



Palm Tran Transit Development Plan Phase 2

**Palm Beach MPO Technical Advisory Committee
September 7, 2016**



Agenda



- What is the TDP?
- Public Involvement
- Existing Conditions
- Peer and Trends Review
- Preliminary Transit Alternatives
- Next Steps



What is a TDP?

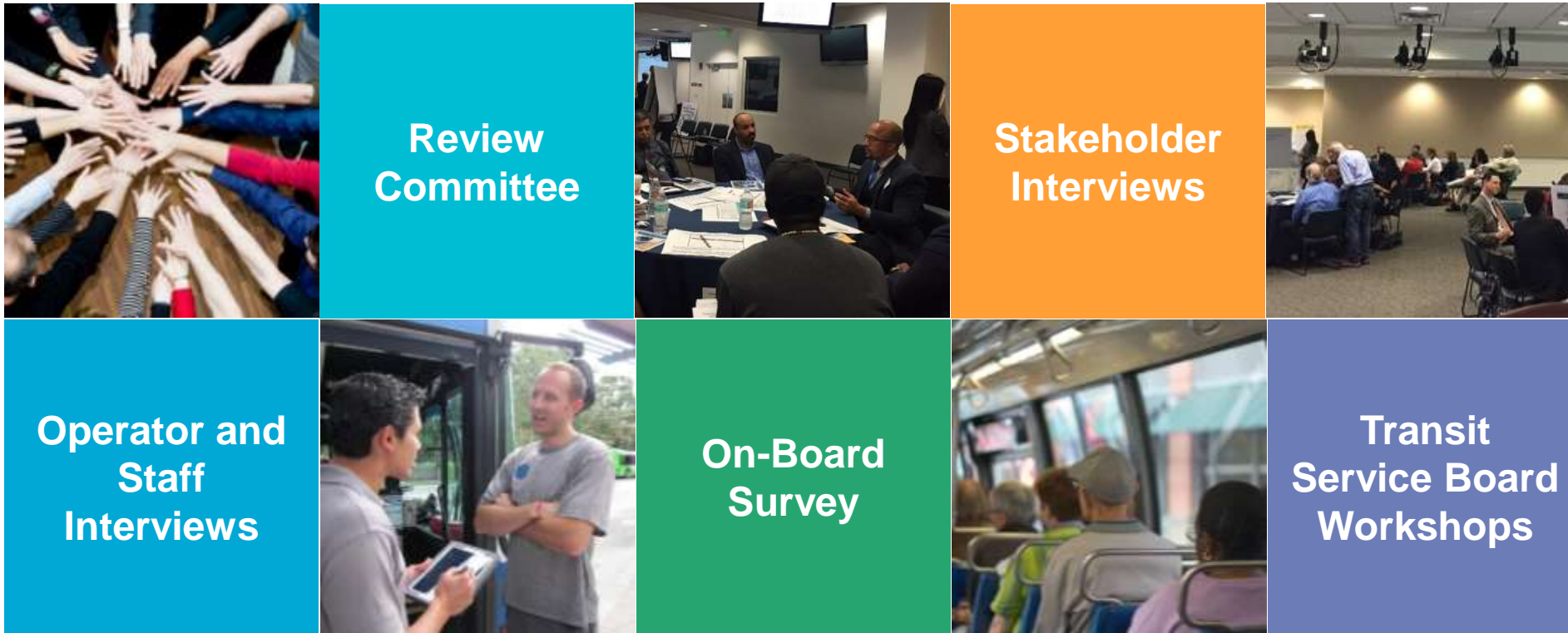


- **10-year Strategic Plan for Transit**
 - Evaluate demographics & travel behavior
 - Assess existing transit options
 - Conduct public involvement & outreach
 - Determine transit needs
 - Develop service & implementation plans
- **FDOT Requirement for Funding**
- **Incorporates Best Practices**

Public Involvement



Public Outreach Process (Phases 1 and 2)





- **Routes and Service Hours**

- Make system easier to understand, both routes and schedules. More of a grid with less deviations into neighborhoods.

