Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

June 20, 2007
10:00 a.m.

South Florida Regional Transportation Authority
Board Room
800 NW 33rd Street, Suite 100
Pompano Beach, Florida 33064
www.sfrta.fl.gov

FOR FURTHER INFORMATION CALL JOSEPH QUINTY AT (954) 788-7928

Members

Michael Busha, Treasure Coast Regional Planning Council
William Cross, South Florida Regional Transportation Authority
Carolyn Dekle, South Florida Regional Planning Council
Roger Del Rio, Broward Metropolitan Planning Organization
Gary Donn, Florida Department of Transportation, District VI
Lynn Everett-Lee, Broward County Transit
Jose Luis Mesa, Miami-Dade Metropolitan Planning Organization
Gustavo Schmidt, Florida Department of Transportation, District IV
John Spillman, Miami-Dade Transit
Fred Stubbs, Palm Tran
Randy Whitfield, Chairman, Palm Beach Metropolitan Planning Organization
Nancy Ziegler, FDOT, District IV

Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.

PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING OF JUNE 20, 2007

The meeting will convene at 10:00 a.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any PTAC Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of May 16, 2007

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

R1 – MOTION TO ENDORSE: Central Palm Beach Transportation Corridor Study

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

I1 – INFORMATION: SFRTA TDP Minor Update

I2 – INFORMATION: SFRTA Strategic Regional Transit Plan

I3 – INFORMATION: 2008 South Florida Transit Summit

OTHER BUSINESS: Customer Information Network

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC MEMBER COMMENTS

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Board of Directors for the South Florida Regional Transportation with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

DRAFT

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
MAY 18, 2007

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 a.m. on Wednesday, May 18, 2007 in the Board Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT:

Mr. Randy Whitfield, Palm Beach Metropolitan Planning Organization (MPO), PTAC Chair
Mr. Larry Allen, South Florida Regional Planning Council (SFRPC)
Mr. William Cross, SFRTA
Ms. Lynn Everett-Lee, Broward County Transit (BCT)
Mr. Kenneth Jeffries, Florida Department of Transportation, District VI (FDOT)
Mr. Joseph Quinty, SFRTA
Mr. Gustavo Schmidt, Florida Department of Transportation, District IV
Mr. Fred Stubbs, Palm Tran
Mr. Jeff Weidner, Florida Department of Transportation (FDOT)
Mr. Enrique Zelaya, Broward Metropolitan Planning Organization (MPO)

ALSO PRESENT:

Ms. Kathryn Coffel, Kettelson & Associates
Mr. James Cromar, Broward Planning Services
Mr. Reed Everett-Lee, Carter & Burgess
Mr. Dan Glickman, Citizen
Mr. Eric Goodman, SFRTA
Ms. Jessica Josselyn, Kettelson & Associates
Mr. Ken Kelgard, HDR Engineering
Ms. Beatriz Kudaka, SFRTA
Ms. Elaine Magnum, SFRTA
Mr. Adam Vest, Kettelson & Associates
Ms. Lynda Westin, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:10 a.m.

ROLL CALL

The Chair requested a roll call by the Minutes Clerk.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Larry Allen moved for approval of the Agenda. The motion was seconded Mr. Gustavo Schmidt.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair called the motion to a vote and it was approved unanimously.

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

Mr. Dan Glickman stated that he recently attended the SFRTA Marketing Committee meeting, where a main topic of discussion was the Customer Information Network (CIN). He commented that he was very disappointed with direction of the CIN, as it is one of the few ongoing truly regional initiatives, but appears to be in serious trouble. Mr. Glickman said that comments from the meeting included PalmTran has pulled out of CIN, FDOT was pulling out, and BCT would like to pull out. He quoted one of the Marketing Committee members as saying that CIN is a bottomless pit, but a noble effort. Mr. Glickman also stated that he didn't think the SFRTA Board has been sufficiently made aware of what's going on with the CIN.

Mr. Jeff Weidner commented that FDOT set up the CIN and is in the process of turning it over to the transit agencies. Mr. Fred Stubbs said that PalmTran is facing serious budget issues, and was not pulling out of CIN, but rather not renewing some of the maintenance issues. Mr. Schmidt asked if this issue should be discussed further as part of today's agenda. Chairman Whitfied asked if the appropriate SFRTA staff were present to advise on CIN issues. Both Mr. Joseph Quinty and Mr. William Cross indicated that they have not at all been involved with the CIN. Chairman Whitfield then asked if therefore the CIN should be added to the agenda of the June PTAC meeting. There was consensus among the committee to do so. Mr. Schmidt commented that SFRTA would be the ideal agency to run the CIN. Mr. Weidner added that private sector initiatives such as Google Earth and Map Quest are adding transit to their capabilities, and commented that this may allow some of the same services as CIN for free.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of April 18, 2006

A motion was made by Mr. Stubbs to approve the meeting minutes. The motion was seconded by Mr. Schmidt. The motion was called to a vote and carried unanimously.

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

None.

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

I1. - <u>INFORMATION</u>: SFRTA Performance Measures Evaluation

Mr. Quinty introduced the item, which was presented to the PTAC at its November 30, 2006 PTAC meeting, where the peer review portion of the exercise and a draft list of performance measures was submitted to committee members. Mr. Quinty said that the Performance Measures Evaluation findings will be incorporated into the SFRTA TDP Minor Update to be completed this summer. He added that the project has been delayed by difficulty obtaining key SFRTA data, but was happy to have it coming to a close.

Ms. Kathryn Coffel of Kittelson and Associates gave a detailed 32 slide powerpoint presentation on the findings of SFRTA's Performance Measures effort. She explained that many of the measures were compiled on a fiscal year basis, and some of the fiscal years were altered slightly to match up with when new service was added to the Tri-Rail system. Other basic points mentioned were the fact that revenue hours are the amount of time in service, not including the period going to and from the railyard. Ms. Coffel also pointed out that boardings per revenue hour measures efficiency, and that Tri-Rail's weekend service and similar boardings per revenue hours for weekdays & weekends was very rare in the industry. Mr. Schmidt replied that it reflects Tri-Rail riders not being the typical weekday commuters and having varied work schedules. Mr. Weidner added that it also reflects the large role of the service industry in the region.

Ms. Coffel shared expected findings that on-time performance suffered on both weekdays and weekends during the Segment 5 double tracking construction period. A new measure shared was the number of rail boardings per passenger complaint. Mr. Stubbs asked if it was per verified complaint or overall complaints, with Mr. Quinty replying that it was overall complaints. Measures of parking lot usage were also shared. Mr. Allen commented that he's unsure whether parking utilization was a sign of strong or weak service, as the ideal scenario would be for Tri-Rail patrons to not use their cars at all. Mr. Weidner suggested that fuel costs somehow be included in the analysis.

Findings were also shared showing the coverage of the region's population and employment areas via Tri-Rail and connecting bus service. Ms. Lynda Westin asked if MetroRail coverage was included, which Ms. Coffel explained was not. Multiple committee members also expressed concern about the travel time comparison for Tri-Rail vs. I-95. It was suggested that east-west connecting trips to Tri-Rail should be included, acknowledging that it would not paint as flattering a picture. Mr. Zelaya also thought Tri-Rail's on-time performance should somehow get included in the comparison. Mr. Weidner also asked if vehicle load factor could be incorporated as a measure. Ms. Coffel replied that there was currently insufficient SFRTA data to calculate that measure, and Mr. Quinty noted that he hopes that measure can be included in future years.

I2. - <u>INFORMATION</u>: 95 Express Managed Lanes

Mr. Ken Jeffries of Florida Department of Transportation (FDOT) gave a presentation on the 95 Express Managed Lanes effort. He explained that I-95 (from SR 836 to I-595) would have 4 managed lanes and retain the existing number of general purpose lanes. He cited poor conditions south of Golden Glades, as numerous roadways all funnel into I-95. He also noted that the existing HOV+2 lanes are breaking down and the time savings for HOV right now is minimal. Improving transit performance by having buses use the managed lanes and having transit receive a portion of the funds generated by managed lanes were some of the benefits mentioned by Mr. Jeffries. He said the LRTP's ideally call for elevated lanes on I-95, but the huge costs have prompted seeking other ways to manage congestion and add capacity.

Chairman Whitfield asked if the proposed HOV+3 vehicles would have to be registered. Mr. Jeffries replied that those issues are still being looked into, with a special transponder a possibility. Mr. Cross asked what percentage of the current HOV lane vehicles are HOV+3. Mr. Jeffries replied that only 3% of the vehicles are HOV+3. Mr. Weidner commented that he thinks the lanes will encourage a much higher percentage of HOV+3, due to the time and cost savings. He also thinks that an aggressive bus system using the lanes will prompt higher transit ridership. Chairman Whitfield asked if there are plans to expand the HOV+3 requirement beyond the managed lanes into north Broward and Palm Beach . Mr. Jeffries replied that there were no such plans. Mr. Allen asked if the Broward portion of I-95 can handle northbound traffic when the managed lanes end. Mr. Jeffries replied that it will be looked at in modeling efforts, but the primary focus has been the impact of southbound to downtown Miami. Mr. Glickman stated his concerns from the Broward County perspective, saying that he didn't think it was legal to convert HOV lanes to HOT, but only general purpose lanes to HOT lanes. He also said that the Broward MPO has not given its formal support to the managed lanes, and expressed hope that the PTAC would make this an action item today and vote against.

Mr. Jeffries noted that work could begin on the project later this year and could be in operation as early as mid 2008. He also stated that notification of whether or not the federal grant application for the project was successful should occur by August. Chairman Whitfield asked if there were any revenue projections yet. Mr. Jeffries stated that a number of scenarios are being tested, but no formal projections are available. Mr. Weidner mentioned that he had heard potential figures of $16 million in 2010 and $70 million by 2030.

I3. - <u>INFORMATION</u>: SFRTA TDP Minor Update

Providing a brief update on the project, Mr. Quinty reported that the survey task calculations are close to being completed. He also mentioned that an additional passenger bus/rail intercept survey was being conducted this week. Mr. Quinty also reported that he had not received any recommendations for additions to the study's goals and objectives. He stated that a detailed presentation would be provided next month, as the survey tasks and other items will have been completed.

