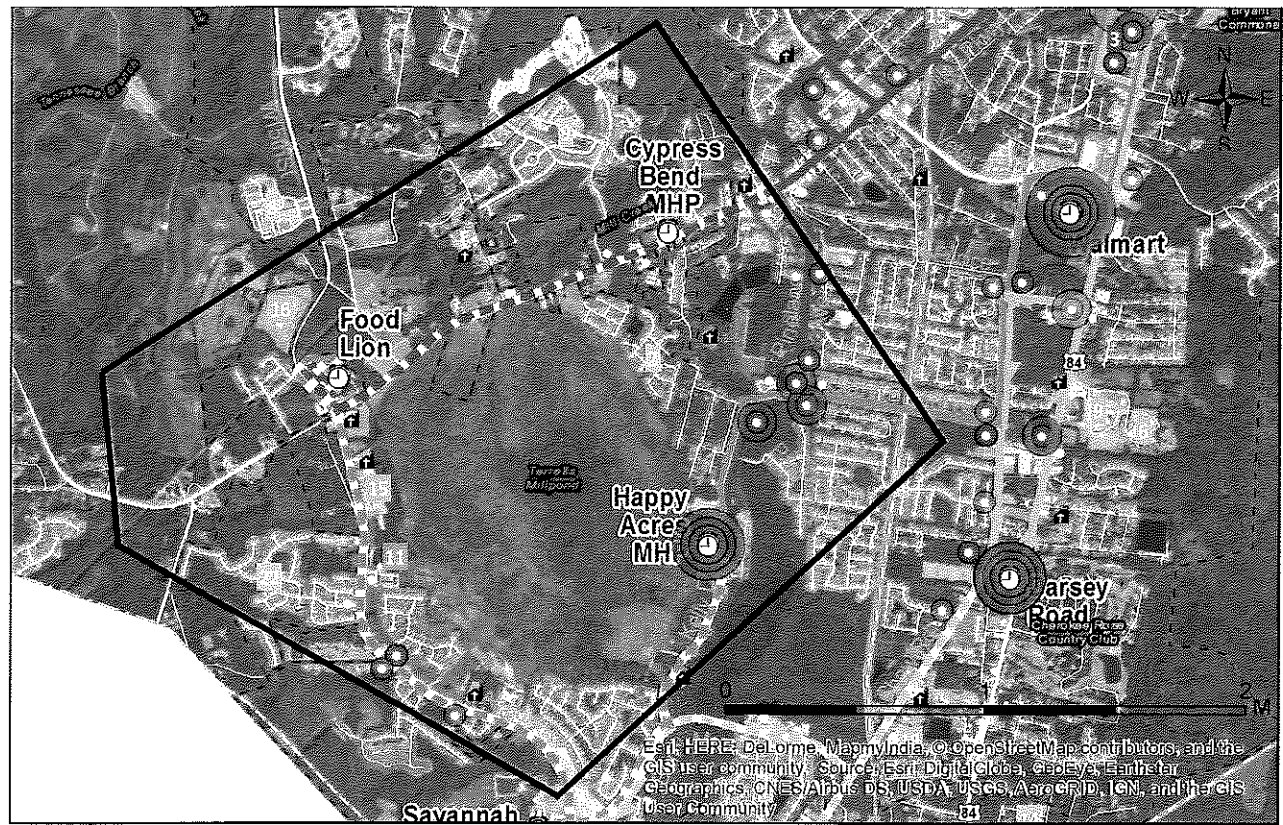




LTS – Stakeholders Field Trip

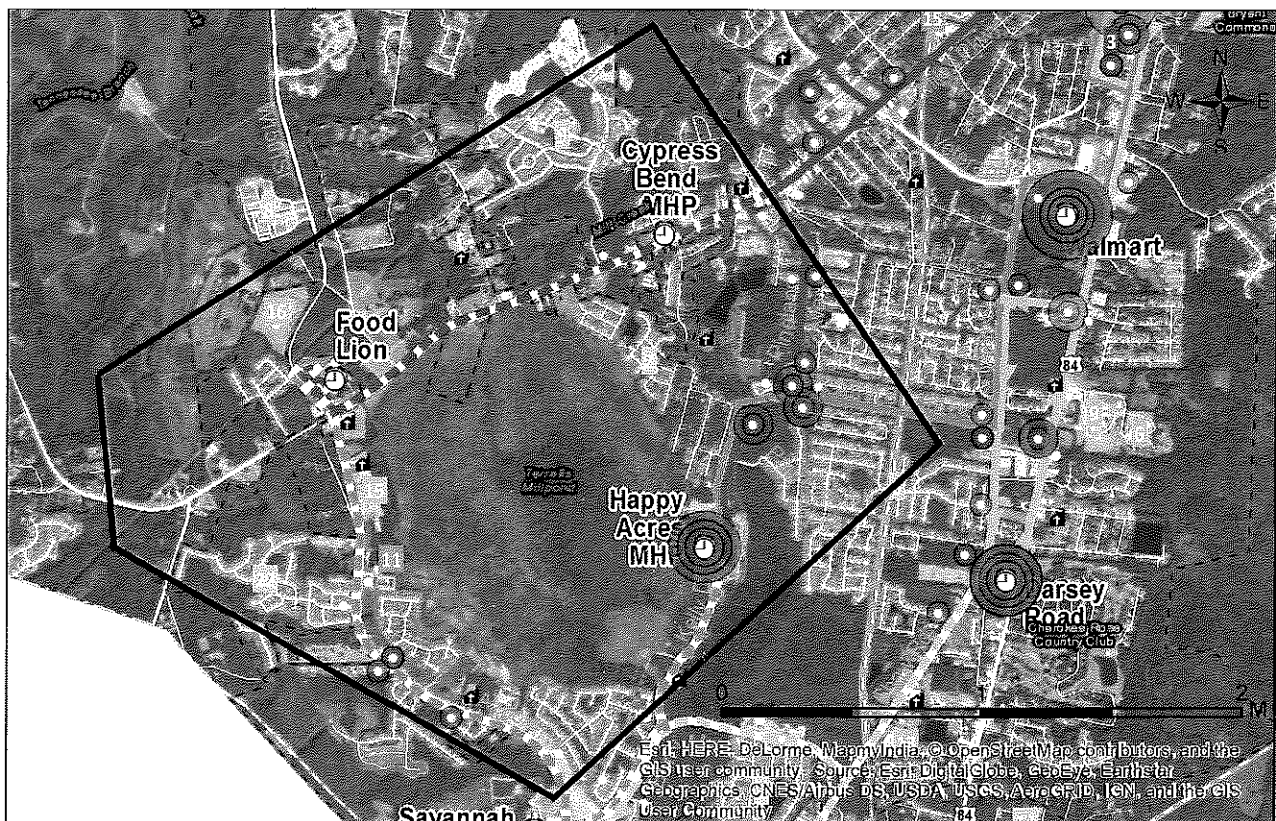
Route Name: Airport Road / Food Lion Service		Source: Boarding/Alighting counts, LT and citizen input.
Route Description: Return service via airport road and SR 196		
Current Routes: 6 & 7 (limited)	Existing Headways: 66 minutes, 6 hours 56 minutes on midday gap	Current # of Buses: 2 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, SR 196	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>		
<p>Check the service options that you feel should be considered for this route segment (select all that apply):</p> <p><input checked="" type="checkbox"/> Reroute 6 to offer service to Airport Rd after leaving Food Lion, eliminating SR 196 segment.</p> <p><input type="checkbox"/> Utilize "limited service circulator" eliminating the need for 6 to extend to Food Lion & Airport Rd.</p> <p><input type="checkbox"/> Discontinue service to Food Lion.</p> <p><input type="checkbox"/> Other: _____</p>		
<p>Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT</p>		

