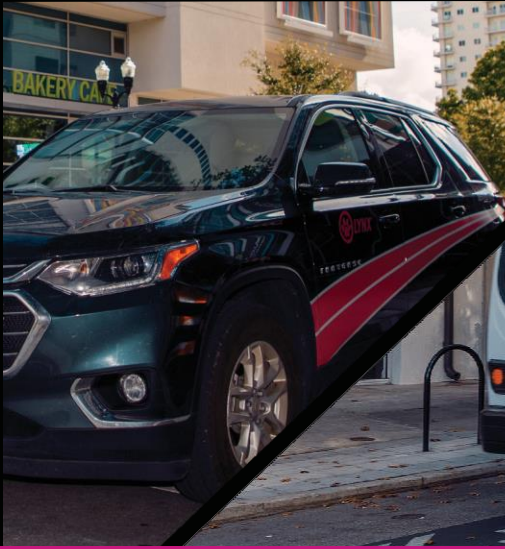




# Premium Transit and Mobility A Transit Perspective



# Overview

1. Transit
2. Land Use and TOD
3. Technology
4. Funding
5. What Can You Do?
6. Summary

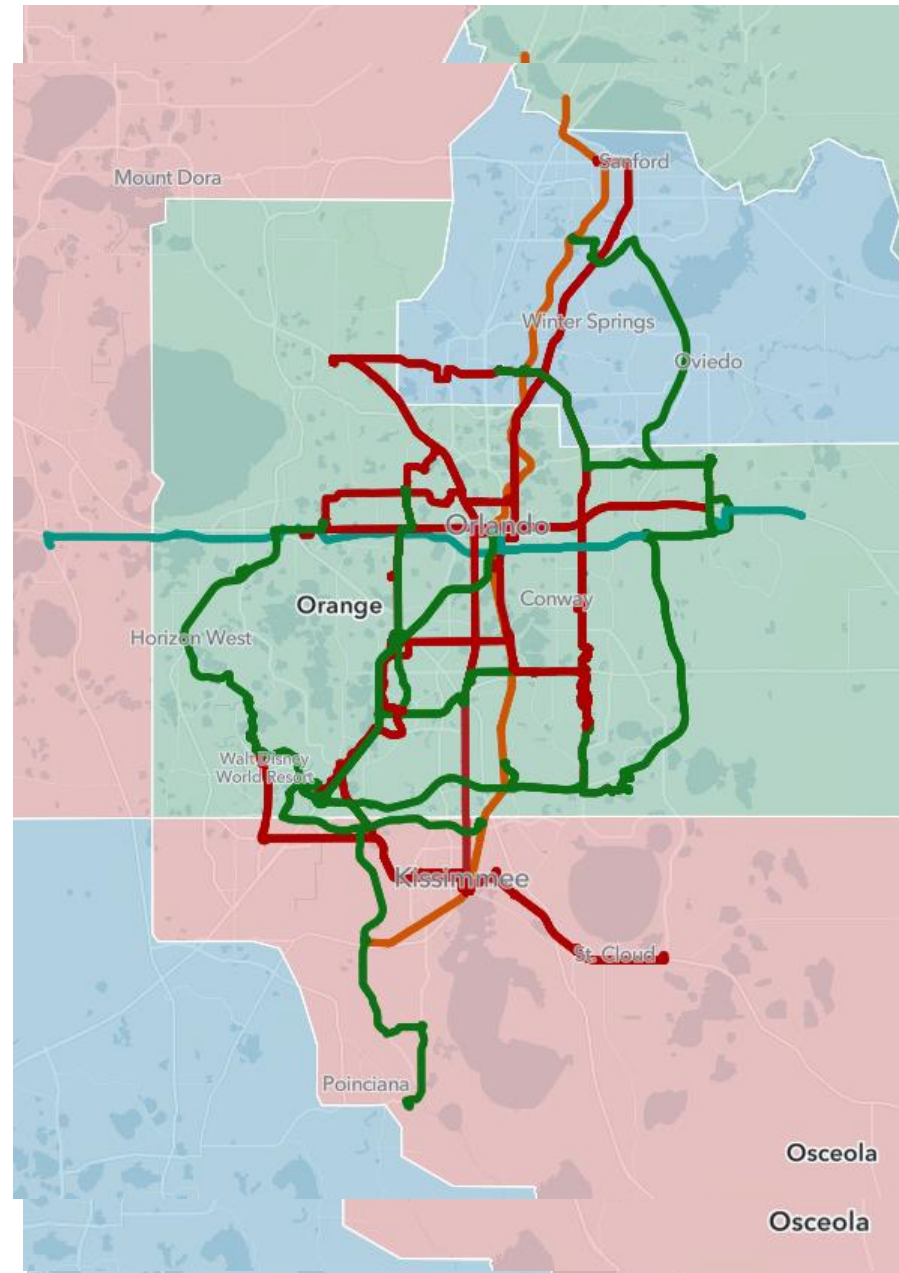
# Transit

# Premium Transit

- Premium Transit requires a strong network
  - Premium services connecting to each other
  - Local transit service as the foundation
- Transit isn't a premium, but the level of service provided can be
  - 15-minute frequency or faster
  - 20-24 hours of service per day
  - 7-days per week
- For everyone: don't abandon your ridership base in pursuit of new customers

# Premium Transit

- Rail as the backbone
- Express services
- High-Frequency trunk routes
  - Foundation for future BRT routes