I4. - <u>INFORMATION</u>: SFRTA Strategic Regional Transit Plan

Mr. Quinty also provided a brief update on this item. He thanked the committee for their detailed input on the Strategic Plan at the last PTAC meeting. He mentioned that many of the newly recommended corridors and changes were in the process of being tested. Mr. Quinty noted that he did not receive any further comments or suggestions via e-mail since the last meeting. He said that a detailed presentation

would accompany this item next month, but not necessarily in the full workshop-like format conducted in April.

I5. - INFORMATION: 2008 South Florida Transit Summit

Mr. Allen asked that this item be deferred until the June PTAC meeting. There was consensus among committee members to do so.

MONTHLY REPORTS
Action not required, provided for information purposes only.

OTHER BUSINESS

None

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

There were no Executive Director Reports/Comments at this meeting.

PTAC MEMBER COMMENTS

Mr. Quinty asked that all in attendance fill out the meeting's attendance sheet. He also announced that public workshops for the Central Palm Beach County Transportation Corridor Study were being held tonight and tomorrow in Wellington and West Palm Beach.

ADJOURNMENT

The meeting was adjourned at 11:55 am.

AGENDA ITEM NO. R1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 20, 2007

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

CENTRAL PALM BEACH COUNTY TRANSPORTATION CORRIDOR STUDY

REQUESTED ACTION:

MOTION TO ENDORSE: Central Palm Beach County Transportation Corridor Study

SUMMARY EXPLANATION AND BACKGROUND:

At the January 17, 2007 Planning Technical Advisory Committee (PTAC) meeting, a presentation was given regarding the Central Palm Beach Transportation Corridor Study. In August 2006, the South Florida Regional Transportation Authority (SFRTA) and Palm Beach Metropolitan Planning Organization (MPO) initiated the study, and it is now nearing its conclusion. The study is seeking to develop a transit service implementation plan for the corridor extending from downtown West Palm Beach to the Mall at Wellington Green, including Okeechobee Boulevard, Belvedere Road, Southern Boulevard, and Forest Hill Boulevard.

The proposed alternative recommendation consists of the phased build out of service and infrastructure for the Okeechobee Boulevard Alignment (Alternative 1). This service would operate initially at a 20-minute headway during peak periods and 60 minutes off peak and on Saturdays. As a second priority, it recommended that a "Super Express" service be developed, to operate primarily on Southern Boulevard during peak periods. It is also recommended that future local bus service modifications consider providing a direct connection to downtown West Palm Beach from Forest Hill Boulevard and the Congress/Australian corridor.

The findings of the Central Palm Beach Transportation Corridor Study were endorsed by the Palm Beach MPO on June 6. Study results will also be presented to the Palm Beach MPO Board on June 21, the Palm Tran Service Board on June 21, and the SFRTA Governing Board on June 22.

EXHIBITS ATTACHED: Corridor Study Summary Memo
Alternative Characteristics Chart
Alternatives Maps

PTAC Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

CENTRAL PALM BEACH COUNTY TRANSPORTATION CORRIDOR STUDY
June 2007

Summary

This study is to develop a transit service implementation plan on one of the four major east-west arterials (Okeechobee Boulevard, Southern Boulevard, Belvedere Road and Forest Hill Boulevard) to provide a direct transit connection from the Mall at Wellington Green to Downtown West Palm Beach via the Tri-Rail station. The evaluation of demographic data, ridership estimates, cost estimates, and stakeholder input resulted in the selection of a preferred alternative.

The proposed alternative recommendation consists of the phased build out of service and infrastructure for the Okeechobee Boulevard Alignment (Alternative 1). This service would operate initially at a 20-minute headway during peak periods and 60 minutes off peak and on Saturdays.

As a second priority, develop a "Super Express" service to operate primarily on Southern Boulevard during peak periods. It is also recommended that future local bus service modifications consider providing a direct connection to downtown West Palm Beach from Forest Hill Boulevard and the Congress/Australian corridor.

The recommendation and supporting analysis is described below.

Introduction

The Palm Beach Metropolitan Planning Organization (MPO) and the South Florida Regional Transportation Authority (SFRTA) are nearing completion of the Central Palm Beach County Transportation Corridor Study. The focus of this study is to develop a transit service implementation plan for the transportation corridor which extends from downtown West Palm Beach (including the Tri-Rail Station), between Okeechobee and Forest Hill Boulevards, along U.S. 441 and continuing on to the Mall at Wellington Green.

Purpose and Need

The Central Palm Beach County Corridor population and employment growth trends are projected to continue over the next 20 years. This increase in population and employment will further increase the predominant east-west travel demand on the limited roadway network that currently is approaching or exceeds capacity at peak period travel times. The majority of travel lanes on the east-west roadway segments now vary in width from six to eight travel lanes and are “built out” due to right of way constraints such as adjacent development and the cost of acquisition. As a result, traffic is anticipated to continue to increase generating additional congestion and lengthening travel times.

The study's purpose is to address transportation needs in the corridor by developing transit improvements, perhaps high capacity transit in an exclusive lane or guideway, and to connect it to other regional transit services such as Tri-Rail. Such improvements would make transit a more attractive and viable option for travelers by improving service reliability to provide efficient operations. It would enable transit to form a vital part of a multi-modal transportation system that includes roadways, bicycle and pedestrian elements.

Description of Alternatives Considered

The project alternatives considered within the Central Palm Beach County Corridor include the major east-west arterials (Okeechobee Boulevard, Southern Boulevard, Belvedere Road and Forest Hill Boulevard) with a western terminus at the Mall at Wellington Green and an eastern terminus of downtown West Palm Beach via the Tri-Rail station. Initially, 10 alternative alignments were developed of which four were determined to be considered for analysis to estimate travel demand, capital, and operational costs.

Each of the alternatives utilized SR 7 with access to a proposed park-and-ride facility at the South Florida Fairgrounds with the exception of the Forest Hill Alternative. While all alternatives provided some level of service to Congress/Australian corridor with the exception of the Okeechobee Alternative since this alignment provided a more direct connection to the Tri-rail station. The station stop locations were located at major intersections and spaced approximately one-mile apart or greater.

The service levels for the alternatives were based upon three tiers (Tier I, Tier II, and Tier III) (Table 1). Each service tier has a defined service span and frequency as well as specific capital improvements to enhance the level of transit service and travel time. For example, Tier I assumes transit service within existing travel lanes with upgraded stops and improved pedestrian crossings, while Tier III considers major infrastructure improvements such as the construction of an exclusive busway with fare vending machines at bus stops.

Table 1 Tiered Service Characteristics

Service Improvement Options	Proposed Service Span - Weekday	Proposed Service Span - Saturday	Proposed Service Span - Sunday	Proposed Peak Headway (Minutes)	Proposed Off-Peak Headway (Minutes)
Tier I	5:00 AM to 10:00 PM	7:00 AM to 7:00 PM	No Service	20	60
Tier II	5:00 AM to 10:00 PM	7:00 AM to 7:00 PM		15	40
Tier III	5:00 AM to Midnight	7:00 AM to 10:00 PM	7:00 AM to 7:00 PM	10	30

Evaluation of Alternatives

The evaluation matrix lists ridership estimates at each of the three tier levels for each of the four tested alternatives. The estimates show that the new service would attract both new riders and some existing Palm Tran passengers for whom the new service would be more frequent and more direct. Ridership increases in response to the more frequent service levels and station improvements in Tier II, and the significant time savings more frequent service associated with development of the busway in Tier III. As the estimates show, ridership for each corridor more than triples between the Tier I level and Tier III.

The estimates found that stations from Haverhill west were primarily origin, or boarding, stations, while stations east of Haverhill either were balanced or were primarily destination stations. The station at Downtown West Palm Beach and the West Palm Beach Tri-Rail stations had the greatest number of trips destined to them. Stations at Congress and Australian also generally were major destination stations.

Between the corridors, the estimates show that the Okeechobee service probably would draw slightly fewer riders overall and fewer new riders than the other corridors, with the Southern and Belvedere alignments in the middle and Forest Hill enjoying the highest ridership. The reasons for this are the interplay between the existing Palm Tran service and the proposed services. Currently, Okeechobee has the best transit coverage of the four corridors. Route 43 provides a transit connection between Wellington Green Mall and downtown West Palm Beach and covers much of the alignment of Okeechobee.

The ridership estimates indicate that some existing transit users would continue to use existing local bus service since it may provide a more direct connection to specific destinations that would not be as accessible from the proposed new service. For other existing riders and for many new riders, the new service would provide a more attractive service.

The alternatives proposed for Southern, Belvedere, and particularly Forest Hill, represent more of an improvement over existing service, and thus attract more of both existing riders and new riders. On Southern and Belvedere there are significant portions of the alignment that currently are not served by Palm Tran service. On Forest Hill, route 46 provides coverage along Forest Hill Boulevard throughout the corridor, from Wellington Green to US 1, but does not provide a direct connection to downtown West Palm Beach, the West Palm Beach Tri-Rail station, or the important destination areas along Congress and Australian. Connections to these areas are provided by transfers to other, north-south running routes. By providing this direct connection, the proposed new service on Forest Hill is providing service to the portion of the market along Forest Hill that consists of choice riders, who would like a direct connection to the Congress-Australian Corridor but would not use a service that required transfers between bus routes.

The ridership estimates also compared terminal stations at each end of the alternatives. The estimates found that extending the downtown service from the West Palm Beach Tri-Rail Station to the center of downtown West Palm Beach (Banyan/Dixie) results in

about a 10% increase in ridership, regardless of the alternative. This further indicates the strong preference potential bus passengers show for services that provide them with a "one seat ride" allowing them to reach their destination without transfers. Extending the services west beyond the Mall at Wellington Green to the Wellington Community Center resulted in only a 2% increase in ridership. While an additional station at Wellington Community Center probably would not be worth the cost, Wellington Community Center is a viable alternative to the Mall at Wellington Green should it be impossible to locate a park-and-ride station in the mall area.

Recommendation

The proposed preferred alternative consists of the phased build out of service and infrastructure for the Okeechobee Boulevard Alignment (Alternative 1).