Location Map:



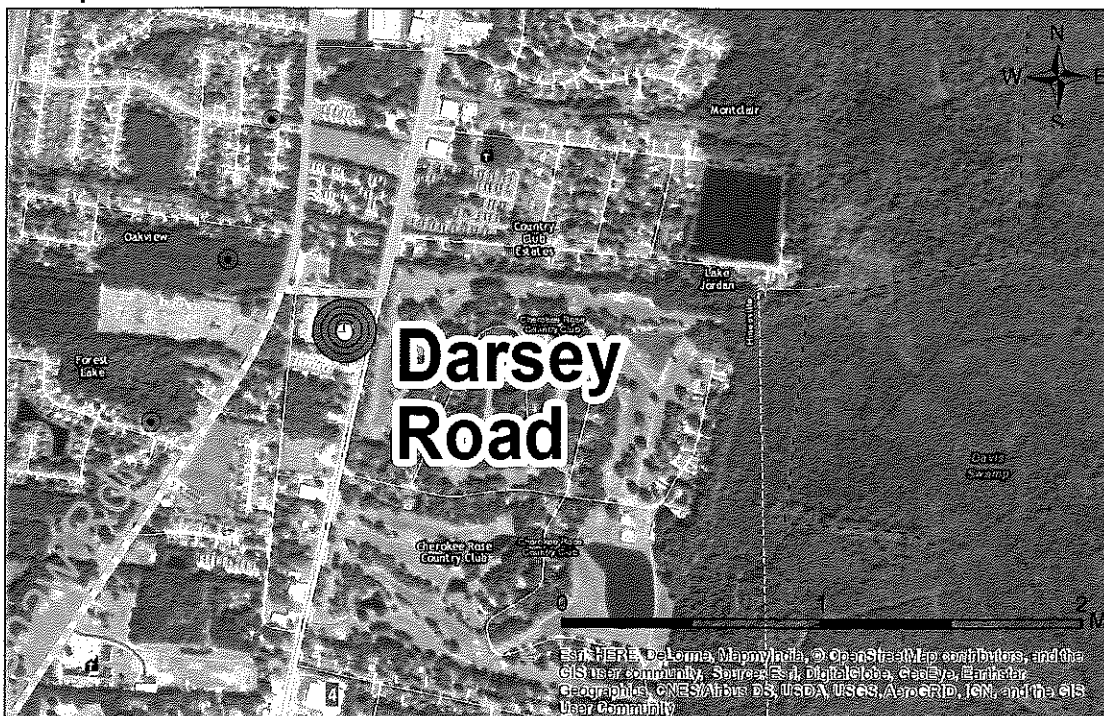
Route Name: Airport Road / Food Lion Service		Source: Boarding/Alighting counts, LT and citizen input.
Route Description: Return service via airport road and SR 196		
Current Routes: 6 & 7 (limited)	Existing Headways: 66 minutes, 6 hours 56 minutes on midday gap	Current # of Buses: 2 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, SR 196	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks:		
<p>Check the service options that you feel should be considered for this route segment (select all that apply):</p> <p><input checked="" type="checkbox"/> Reroute 6 to offer service to Airport Rd after leaving Food Lion, eliminating SR 196 segment.</p> <p><input type="checkbox"/> Utilize "limited service circulator" eliminating the need for 6 to extend to Food Lion & Airport Rd.</p> <p><input type="checkbox"/> Discontinue service to Food Lion.</p> <p><input checked="" type="checkbox"/> Other: <u>Try to continue Cypress Bend stop</u></p>		
Circle the priority rating you would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



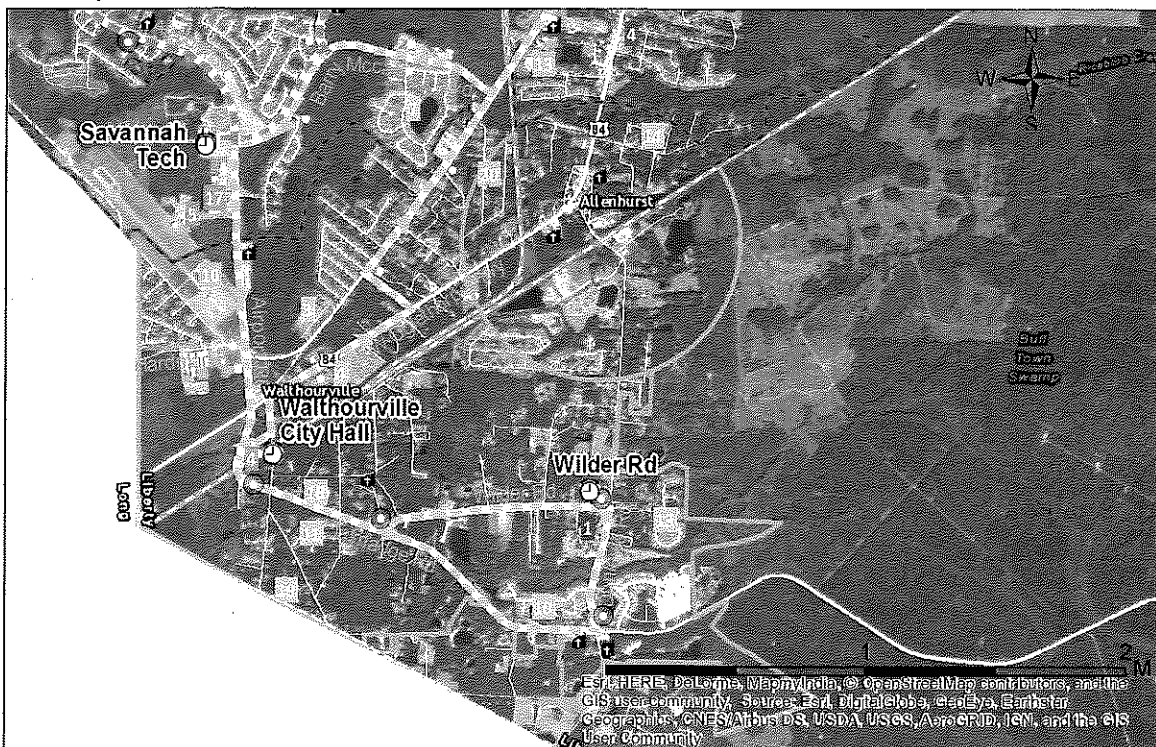
Route Name: Route 8 – Darsey Road Extension		Source: Citizens requests to extend to Walmart.
Route Description: Reroute service to continue on US 84 past Darsey Road to the Walmart Neighborhood Market on Meloney Drive. Return service back to Darsey and continue along existing alignment, or continue on US 84 to Walthourville.		
Current Routes: 8 (limited service)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Darsey Road, South Main Street Extension	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <p><i>pick up @ Square</i></p> <p><i>either 84 or Shaw to Walmart West, an work - low income on Shaw/main</i></p>		
Check the service options that you feel should be considered for this route segment (select all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> Extend Route 8 to serve Walmart Community Market and return to Shaw Rd. via Darsey Rd. <input type="checkbox"/> Extend Route 8 to serve Walmart Community Market and continue on US 84 to Walthourville <input type="checkbox"/> Do not extend service to Walmart and maintain Shaw Rd. alignment via Darsey Rd. <input type="checkbox"/> Other: _____ 		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



