Agenda

• Welcome & Introductions
• Announcements and Briefings
• Coordinated Human Services Transportation Plan
• FY 2015 Transportation Alternatives Program
• 2016 ATAC Meeting Calendar
• New Business
• Adjourn
Announcements and Briefings

• Livability 2040: Regional Transportation Plan
• Bus Stop Accessibility and Design Guidelines
• Bike/Pedestrian Counter Pilot Program
• 2015 TDOT Multimodal Access Grant

• Greenprint Summit:
  November 16
  3:00 PM – 6:30 PM
  Germantown Great Hall
COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

ATAC Meeting October 27, 2015
PROJECT BACKGROUND
Project Background

At a minimum, the CPT-HST must include the following items:

1. Identification of current transportation providers and services, including public, private, and non-profit providers;

2. Assessment of the transportation needs of older adults, persons with disabilities, and individuals with low incomes, as appropriate;

3. Identification of strategies, activities, and/or projects to address those needs and transportation service gaps and increase the efficiency of transportation services; and

4. Implementation of priorities among strategies or activities, based on time, resources, and feasibility.
Key Tasks

1) Identify stakeholders and Steering Committee, and determine study area - **Complete**
2) Demographic analysis – **Complete**
3) Inventory of Service— **Complete**
4) Identify needs, gaps, and potential strategies— **In progress**
5) Prioritization of projects - **October-November 2015**
6) Draft plan – **December 2015**
7) Adopted plan - **January/February 2015**
Study Area Defined

Encompassing portions of three states:

- Tennessee (10 counties)
- Arkansas (5 counties)
- Mississippi (5 counties)
**CPT-HST Advisory Committee**

<table>
<thead>
<tr>
<th>Northwest Tennessee Human Resources Agency</th>
<th>Memphis Metropolitan Planning Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aging Commission of the MidSouth</td>
<td>Memphis Area Transit Authority</td>
</tr>
<tr>
<td>North Delta Planning and Development District</td>
<td>Mississippi Department of Transportation</td>
</tr>
<tr>
<td>Shelby County Health Department (rideshare)</td>
<td>Tennessee Department of Transportation</td>
</tr>
<tr>
<td>VA Paralyzed Veterans Group (TN)</td>
<td>West Memphis Metropolitan Planning Organization</td>
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<tr>
<td>Memphis Center for Independent Living</td>
<td>Arkansas State Highway and Transportation Department</td>
</tr>
<tr>
<td>ITN Memphis</td>
<td>West Tennessee Rural Planning Organization</td>
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<tr>
<td>SWHRA</td>
<td>Delta Human Resources Agency</td>
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## Human Service Transportation

<table>
<thead>
<tr>
<th>Agency</th>
<th>AR</th>
<th>MS</th>
<th>TN</th>
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<tbody>
<tr>
<td>Aaron E. Henry Community Services Center</td>
<td></td>
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<td>X</td>
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<tr>
<td>Case Management, Inc.</td>
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<tr>
<td>Counseling Service of Eastern Arkansas- various residential locations</td>
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<tr>
<td>Cross County Special Workshop</td>
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<tr>
<td>EastArk Enterprises</td>
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<tr>
<td>Goodwill Homes Community Services, Inc.</td>
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<tr>
<td>Helen R. Tucker Adult Developmental Center</td>
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<tr>
<td>ITN Memphis</td>
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<tr>
<td>Frank A. Steudlein Learning Center</td>
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<tr>
<td>Lee County Cooperative Clinic</td>
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<tr>
<td>Metropolitan Inter-Faith Association (MIFA)</td>
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<tr>
<td>North Delta Planning and Development District/ Area Agencies on Aging</td>
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<tr>
<td>Phillips County Development Center</td>
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<tr>
<td>Professional Care Services of West Tennessee, Inc.</td>
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<td>Regional Interfaith Association-FISH</td>
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<td>Safe Shuttle</td>
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<tr>
<td>Southland Adult Day Center</td>
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<tr>
<td>St. Francis Area Development Center</td>
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<tr>
<td>The Family Center, Inc./Anna’s Place</td>
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<tr>
<td>The Family Center, Inc.</td>
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<tr>
<td>Volunteers of America, Inc.</td>
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<td>Wesley at Adamsville, Inc.</td>
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<td>Wesley Housing Corporation of Memphis, Inc.</td>
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<td>Wesley at Millington Towers</td>
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<tr>
<td>Wesley at Paris, Inc.</td>
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SERVICE GAPS AND NEEDS
Service Gaps and Needs