Implementation would begin with operation of the Tier 1 service in the Okeechobee Boulevard alignment, with service originating from the Mall at Wellington Green and operating north on SR 7 and east on Okeechobee Boulevard and north to the Tri-Rail station. The route would then continue until reaching Banyan Boulevard and head east on Banyan Boulevard to Clematis Street for a final stop in downtown West Palm Beach. This service would operate initially at a 20-minute headway during peak periods and 60 minutes off peak and on Saturdays.

When funding becomes available and warranted by ridership demand, Tier 2 improvements would concentrate on station improvements in the Okeechobee corridor. The most controversial element of this is the implementation of peak period bus-only lanes in the corridor and signal priority systems, which would significantly increase travel speeds for buses operating in the corridor. Traffic studies would be required to estimate the extent of traffic disruption of these facilities on through traffic and, in the case of signal priority systems, on crossing traffic. Tier 3 improvements would include constructing dedicated bus lanes on existing or new right of way and were determined to be too costly for the estimated increase in transit ridership levels.

As a second priority, develop a "Super Express" service to operate primarily on Southern Boulevard during peak periods.

A third bus each peak hour originating from the Mall at Wellington Green would operate as a "Super Express" service making even fewer stops between Wellington Green and Downtown West Palm Beach, and operating on the faster Southern Boulevard alignment. The proposed service would stop only at the following stations:

- Mall at Wellington Green
- South Florida Fairgrounds
- Southern at Congress
- Australian at PBIA (request stop only)
- Australian at Belvedere
- Australian at Okeechobee
- West Palm Beach Tri-Rail
- Downtown West Palm Beach

Under normal traffic conditions this "Super Express" route could make the trip from the Mall at Wellington Green to Downtown West Palm Beach in as little as 35 minutes. This super express service would operate only during peak periods and would not operate on Saturdays.

Furthermore study results indicate that provision of more frequent transit service in the Forest Hill Boulevard and Congress/Australian corridors should be considered. Ridership estimates indicate a demand specifically for direct service to both downtown West Palm Beach and to the commercial areas along Congress Avenue and Australian Avenue in the eastern portion of the study area. While no specific service recommendations are offered as part of this project, the study recommends that future service modifications by Palm Tran consider the inclusion of local bus service to provide direct transit connections to the Forest Hill corridor as well as to the Congress and Australian corridor, and/or increase service frequencies (to less than 10 minutes on connecting routes) to ease transfers between east-west and north-south bus routes. The recommendations also include location of park and ride lots along each corridor in proximity of the planned stops and consideration of transit services in land use planning for the central corridor.

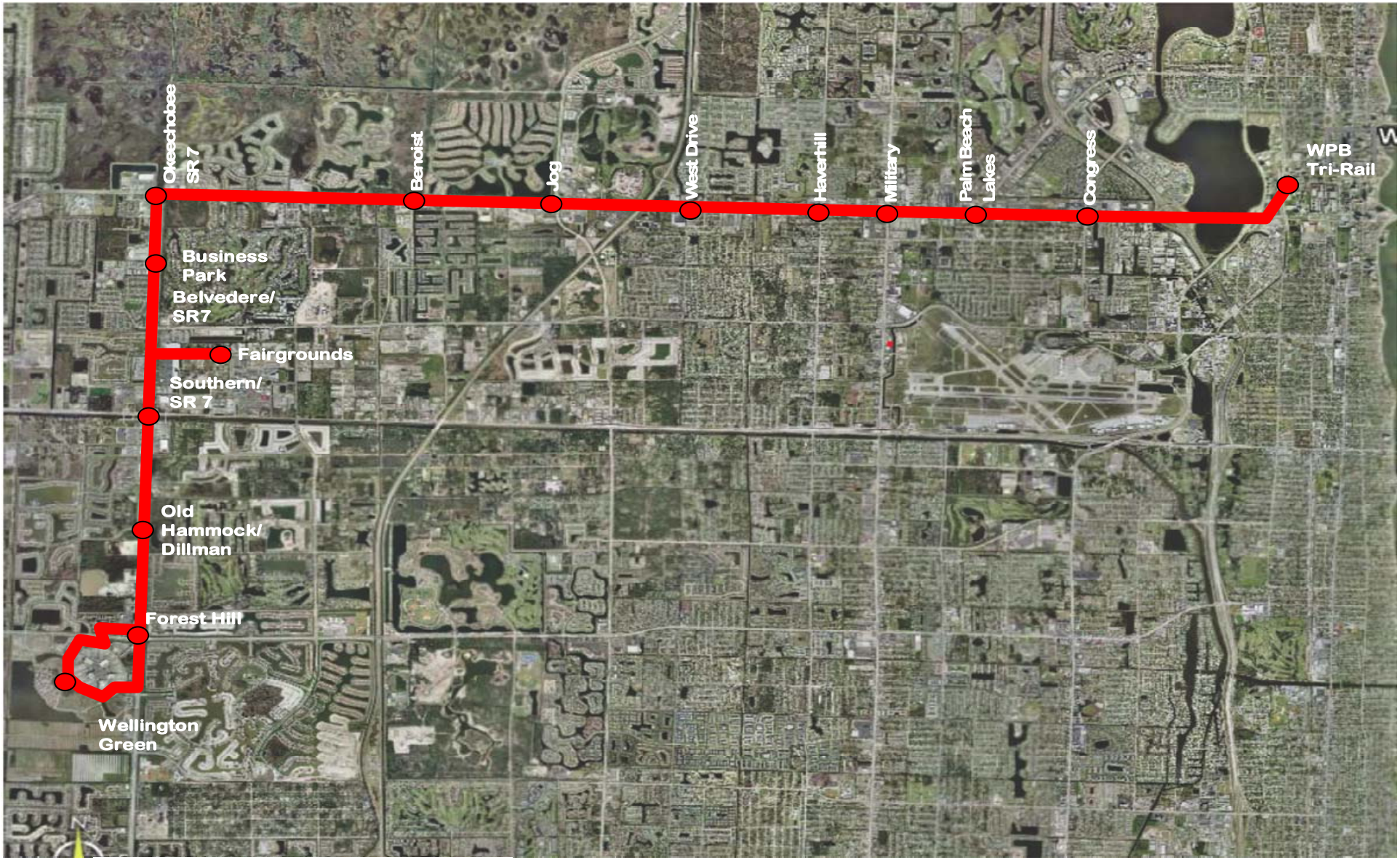
Central Palm Beach County Transportation Corridor Study