Route Name: Walthourville Service		Source: Boarding/Alighting count results, citizen and LT staff input.
Route Description: Current service is offered by a route 8 limited service extension 3 times per day. Options for analysis include increasing number of limited service runs and decoupling "city center" service from limited service and offering a limited service circulator on 1.5 – 2 hour frequency.		
Current Routes: 8 (limited service)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks:		
<p><i>need smaller buses for narrow roads</i></p>		
<p>Check the service options that you feel should be considered for this route segment (select all that apply):</p> <p><input type="checkbox"/> Increase the number of limited service runs to Walthourville using existing vehicle.</p> <p><input type="checkbox"/> Decouple the "city center" and "limited service" adding an additional vehicle to serve as a limited service shuttle. Routes would transfer at major shopping plaza (e.g. Walmart or Oglethorpe Square)</p> <p><input type="checkbox"/> Do not adjust service in the Walthourville area.</p> <p><input checked="" type="checkbox"/> Other: <i>go to zones with no overlap of route except @ transfer</i></p>		
<p>Circle the priority rating you would assign to these improvements: <u>LOW</u> MEDIUM HIGH URGENT</p>		

Location Map:

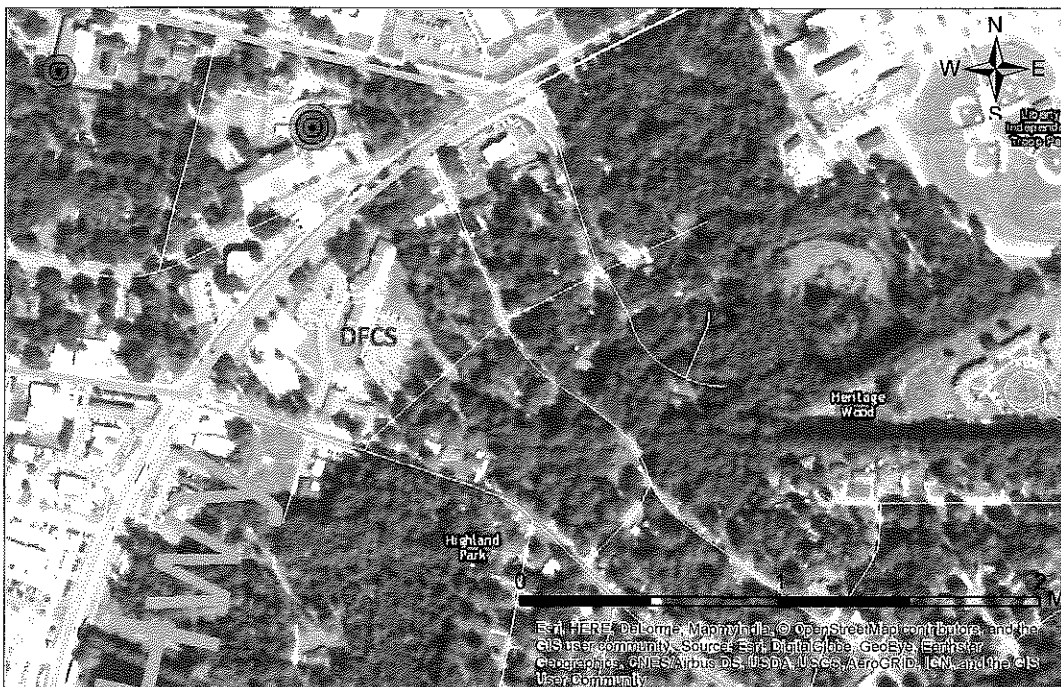




LTS – Stakeholders Field Trip

Route Name: Route 8 – DFCS / Diversity Health Direct Service		Source: Public and stakeholder input.
Route Description: Reroute service to provide direct connection to DFCS, Diversity Health Center (current and future facility), future Health Department site, and surrounding services. Current alignment requires riders to cross US 84 to gain access to facilities.		
Current Routes: 8 (fixed svc.)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Fraser Drive	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <i>Smaller Buses would make this work</i> <i>left @ 2:45pm, R on Fraser stop on Fraser</i> Check the service options that you feel should be considered for this route segment (select all that apply): <input checked="" type="checkbox"/> Reroute to serve Diversity Health Center on Fraser Dr. and access DFCS property for direct service <input type="checkbox"/> Reroute to serve Diversity Health and DFCS, but avoid entering the DFCS property <input type="checkbox"/> Other: _____ Circle the priority rating you would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



