



Plan For Transit



NEWSLETTER OF THE FLORIDA TRANSIT PLANNING NETWORK

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Transit Access and Zero-vehicle Households

According to a report released by the [Brookings Institute](#) in August 2011, residents of zero-vehicle households live in neighborhoods well-served by bus and rail service. However, transit service falls short of connecting households to ample job opportunities.

An analysis of data from the American Community Survey and 371 transit providers in the nation's 100 largest metropolitan areas reveals that:

■ **In the nation's largest metropolitan areas, 7.5 million households do not have access to a private automobile.** A majority of these zero-vehicle households live in cities and earn lower incomes. Conversely, households with vehicles tend to live in suburbs and earn middle or higher incomes. The unique locational and income characteristics of zero-vehicle households reinforce their need for strong transit service.

■ **Over 90 percent of zero-vehicle households in large metropolitan areas live in neighborhoods with access to transit service of some kind.** This greatly exceeds the 68 percent coverage rate for households with a vehicle, suggesting transit service aligns with households who rely on it most. However, some 700,000 zero-vehicle households in the 100 largest metro areas lack access to transit.

■ **The typical metropolitan household without a vehicle can reach over 40 percent of metro-wide jobs via transit within 90 minutes, exceeding the 29 percent transit access share for households with a vehicle.** The tendency of zero-vehicle households to live in cities contributes to their above-average access to jobs via transit. Unfortunately, limited job access via transit in most metropolitan areas leaves many jobs out of reach for zero-vehicle households. Millions of zero-vehicle households live in areas well served by transit. Yet hundreds of thousands of zero-vehicle households live out of transit's reach, particularly in the South and in the suburbs. And those with transit access still cannot reach a majority of jobs in metro areas within 90 minutes. Based on these trends, leaders must recognize these households' unique mobility needs and aim to improve job accessibility through sound policy.

Eight Florida Metropolitan areas were included in the analysis of the nation's top 100 largest metropolitan areas. As shown below, the Miami-Ft. Lauderdale metropolitan area ranked high (#8) in terms of providing transit coverage to zero-vehicle households, while the Lakeland-Winter Haven area ranked at the very bottom (#100). Florida metropolitan areas do not compare well to other regions of the country as far as providing job access via transit to individuals who live in zero-vehicle households. At #72, the Jacksonville area ranked the highest in the job access analysis, while the Palm Bay-Melbourne-Titusville metropolitan area ranked last at #100.

(Continued on page 2)

In This Issue

Transit Access and Zero-Vehicle Households	1
Federal Transit News	2
State Transit News	3
Transit Agencies "In the News"	5
Upcoming Training/Events	7



2011 FPTA Annual Conference

Oct 16-18, 2011

Hyatt Regency Tampa
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211 North Tampa Street
Tampa, FL

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Transit Access and Zero-vehicle Households (continued from page 1)

Zero-Vehicle Household Demographic and Transit Metrics

Metropolitan Area	Zero-Vehicle Households: Basics			Coverage Rate				Job Access Rate			
	Total	Low-	Households	Metro	Rank	City	Suburb	Metro	Rank	City	Suburb
	Households	Income	without								
	Share	Coverage									
Bradenton-Sarasota-Venice	17,196	70.7%	2,079	87.9%	39	100.0%	86.5%	26.5%	81	24.3%	26.8%
Cape Coral-Fort Myers	14,642	69.3%	2,009	86.3%	45	74.0%	88.7%	26.0%	80	19.9%	27.9%
Jacksonville	33,534	57.4%	6,130	81.7%	58	89.4%	55.3%	30.4%	72	33.5%	7.2%
Lakeland-Winter Haven	14,271	49.4%	4,650	67.4%	84	91.4%	59.5%	23.0%	88	34.0%	17.2%
Miami-Ft.Lauderdale-Pompano	177,048	63.4%	5,020	97.2%	8	100.0%	96.2%	19.7%	92	29.1%	16.4%
Orlando-Kissimmee	39,661	59.6%	8,360	78.9%	65	99.8%	73.0%	19.6%	93	31.3%	15.1%
Palm Bay-Melbourne-Titusville	10,782	60.5%	1,878	82.6%	56	90.0%	81.4%	8.3%	100	6.1%	8.7%
Tampa-St. Pete-Clearwater	76,505	65.2%	9,060	88.2%	39	98.4%	81.1%	18.5%	94	24.2%	13.6%

These findings mean that policymakers must pay special attention to zero-vehicle households’ transportation accessibility. Transit agencies should continue to address the coverage gaps in their systems and routes should reflect job growth in the suburbs and assist households in reaching these opportunities. Transit agencies cannot tackle the needs of these households alone. Land-use planners should begin to concentrate future development in locations accessible from core cities.