CONCEPTUAL EVALUATION

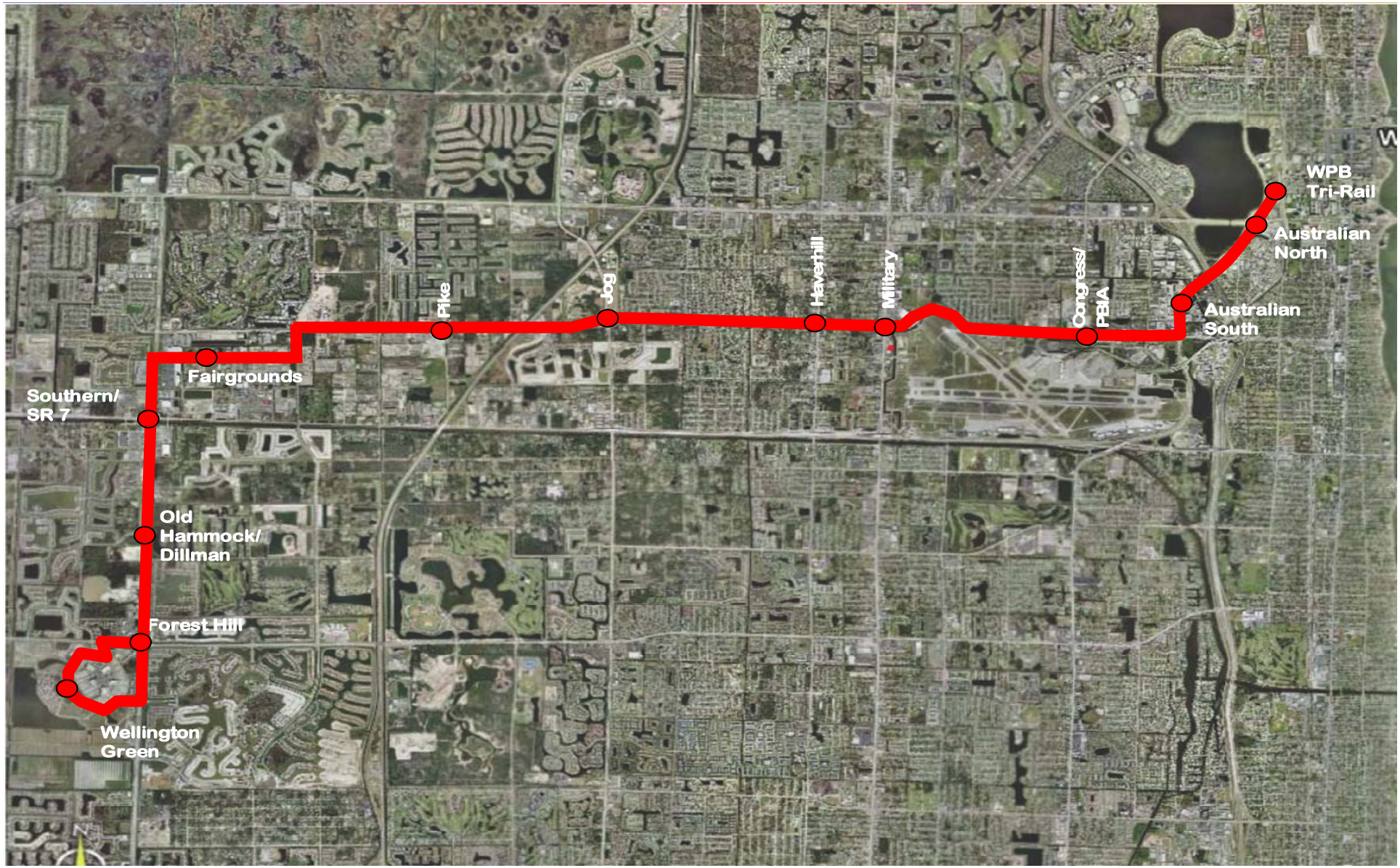
ALTERNATIVE CHARACTERISTICS/COMPARISON

Factors	Alternatives											
	Okeechobee 1			Belvedere 2a			Southern 4a			Forest Hill 5a		
	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3
Physical Characteristics												
Length (miles)	14.8			13.3			13.4			14.1		
Station Stops (no.)	11			13			11			13		
No. of Peak Vehicles Required (quantity)	6	7	8	6	6	7	5	6	6	6	6	7
Traffic Impacts												
Intersections Crossed (no.)	20			22			18			26		
Travel Demand												
New Line Ridership	3,250	4,450	5,300	3,750	5,200	6,150	3,650	4,950	5,900	4,100	5,650	6,700
New Transit Trips	1,450	2,200	2,850	1,750	2,650	3,550	1,750	2,650	3,550	2,050	3,050	4,050
Operational Considerations												
Average Operation Speed (mph)	15.1	17.4	23.4	15.6	18.6	25.7	16.4	19.1	27.7	16.6	19.7	26.4
One-Way Travel Time (mins) (peak)	59	51	38	51	43	31	49	42	29	51	43	32
Roundtrip travel Time (mins) (peak)	118	102	76	102	86	62	98	84	58	102	86	64
Station Area Demographics												
2000 Total Population within 1/2 mile of stations (no.)	13,419			10,881			8,841			26,015		
Minority Population within 1/2 mile of stations (no.)	5,903			4,479			3,066			7,135		
Low Income Population within 1/2 mile of stations (no.)	2,393			1,920			1,098			2,447		
2000 Employment within 1/2 mile of stations (no.)	20,801			19,241			16,936			31,248		
System Cost (millions of 2007 $'s)												
Vehicle Cost	$2,325,645	$2,713,253	$3,100,860	$2,325,645	$2,325,645	$2,713,253	$1,938,038	$2,325,645	$2,325,645	$2,325,645	$2,325,645	$2,713,253
Cost of Improvement	$3,034,355	$6,206,748	$93,909,140	$3,074,355	$6,104,355	$88,496,748	$2,821,963	$5,784,355	$89,694,355	$3,074,355	$6,064,355	$86,946,748
Total Capital Cost	**$5,360,000**	**$8,920,000**	**$97,010,000**	**$5,400,000**	**$8,430,000**	**$91,210,000**	**$4,760,000**	**$8,110,000**	**$92,020,000**	**$5,400,000**	**$8,390,000**	**$89,660,000**
Total Cost Per Mile	$362,162	$602,703	$6,554,730	$406,015	$633,835	$6,857,895	$355,224	$605,224	$6,867,164	$382,979	$595,035	$6,358,865
Operations & Maintenance Cost												
Annual Operation	$1,441,774	$1,836,097	$2,539,366	$1,386,409	$1,597,083	$2,247,475	$1,231,451	$159,459	$2,060,337	$1,411,053	$1,585,022	$1,629,561

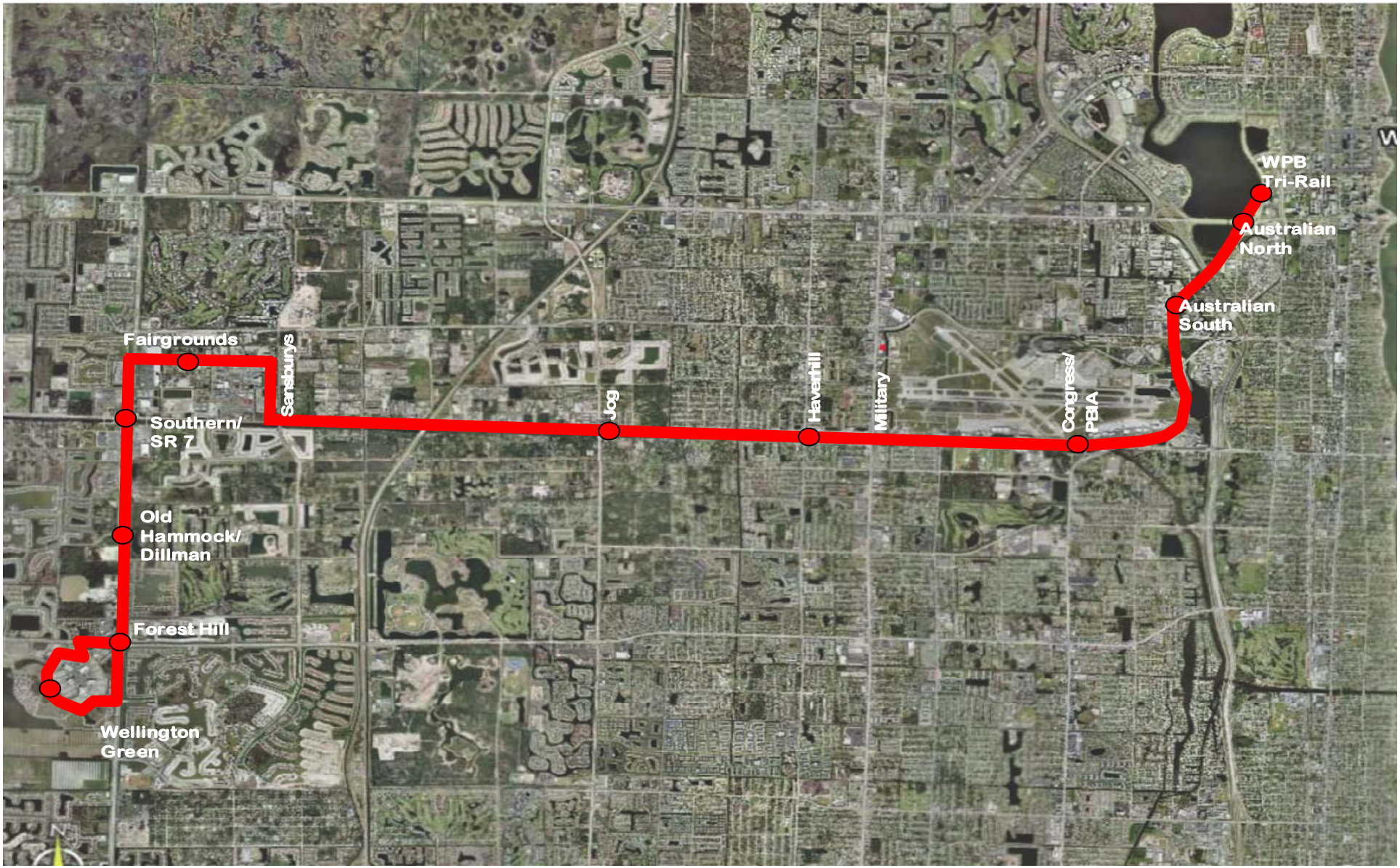
Alternative 1 - Okeechobee Boulevard



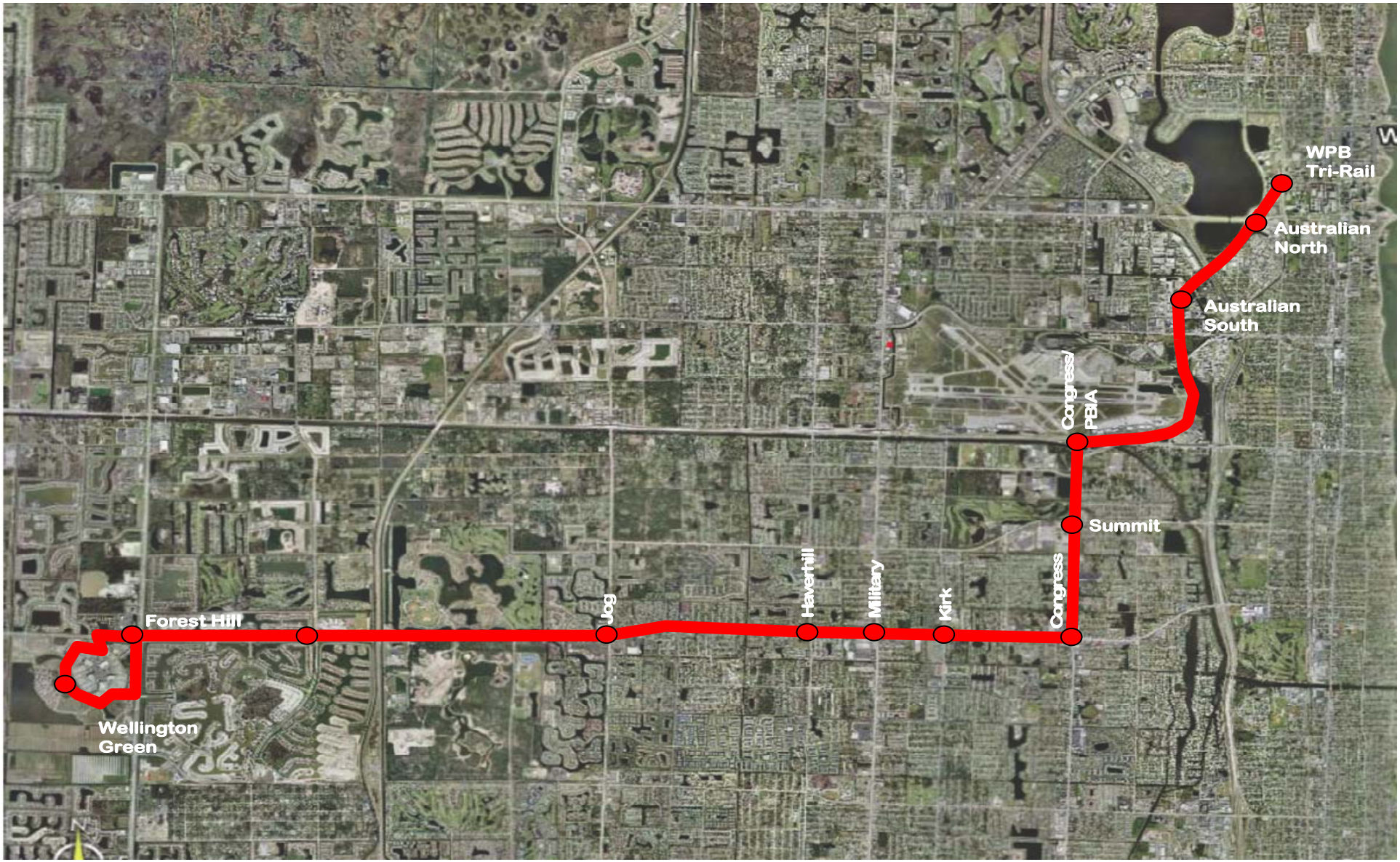
Alternative 2 - Belvedere Road



Alternative 3 - Southern Boulevard



Alternative 4 - Forest Hill Boulevard



AGENDA ITEM NO. I1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 20, 2007

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
TRANSIT DEVELOPMENT PLAN (TDP) UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

Throughout 2007, information regarding the ongoing SFRTA Transit Development Plan (TDP) Minor Update has been presented to the PTAC. Work is being completed on many of the project's tasks, as the completion and submittal date of August 2007 is fast approaching. Recent major project accomplishments include the development of a draft Tri-Rail Station Location Criteria, and tabulation of the rider surveys conducted in March and May. The draft Station Location Criteria document is enclosed, while survey findings will be distributed at the meeting.