- Comprehensive local-bus network brings it all together



# Transit - Pilots



# Autonomous Vehicle Pilot

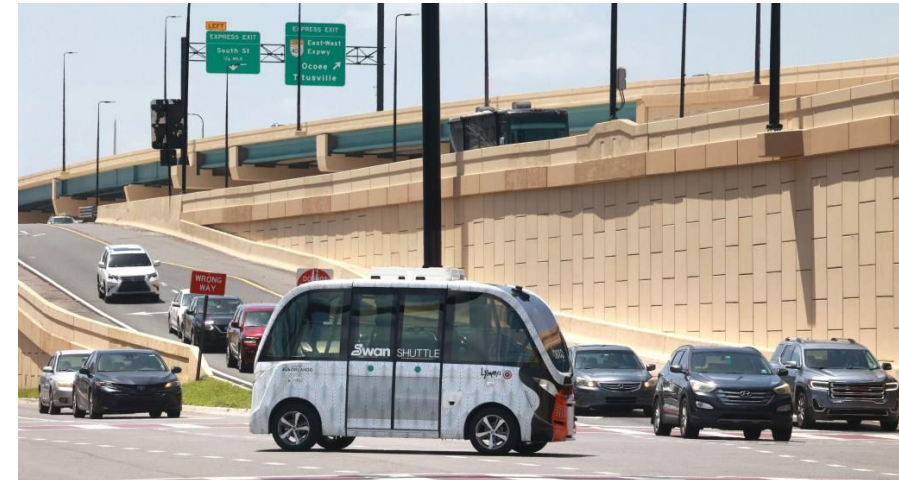


Six-month pilot of autonomous vehicles on an existing transit service

- Gain feedback on meeting the needs of passengers with an autonomous vehicle
- Allow familiarization with the technology to a broad spectrum of ages and technical levels
- Operate in an urban setting on existing transit route including complex multiple lane intersections, an overhead highway, and adjacent pedestrian activity and streetscape

Early results

- First month – 563 passengers, now up to 790
- Have experienced issues due to construction and weather
- Gaining passenger feedback to help scope future deployments