These findings should also serve as a wake-up call for those metropolitan areas with the troublesome combination of large-scale housing and job decentralization, large swaths of uncovered neighborhoods, and low levels of job access for zero-vehicle households. These metro areas will require a significant change in direction to enable households who need transit most to connect to opportunities throughout their region.

Federal Transit News

No Change to US DOT ADA Regulations for Service Animals and Mobility Devices

There was a lively discussion among attendees at the Disability Etiquette Training session held during the last FPTA Professional Development Workshop regarding recent ADA regulations. Participants expressed confusion about changes to the definition of wheelchair and service animals, and the associated implications for Florida transit properties. Shortly thereafter, FTA issued the following statement:

FTA has become aware of various inquiries from transit operators and members of the public concerning “new ADA regulations” that went into effect on March 15. Of particular interest have been various provisions relating to service animals and how “wheelchair” is defined.

The cause of any confusion was a Final Rule issued several months ago by the U.S. Department of *Justice* (DOJ), which made a number of changes to ADA regulations that went into effect on March 15, 2011. While the purpose of DOJ’s revisions was to adopt the 2004 accessibility standards (which DOT did in 2006), they also contained language amending provisions for service animals and introduced a new distinction between “wheelchairs” and “other powered mobility devices” or OMPDs.

These changes to *DOJ’s* regulations do *not* affect the *DOT* ADA regulations, which cover transportation (both public and privately-operated). The DOJ regulations do not compel transit operators to make any changes to

(Continued on page 3)

State Transit News

New Transit Feature for Florida's 511 Traveler Information System Recently Announced



In 2000, the Federal Communications Commission (FCC) assigned the 511 dialing code for the provision of telephone-based transportation information on a national basis. After extensive planning and design work, FDOT launched five regional services over a period of five years, starting in 2002.

In 2009, the regional and statewide systems were combined into one seamless system Florida's Next Generation 511 Travel Information System. The Next Generation 511 Travel Information System is an integral part of Florida's Intelligent Transportation System (ITS) Program enhancing the safety and mobility of people and goods, economic competitiveness, and the quality of our environment and communities by serving commuters, tourists, commercial vehicle operators, and evacuees.

Using a statewide network of traffic cameras and roadside sensors and fiber optics, Florida drivers are able to set up customized routes, and access alerts about regional traffic conditions, incident reports and evacuation information via phone, text, e-mail, or www.FL511.com. The 511 system then notifies those drivers when alerts are posted on their personalized routes, through a phone call, e-mail or SMS text message. My Florida 511 users receive their alerts only during the days and times of day they choose. In July, 2011, a new iPhone application was introduced and is now available for free download on iTunes. The app is available for the iPhone, iPad and iPod Touch in the [iTunes App Store](#).

Currently, the FL-511 system allows users to transfer to a transit agency's phone number or web site through a link from www.FL511.com, but the Florida Department of Transportation is working on a future enhancement to FL-511 that will give users the ability to access transit schedule information, including bus arrival and departure times, and emergency messages from transit agencies. Transit agency's will not be required to participate, but can opt in to this service.

To learn more, please plan to attend the Florida Public Transportation Association's Annual Conference. On Tuesday, October 18th @ 10:00 a.m., Mr. Phil Silver, Senior Vice President, LogicTree Corporation, will present additional details on the new 511 system feature.

(Continued from page 2)

No Change to US DOT ADA Regulations for Service Animals and Mobility Devices

their service animal policies or the manner in which they regard mobility devices, nor should transit operators elect to make any changes on this basis. In fact, because the DOT and DOJ regulations now read differently in this regard, changes to accommodate DOJ regulations could result in a grantee being out of compliance with the DOT ADA regulations.

