Transit Development Plan (TDP)

- Serves as the strategic guide for public transportation
- Defines vision, goals, and needs for a 10-year planning horizon
- Necessary to continue to secure approximately $5 million in State Public Transit Block Grant funding
Transit Development Plan (TDP)

- Benefits of the TDP
  - Maintain State funding
  - Improve position for obtaining additional competitive funding
  - Solicit community-wide input on public transit
  - Develop prioritized list of recommended actions to guide decision-making
Palm Tran 2016-2026 TDP

• Phase 1
  • MPO-funded using MPO Consultant team
    • Kimley-Horn, Cambridge Systematics, The Firefly Group
  • March 2016-July 2016
• Scope of Phase 1
  • Prepare the Public Involvement Plan (PIP)
  • Establish a Review Committee
  • Compile Base Data
  • Develop Goals, Objectives, and Strategies
Highlights of TDP Phase 1

• Base Data Collection
  • Demographic
  • Economic
  • Transportation
• Public Engagement Activities
  • Key stakeholder interviews
  • Palm Tran employee survey
  • Palm Tran Service Board (PTSB) Workshop
• Document Reviews
  • Local government comp plans
  • Regional transportation plans
• Goals and Objectives
  • Draft goals and objectives prepared based on public engagement to date and base data collection
Base Data Collection

- Population Density
Base Data Collection

- Percentage of Population Aged 65+
Base Data Collection

- Employment Density
Base Data Collection

- Lack of automobile availability is a key factor in the decision to ride the bus

**Figure 27 Why Do You Ride Palm Tran (Check All That Apply)?**

- I do not have a car available: 888
- To save money: 255
- Bus is more convenient: 151
- I do not know how to drive: 125
- Bus is safer / less stressful: 102
- Good for the environment: 97
- I prefer to ride the bus so I can do other things during my commute: 93

Source: Florida Department of Transportation (AECOM). Palm Tran 2015 Attitudinal Survey Findings, November 9, 2015
Base Data Collection

- Approximately 7% no vehicle households

- Approximately 2% transit mode share for work trips
Base Data Collection

- Percentage of Zero-Vehicle Households
Base Data Collection

- Existing Palm Tran Service
Palm Tran Service Board Workshop

- PTSB Workshop Held on April 28, 2016
  - TDP 101
  - Review of 2011-2021 TDP Goals and Objectives
  - Report Card/Diagnostic
  - Roundtable Discussions
Goal 1: Improve Service Quality

Met

• Added high-capacity articulated buses to fleet
• Improved the quality of customer information – iGo! App, etc.
• Transit Signal Priority expected in 2017-2018
• Paratransit OTP/service has improved
• Introduced BOLT limited-stop service on Route 1

Not Met

• Few service span or frequency improvements implemented
• Some routes have frequencies greater than 60 minutes and/or fewer trips
Palm Tran Service Board Workshop

- Roundtable Discussions

Diagram:
- Ridership / Coverage
- Infrastructure / Safety
- Financial Sustainability
- Marketing Initiatives
- Service Span / Holidays
Palm Tran Infrastructure

- 3,200 bus stops
- 39% ADA-compliant
- 35% have seating
- 19% have shelters
Service Span / Holidays

Palm Tran Routes - Service Span by Day of Service

<table>
<thead>
<tr>
<th>Service Span</th>
<th>Weekday Routes</th>
<th>Saturday Routes</th>
<th>Sunday Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between 16 hr 1 min and 17hr 22 min</td>
<td>1, 2, 3, 40*, 43, 47*, 48*</td>
<td>3</td>
<td>N/A</td>
</tr>
<tr>
<td>Between 14 hr 1 min and 16 hours</td>
<td>20, 31, 60, 62, 64, 70, 73, 91, 94</td>
<td>1, 2, 40*, 48*</td>
<td>N/A</td>
</tr>
<tr>
<td>Between 12 hr 1 min and 14 hours</td>
<td>4, 10, 21, 30, 33, 42, 44, 45, 46, 49, 52, 61, 63, 71, 80, 81, 92</td>
<td>10, 43, 44, 47*, 49, 61, 64, 71</td>
<td>N/A</td>
</tr>
<tr>
<td>Less than 12 hours</td>
<td>41, BOLT</td>
<td>1, 2, 3, 30, 31, 33, 40*, 43, 44, 46, 47*, 48*, 49, 61, 62, 63, 70, 73, 80, 81, 91, 92</td>
<td>1, 2, 30</td>
</tr>
</tbody>
</table>