- **Future Role of Transit**

- Increase ridership with frequent, new, and express service

- **Amenities**

- Need shelters, fare payment options, WiFi, and real-time information at stops

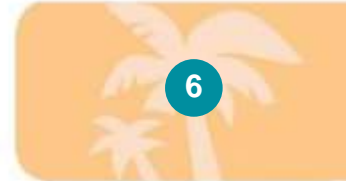
- **Connectivity**

- Regional connections to destinations that include first/last mile considerations

- **Palm Tran Connection**

- Encourage new users to use fixed-route services, evaluate technology solutions, evaluate circulator/flex services to meet demand

On-board Survey: Rider Perception

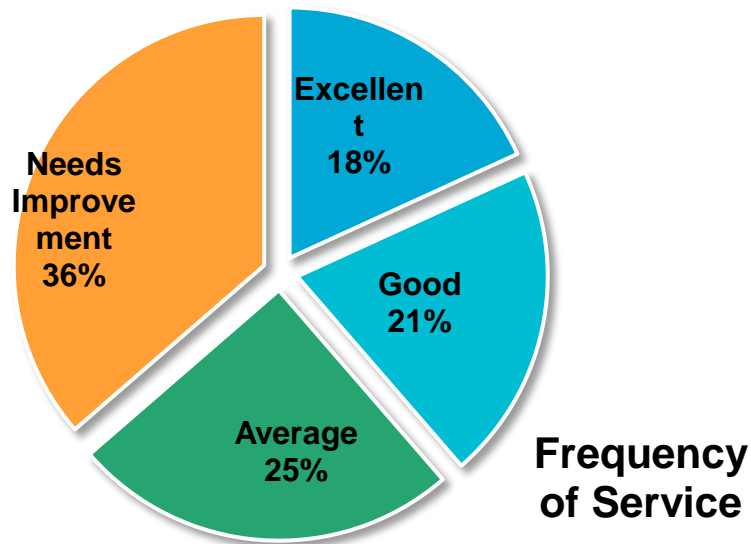


67%

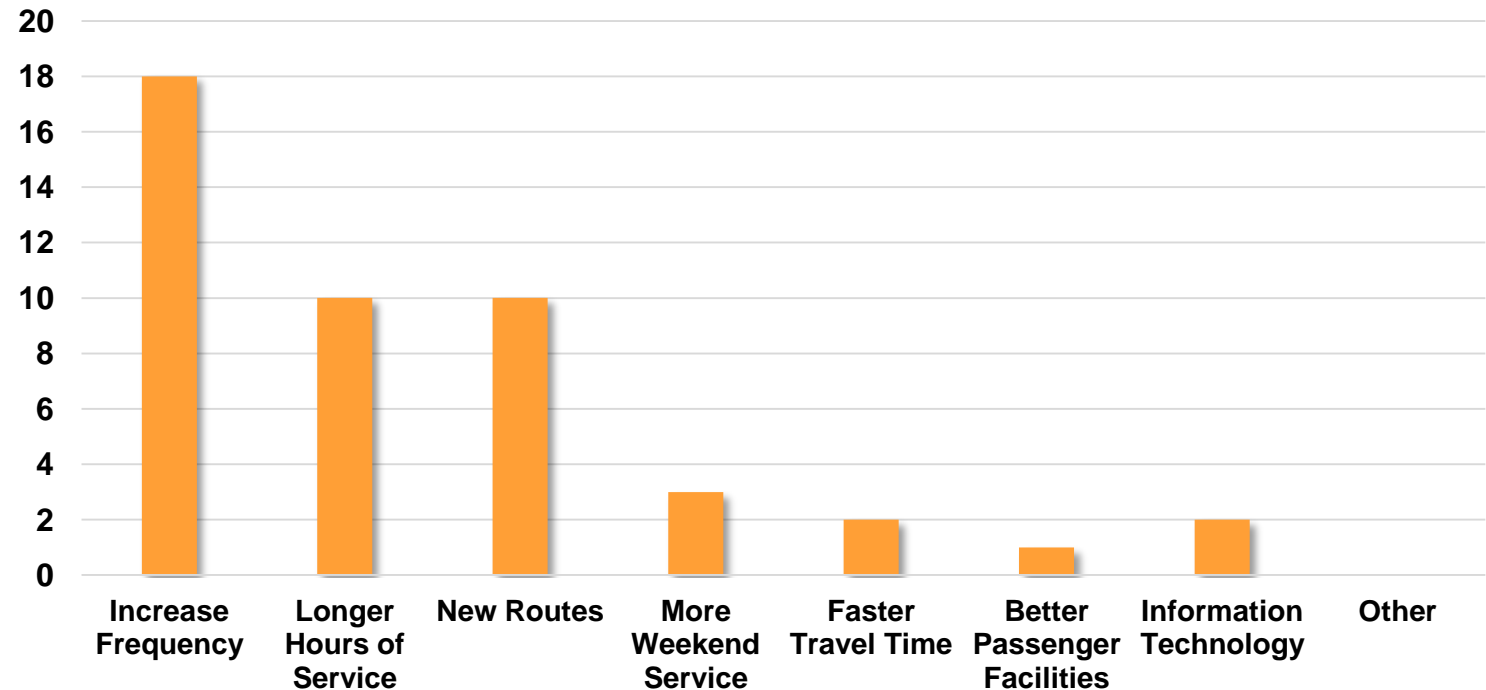
• Palm Tran riders use the service at least 4 days a week