• Needs of the target populations identified throughout the public involvement process
  • Information and Awareness
  • Geographical
  • Time-Based
  • Client
  • Service Quality
Prioritization Exercise
# Needs and Gaps

## Information and Awareness

<table>
<thead>
<tr>
<th>Needs</th>
<th>Provider</th>
<th>User</th>
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</thead>
<tbody>
<tr>
<td>Lack of a centralized mobility manager</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Lack of public information regarding services</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Private sector participation</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Lack of provider participation in coordination</td>
<td>●</td>
<td></td>
</tr>
</tbody>
</table>

## Barriers to Implementation

- Lack of funding (local, state, federal, private)
- Large geographical area
- Collecting information on services within the service area
- Lack of opportunities to coordinate among providers
Potential Strategies

- Create a Mobility Manager position for the region
- Enhance planning activities and public education efforts
- Develop a coordination workshop for providers/private sector
- Host how-to-ride workshops
# Needs and Gaps

<table>
<thead>
<tr>
<th>Geographical</th>
<th>Provider</th>
<th>User</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employers and medical providers are moving farther out into suburban areas</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Increased service to job centers such as warehouses or industrial areas</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Coverage of rural areas, job centers, and North Memphis</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

## Barriers to Implementation
- Dispersed Population
- Cost of service
- Prioritization of trip purpose
Potential Strategies

- Review service routes and expand service to geographical areas not currently served by transit, paratransit, or service agencies.
- Coordinate service delivery among lower density areas.
# Needs and Gaps

## Time-Based Provider User

<table>
<thead>
<tr>
<th>Service</th>
<th>Provider</th>
<th>User</th>
</tr>
</thead>
<tbody>
<tr>
<td>Night and weekend service</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Early morning service</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

## Barriers to Implementation

- Lack of funding – paying additional drivers
- Lack of vehicles
Potential Strategies

- Expand transit, paratransit, and service agency hours to include early morning and evening service
- Expand or shift hours to include weekend service
## Needs and Gaps

<table>
<thead>
<tr>
<th>Client-Based</th>
<th>Provider</th>
<th>User</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of service for persons with disabilities</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Passengers do not want to transfer services</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Dialysis transportation</td>
<td></td>
<td>●</td>
</tr>
</tbody>
</table>

### Barriers to Implementation

- Matching vehicle requirements to rider needs
- Location of dialysis centers
Potential Strategies

- Evaluate existing service areas and capacity for persons with disabilities and identify areas of expansion
- Increase access to dialysis services (coordinate efforts with DaVita)
Needs and Gaps

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Provider</th>
<th>User</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased number of paratransit buses to provide service</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Balancing conflict of interest vs. shared responsibility</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Lack of taxi voucher program (i.e. difficulty with taxi provider participation)</td>
<td></td>
<td>●</td>
</tr>
</tbody>
</table>

Barriers to Implementation

- Lack of funding
- Lack of coordination and the utilization of vehicles
- Lack of diverse types of service
Potential Strategies

- Identify funding to purchase vehicles for increased service
- Identify funding to create a taxi voucher program
Additional Components Identified

- List of potential funding sources
- Identification of transit hubs to service paratransit passengers entering the Memphis area.
  
  Suggestions include:
  
  South – Airways Transit Center and Airways & Brooks Road
  
  East – New park and ride under development with City of Memphis
  
  North – Methodist Hospital on Austin Peay
  
  West – West Memphis Wal-Mart

- List of park and ride locations identified in the current Coordinated Plan
NEXT STEPS
Key Tasks

1) Identify needs, gaps, and potential strategies – **In progress**

2) Public meetings in TN, MS, and AR – **October 2015**

3) Prioritization of projects – **October-November 2015**

4) Draft plan – **December 2015**

5) Adopted plan – **January/February 2015**
FY 2015 TRANSPORTATION ALTERNATIVES PROGRAM