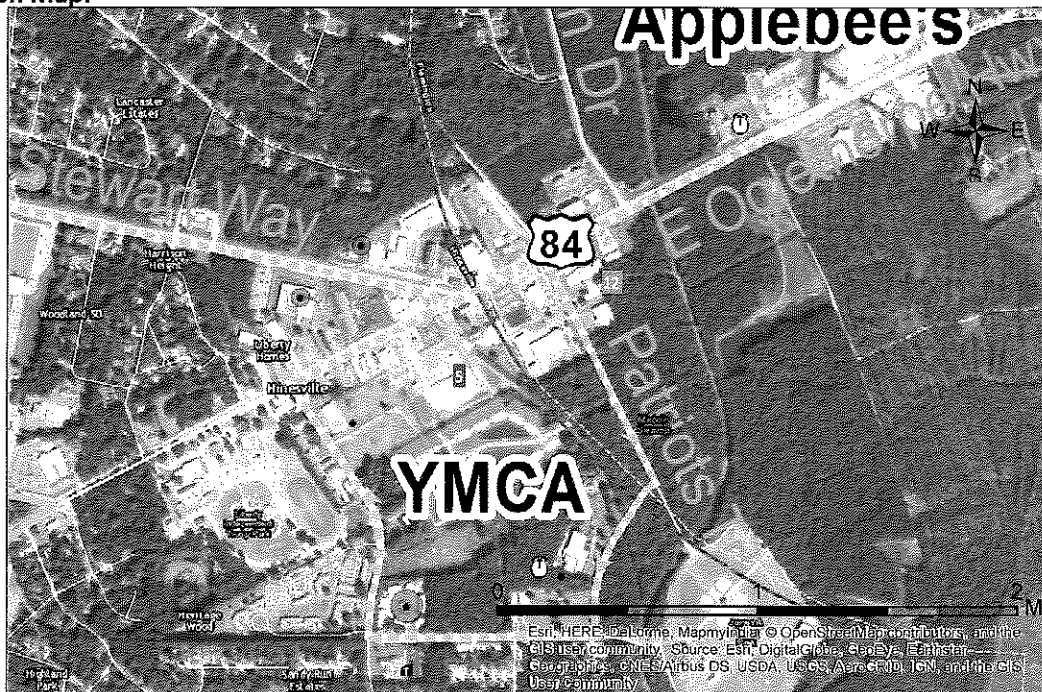
2 hrs.
Trip



LTS – Stakeholders Field Trip

Route Name: Route 8 – YMCA Loop		Source: On-board survey, LT staff, Hinesville administrators, citizen input.
Description: Increase frequency by offering fixed service to Health Department, YMCA, low income / assisted housing developments and add a new stop at the Neighborhood Walmart. Reinstate limited service to Senior Center / ball fields, and reroute return trip to provide more direct connections to VA Clinic and DFCS.		
Current Route(s): 8 (limited)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Road(s): Patriots Trail, Marylou Drive, Tupelo Trail, and Sandy Run	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <i>At Gen Stewart, route runs on side w/ spw</i> <i>Senior Center Service needed</i> <i>Limited Service = poor CTC interface</i>		
Check the service options that you feel should be considered for this route segment (select all that apply): <input type="checkbox"/> Reinstate limited service to James Brown Park / Senior Center <input checked="" type="checkbox"/> Reroute to serve Walmart Community Market <input type="checkbox"/> Reroute to provide direct service to VA Clinic and DFCS <input type="checkbox"/> Increase frequency to reinstate fixed service <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

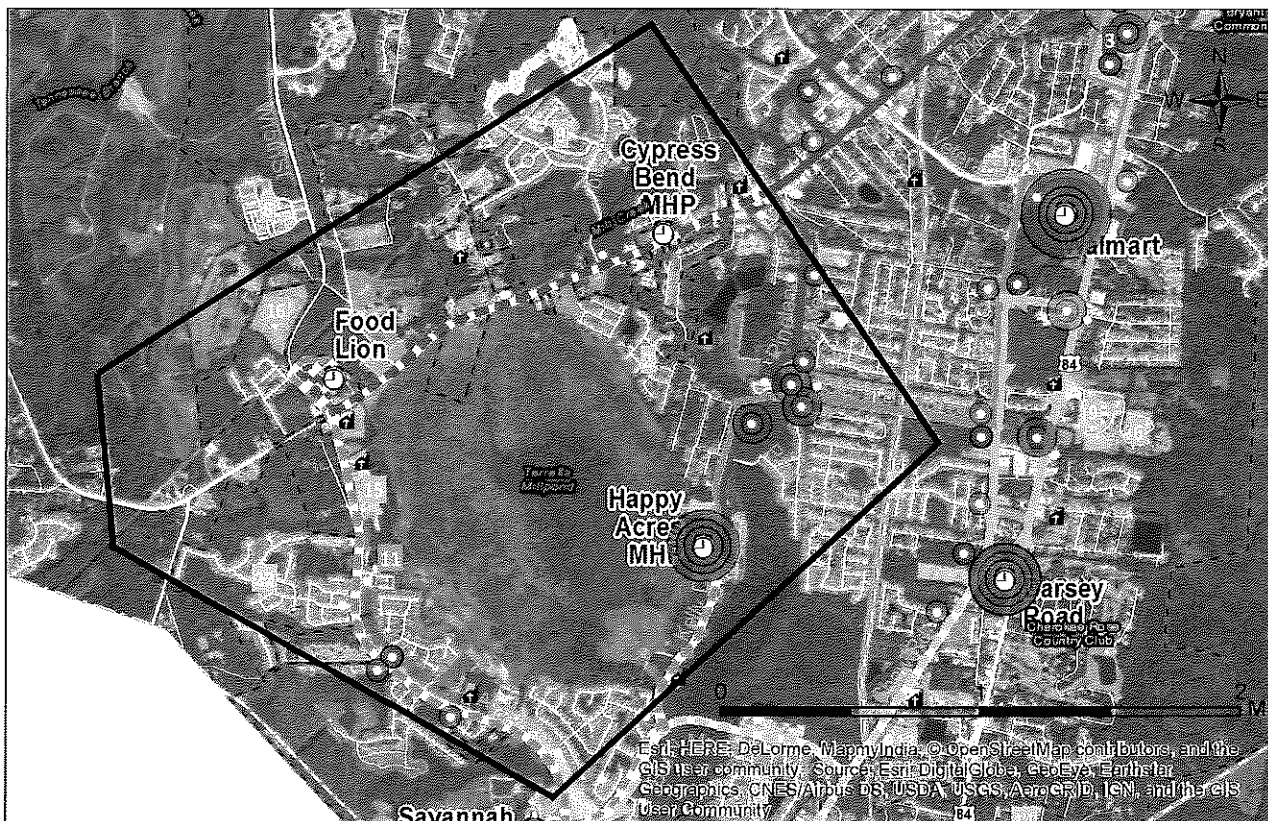
Location Map:



LTS – Stakeholders Field Trip

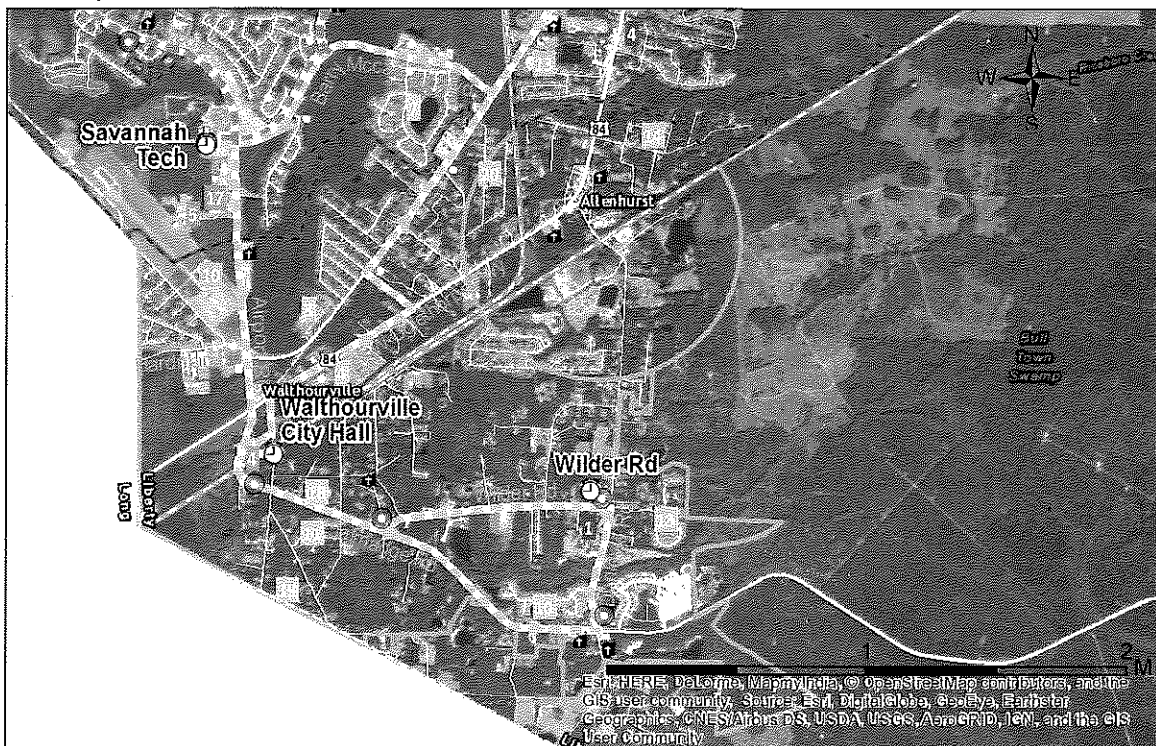
Route Name: Airport Road / Food Lion Service		Source: Boarding/Alighting counts, LT and citizen input.
Route Description: Return service via airport road and SR 196		
Current Routes: 6 & 7 (limited)	Existing Headways: 66 minutes, 6 hours 56 minutes on midday gap	Current # of Buses: 2 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, SR 196	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <i>route fails due to one way, needs a counter loop. Consider opn →, perhaps other</i>		
Check the service options that you feel should be considered for this route segment (select all that apply): <input type="checkbox"/> Reroute 6 to offer service to Airport Rd after leaving Food Lion, eliminating SR 196 segment. <input type="checkbox"/> Utilize "limited service circulator" eliminating the need for 6 to extend to Food Lion & Airport Rd. <input type="checkbox"/> Discontinue service to Food Lion. <input checked="" type="checkbox"/> Other: <i>Route Markings.</i>		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



Route Name: Walthourville Service		Source: Boarding/Alighting count results, citizen and LT staff input.
Route Description: Current service is offered by a route 8 limited service extension 3 times per day. Options for analysis include increasing number of limited service runs and decoupling "city center" service from limited service and offering a limited service circulator on 1.5 – 2 hour frequency.		
Current Routes: 8 (limited service)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: 		
Check the service options that you feel should be considered for this route segment (select all that apply):		
<input type="checkbox"/> Increase the number of limited service runs to Walthourville using existing vehicle. <input type="checkbox"/> Decouple the "city center" and "limited service" adding an additional vehicle to serve as a limited service shuttle. Routes would transfer at major shopping plaza (e.g. Walmart or Oglethorpe Square) <input checked="" type="checkbox"/> Do not adjust service in the Walthourville area. <input type="checkbox"/> Other: _____		
Circle the priority rating you would assign to these improvements: <u>LOW</u> MEDIUM HIGH URGENT		

Location Map:

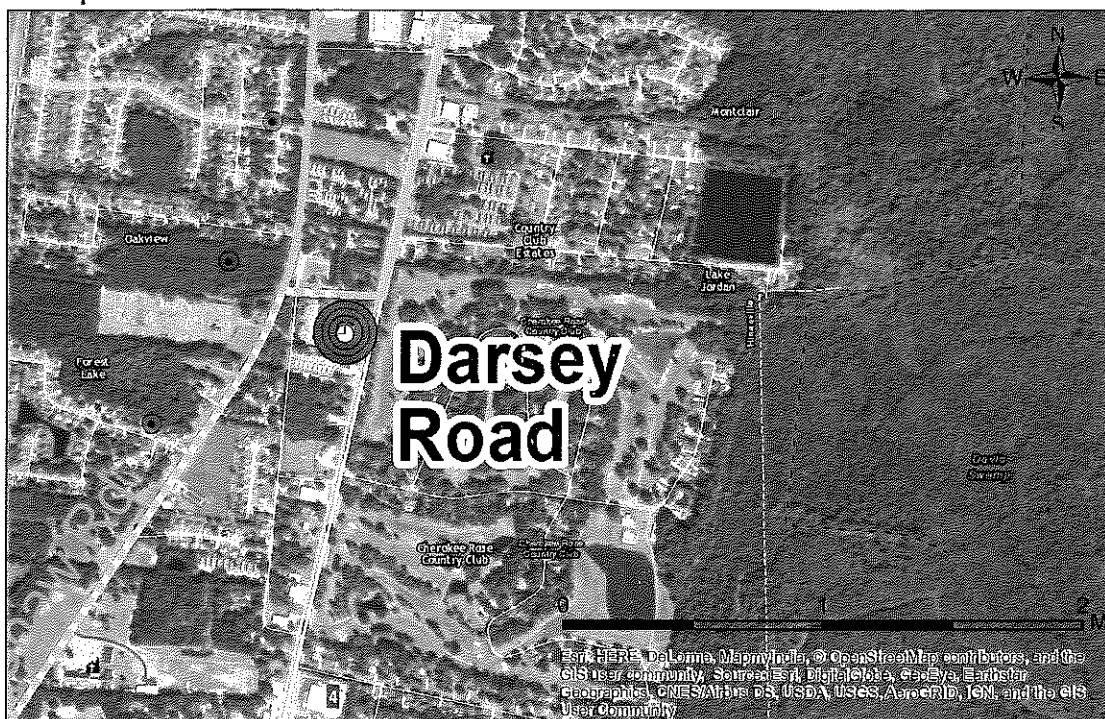




LTS – Stakeholders Field Trip

Route Name: Route 8 – Darsey Road Extension		Source: Citizens requests to extend to Walmart.
Route Description: Reroute service to continue on US 84 past Darsey Road to the Walmart Neighborhood Market on Meloney Drive. Return service back to Darsey and continue along existing alignment, or continue on US 84 to Walthourville.		
Current Routes: 8 (limited service)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Darsey Road, South Main Street Extension	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: Side walks (Walthourville, Shaw Rd) shelters needed 		
Check the service options that you feel should be considered for this route segment (select all that apply): <input checked="" type="checkbox"/> Extend Route 8 to serve Walmart Community Market and return to Shaw Rd. via Darsey Rd. <input type="checkbox"/> Extend Route 8 to serve Walmart Community Market and continue on US 84 to Walthourville <input type="checkbox"/> Do not extend service to Walmart and maintain Shaw Rd. alignment via Darsey Rd. <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:

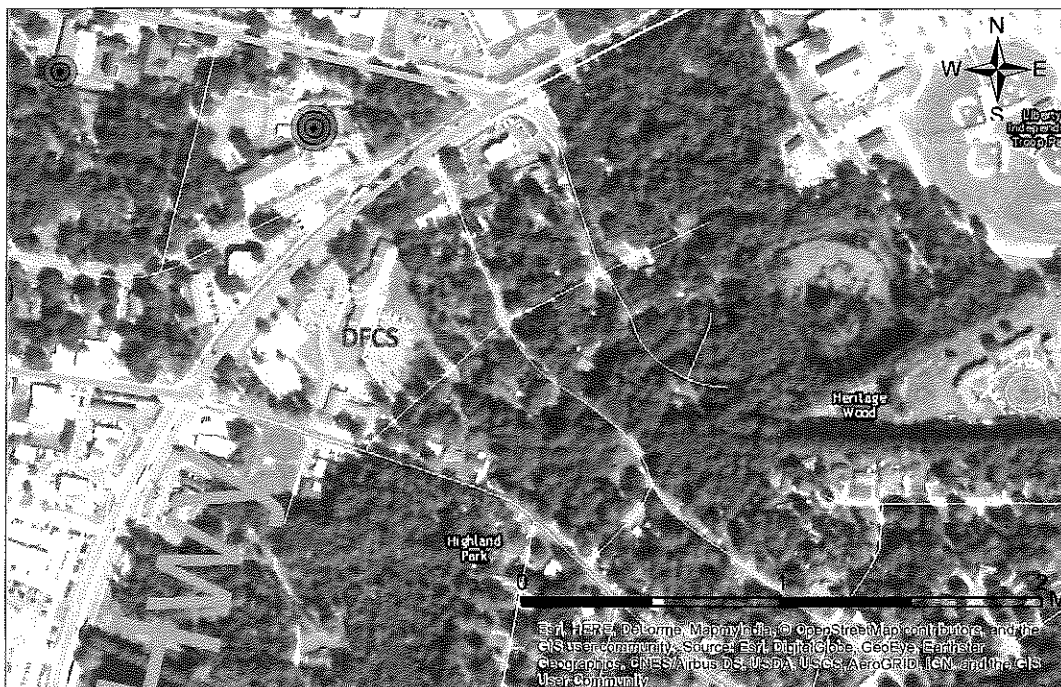




LTS – Stakeholders Field Trip

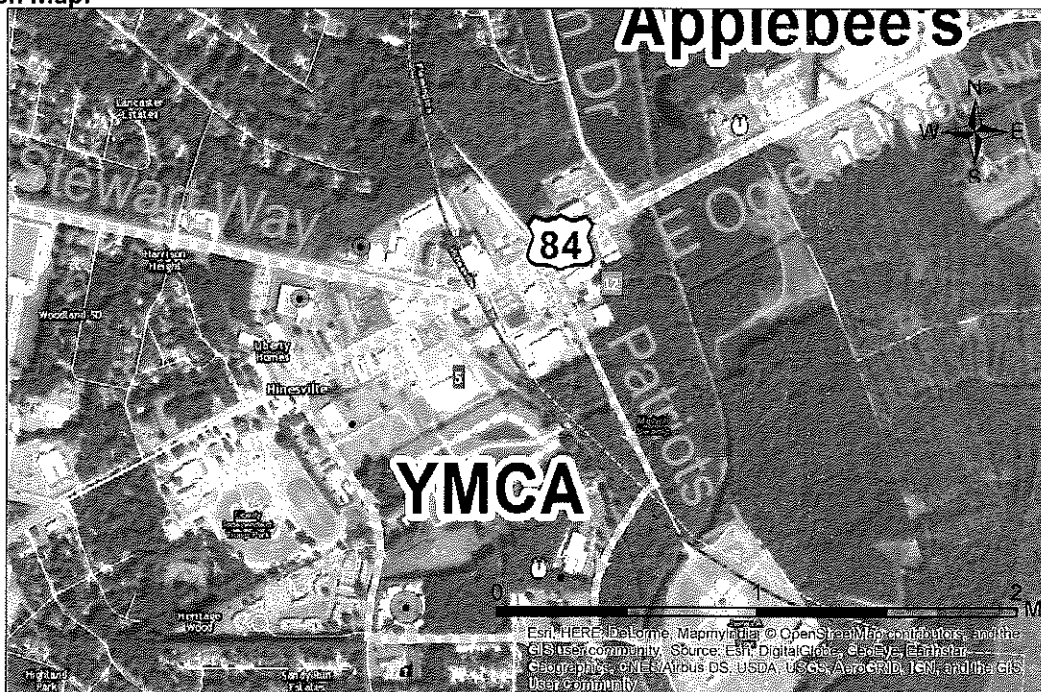
Route Name: Route 8 – DFCS / Diversity Health Direct Service		Source: Public and stakeholder input.
Route Description: Reroute service to provide direct connection to DFCS, Diversity Health Center (current and future facility), future Health Department site, and surrounding services. Current alignment requires riders to cross US 84 to gain access to facilities.		
Current Routes: 8 (fixed svc.)	Existing Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Roads: Fraser Drive	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: provide shelter <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>		
Check the service options that you feel should be considered for this route segment (select all that apply): <input type="checkbox"/> Reroute to serve Diversity Health Center on Fraser Dr. and access DFCS property for direct service <input checked="" type="checkbox"/> Reroute to serve Diversity Health and DFCS, but avoid entering the DFCS property <input type="checkbox"/> Other: _____		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:



Route Name: Route 8 – YMCA Loop		Source: On-board survey, LT staff, Hinesville administrators, citizen input.
Description: Increase frequency by offering fixed service to Health Department, YMCA, low income / assisted housing developments and add a new stop at the Neighborhood Walmart. Reinstate limited service to Senior Center / ball fields, and reroute return trip to provide more direct connections to VA Clinic and DFCS.		
Current Route(s): 8 (limited)	Current Headways: 50 minutes, 98 minutes on limited service runs	Current # of Buses: 1 Proposed # of Buses: No Change
Local Road(s): Patriots Trail, Marylou Drive, Tupelo Trail, and Sandy Run	Federal/State Road #: US 84	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <i>Need shelters & side walks</i>		
<p>Check the service options that you feel should be considered for this route segment (select all that apply):</p> <p> <input type="checkbox"/> Reinstate limited service to James Brown Park / Senior Center <input checked="" type="checkbox"/> Reroute to serve Walmart Community Market <input checked="" type="checkbox"/> Reroute to provide direct service to VA Clinic and DFCS <input checked="" type="checkbox"/> Increase frequency to reinstate fixed service <input type="checkbox"/> Other: _____ </p>		
<p>Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT</p>		

Location Map:

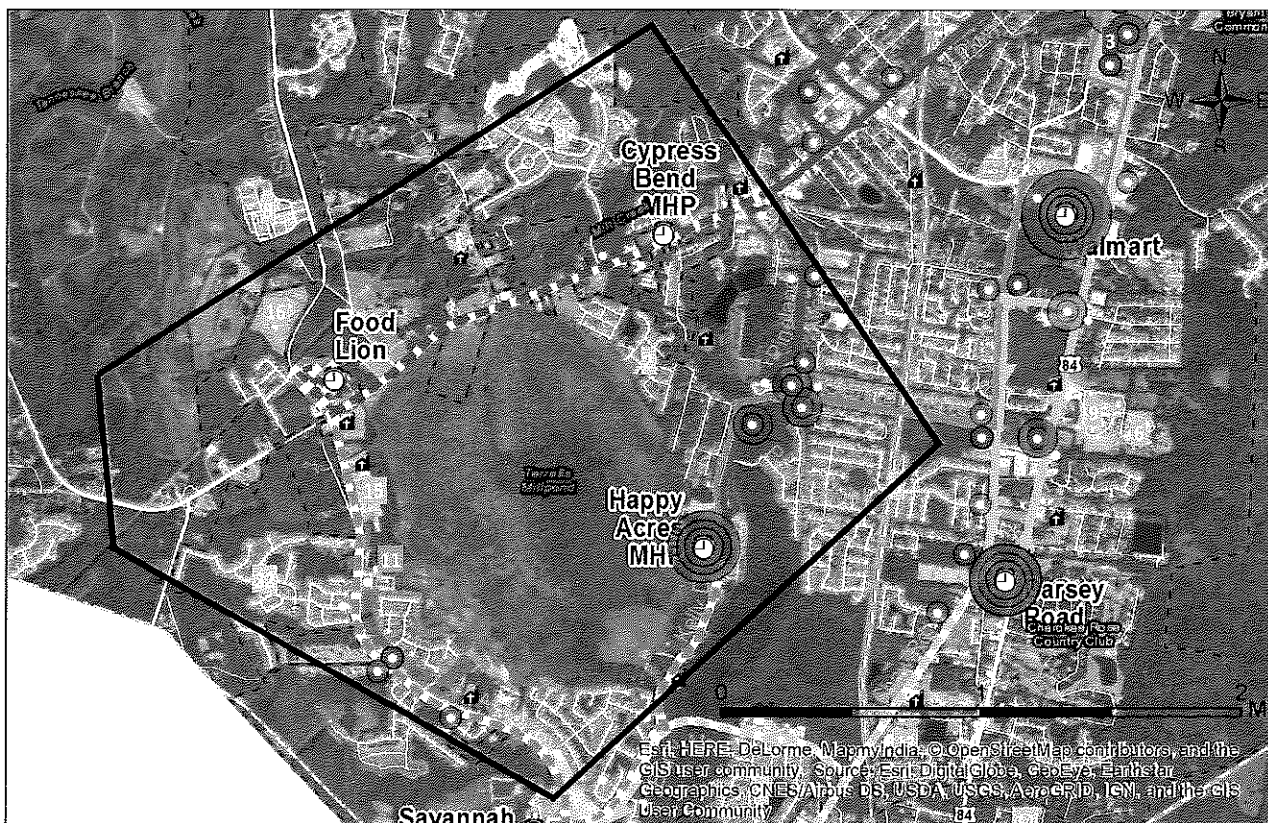




LTS – Stakeholders Field Trip

Route Name: Airport Road / Food Lion Service		Source: Boarding/Alighting counts, LT and citizen input.
Route Description: Return service via airport road and SR 196		
Current Routes: 6 & 7 (limited)	Existing Headways: 66 minutes, 6 hours 56 minutes on midday gap	Current # of Buses: 2 Proposed # of Buses: Varies
Local Roads: Various	Federal/State Road #: SR 119, SR 196	Funding: 5307 and Local Funding
Stakeholder Comments/Remarks: <i>provide service to Cypress Bend MHP & Timberlake Apts on Hwy 196, eliminate mills pond food lion & any non-use areas that are not income challenged</i>		
<p>Check the service options that you feel should be considered for this route segment (select all that apply):</p> <p><input type="checkbox"/> Reroute 6 to offer service to Airport Rd after leaving Food Lion, eliminating SR 196 segment.</p> <p><input type="checkbox"/> Utilize "limited service circulator" eliminating the need for 6 to extend to Food Lion & Airport Rd.</p> <p><input checked="" type="checkbox"/> Discontinue service to Food Lion.</p> <p><input type="checkbox"/> Other: _____</p>		
Circle the priority rating <u>you</u> would assign to these improvements: LOW MEDIUM HIGH URGENT		

Location Map:





Liberty Transit - 2017 TDP Update

Operator/Supervisor Interviews Response Summary

1. What route do you primarily drive?
Varies
2. Are you full time or part time?
Primarily full time drivers
3. How long have you been with LT?
Varies (four with tenure greater than 5 years)
4. What is Liberty Transit doing well?
 - *Moving people that can't/don't want to drive*
 - *Very professional*
 - *Driver's performance*
 - *Customer service (comment received from four respondents)*
 - *Safety and training (comment received from four respondents)*
 - *Knowledge of the routes/system*
 - *On-time performance*
5. What could Liberty Transit improve on (for customers and employees)?
 - *Focus on and invest in advertisement for the system (comment received from four respondents)*
 - *More promotional fare programs to encourage new ridership (youth ½ fare, seniors ride free)*
 - *Removing senior center was detrimental to the community and should be added back*
 - *Rider training is needed (i.e., YouTube videos posted on transit website)*
 - *Compliance training is needed to ensure protocol is followed by all*
 - *Driver's split schedules create large segments of the day with no work*
 - *Consider implementing weekend service*
 - *Route 8 needs to be restructured, drivers do not have enough time for breaks*
 - *More trips to the YMCA, housing, and Health Department are needed*
 - *One way trips are too long; the majority are longer than an hour and are looping*
 - *Route 6 needs to be restructured; it is not well utilized*
 - *Increase Airport Road service at the end of the day and move stops out of the grass*
 - *Greater accessibility; go to more areas inside the current service area (low income housing areas, services)*
 - *More competitive salary and evaluation of salary based on assignments*
6. What service related comments/complaints do you hear most frequently from the riders?
 - *Stops are spaced too far apart*
 - *Saturday/weekend service is needed for shopping, work, and entertainment (at least ½ day)*
 - *System needs a transportation hub (Greyhound needs to return to service area)*

- *New commercial “mall” on US 84 needs to have buses routed into the property and shelters installed*
 - *Route 6 needs to run all day; eliminate the mid-day gap*
 - *Long wait times result in calling a taxi to get there faster*
 - *Frequency for Walthourville trips is too low*
 - *Need express service to industrial areas (Midway/Riceboro)*
 - *Bus does not go to /pick up where people need it*
 - *Connection to Savannah is desired*
 - *Overall system frequency is too low*
7. Are there any service areas with conditions (road, sidewalk, lighting, etc.) that appear to be unsafe for riders?
- *Food Lion stop is on the shoulder instead of routing into the plaza. Grass is tall, no sidewalk, uneven dirt is tripping hazard, distance to store front requires patrons to carry groceries too far, no shelter for heat with long waits, dark at night. (cited by all respondents)*
 - *Airport Road construction zone staging is very unsafe (i.e., signs stuck up in the dirt, sometimes on the wrong side of the road)*
 - *Turning into OMI at the end of each shift should be rerouted to turn right into the property (left is dangerous)*
 - *Cypress Bend stop is on the main road*
 - *Pineland Avenue has tall grass and has multiple reports of snakes in the grass*
 - *Driving across Walmart entrance area can be unsafe*
8. Are there any route segments that are difficult to navigate? Why?
- *Routes 7 and 8 turning on Ralph Quarterman at South Main have 4 drives entering the roadway and the left turn is very difficult. Traffic volumes are high and traffic backs up trying to get a safe opening to turn left (cited by 4 respondents)*
 - *Route 8 – From US 84 post office stop to left turn at Link Street is a difficult movement (cited by three respondents)*
9. Are there any routes that have on-time performance issues (difficulty hitting your time-points)?
- *All respondents cited Route 8 (traffic, schedule, Walmart foot traffic, and breaks impact performance)*
10. Are there any route segments that you feel should be evaluated for service changes?
- *YMCA/Senior Center (add it back in and increase frequency)*
 - *Reroute service to access the new Walmart Market stores on US 84*
 - *Reroute to provide service internal to the new shopping plaza on US 84*
 - *Reroute to bring buses into Food Lion plaza and service new dollar store*
 - *Route 6: On second and last run of the day, reroute to Airport Road (instead of EG Miles) to drop shoppers back at home*
 - *Reroute 6: ridership is very low and frequency to low income housing connecting to services is very challenged. Closing mid-day gap is critical for appointments. Riders have to cross US 84 near Enmark and walk to the VA clinic to gain reasonable access to the system*
11. Are there any service opportunities or route modifications that you would like to share?

- *Consider express service to Midway/Riceboro employment centers (mentioned by all respondents)*
 - *Service the Greyhound Station (or bring back into town)*
 - *Extend service into Gum Branch area*
12. Does the current schedule provide ample opportunities for breaks during your shift?
- *6 – yes, more than needed*
 - *7 – yes*
 - *8 – no (unanimous response)*
13. Do riders express concern about routes entering Fort Stewart?
- *Guards are not properly trained and periodically default on agreed access protocol, including refusing bus access because “operators don’t have a pass”*
 - *Guards are inconsistent and sometimes refuse to let riders enter the base*
 - *Some patrons have criminal records and are not allowed onto the base; there is no supporting infrastructure that allows them to safely exit the vehicle, cross the street, and wait comfortably (shelter) for the return trip exiting the base.*
 - *Route 8 does not enter the base*
14. Does the boarding and alighting map accurately reflect ridership patterns? If no, what did we miss?
- Yes, with some noted exceptions:*
- *Savannah Tech comes in cycles; our counts may not reflect the peak of their activity*
 - *Dollar Tree near Food Lion just opened (after count collection) so ridership does not reflect new trips to that location*
 - *The last week in the month is typically slower due to benefit/pay cycles. First week of the month is typically more active*
 - *Offs at Fort Stewart housing area are not typical*
 - *Offs at YMCA, Walthourville, and Food Lion are typical because Liberty Transit does not offer enough service to accommodate round trips to these areas (patrons have to walk for ½ of their trip)*
 - *Library stop is very busy and typically not students*
15. What else would you like for us to know?
- *Liberty Transit is good for the community and needs to grow to meet expanding needs for the entire community*
 - *Drivers are dedicated to the system and want to see it succeed*
 - *Service to Walmart and the Hospital is too frequent. Typically do not pick people up on the out and inbound (only one of the two trips pick up riders)*
 - *AC is not always cold on the vehicles and driver windows are not tinted. This results in uncomfortable work conditions for drivers during summer months*
 - *Old style tie-downs on the vehicles results in ADA related delays. When new vehicles are purchased, new technology should be strongly considered*
 - *Fort Stewart segments of Route 6 are a “waste of service hours”; PX and Wynn Army Hospital should be the only areas serviced*
 - *Long headways, frequency, and looping trips hurt ridership*
 - *Taxis are used frequently due to Liberty Transit’s long wait times and lack of comfortable infrastructure (shelters)*
 - *If re-routing 6, note that there is a regular that uses the bus to get to teaching job on Fort Stewart*

Interviewer Observations:

Drivers, supervisors, maintenance manager and GM take pride in the system and want to see positive changes. While morale is generally good, some feelings of inequity and lack of compliance may lead to liability for the system and should be further evaluated.

Route supervisors are knowledgeable about the system and appear to be communicating with their staff about issues and opportunities. Consistent and overarching themes from all levels of employees includes:

- *Need for advertisement*
- *Need for improved frequency*
- *Need for service gaps to be eliminated and Saturday service to be reinstated*
- *Need for infrastructure investments, specifically more stops, route identification signs, and shelters*
- *Need for evaluation of equitable distribution of responsibilities and pay structure*



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