At the June 20, 2007 PTAC meeting, an update will be provided on these key tasks and overall project activities. Mr. Joseph Quinty, SFRTA Transportation Planning Manager, and staff from project consultant Gannett Fleming will provide the update on the TDP efforts.

EXHIBITS ATTACHED: Draft Tri-Rail Station Location Criteria

SFRTA TDP 2007 UPDATE
TECHNICAL MEMORANDUM – STATION LOCATION CRITERIA

The following addresses Scope Item 3.8 *Tri-Rail Station Location Criteria, w*hich reads:

> ***The Consultant will review existing SFRTA standards for locating stations and for the facilities and amenities provided at station locations. From this analysis, a set of recommendations will be developed pertaining to the criteria for the addition, retention and elimination of Tri-Rail stations. The criteria will include consideration of operational, revenue, cost, and community impacts of new and existing stations.***

The primary purpose of developing criteria is to have a benchmark against which to judge proposals for new stations when they are raised either by a local government or a private developer, and to provide proposers an idea of the level of investment involved in creating a new properly-functioning station.

SFRTA has no existing criteria relating to station locations. Therefore, through internet research and phone interviews, existing criteria for peer commuter rail stations were obtained for background information. Systems reviewed included:

Trinity Railway Express – Dallas/Fort Worth
Virginia Railway Express – Northern Virginia
Coaster – San Diego
Sounder – Seattle
Northstar – Minneapolis/St. Paul
SEPTA – Philadelphia
NJ Transit – New Jersey

The first four systems listed are regarded as peers of the Tri-Rail system in **TCRP Report 100 - *Transit Capacity and Quality of Service Manual.*** Northstar, SEPTA, and NJ Transit were also included as systems with extensive criteria.

The initial finding upon peer review is that *there is no agreed-upon industry standard for station location criteria.* Additionally, no reviewed system had a formalized list of criteria used for addition, retention and elimination of stations. Some systems have criteria for new stations; others have standards for station elimination. But no reviewed system's location criteria matched the requirements of this task. Therefore, a set of criteria has been created which combines elements from each system, modified to best suit Tri-Rail system conditions.

Reviewed criteria varied in both addressed elements and in applicability to Tri-Rail. The following station location criteria are addressed in at least one system's standards and were considered for inclusion in SFRTA criteria:

Distance between stations

- Minimum daily boardings
- Station access
- Parking spaces, bus bays, and kiss-ride
- Signage

In addition, a criterion has been added related to track geometry.

.

1. Distance Between Stations

Criteria for station spacing should balance operational and market forces. Shorter distances between stations increase the number of people with easy access to a station, but slow travel times. Larger distances between stations allow higher train speeds, but provide more limited access. Station spacing criteria should ensure that neither extreme occurs.

Northstar, Trinity Railway Express (TRE), and SEPTA address station spacing in their criteria. Northstar's manual, *Advanced Corridor Planning Guidelines*, states that spacings of 2.5 to 3 miles are relatively standard throughout the commuter rail industry, though there is no data source provided with the statement. Of note, the Northstar study recommends 5-mile spacing in areas outside the Twin Cities CBD. TRE's Service Standards Manual (Draft) indicates an average station spacing of 3.6 miles, with a range from 0.75 to 7.1 miles. However, no maximum or minimum spacing is developed. SEPTA's spacing criteria relates to the type of surrounding development within ½ mile in urban areas, 1-mile in suburban areas and 2-miles in rural areas. However, it should be noted that the typical SEPTA line is less than 20 miles in length and serves far more densely populated areas than those found in southern Florida.

On the Tri-Rail system, station spacing ranges from 1.4 miles (between Sheridan Street and Hollywood) to 7.6 miles (between Hollywood and Golden Glades), with an average spacing of 4.1 miles. Feedback from agency staff suggests that the distance between Hollywood and Golden Glades is too far and that an interim station should be considered.

Suggested Criteria:
Tri-Rail should adopt a spacing criteria that is similar to its peer systems; spacing between 3 and 4 miles is appropriate to this corridor and recommended as a standard. However, given development pressures in the area, particularly in the residential and commercial markets, station spacing should be dictated in large measure by development potential and the resulting ridership. Station spacing as little as 2 miles should be considered on the condition that the proposed station provides adequate new ridership; however, spacing less than two miles should be disallowed due to operational issues such as adverse travel times.

There is no need to establish a maximum criteria for Tri-Rail. The maximum distance between stations on the existing system is 7.6 miles which occurs between the Hollywood and Golden Glades stations. Discussions have taken place regarding adding an interim station, but there should be no requirement to do so.

Impacts to Existing Stations:
The 2 mile minimum would make the Hollywood-Sheridan Street spacing the only two stations that would be non-compliant. However, in looking at other system criteria, SEPTA allows a station to remain open if closing it would make the distance between remaining stations too far. Closing Hollywood would increase the distance between Golden Glades and the next station in the northerly direction. Since the spacing between Golden Glades and Hollywood is the greatest distance between stations on the entire system already, such a change would not be recommended. Closing Sheridan Street Station would also be undesirable, since Sheridan Station has significant available parking. Both these stations should remain, but the close spacing might impact the decision to make improvements, especially long-term, high-cost

improvements to significantly expand parking capacity at the Hollywood Station. It should also be noted that both the Hollywood and Sheridan Street stations were upgraded (to include elevators and pedestrian bridges) as part of Tri-Rail's double tracking project.

The 2-mile minimum would also suggest that no new station should be considered between Mangonia Park and West Palm Beach, Deerfield Beach and Pompano Beach, Fort Lauderdale Airport and Sheridan Street, Sheridan Street and Hollywood, Golden Glades and Opa-Locka, Opa-Locka and MetroRail Transfer, MetroRail Transfer and Hialeah Market, and Hialeah Market and Miami Airport.

A minimum 2-mile spacing would suggest there are opportunities for new stations between existing stations that are more than four miles apart, and especially between the stations that are furthest apart such as between West Palm Beach/Lake Worth, Boynton Beach/Delray Beach, and Hollywood/Golden Glades which are all over six miles apart.

Two of these locations are among the locations already under discussion for new stations:

West Palm Beach - Lake Worth
Originally there was a Palm Beach International Airport station between these stations, but it was closed in Fall 1999 for a highway improvement project. There have already been discussions about opening a station to serve the airport and surrounding employment in the vicinity of the original location.

Hollywood - Golden Glades
A number of locations have been looked at in both Broward and Miami-Dade Counties. Ives Dairy Road and Hallandale Beach Boulevard are two potential locations. A gaming-related DRI initiated discussion of a station in this vicinity, with funding for a new station proposed as part of the project's traffic mitigation.

In addition, two other locations have been raised as places for potential stations, these are:

Boca Raton – Deerfield Beach
The City of Boca Raton is looking at a possible location for an additional station with a Multi-modal Transit District in the vicinity of Glades Road.

Pompano Beach – Cypress Creek
The developer of the Racino at the Pompano race track has expressed an interest in a station close to the race track to bring casino customers to the facility.

All of these locations are to be evaluated in the new station evaluation task performed for the TDP update.

2. <u>Minimum Daily Boardings</u>

Only NJ Transit and SEPTA address minimum daily boardings as a criterion for station openings. SEPTA has a straightforward standard of 75 minimum boardings/alightings per day, regardless of station type, in order to keep a station open. NJ Transit's boarding standards are more complicated, with stations organized into five classifications from A to E based on a handful of criteria, with A requiring over 1,000 boardings in the peak hour and E over 125 peak hour boardings.

Tri-Rail has no stations with daily boardings as low as the SEPTA standard. Peak hour boardings for Tri-Rail were not obtained. Hialeah Market is the lowest performing Tri-Rail station at 103 daily boardings, followed by Opa-Locka's 127 boardings. The Tri-Rail average is 352 and the median is 353 with a maximum of 883 at Metrorail Transfer.

Costs associated with existing stations are significantly different from the costs associated with building a new station, since the capital costs of construction cannot be recaptured by closing a station. Thus the criterion for keeping a station that already exists, open should be lower than that adopted for building a new station. In addition, the consideration of a new station is further complicated by the level of investment and the potential contribution of funding from outside sources.

Suggested Criteria for Existing Stations:
The recommended minimum standard for keeping a station open is 100 daily boardings. This standard would indicate that all current stations meet the standard. However, the Hialeah Market station with daily boardings of 103 is very close to this minimum. This station is one of the few on the Tri-Rail system without elevators and a bridge structure over the tracks. No such investment is required because south of Metrorail Transfer Tri-Rail runs mostly on a single track with all boardings from only one platform at the Hialeah Market station. However, in the event that this section is double-tracked in the future, necessitating additional station infrastructure at the Hialeah Market station, it would be prudent to investigate the potential for increasing ridership at this location prior to making such a significant investment. The next most underutilized station is Opa-Locka with ridership of 127 boardings per day. This station was recently upgraded, during the double-tracking project, to have elevators and a bridge structure. Though it could be hard to justify building a station at this location, the investment is already in place and the station should remain open, at least until such time as its ridership drops below the 100 boardings per day threshold.