52%

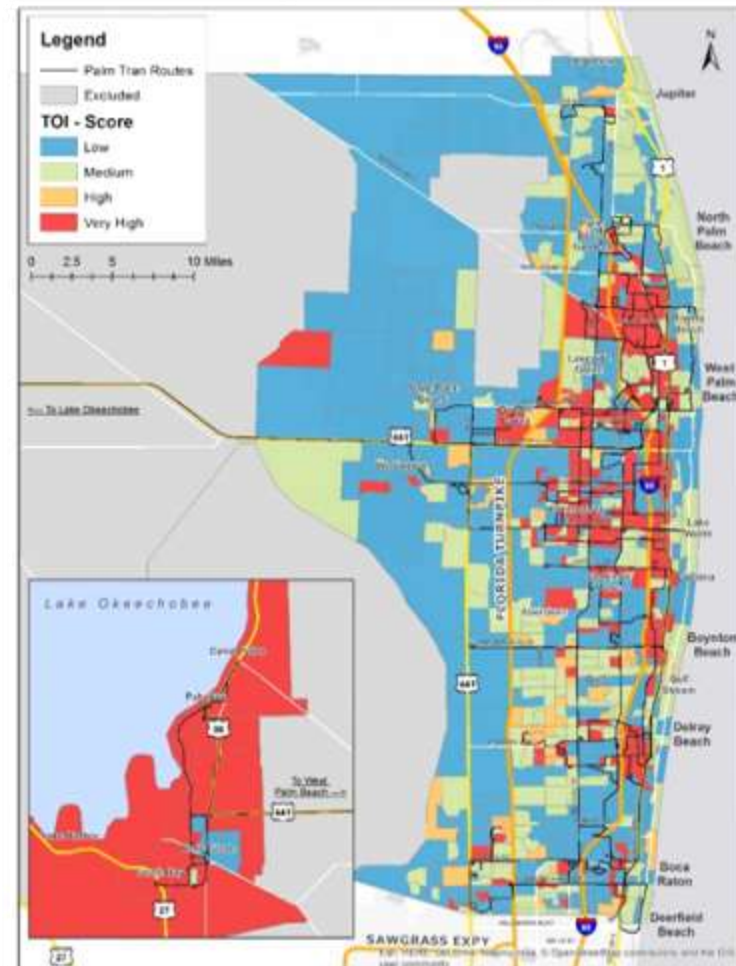
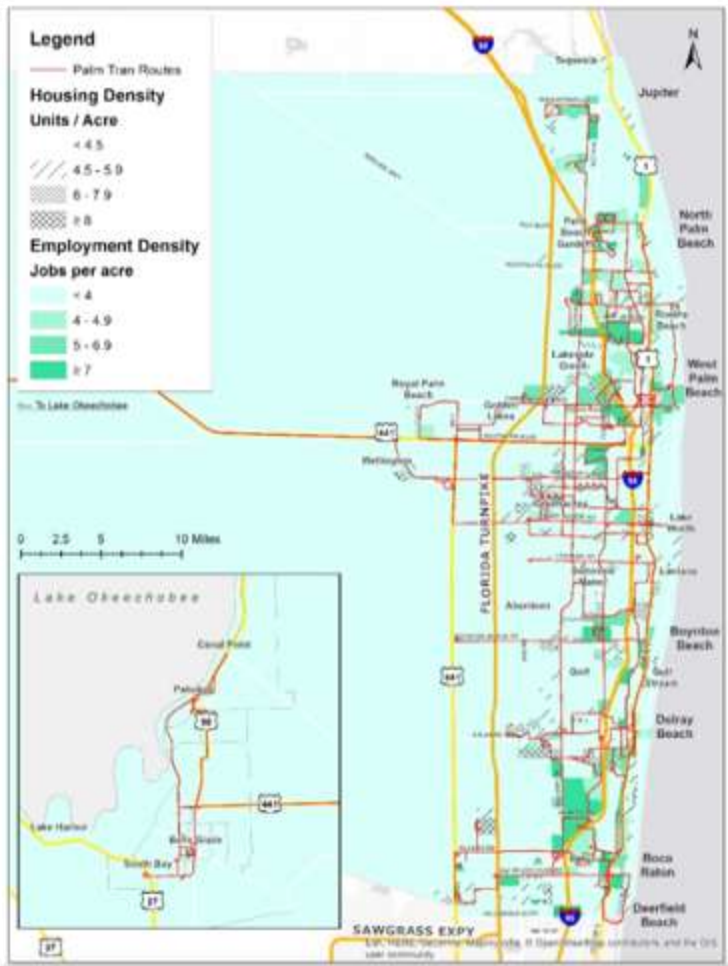
• Palm Tran riders that don't have access to a vehicle