Palm Tran vs Broward County Transit - Service Span

Service Span - Weekdays

- 17hr 23 min to 20 hour: 43%
- 16 hr 1 min to 17hr 22 min: 16%
- 14 hr 1 min to 16 hours: 14%
- 12 hr 1 min to 14 hours: 9%
- Less than 12 hours: 18%
Key Stakeholder Interviews

- Palm Tran Service Board (PTSB) members
- Palm Tran staff
- Palm Beach MPO staff
- FDOT Office of Modal Development (OMD)
- South Florida Regional Transportation Authority (SFRTA)
- Local government representatives
- Transit advocate
Summary of Public Input

• Revamp routes to be more direct and efficient
• Consider splitting longer routes
• Increase service frequency and span of service in transit dependent areas and denser areas of the County
  • This recommendation was balanced by suggestions of the need to provide service to employment areas to enhance economic opportunities for residents
• Tailor service span appropriately to serve specific land uses (e.g., malls, schools)
• Connect to other transit systems and better coordinate schedules to help provide access to regional employment opportunities
• Provide customer conveniences such as safe and comfortable shelters, enhanced payment options, real-time information, and Wi-Fi on buses
• Optimize route structure and cash handling cost to help improve financial sustainability
Draft Goals and Objectives

- **Goal 1:** Maximize the efficiency and capacity of the existing Palm Tran system.
  - Increase annual ridership consistently from 2016 to 2026.
  - Monitor transit demand and improve span and/or frequency of service on high ridership routes.
  - Improve on-time performance every year over the next ten years.
  - Implement Intelligent Transportation System (ITS) technologies.
  - Continue to explore and alternative energy sources and minimize vehicle emissions.
Draft Goals and Objectives

• Goal 2: Improve mobility and connectivity to provide user friendly service.
  • Assess and improve Palm Tran’s integration in a multimodal mobility system.
  • Improve connections with the Tri-Rail system and other fixed route partner agencies.
  • Provide clear and up-to-date information to Palm Tran passengers.
  • Evaluate potential for high-capacity premium transit service.
  • Enhance passenger amenities.
  • Implement improvements to ensure safety, ADA accessibility, and connectivity.
Draft Goals and Objectives

• Goal 3: Pursue funding opportunities to support both the existing Palm Tran system and expanded premium transit in the region.
  • Develop a formal plan for identifying and securing a dedicated revenue source.
  • Continue to pursue secondary sources of funding.
  • Identify and pursue public/private funding partnerships.
  • Provide transparency in funding sources and uses.
Draft Goals and Objectives

• Goal 4: Foster mobility collaboration among agencies and entities in both the public and private sector.
  • Coordinate services with regional and local transit providers to maximize efficiency.
  • Implement regional coordination and public involvement components.
  • Develop strong partnerships with the region’s development community to ensure transit-supportive development.
Draft Goals and Objectives

• Goal 5: Improve the public image of Palm Tran’s services.
  • Develop a campaign to strengthen Palm Tran’s visibility and image in the community.
  • Provide excellent Palm Tran fixed route and paratransit customer service.
  • Ensure that all Palm Tran vehicles and facilities undergo routine safety inspections.
  • Seek and introduce innovative technological improvements to enhance the user experience.
Palm Tran 2016-2026 TDP

• Phase 2
  • Future phase will be funded by Palm Tran and performed by a Palm Tran consultant (ongoing procurement)
  • July 2016-December 2016
  • Scope of Phase 2
    • Identify and Evaluate Existing Transit Service
      • Performance review, trends analysis, peer analysis
    • Estimate Demand and Assess Needs
      • Consistent with the Situational Appraisal requirement of Florida Administrative Rule 14.73.001
    • Refine goals, objectives, and strategies
    • Formulate Draft Ten-Year TDP
    • Revise and Prepare Final Ten-Year TDP
THANK YOU!

Questions?
Palm Tran
TRANSIT DEVELOPMENT PLAN
Phase 1
presented by
Kimley-Horn
CAMBRIDGE SYSTEMATICS