Suggested Criteria for New Stations:
A separate, more stringent, criteria should be used for the creation of new stations. As a rule, any new station should have the potential to at least maintain or preferably enhance overall ridership levels on the system. This would suggest that any new station should have projected ridership at or above the system-wide average. This would indicate ridership projections of 350 daily boardings at least upon completion of proposed development in the vicinity of the station.

There are a number of scenarios whereby the 350 daily boardings standard could be raised or lowered and should therefore be considered as a starting point for discussions with communities or developers interested in a new station location, rather than a hard-and-fast rule. These considerations include:

- Special purpose stations which fulfill a specific need, such as, the potential re-establishment of a Palm Beach International Airport station,
- Potential private or non-Tri-Rail contributions to the cost of building a new station,
- The level of investment necessary to locate a station at a specific location

In summary, rather than setting a hard criterion, 350 projected daily boardings should be considered as a starting point for discussion with entities interested in pursuing new station locations. The requirement could be negotiated down for financial contributions to capital cost and up for stations requiring more than a minimal investment. Minimal investment being defined as a station at a grade crossing with no need for elevators and bridge structures.

3. Station Access

Access from the surrounding community is addressed by NJ Transit and Northstar. Both address multi-modal access including bicycle and pedestrian in addition to vehicular. The following criteria from these other systems are relevant to the Tri-Rail system:

- Wherever possible, stations should be located adjacent to existing railroad grade crossings to minimize the need for costly station infrastructure and to maximize visibility of the station for customers arriving by automobile.

- Access points should be located on collector roads or minor arterials and not on major arterials or on residential streets. Traffic analysis should be conducted at each proposed station area to evaluate the roadway impacts associated with a new station.

- A complete network of pedestrian pathways and bicycle lanes or routes should connect the station to all neighborhoods within a ¼-mile radius of the station. Pedestrian paths should be a minimum of 5-feet in width.

Suggested Criterion:
All three of these criteria have merit for the Tri-Rail system and are recommended for consideration by Tri-Rail with the modifications suggested below.

Location Relative to Grade Crossings
Wherever possible, stations should be located adjacent to an existing railroad grade crossings to minimize the need for costly station infrastructure and to maximize visibility of the station for customers arriving by automobile.

Street Access
Access points should be located on collector roads or minor arterials and not on major arterials or on residential streets. Though Tri-Rail ridership removes cars from the roadway network and in theory reduces congestion, changes in traffic patterns could result in localized issues close to the entry points to station parking lots. Therefore, traffic analysis should be performed in order to ensure that access and egress points in the immediate vicinity of the station parking lots do not overwhelm local streets or reduce level of service at adjacent intersections.

The collector roads and minor arterials utilized for access to stations should be designed to accommodate buses and should preferably allow existing bus routes to access stations with minimum divergence from their existing routes.

Bicycle and Pedestrian Access
A complete network of pedestrian pathways and bicycle lanes or routes should connect the station to all neighborhoods within a ¼-mile radius of the station, where feasible. Areas that are separated from the station by major arterials or I-95 can be exempted if no safe route can be feasibly created. Pedestrian paths should be a minimum of 5-feet in width.

4. Track Geometrics

Though this is not addressed in the criteria for other systems, the location of a station on a curved section of track, especially where tracks are super-elevated for speed of travel, creates a design problem and safety issues at platforms and for boarding customers.

Suggested Criterion:
Stations should be located on tangent sections of track where there is no super-elevation and good sight distance in either direction up and down the track from stations platforms.

5. Parking Spaces, Bus Bays and Kiss-Ride

In the documents obtained from other agencies, only Minneapolis and NJ Transit address parking spaces, kiss-ride and bus stop bays. Both suggest actual numbers should be based on needs at

specific station locations. While this is a reasonable approach, it may also be worth having a minimum number of parking spaces, kiss-ride drop-off spaces, and bus bays for a station so that the cost of providing these facilities is considered when determining the viability of a new station proposals. Several criteria address bus circulation, emphasizing the need to prioritize bus circulation, and placing bus stops as close to station platforms as possible.

In addition to the number of parking spaces, maximum walking distance from parking to the station should be considered. Both NJ Transit and Minneapolis address a maximum walking distance from the most remote parking space to the platform of 1,200 and 1,000 feet, respectively. Severe weather is stated as a reason for Northstar's 1,000 foot standard. Several existing Tri-Rail stations have far greater walking distances between the most remote spaces and the station platform. These remote spaces are typically not utilized. At Cypress Creek, for example, the most remote space is more than 1,500 feet from the station platform.

Suggested Criteria:

Parking Spaces
The number of parking spaces at Tri-Rail stations today varies widely, from a minimum of 41 at Metrorail Transfer Station to a maximum of 556 at Cypress Creek Station. Utilization also varies widely, with over 25% of stations having a parking occupancy of 90% or above (typically 90% occupancy is regarded as 'fully occupied'). Taking the 10 stations with parking having 200 or less spaces the average occupancy of these parking lots is 77% (and 83% if Hialeah Market Station is removed from the equation). On the other hand at the 8 stations with more than 200 spaces occupancy averages only 40.5%. This is at least an indication that parking lots with more than 200 spaces are not likely to be fully occupied for the foreseeable future.

For new stations ridership will continue to rely heavily on private automobile parking, and as such is essential at new stations, even if they are developed as part of a dense TOD. Without any parking a Tri-Rail station would never reach a reasonable level of daily boardings or provide service to the surrounding community. The recommended requirement for new stations is 200 spaces, however, in specific circumstances this number could be reduced for special purpose stations or if developers can demonstrate that the surrounding development will generate enough walk on traffic to provide the required ridership with only limited parking availability. This is an unlikely scenario in the near term future.

For existing stations there are many constraints in terms of available land for parking that limit the possibility of adding more spaces. Existing stations should be looked at on an individual basis and new parking added based on current occupancy rather than on a numeric standard for a number of spaces.

Tri-Rail should adopt a 1,000-foot criterion for the maximum distance from the station platform to the most remote parking space. Summer conditions can be harmful to some passengers, especially seniors and children, if they are over-exposed to heat, humidity and sunlight.

Bus Bays
Tri-Rail stations typically have at least three bus bays at each station. However, it appeared on site observation that only one or two of these bays are in simultaneous active use. As such, a minimum standard of two bus bays with priority bus stops would seem to be a reasonable minimum standard, with more bays provided depending on the number and bus routes and frequency of service at the station.

Kiss - Ride
Kiss - ride access is addressed in other criteria, but with no specific standard as to number of spaces. Tri-Rail typically provides kiss-ride spaces at its stations. The only kiss-ride criteria

should be that some access continues to be provided at new stations, with preferential locations in relation to long-term parking.

Circulation for buses, taxis, kiss-ride and parking should be segregated as much as practically possible within the station site.

6. Signage

There are a number of issues relating to signage, both way-finding signage directing patrons to stations and at stations themselves. The location of and access to some Tri-Rail stations makes them hard to find for first-time users. A well-designed way-finding signage system would make finding stations much easier. In addition, consistent entry signs and on-site signage would also be beneficial.

Suggested Criterion:
Signage standards should be included in station location criteria. However, these standards should emerge from a dedicated signing study. One recommendation for the next major update of the TDP is to conduct a comprehensive way-finding and on-site signing study.

SUMMARY

These proposed criteria address issues relating to the location of stations. In 2004 Tri-Rail developed Design Guidelines for station facilities. These guidelines address the actual design of stations including the types of amenities to be provided. The Station Location Criteria, in concert with the Design Guidelines for station facilities provide a benchmark against which to judge the existing system and any new proposals for additional stations in the future.

Upon adoption of these criteria they will be incorporated into the TDP and applied to existing stations to assess whether or not existing stations comply. Recommendations will be developed to correct any existing deficiencies. All proposed new station locations will also be assessed and recommendations developed as to whether these new locations comply or can be made to comply with the criteria.

.

AGENDA ITEM NO. I2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 20, 2007

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
STRATEGIC REGIONAL TRANSIT PLAN

SUMMARY EXPLANATION AND BACKGROUND:

At the last six Planning Technical Advisory Committee (PTAC) meetings, presentations have been given regarding the South Florida Regional Transportation Authority (SFRTA) Strategic Regional Transit Plan. At the June 20, 2007 PTAC meeting, study team members will provide a refresher on the study process, present the latest results (including those for the corridors recommended by PTAC members at the April 18 meeting), and discuss the steps ahead.

Ms. Cassandra Ecker, Project Manager with consultant Carter Burgess, will present this agenda item.

EXHIBITS ATTACHED: SFRTA Strategic Regional Transit Plan Newsletter, June 2007

Following the Screen One analysis, corridors which did not perform well were adjusted. Adjustments included alignment changes as well as adding/removing stations, and corridor modifications. This resulted in the development of 25 Screen One Alternatives (Figure 3).

The Screen One Alternatives were reevaluated in Screen Two analysis using performance criteria used in Screen One but with a weighted scoring methodology. Each corridor was examined for its ability to perform in each of the criteria categories and redundancy against the other alternatives, and then modified again as needed. This resulted in 18 Screen Two Alternatives (Figure 4).

The Screen Two Alternatives, as revised, will advance to a Categorical Screening where they will be tested again then grouped to comprise three networks utilizing the highest scoring alignments in each criteria classification: Productive Network, Connective Network, and Cost-effective Network. After the networks have been established they will be examined using three different land use scenarios.

After land use scenario testing, a preferred network (system plan) will be selected for Board approval. Each corridor of the preferred network would go through detailed corridor-level analyses in order to advance into the next stage of project development.

Land Use Scenarios

In addition to the existing 2030 land use scenario, two alternate scenarios will be developed to test the Productive, Connective, and Cost-Effective Transit Networks.

The proposed scenarios include:

2030 Base Scenario

This scenario uses current MPO projections for the development trend expected under adopted future land use plans.

Proposed Regional Activity Centers Scenario

This scenario would reallocate new employment development to designated Regional Activity Centers and residential development to Community Redevelopment Areas.

Proposed Transit Corridor Scenarios

This scenario would reallocate new employment and residential development to station areas along each proposed corridor.