Any amendments to the DOT ADA regulations would be announced in the customary manner – through publication of rulemaking documents in the Federal Register, with an effective date. Unless and until such documents are published, the DOT regulations remain unchanged.

State Transit News

Statewide Action Plan to Guide Managed Lane Implementation

The mission critical role of the Strategic Intermodal System (SIS) Highway Component is to provide for the most efficient movement of people and goods “to and through” metropolitan areas. To this end, it is necessary to evaluate all proposed capacity improvements to SIS Highway Corridors (potentially expanding beyond SIS corridors) and ensure the best use of critical resources. One option gaining use in major urban areas across the United States is to provide a “choice” to the travelling public of paying a



toll to use the Managed Lanes with less congestion or using the “general lanes” with no toll. This option provides a choice for the travelling public each time they use an expressway corridor by setting the charge for the express service based on the level of congestion to ensure a minimum speed.

Using modern toll collection technology, tolling can be used to price any roadway and can also be used to only price certain lanes within a roadway, generally referred to as “road pricing.” Road pricing helps to reduce congestion and increase the efficiency of a roadway by providing the travelling public with a choice to pay a toll for “express service” or to use the general lanes without a toll. In some cases, the regional transit service provider may partner with the Department to provide bus rapid transit service in the Managed Lanes, such as the I-95 Bus Rapid Transit service currently operating in Southeast Florida. The conversion from HOV to HOT lanes on I-95 decreased express bus travel time from an average of 25 to 8 minutes and increased bus speeds from an average of 18 to 55 mph. The 95X route also experienced a 13 percent increase in ridership between 2008 and 2010, even though overall system-wide ridership declined 15 percent during the same period.

The Florida Department of Transportation is nearing completion of a Statewide Action Plan that will focus on a dynamically managed toll lane strategy to identify and prioritize Managed Lane projects that can be implemented throughout the state. The policy plan will require consideration of Managed Lanes as a part of all added capacity projects on limited access facilities through the identification and prioritization of candidate projects. Projects will be subject to a feasibility study that includes:

- Public involvement and environmental review;
- Funding and financing plan to address construction, maintenance and operating costs;
- Inclusion in the MPO LRTP; and depending upon programming phase, the Transportation Improvement Program; and Consideration of transit investments planned or programmed in the corridor.

Examples of corridor segments identified through initial study efforts that may include important transit components based on feasibility study outcomes are: I-75 in Broward and Miami-Dade Counties, SR 826 in Miami-Dade County, I-4 in Orlando, I-75 and I-275 in the Tampa Bay area, and I-95 and I-295 in Jacksonville.

Transit Agencies "In the News"

RTS Celebrates Record Ridership - August 2011



Regional Transit System (RTS) was originally set up in 1974 as a County agency that serviced more of the outlying areas of Alachua County, such as Waldo. In 1981, the County and City agreed that the City would take over the operations of RTS. Since that time, RTS has grown to service over 9 million passengers in each of the past three years and has been recognized as one of the top 100 transit agencies in the Country.

Late last month, RTS celebrated its 30-year anniversary of being a City of Gainesville agency by setting a new single day ridership record. RTS shattered its previous single day ridership record of 59,446 passengers, set on August 30, 2010. The 61,233 trips taken on Monday, August 22, 2011 represented the highest single day of ridership since RTS' inception in 1974.

Ridership increases are expected to continue, particularly as the result of a new partnership between Santa Fe College (SF) and RTS which has been under development for quite some time, but just recently formalized. Legislation was passed this summer which allowed SF to assess a Transportation Fee per credit hour after approval by student government referendum.

SF students will now have unlimited pre-paid access to all fixed route services within the RTS service area. The students will only have to show their SF identification card to ride the bus. SF capped the per credit hour fee at \$3.00 for Fiscal Year 2012 with further negotiations to occur each year. As a result of this additional funding, RTS will be enhancing three existing routes to SF and adding two additional fixed routes associated with the College. In addition to the students having pre-paid unlimited access, SF also joined the RTS Employee Bus Pass Program which will allow over 1,000 faculty and staff members to enjoy the same benefits as students.