Ranked as #1 Greatest Need for Palm Tran to Better Serve the Public



Existing Conditions: Density and Demographics



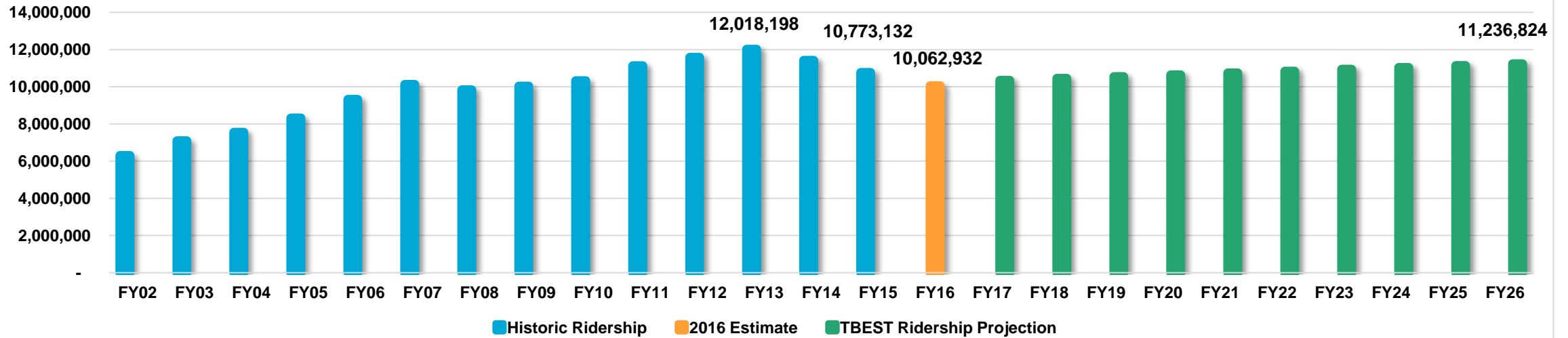
Employment Growth	2010	2014	%Change
Palm Beach	732,849	834,555	14%
Broward	986,279	1,105,622	12%
Miami-Dade	1,422,572	1,613,940	13%
Florida	9,877,353	10,911,330	10%

Source: Bureau of Economic Analysis (BEA) 2014

Ridership (Current & Projected)



Historic Ridership with No-build TBEST Projection



	Projected Ridership, FY 2017	Projected Ridership, FY 2026	Projected Absolute Change, FY 2017-2026	Projected Percent Change, FY 2017-2026
Weekday	39,669	43,159	3,490	8.8%
Saturday	20,365	22,087	1,722	8.5%
Sunday	7,403	7,966	563	7.6%
Annual	10,350,756	11,236,824	886,068	8.6%