Lead Agency:
South Florida Regional Transit Authority

Partner Agencies:
Broward County Transit
Broward Metropolitan Planning Organization
Florida Department of Transportation, District Four
Florida Department of Transportation, District Six
Miami-Dade Metropolitan Planning Organization
Miami-Dade Transit
Palm Beach Metropolitan Planning Organization
Palm Tran
South Florida Regional Planning Council
Treasure Coast Regional Planning Council

Project Contacts:
Joseph Quinty, AICP
South Florida RTA
(954) 788-7928
quintyj@sfrta.fl.gov

Reed Everett-Lee, PhD, AICP
Carter & Burgess, Inc.
(954) 315-1025
reed.everett-lee.com

South Florida Regional Transit Authority
800 NW 33rd Street, Suite 100
Pompano Beach, FL 33064

South Florida Regional Transit Authority
800 NW 33rd Street, Suite 100
Pompano Beach, FL 33064

June 2007

Strategic Regional Transit Plan

In Spring 2006, the South Florida Regional Transportation Authority (SFRTA) Board directed staff to develop a Strategic Regional Transit Plan. This plan will define key regional transit projects to ensure the mobility, economic viability, and quality of life of the South Florida region. The results of the plan will provide the Board with a basis to make decisions regarding the implementation of additional SFRTA services.

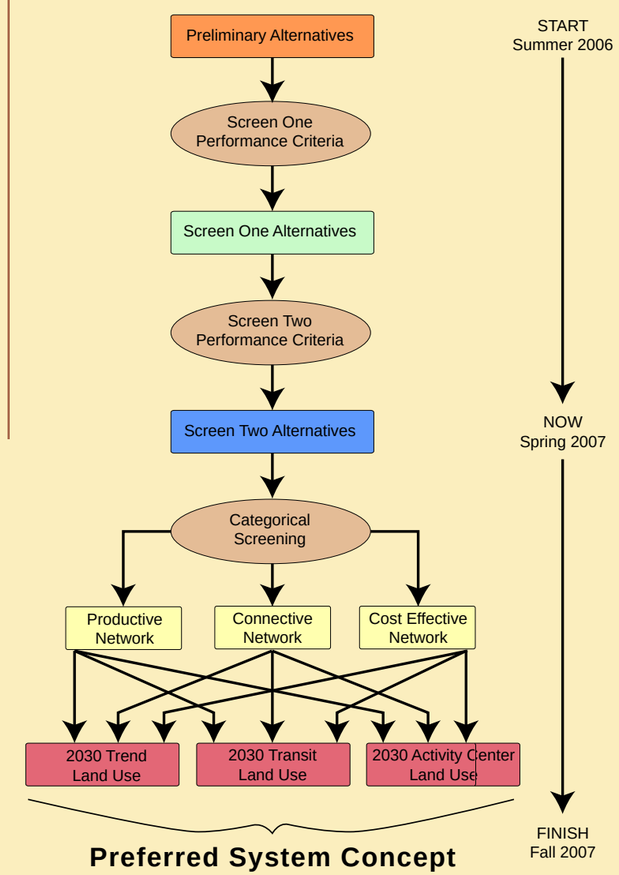
Alternatives Development and Refinement Process

The development of alternatives includes a phased screening process (Figure 1). Initial regional transit corridors suitable for regional transit service were identified as preliminary alternatives (Figure 2). Considerations used in developing these alternatives included analysis of major trip flows between superzones (aggregated traffic analysis zones (TAZs)) and regional activity centers (RACs). Availability of right-of-way, connections to other RACs, and connections to existing transit service were also considered in defining mode options and potential alignments for each alternative.

During Screen One, 27 preliminary alternatives were analyzed independently of one another, using performance criteria that define regional projects as well as criteria used as part of the Federal Transit Administration (FTA) New Starts process.

Continued on back...

Figure 1



Performance Criteria

Productive

Incremental Trips per Mile
Total Trip Flows

Connective

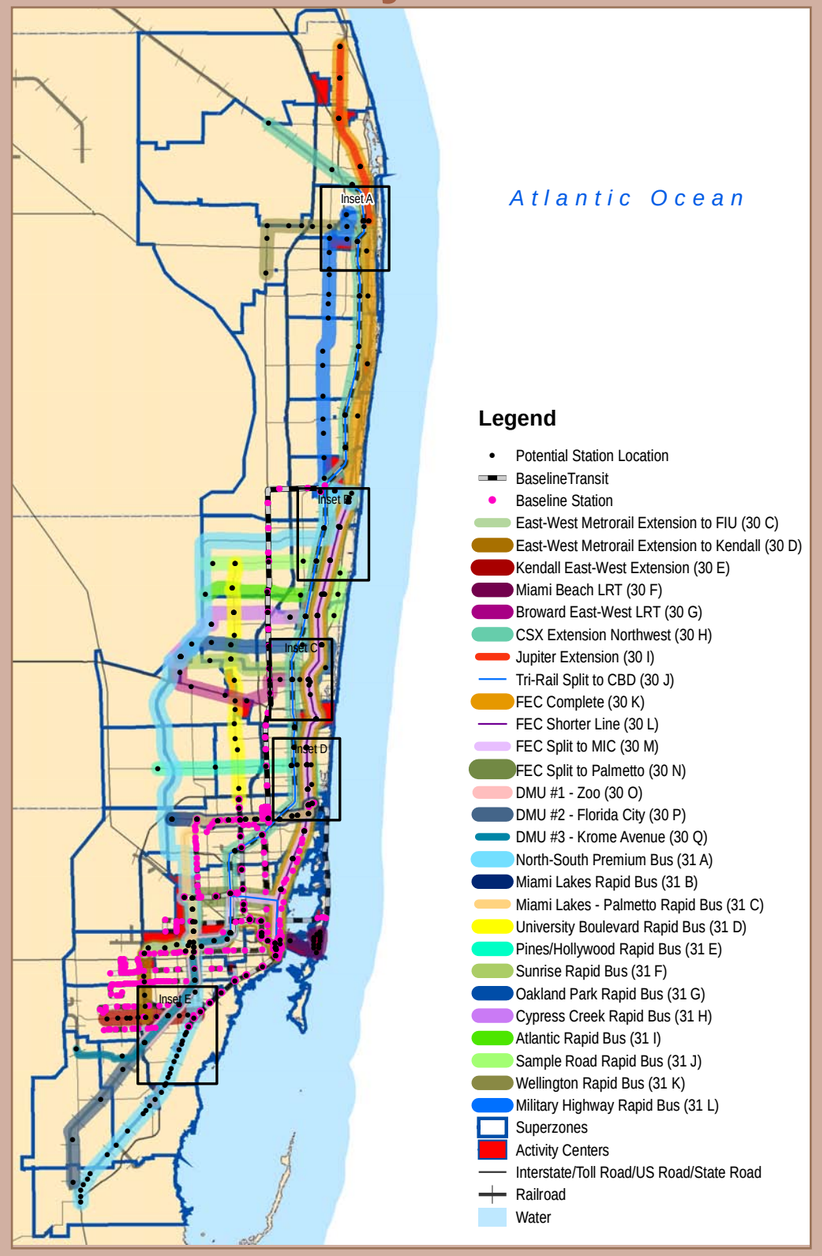
Interjurisdictional
Number of Regional Activity Centers Served
Intermodal Connection

Cost Effective

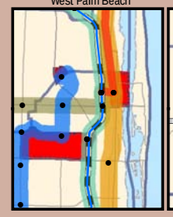
Capital Cost per Mile
Annual Cost per Trip
Subsidy per Trip

Figure 2

Preliminary Alternatives



Inset A - Downtown West Palm Beach



Inset B - Boca

Inset C - Cypress Creek Area

Inset D - Downtown Ft. Lauderdale

Inset E - Palmetto / MIA

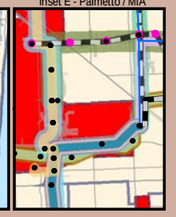
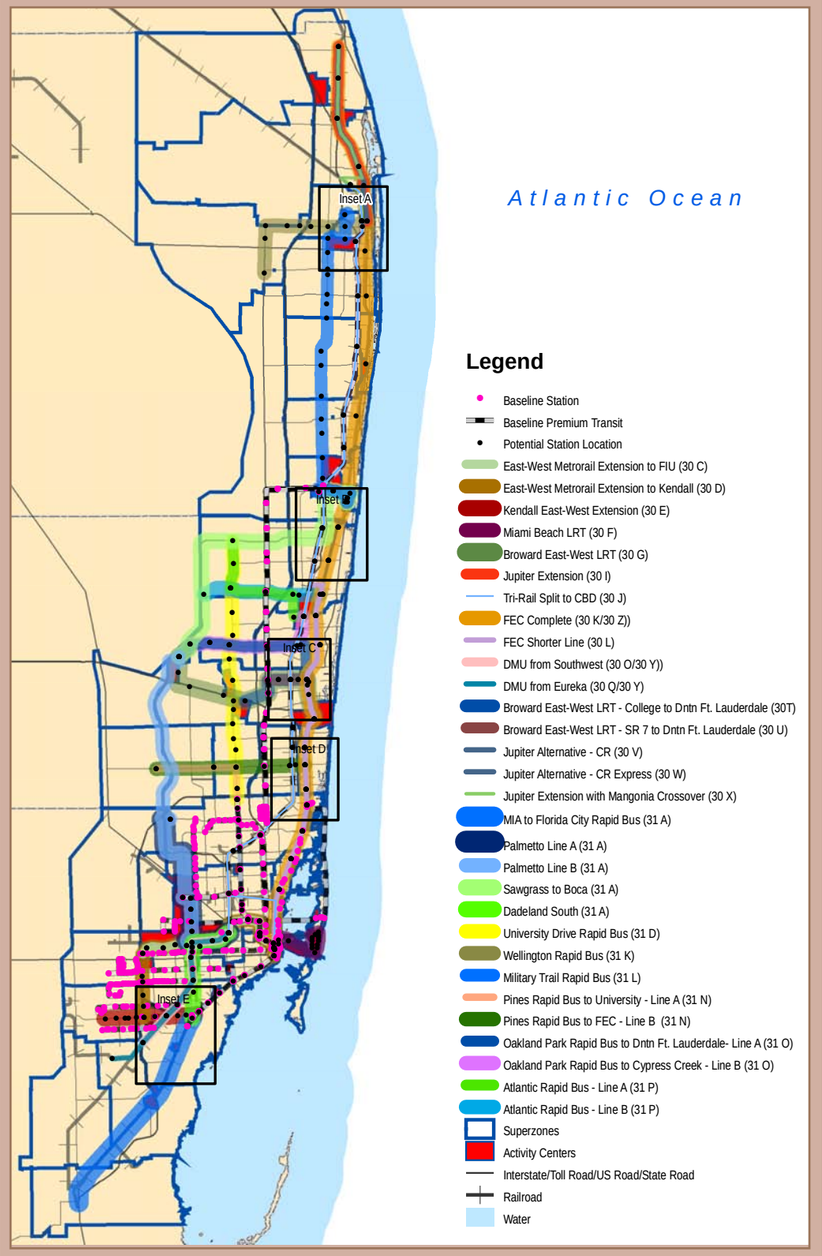


