

Exploration of Transit-TNC Partnerships to Enhance Mobility and Access for Transportation Disadvantaged Groups

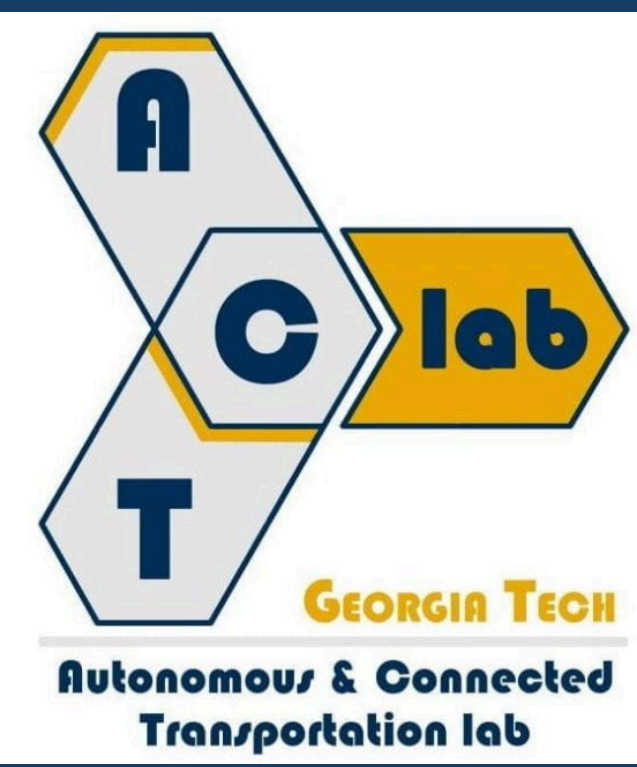
Isaiah Campusano

Supervisor: Srinivas Peeta, PhD; Mentor: Kibria Gulam

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Georgia Tech College of Engineering
H. Milton Stewart School of
Industrial and Systems Engineering



Background

- Transportation disadvantaged population groups in the U.S. have limited mobility options and lower access to social services.

Transit-TNC partnerships can:

- Address spatial mismatch of opportunities and residences
- Enhance access to mobility options during non-standard working hours