ATAC Meeting October 27, 2015
TAP Background

• Authorized by MAP-21 legislation as a funding source for pedestrian, bicycle, and transit-access projects

• Provides greater flexibility to states on distribution of funding

• Provides dedicated funding to large metropolitan areas for active transportation projects
Timeline

June 2015

Applications Accepted
June 8 through July 17

July 2015

ETC – June 4

August 2015

ATAC – July 28

ETC – August 6

MPO Scoring and Ranking

Sept 2015

ATAC Scores Due Aug 4

Etc – Oct 27

Project Review by TDOT & MDOT

Project Selection

August 2015

ATAC – Oct 27

MPO Scoring and Ranking

Nov 2015

Projects Selection Approval Vote by ETC and TPB

TPB – November 19

TPB – Aug 27

Vote by ETC and TPB

Project Review Sep 1 – Oct 7

ETC – Nov 5

ATAC Final Review

November 2015

ATAC Final Review

TPB – Nov 19
Funding Distribution

**TENNESSEE**

Available: ~ $1,175,000

Total Requested for 5 Projects: $2,090,000

**Difference:** $915,000

Distribution Options:
- Fully fund 2-3 projects
- OR
- Partially fund 3-4 projects

**MISSISSIPPI**

Available: ~ $182,000

Total Requested for 2 Projects: $230,000

**Difference:** $48,000

Distribution Options:
- Fully fund 1 project
- OR
- Fully fund 1 project & partially fund 1 project
Project Evaluation & Selection

- Qualitative Assessment by ATAC
- Quantitative Scoring by MPO Staff
  - Application of scoring criteria previously adopted by ATAC
  - Criteria categories:
    - Benefits to Active Transportation
    - Safety and Security
    - Multimodal
    - Land Use
    - System Preservation
    - Environmental Preservation and EJ
    - Network Continuity
    - Cost Effectiveness
    - Economic Opportunity
    - Congestion and Air Quality
    - Local Funding Overmatch
- Qualitative Assessment by MPO Staff
- Final selection reviewed by ATAC and ETC, and approved by TPB
RECOMMENDATIONS FROM MS
Hernando Square Pedestrian Improvements

Hernando, MS

Project Length: 0.3 miles
Funds Requested: $119,000
Award Recommendation: $136,000

- Pedestrian Crosswalks
- Advance pedestrian crossing signs
- Sidewalk retrofit for ADA compliance
- Pedestrian crosswalk signals
RECOMMENDATIONS FROM TN
Macon Road Sidewalk Improvements

Memphis, TN

Project Length: 0.33 miles
Funds Requested: $646,000
Award Recommendation: $646,000

- New sidewalks
- Installation of curb ramps
- Enhance crosswalk markings
- Geometric improvements to the intersection of Macon and Mullins Station
Westmont St. Sidewalk Improvements

Memphis, TN

Project Length: 0.30 miles
Funds Requested: $268,000
Award Recommendation: $268,000

- New sidewalk
- Curb ramps
- Crosswalks and stop lines
- High-visibility crosswalk
- Signage
Chiswood St. Pedestrian Safety
Memphis, TN

Project Length: 0.35 miles
Funds Requested: $600,000
Award Recommendation: $260,992

- Reconstruction of sidewalk for ADA compliance
- New curb ramps at all intersections
- Raised crosswalks
- Curb extensions
- High-visibility crosswalks
- Signage
- Bike lanes
Next Steps

• Present to Engineering & Technical Committee (ETC) for approval.
  • 11/05/15

• Present to Transportation Policy Board (TPB) for approval.
  • 11/19/15
2016 ATAC MEETING CALENDAR

ATAC Meeting October 27, 2015
Proposed Meeting Dates in 2016

• March 29
• August 2
• October 25

• All meetings proposed to start at 4:30 PM at the Central Library
Next Steps

- Livability 2040: Regional Transportation Plan
  - Release of draft plan for public review in November

- Bus Stop Accessibility and Design Guidelines
  - Potential project kick-off in November

- Bike/Pedestrian Counter Pilot Program
  - Release of RFP later this year

- 2015 TDOT Multimodal Access Grant
  - Application deadline: December 4

- CHSTP
  - Release of draft plan later this year

- TAP
  - Presentation at ETC and TPB