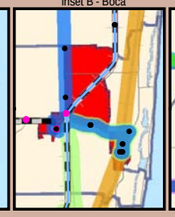
Figure 3

Screen One Alternatives



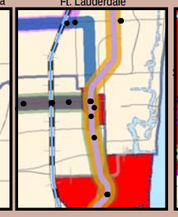
Inset A - Downtown West Palm Beach

Inset B - Boca



Inset C - Cypress Creek Area

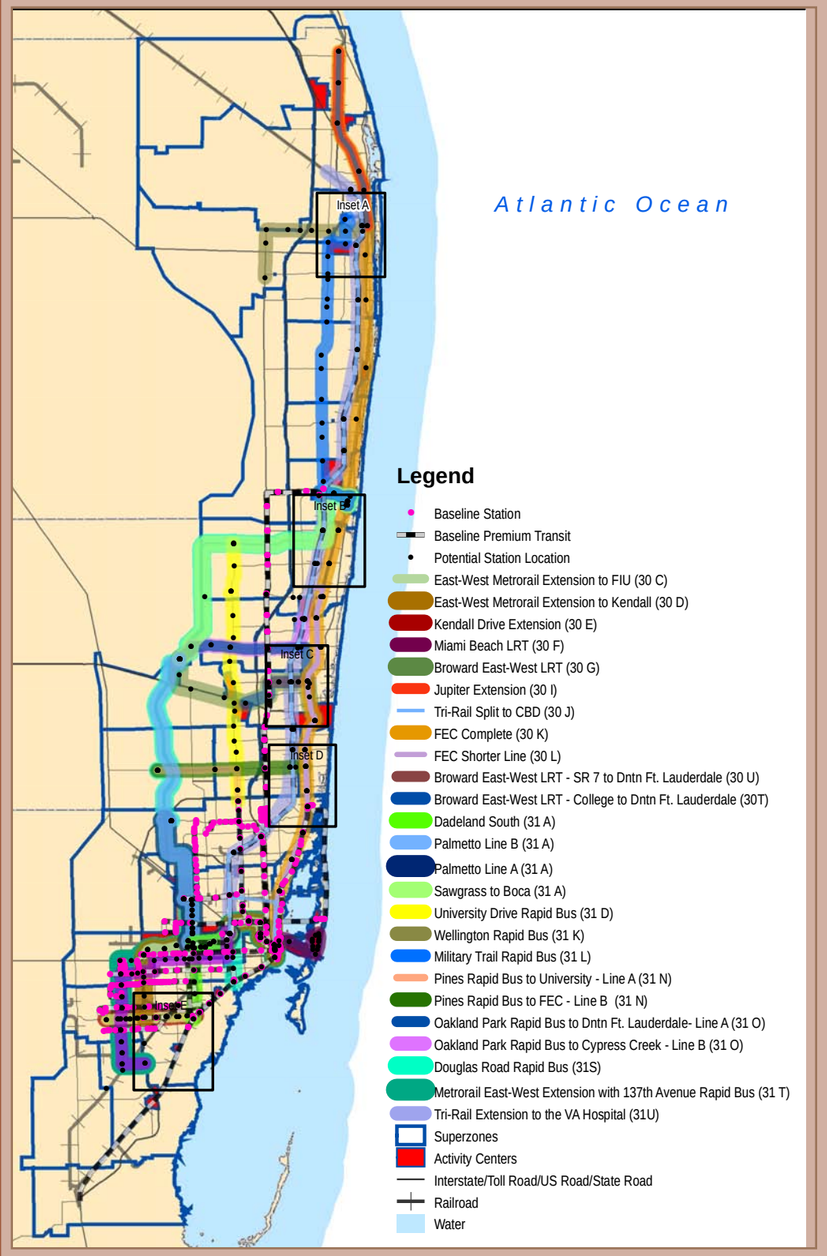
Inset D - Downtown Ft. Lauderdale



Inset E - Palmetto / MIA

Figure 4

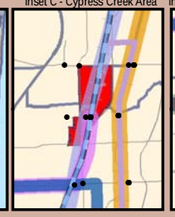
Screen Two Alternatives



Inset A - Downtown West Palm Beach

Inset B - Boca

Inset C - Cypress Creek Area



Inset D - Downtown Ft. Lauderdale

Inset E - Palmetto / MIA

AGENDA ITEM NO. I3

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 20, 2007

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

2008 SOUTH FLORIDA TRANSIT SUMMIT

SUMMARY EXPLANATION AND BACKGROUND:

At multiple PTAC meetings over the past year, the idea of holding a regional transit summit in 2008 has been discussed. However, there has been no consensus among the region's transportation partner agencies on whether or not to proceed with such efforts.

Mr. Larry Allen of the South Florida Regional Planning Council will present this item, leading the discussion on the benefits of holding such an event and helping to determine whether efforts towards a transit summit in 2008 should continue.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 20, 2007

OTHER BUSINESS

CUSTOMER INFORMATION NETWORK (CIN)

At the May 16, 2007 PTAC meeting, concerns were raised about the status of the Customer Information Network (CIN). This prompted discussion among committee members and a recommendation that the CIN be added to the agenda of an upcoming PTAC meeting. Unfortunately, the personnel required to present and discuss this item are not available to attend the June 20 PTAC meeting. However, it is the intention to bring the CIN to the PTAC at its July 18, 2007 meeting as a full informational item.

Concerns about the CIN arose due to the content of the May meeting of the SFRTA Marketing Committee. Minutes of the May SFRTA Marketing Committee meeting are enclosed for your review.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JUNE 20, 2007

OTHER BUSINESS

CUSTOMER INFORMATION NETWORK (CIN)

At the May 16, 2007 PTAC meeting, concerns were raised about the status of the Customer Information Network (CIN). This prompted discussion among committee members and a recommendation that the CIN be added to the agenda of an upcoming PTAC meeting. Unfortunately, the personnel required to present and discuss this item are not available to attend the June 20 PTAC meeting. However, it is the intention to bring the CIN to the PTAC at its July 18, 2007 meeting as a full informational item.

Concerns about the CIN arose due to the content of the May meeting of the SFRTA Marketing Committee. Minutes of the May SFRTA Marketing Committee meeting are enclosed for your review.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
MARKETING COMMITTEE MEETING
May 15, 2007

The Marketing Committee Meeting of the South Florida Regional Transportation Authority Board of Directors was held at 2:00 P.M. on Tuesday, May 15, 2007 at the South Florida Regional Transportation Authority, Main Conference Room, 800 Northwest 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT
Bonnie Arnold (Chair), SFRTA/Tri-Rail
Phyllis Berry, Broward County Transit
Lisa Peterson, FDOT

COMMITTEE MEMBERS NOT PRESENT
Lili Agee, Palm Tran
Michael DeCossio, Miami-Dade Transit

ALSO PRESENT
Jessica Dumars, Palm Tran
Dan Glickman, private citizen
Michael Goodman, Bitner Goodman
Robyn Hankerson, Bitner Goodman
Steve Rosenberg, SFRTA/Tri-Rail
Jim Udvardy, South Florida Commuter Services
Jeff Weidner, FDOT

CALL TO ORDER

The Chair called the meeting to order at 2:18 p.m.

MINUTES APPROVAL –

- Prior meeting Minutes were approved

DISCUSSION ITEMS

I1. CUSTOMER INFORMATION NETWORK (CIN)

- There have been numerous delays "going live" due to flaws in the system which allows it to plan inaccurate trips or trips bypassing Tri-Rail when it is the most logical system to use.
- The product is still not fully functional. There are still inexplicable problems with the Interactive Voice Response (IVR).
- The maintenance of information is time-consuming for the transit agencies.
- Contract with current vendor, Westwood One Smart Routes, expires in November 2008. The agencies will need to make a decision as to whether to put out an RFP for a new maintenance vendor or bring the maintenance in-house.
- Palm Tran has stated that they will not put any more money into the project when the current contract expires.
- BCT has said they will probably follow Palm Tran's lead.
- Google Transit which is a fraction of the cost and is reliable, is a viable option. Due to county budget constraints, it is necessary to look into cost-saving measures and a means of providing a dependable source of information for passengers. Apparently, there is no cost to an agency for having its data uploaded. The only possible cost would be to have the data formatted for this system.
- FDOT has said they will cease funding the project when the current contract expires. Ms. Berry stated that her understanding is that if an agency backs out, the remaining agencies will be expected to assume the expense.
- Ms. Berry stated that BCT will continue to supply updated information if asked.
- Alternative technologies need to be researched to determine if there is a more economical system that would provide the same or similar functionality.
- Mr. Glickman commented unfavorably about the lack of regional participation.
- Mr. Weidner stated that PTAC needs to be informed so that they can make a decision on how to inform the Board of Governors about this turn of events.

I2. COMMUTER CHALLENGE

- Three van pools will be used for FDOT on Thursday, May 17th. NBC6 will be doing a story on the same day by riding along with a Tri-Rail rider, an MDT rider, a van pool rider and a car pool. It will be interesting to see the end result and which rider will actually be used in the story.
- Ms. Arnold stated that Joseph Giulietti was interviewed on WXEL the prior week when a caller stated that they rode both Tri-Rail and a carpool and was hoping to get a tape of the