Palm Tran Peer Comparison



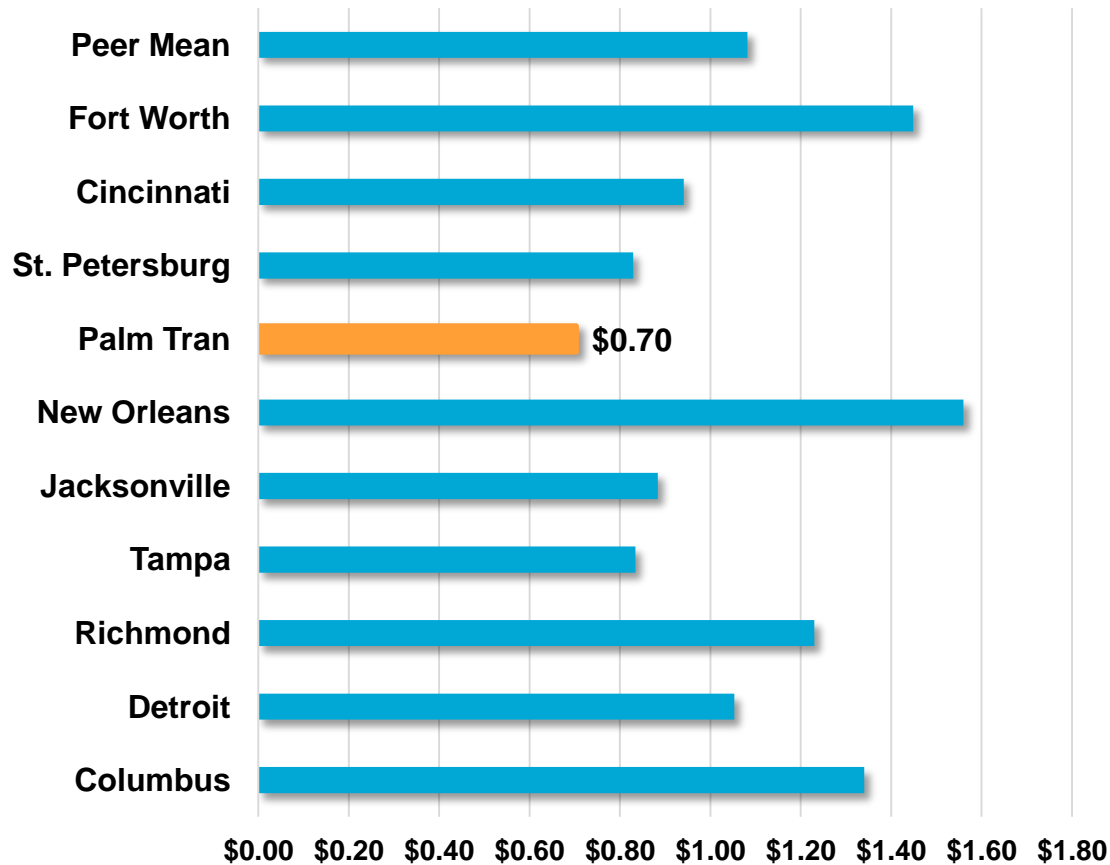
- Who are Palm Tran’s Peers?

Peer System	City
Fort Worth Transportation Authority (The T)	Fort Worth, TX
Southwest Ohio Regional Transit Authority (SORTA)	Cincinnati, OH
Pinellas Suncoast Transit Authority (PSTA)	St. Petersburg, FL
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA
Jacksonville Transportation Authority (JTA)	Jacksonville, FL
Hillsborough Area Regional Transit (HART)	Tampa, FL
Greater Richmond Transit Co. (GRTC)	Richmond, VA
City of Detroit Dept. of Transportation (DDOT)	Detroit, MI
Central Ohio Transit Authority (COTA)	Columbus, OH