Orlando Sentinel

# Land Use and TOD

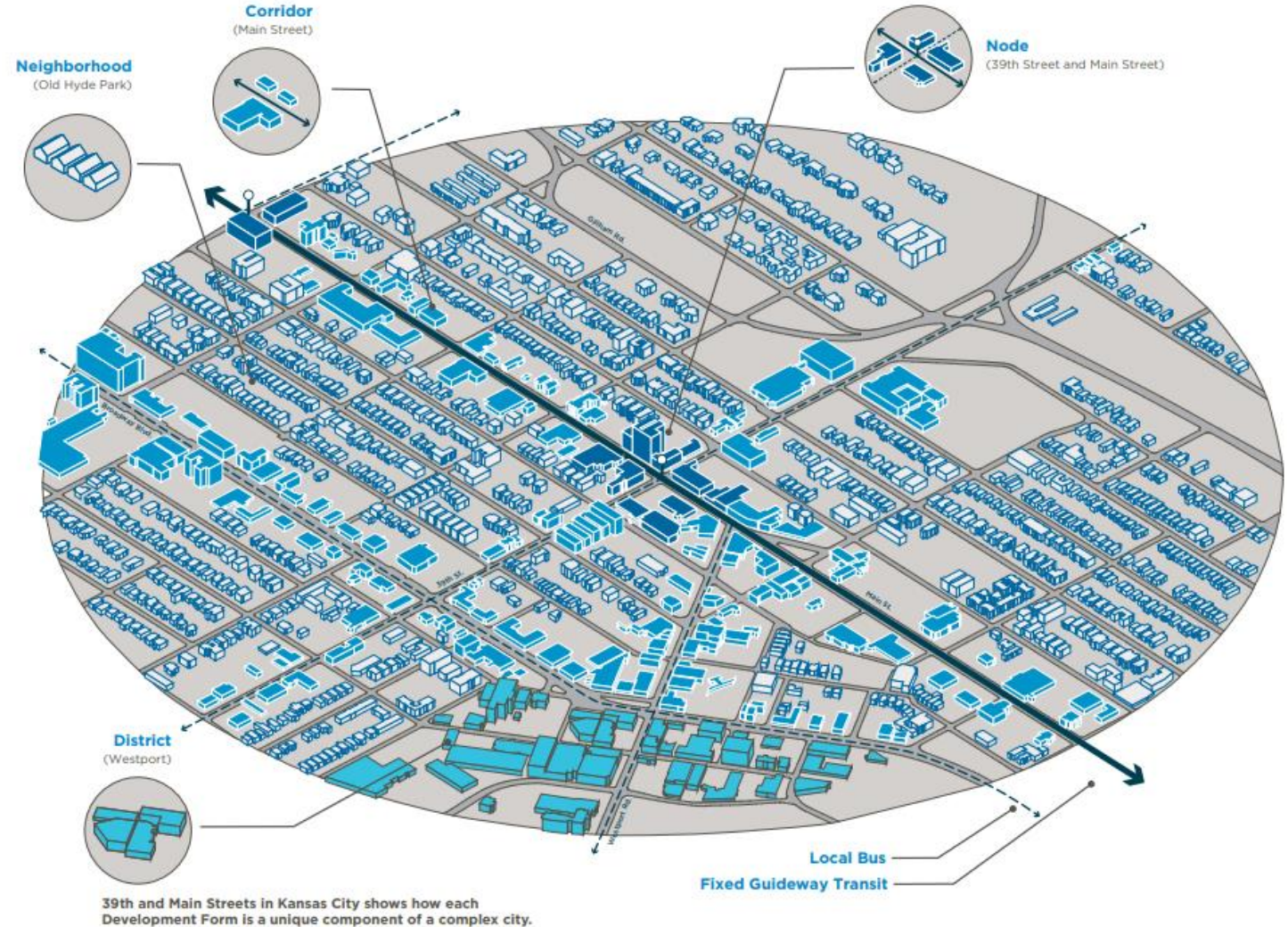


## Land Use and TOD

- Transit is reactive to development patterns
- Unsustainable for transit to chase development to the peripheries
  - Just like other services and utilities
- TOD's Other Benefits
  - Affordable Housing
  - Public Health
  - Productivity
  - Fiscal Sustainability
  - Resource Conservation
  - Open Space Preservation