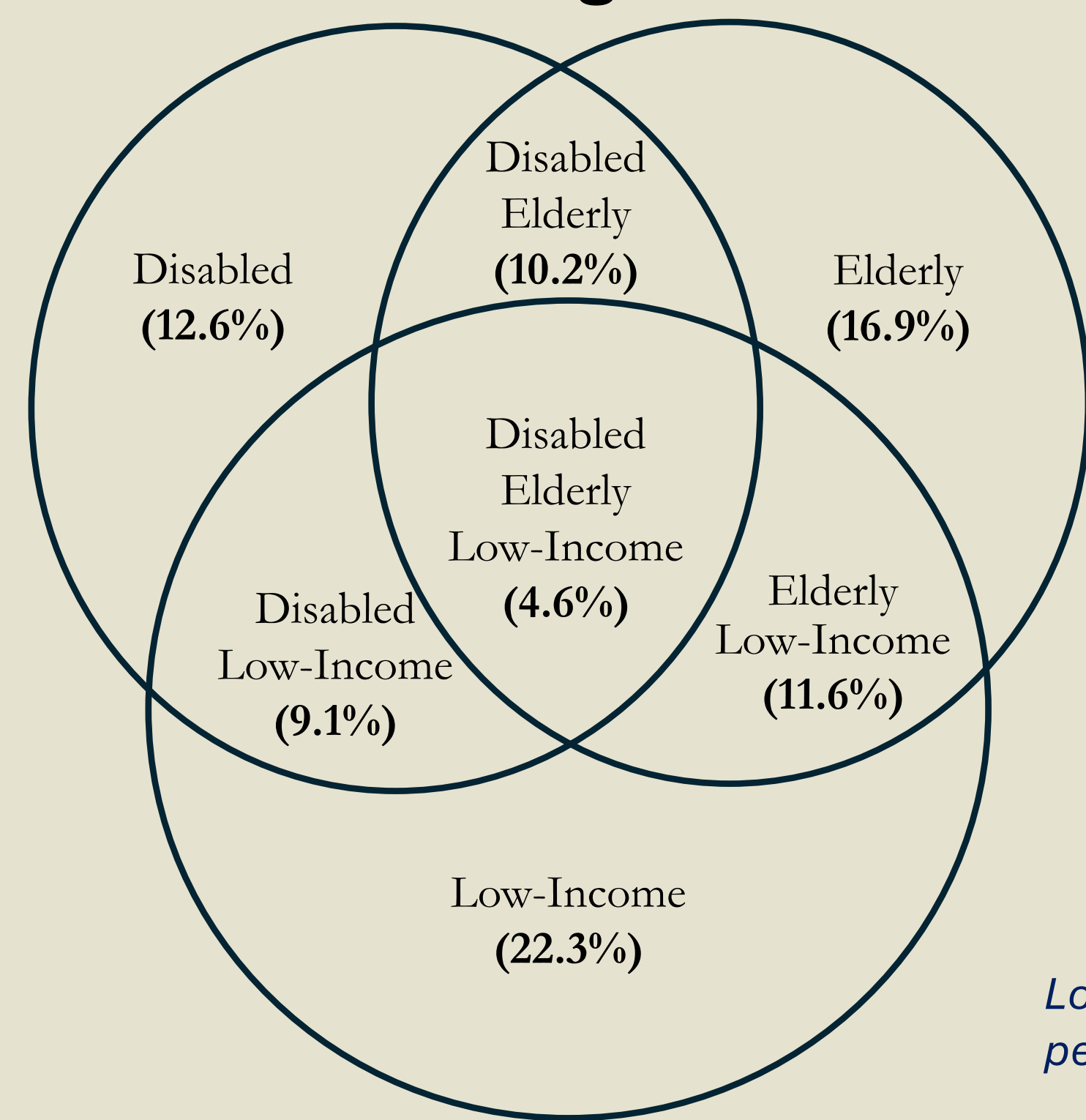


Figure showcases the transportation disadvantaged & their representation within America due to age, poverty status, and disability

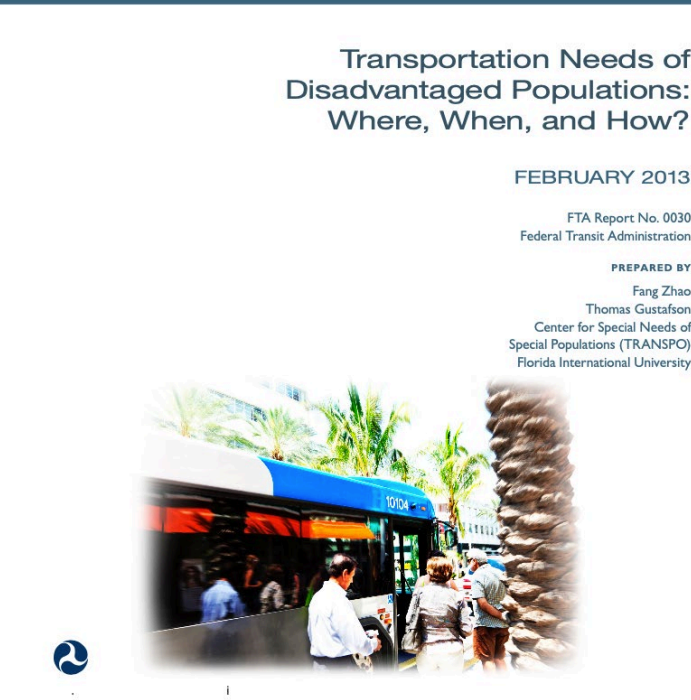
Low-Income is defined as annual personal income below \$25,000

Research Objective

1. Evaluate impact of past/present Transit-TNC partnerships
2. Identify key benefits and challenges
3. Develop recommendations for future Transit-TNC partnerships

Research Methodology

Literature Synthesis



Case Studies



Key Findings

Cost Saving for Service Quality

TCPR

Data-Driven Decision Making

MARTA Reach

Multimodal Systems and First/Last Mile Gaps

Forward Pinellas & MARTA Reach

- Transit agencies can reduce overall transportation costs.
- Service reliability can vary, impacting effectiveness.
- Partnership's success depends on the use of data to guide decisions.
- Integration of shuttles, buses, and rail services in on-demand multimodal transportation systems significantly reduces travel times and congestion.

Impact

- Forward Pinellas found a +30% increase in transit ridership and reduced average transit commute by about 10 minutes.
- Marta Reach reported 73% of users connected to a railway system addressing first/last mile gaps.
- Marta Reach survey found +45% of program users traveled to and from work.

Recommendations

1. Integrate modes for seamless multimodal systems
2. Tailor to sociodemographic variability and user needs
3. Develop feedback mechanism

Personal Reflection

- Further develop research, analysis, and synthesis skills