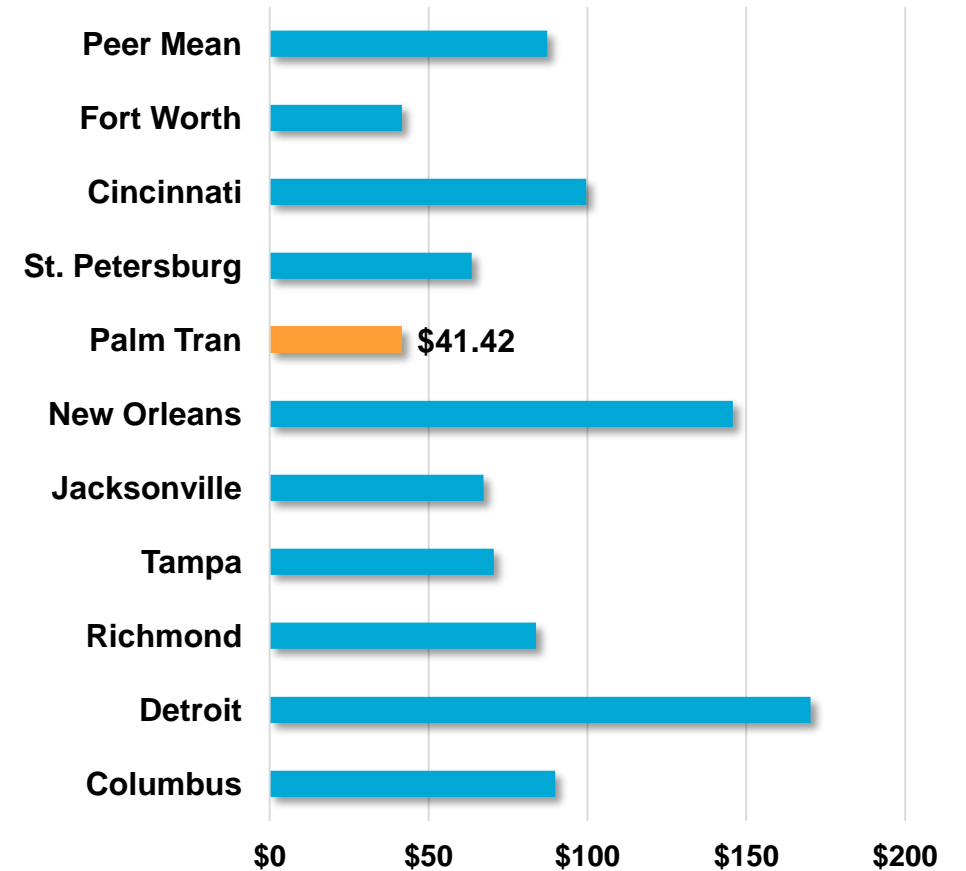
Peer Review



Operating Expense Per Passenger Mile



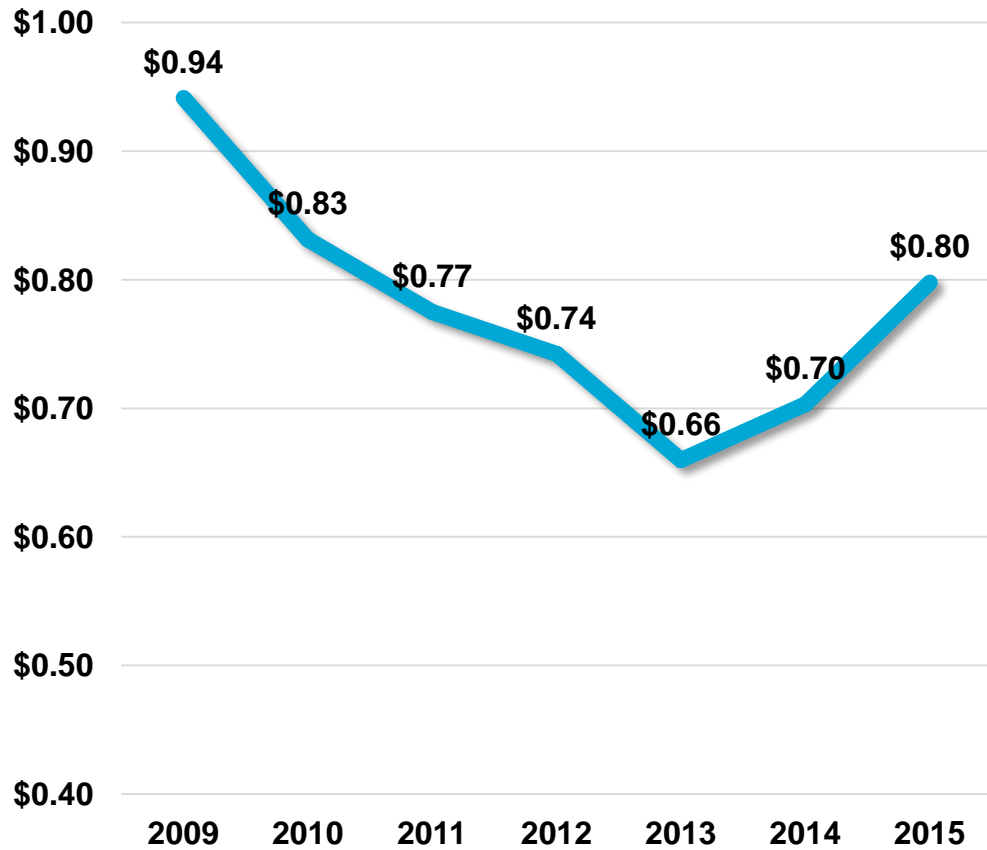
Operating Expense Per Capita



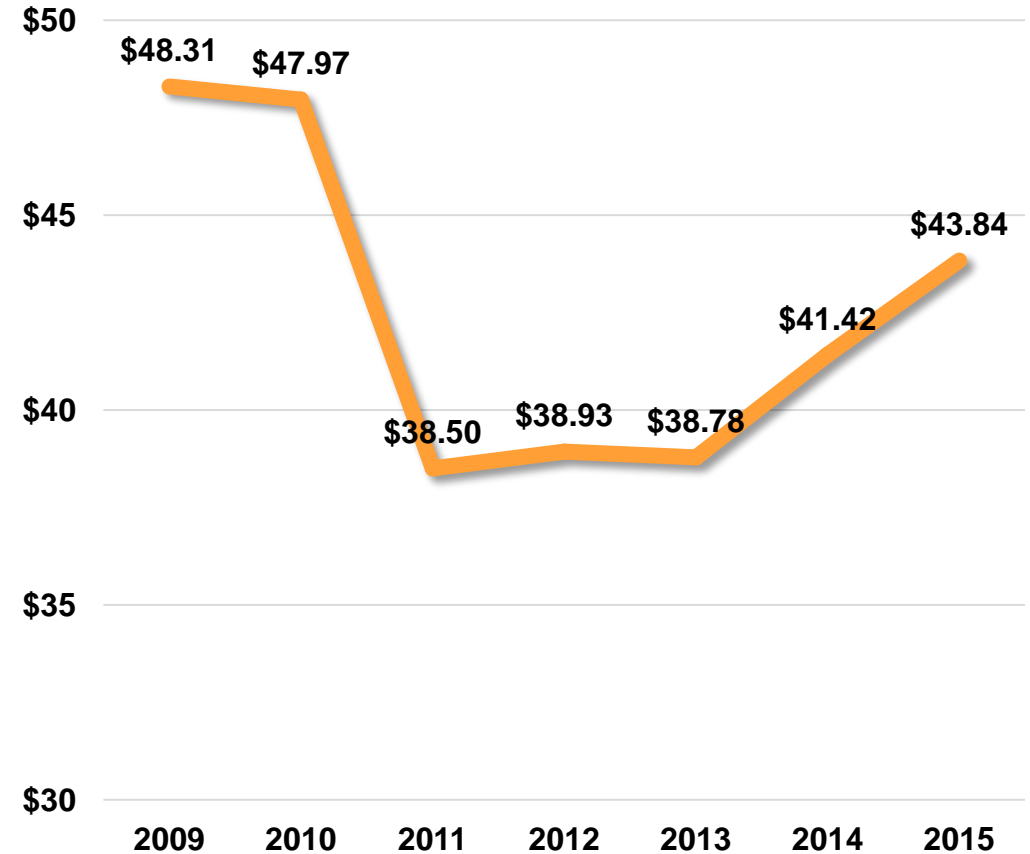
Palm Tran Performance Trend



Operating Expense Per Passenger Mile



Operating Expense Per Capita



Transit Needs Development



- **Identify the Needs**

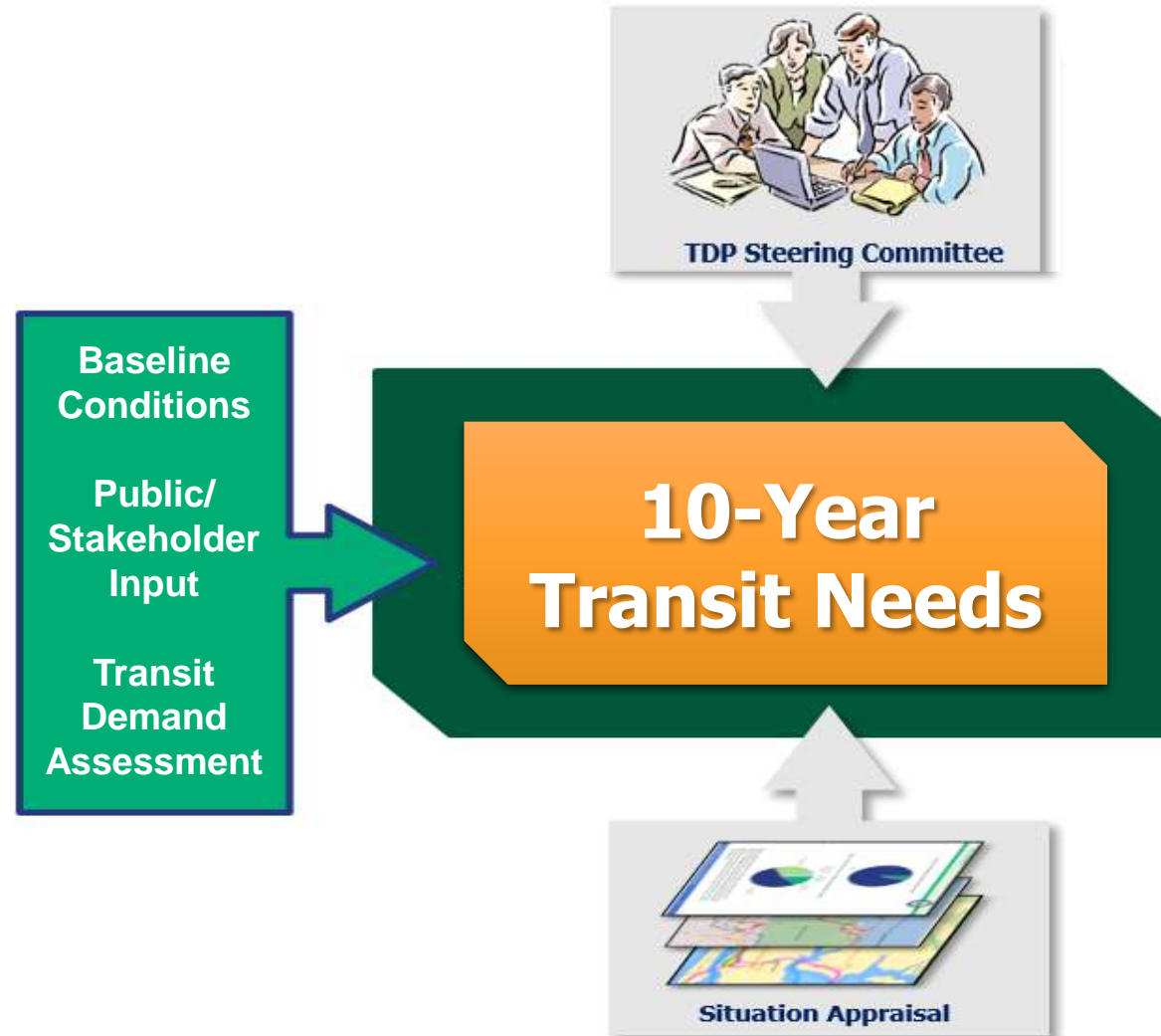
- Prioritize

- **Develop Alternatives**

- Evaluate

- **Determine Feasibility**

- Consolidate



Preliminary Alternatives Development



• Planning Studies

- Transit Development Plan, Major Update
- Comprehensive Operational Analysis (COA) and System Redesign
- Corridor Studies
 - US-1 Multimodal Study with Complete Streets
 - Countywide Transit Access Study

• Technology

- Wireless Internet on Entire Fleet
- Mobile Ticketing
- Interoperable Fare Management System
