

GREENLINK TRANSIT VISION AND MASTER PLAN

Steering Committee Meeting Summary

The initial meeting with the Steering Committee was conducted at the Carolina First Center in Greenville, SC on Wednesday, October 28, 2009 at 10:00 AM. This meeting was preceded by a Press Conference that was announced in a News Release issued by the City of Greenville on October 23, 2009. Those in attendance included:

Matt Carter, GTA
Stu White, GTA
Jan Williams, GTA
David Mitchell, GTA
Susan Reynolds, City of Greenville
Jim Campbell, City of Greenville
Carl Jackson, City of Greenville
Michael Brown, City of Greenville
Sarah Cook, City of Greenville
Wil Ravenhorst, City of Greenville
Michael Davis, City of Greenville
Mark Openning, City of Greenville
Dennis Garrett, City of Greenville
Greg Baney, City of Greenville,
Sid Cates, Greenville County Council
Tiffany Wedmore, Greenville County
Pam Mills, Greenville County Schools
Don Godbey, City of Mauldin
John Gardner, City of Mauldin
Kayin Jones, SCDOT
Pat Dilger, Overstreet Studio
Margaret McJunkin, Nicholtown Neighborhood Association
Debbie Nelson, DNA Creative Communications
Brad Van Meter, Hyperion Partners
Edward Marshall, Hyperion Partners
Ty Houck, Greenville County Recreation
Ted Hendry, United Way of Greenville
Brad Halter, Caine Company
Nancy Fitzer, Upstate Forever
Jacqui Dimaggio, Greenville Technical College
Domenick Buffone, Hyatt Regency
Karen Schwartz, Bon Secours St. Francis Health Systems
John Boyette, CU-ICAR
Lee Allen, Greenville Hospital System
Boyd Yarbrough, Furman University
Gaye Sprague, Sprague & Sprague
Jim Brown, URS Corporation
Brian Piascik, URS Corporation

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Chip Burger URS Corporation
Susan Richards, SR Concepts
Renata Parker, Renata Parker Public Relations
Shaun Ferguson, Land Design, Inc.
Marcelo Oliveira, GeoStats

Jim Campbell welcomed everyone to the meeting and self introductions were made. Jim Brown then made the presentation providing an overview of the Transit Vision and Master Plan process followed by Brian Piascik who made a “Transit 101” information presentation. The following comments were made both during and following the presentation:

- Comments made during the presentation:
 - Reference was made to a graphic representing various levels of transit system development and it was group consensus that Greenville should be moving in the future beyond local bus service towards semi exclusive right of way modes such as Bus Rapid Transit (BRT) or Light Rail Transit (LRT)
 - Need to consider transit connecting with future High Speed Rail (HSR)
 - Identify appropriate corridors for transit
 - Transit contributes through unfactored social cost alleviation such as health care and job access opportunities. Transit can also save on the amount of funding allocated to expanding existing transportation infrastructure.
 - The Greenville-Spartanburg Airport should be considered as a destination in plan development
 - Need reliable and more frequent service than is currently provided by Greenlink
 - A concern was expressed about expanding service without a dedicated funding source as the current transit funding is dependent on year to year budget requests and approvals
 - People are now beginning to see transit as a viable mobility alternative
 - Transit needs to provide good information through an established marketing program
 - Should look for partnerships with private sector such as through work force and educational organizations
 - Glad Greenlink has recently installed bus stops systemwide
 - Greenville’s low amount of transit service has delayed segments of economic development
 - The longer transit related decisions are not addressed, the more difficult it will be to develop new transit initiatives
 - The FTA New Starts funding program focuses on transit system planning elements related to Cost Effectiveness and Financial Plan
 - A question was asked pertaining to the source of the presentation slide showing an annual cost savings of \$7,000 associated with an automobile user that switches to transit. This statistic was based on information provided by The Center for Transportation Excellence (CFTE), however, there is a more recent estimate prepared by the American Public Transportation Association (APTA) that calculated an annual cost savings exceeding \$9,000.

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- Comments made following the presentation:
 - Need short and long term goals
 - Need comprehensive public outreach
 - Need transit service/connections beyond region (Clemson, Anderson, Spartanburg, etc.)
 - Consider opportunities for including bicycle/pedestrian improvements
 - Integrate transit with land planning
 - Need functional bus (Greenlink) system. Must consider equipment/ridership/routes, how to improve system, and resulting cost.
 - Need to know the difference (resources and cost) between current system and future system
 - Include other regional jurisdictions in addition to Greenville
 - Concern over obtaining adequate funding for capital and operating costs
 - We do not want to “sell” transit, but ensure the community determines what they expect for a transit system
 - What would induce people to use transit?
 - In conclusion, a question was posed by Jim Campbell as to the most convenient days/times for future meetings with group consensus for 9:00AM on Thursdays.