# Land Use and TOD

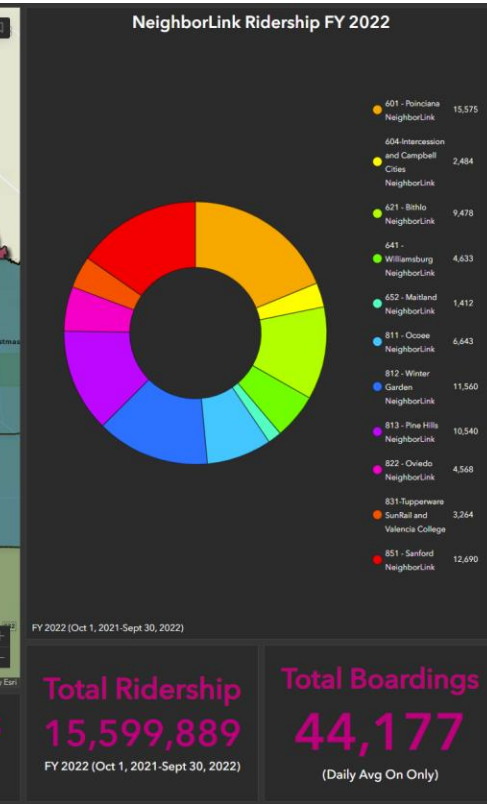
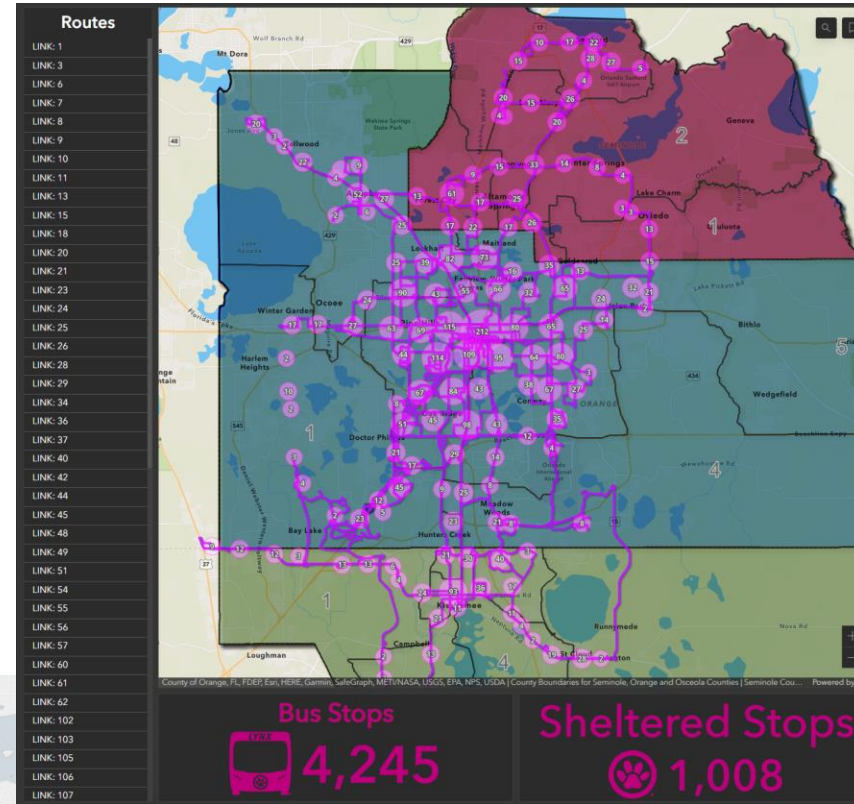
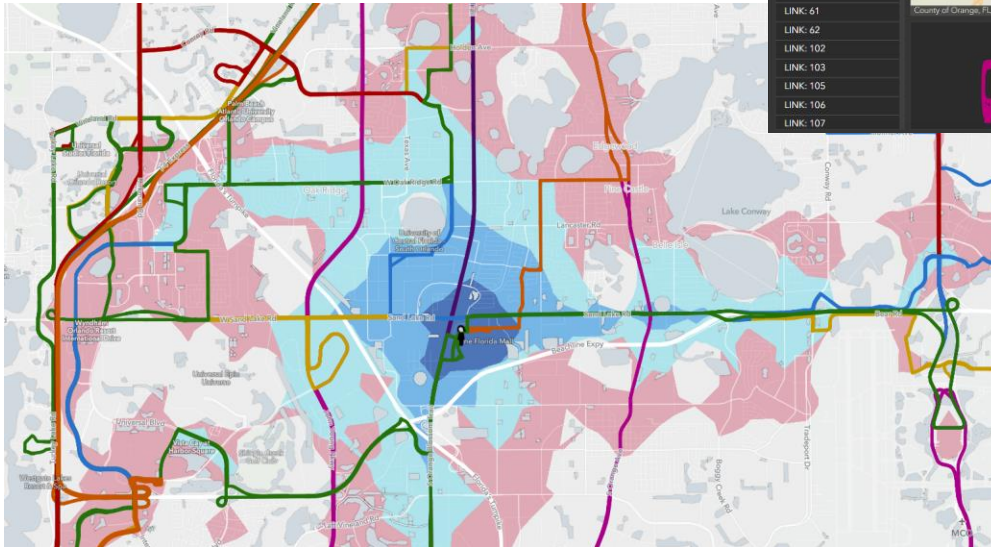
- TOD Considerations
  - Emphasize key, connecting corridors
  - Policies that understand that transit network
  - Policies in place before the new transit service
- KCATA BRT Success