Come Spring 2012 two additional routes will be on-line to help service the SF population. "The passage of this Bill allows us to have a new dedicated funding source to help fund increases in our service when many agencies are having to cut routes," said Jesus Gomez, RTS Transit Director. "We greatly appreciate the continued support of our higher learning institutions, government officials and the greater Gainesville area."



St. Lucie County Intermodal Ribbon Cutting August 2011

A few years ago, St. Lucie County staff developed the vision of a transit facility for the Avenue D corridor of Fort Pierce, which is located in an area in need of major revitalization. On August 23, 2011, the idea became a reality, celebrated by local and state officials and over one hundred local community residents attending the ribbon cutting of the \$1.7 million newly constructed intermodal transit facility.

"It is a wonderful facility because people thought outside of the box," said Beth Ryder, Director of Housing and Community Services for St. Lucie County. "It's much more than just a bus station with restrooms," said Darrell Drummond, President of the Council on Aging of St. Lucie, which operates the local transit system. "This is

(Continued on page 6)

Transit Agencies "In the News" (continued from page 5)

something beyond my imagination," he said. "Its construction has been a labor of love," stated Corine Williams the County Transit Coordinator.



Jon Ward, Director of Redevelopment Services for Fort Pierce, indicated that the transit facility makes it easier for people to get from one place in the County to another. "We're growing and, more than that, we're growing together," he said. Mr. Ward said the facility is part of rejuvenating the area. It's near the linear park project where new bridges and a walking trail were built across and along Taylor Creek. "This is a building we would like to see anywhere in the city, but especially in this walkable community." he added.

This project was jointly funded by the Fort Pierce Redevelopment Agency, Florida Department of Transportation and Federal Transit Administration stimulus funds. St. Lucie County Commission Chairman

Chris Craft spoke about the positive economic impact on the County and highlighted the fact that the stimulus program created jobs.

The 5,400 square foot intermodal facility will service bus riders, as well as people seeking or using other modes of transportation such as walking, biking, carpooling and taxis. "The facility is green, having the LEED equivalency of gold certification," said Paul Dritenbas, the lead architect involved with the project. He noted the solar panels, system for harvesting rainwater for irrigation and the lighting and ventilation controls.



This facility also recognizes the talent of the well-known Highwaymen artists by its finishing- touch of a tropical mural with their names, located on the west side of the building. Several of the artists, whose moniker was coined in an article about them, got their names from their early start travelling highways to sell their art, were present at the opening and exhibited several of their paintings. The opening of the new facility was used as an opportunity by Dennis Eirikis with the Florida Public Transportation Association, to urge people to oppose cuts to mass transit funding, citing its negative impact on communities and residents. The event also honored Jerry Parenteau, St. Lucie County project manager who coordinated the construction until his sudden death in July. One of the old live oak trees preserved during the construction process and diligently cared for by him was named in his honor.



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Visit us on our website at:
<http://planfortransit.com>



Upcoming Training Courses/Webinars

TSI's Effectively Managing Transit Emergencies

November 7-10, 2011

Orlando, FL

Cost: \$60

For More Info, Contact Molly Buffington, buffington@cutr.usf.edu

NTD Data Collection and Reporting Seminar

November 14-16, 2011

At Palm Tran Office

West Palm Beach, FL

Cost: Free

For More Info, Contact Vicky Perk, perk@cutr.usf.edu

Commuter Choice Online Courses

Wednesdays from 12:00 to 1:15

- Measuring Results and Performance: Oct 12, Oct 26, and Nov 9
- Institutional Arrangements: Oct 19, Nov 2, and Nov 16
- Commuter Choice Support Strategies: Nov 30 and Dec 14

Cost: Free for Florida Professionals

For more information or to register, visit www.commuterservices.com or contact Jennifer Iley, iley@cutr.usf.edu, Training Support Specialist.

Upcoming Events/Conferences

2011 APTA Annual Meeting & EXPO

October 2-5, 2011

Ernest N. Morial Convention Center

New Orleans, LA

www.apta.com/

37th FPTA Annual Conference

October 16-18, 2011

HYATT Regency Tampa

Tampa, FL

www.cutr.usf.edu/fpta/

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