- Real-Time Displays at Major Bus Stops

Preliminary Alternatives Development



- **Capital Alternatives**

- Delray Beach Operational Facility
- Environmentally Sustainable Vehicles
- New Bus Shelters
- Enhancements (vehicle and stop amenities) for US-1 Bolt

- **Service Alternatives**

- Limited-stop Service on Military Trail (SR 809) Corridor
- Limited-stop Service on Congress Avenue (SR 807) Corridor
- Transit Signal Priority (TSP) on Okeechobee Boulevard (SR 704)
- Transit Signal Priority (TSP) on Lake Worth Road (SR 802)
- Express Service on I-95, Florida Turnpike, and SR-7/441

Frequency Improvements



Weekday	Saturday	Sunday
Route 43 From 30 minutes to 20 minutes	Routes 2, 43, 62 From 60 minutes to 30 minutes	Routes 2, 3, 43, 62 From 60 minutes to 30 minutes
Routes 61, 63, 64 From 60 to 30 minutes		

Span of Service Improvements



Weekday	Saturday	Sunday
<p>Routes 1, 3, 43, 52, 71 1 hour earlier in the AM and 1 hour later in the PM</p>	<p>Routes 1, 2, 3, 31, 43, 63 1 hour earlier in the AM and 1 hour later in the PM</p>	<p>Routes 1, 2, 3, 31, 43, 62 1 hour earlier in the AM and 1 hour later in the PM</p>
<p>Routes 2, 31, 33, 46, 61, 63, 81 1 hour earlier in the AM</p>	<p>Route 62 1 hour earlier in the AM and 2 hours later in the PM</p>	
<p>Route 62 1 hour earlier in the AM and 2 hours later in the PM</p>		
<p>Route 63 2 hours later in the PM</p>		
<p>Route 92 1 hour later in the PM</p>		

Next Steps



- **Finalize Goals and Objectives**
- **Draft TDP – 9/21/16**
- **Final TDP – 10/5/16**
- **Presentations**
 - Palm Tran Service Board – 9/22/16 and 10/27/16
 - Palm Beach MPO TAC – 10/5/16
 - SFRTA PTAC – 10/19/16
 - Palm Beach MPO Board – 10/27/16
- **Board of County Commissioners**
 - 11/22/16



Conclusion and Discussion

Thanks!