# Technology

# Planning & Technology

- Technology supports our work
  - But it's the Art, the Humanities that make the technology work
- Data Collection
  - Fareboxes
  - Automatic Passenger Counters (APCs)
- Planning
  - Remix
  - Trapeze
  - TBEST
- Analysis
  - GIS



# Projects & Technology



## Getting to stops or stations:



- Walk/Wheelchair
- Picked Up/Dropped Off
- Drive/Ride with Others
- Drive Alone
- Personal Bike/Scooter
- Shared Bike/Scooter
- Taxi or Ride hailing

## Leaving stops or stations:



- Walk/Wheelchair
- Picked Up/Dropped Off
- Drive/Ride with Others
- Drive Alone
- Personal Bike/Scooter
- Shared Bike/Scooter
- Taxi or Ride hailing

**The presence of safe sidewalks, crosswalks, and curb ramps are critical for accessing the system**

# Funding

# Funding

- Rebalance existing resources
- Target new funding to high-impact services
- Pilots and Demonstrations
  - Limits obligations for future funding
- FDOT's Service Development Grants
- Initiatives
  - Have a plan, but adapt to public input

# What Can You Do?



# Know Your Market

- Survey transit riders
- Prioritize hearing about mobility needs and wants regularly
  - Not just when there's a funding initiative



■ Less Than \$26,500      ■ \$26,500 To Less Than \$40,000  
■ \$40,000 To Less Than \$65,000      ■ \$65,000 Or More



■ Black/African-American      ■ Hispanic/Latino  
■ White      ■ Other/Mixed Race



