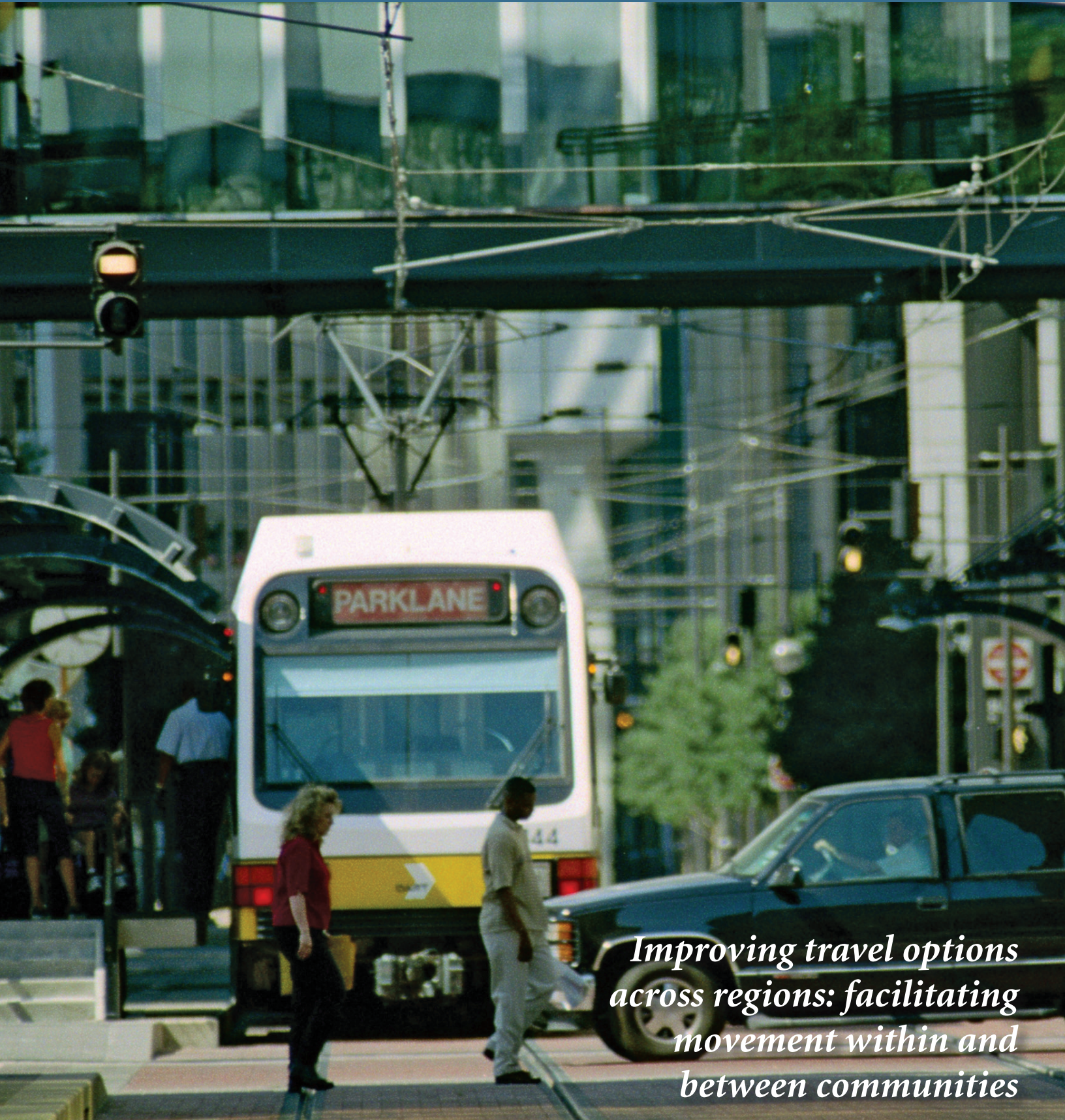


Regional Transit Coordination



*Improving travel options
across regions: facilitating
movement within and
between communities*

Texans' travel needs are changing.

In Texas, public transit provides about 300 million trips per year. Many transit riders are commuters; others use transit to get to school, medical appointments, shopping or social services. Transit service is particularly crucial to those Texans who cannot drive or do not have access to a personal vehicle.



About this project:

This project is intended to develop recommendations, methodologies, and guidelines for regional transit coordination in Texas.



The research focuses on three topics:

- transit coordination guidelines,
- analysis of Medical Transportation Program (MTP) service data, and
- analysis of travel demand along intercity corridors.

1

Transit Coordination Guidebook

(led by Texas Southern University and the Texas Transportation Institute [TTI])



The guidebook reflects the most recent thinking as reported in literature, surveys, and telephone interviews of communities across

America, addressing the provision of better coordinated, more integrated public transportation across regions. The guidebook describes tools, strategies, and organizational structures that are working in communities across America. Topics in the guidebook include:

- transit traveler information, from basic directories to interactive websites and 511 systems;
- service coordination and intercity interlining strategies;
- administration and management scenarios, ranging from informal interagency cooperation to integrated regional transit systems; and
- best practices in regional service planning.



Texas' growing population and expanding urban areas, as well as new legislation at the federal and state levels, are presenting new challenges and new opportunities for public transit service:

- New transit funding programs require coordination among transit, human service, and workforce interests;
- TxDOT has assumed

management responsibility for the transportation services of non-emergency medical transportation, presenting an enhanced opportunity to coordinate transportation services in some regions and,

- Commuter travel needs are spreading beyond traditional transit service areas.

Twenty-four regions in Texas are developing regional transit coordination plans to help meet these growing challenges. The most effective plans contain the following essential elements or characteristics:

- local development;
- comprehensiveness;
- inclusion of public, private, and non-profit human service agencies, workforce and public transportation agencies, advocacy groups, passengers, and the general public;
- documentation of the coordinated plan, including all essential elements; and
- a mechanism to share the coordinated plan document as needed to support cross-jurisdictional project selection processes.

These plans and associated materials are being collected at the Regional Service Planning website: <http://www.regionalserviceplanning.org/>.

2

Analysis of Non-emergency Medical Trips and Other Demand Response Services

(led by Prairie View A&M University)

Service data may be used to model demand for non-emergency medical trips using a Geographic Information System (GIS). A user-friendly webpage will allow planners to view trip volumes between designated locations, serving as an estimation of demand. One locale will serve to demonstrate the GIS web-based capabilities. Then, the research team will assess the viability of using these data to model MTP services for other regions in Texas. Other approaches to demand response service analysis will be addressed.



3

Analysis of Intercity Corridor Commute Trips and Demand Estimation

(led by Texas State University–San Marcos)



Data from the U.S. Census and from travel surveys conducted by TTI were used in a GIS-based analysis of travel needs along the

Austin–San Antonio corridor. Commute volumes and patterns were analyzed for five counties—Williamson, Travis, Hays, Comal, and Bexar. The study focused on commute flows between urban and rural areas and between the counties. The models and demand estimation techniques developed for this interregional corridor will be applied to other regions in Texas.

Sustaining a regional coordination effort not only through planning and implementation, but also for long-term operation, requires a sound planning process, ongoing and active participation by coordination partners, and a focus on regional transportation objectives.

For more information on how to start or improve regional public transportation, please contact:

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