Are work commuters



Access the system by walking 1/4 mile or less



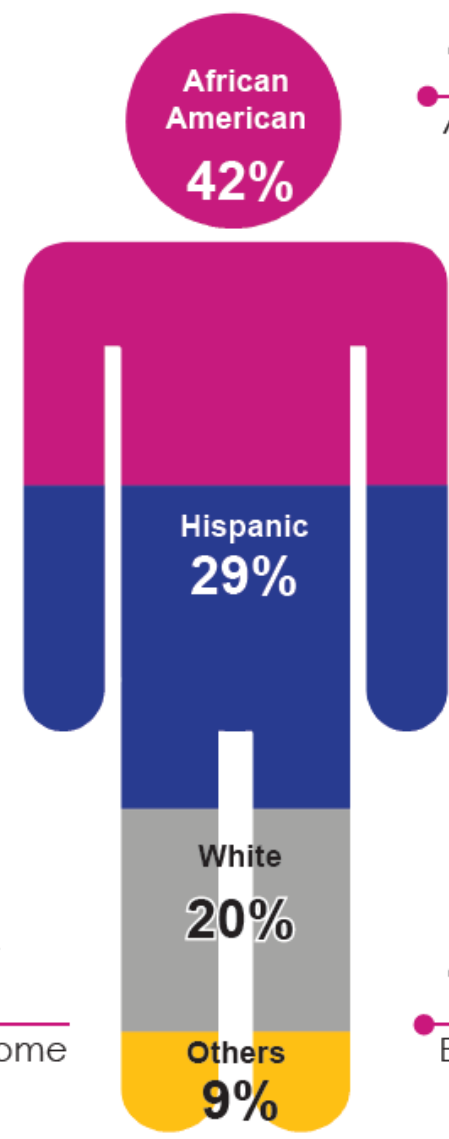
Have access to a car



Do not transfer during their trip.



Average household income



Average age of rider



Are employed full-time



Are students



Use cash



Employed in service industry

# Housing + Transportation Affordability

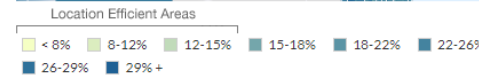
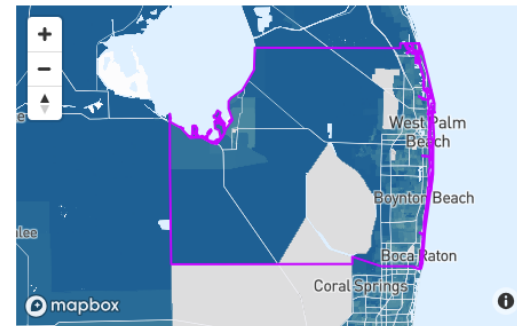
- Housing is a transportation issue
- Largest household expenses
  - Housing
  - Transportation
- What changes can be made to:
  - Focus development
    - Transit cannot chase housing
  - Reduce development costs

## MPO: Palm Beach MPO

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. *Location Matters*. Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

*The statistics below are modeled for the Regional Typical Household. Income: \$56,775 Commuters: 1.27 Household Size: 2.82 (Miami-Fort Lauderdale-Pompano Beach, FL)*

Map of Transportation Costs % Income



### Location Efficiency Metrics

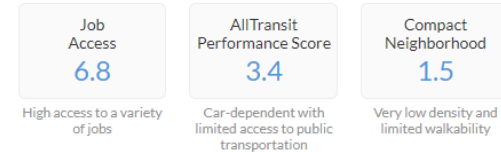
Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

Percent of location efficient neighborhoods

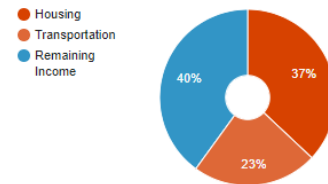
### Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index



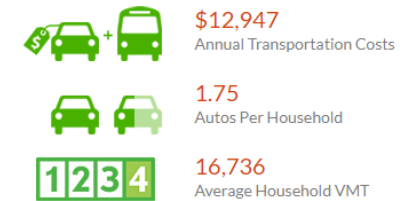
### Average Housing + Transportation Costs % Income

Factoring in both housing and transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.



### Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



4%

Transit Ridership % of Workers

7

Annual Transit Trips

6.66 Tonnes

Annual Greenhouse Gas per Household

# Summary

# Holistic Approach

- Regional coordination
  - Solutions that complement, not contradict
- Land Use and Transportation working towards the same goal
  - Layers of housing and density of development
  - Layers of mobility options
- Pilot new services
- Technology supports the plans and projects
- What does the market look like and what are they asking for?

# Thank You

Myles O'Keefe  
Manager of Strategic Planning  
[mokeefe@golynx.com](mailto:mokeefe@golynx.com)