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## Study to Develop Recommendations on Coordination for Providing Bicycle and Pedestrian Accessibility Linkages to Transit Stops

The street environment needs improvements for pedestrians and bicyclists to safely access transit stops and stations. Public transit agencies are required to provide facilities in compliance with the Americans with Disabilities Act and bus stop facilities also must connect to the adjacent street and sidewalk.



In 2011, the Federal Transit Administration issued a Final Policy Statement establishing the eligibility of pedestrian and bicycle improvements for FTA funding, within a defined radius of transit stops and stations. Several FTA Circulars also cite the importance of coordination in the provision of pedestrian and bicycle linkages. Other guidance focuses upon the particular elements of the built environment that should be considered when designing the streetscape for pedestrian and bicycle access to transit stops and stations. However, detailed guidance describing how coordination should take place is limited. Such coordination by public transit agencies would involve multiple stakeholders, including local host governments, FDOT District staff and private property owners. Coordination also would involve different planning processes.

To address this information gap, the Florida Department of Transportation has contracted with the Center for Urban Transportation Research at the University of South Florida to investigate coordination challenges and opportunities. The purpose of the study is to develop recommendations on how public transit agencies in Florida can more effectively coordinate with state and local government in the development of linkages and access to transit services. The study will also seek to define the roles and responsibilities of transit agencies in the process of improving these linkages. The study will share recommendations with transit agencies, the FDOT districts, local governments and planning agencies, and bicycle and pedestrian groups.

These recommendations will be developed through the initial summarization of existing federal requirements and guidance on coordination. Three workshops over

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the course of the project will convene representatives of transit agencies, local government and MPO planners, and FDOT district staff to identify the issues and opportunities relating to coordination. The stages in the coordination process include the planning, funding, design, construction and maintenance of pedestrian and bicycle enhancements that improve safe access to transit stops and stations. Two coordination workshops have been held in Jacksonville and Tampa. A third is planned in the fall. Telephone interviews will also be held with representatives of transit agencies, local governments and MPO planners, and FDOT district staff from at least five FDOT districts. The interviews will document existing processes and roles and will identify the challenges experienced by those involved in coordination. The interviews will also identify successful coordination experiences that may be replicated as potential best practices.

A memorandum of findings and recommendations will be delivered to FDOT. A presentation on study findings and recommendations will also be given at the FPTA Professional Development Workshop in 2016.

Study investigators have begun reaching out to representatives of transit agencies, local governments and MPO planners, and FDOT district staff for one-on-one discussions about the challenges of current coordination processes. These discussions also will address how these coordination processes can be improved. The outcome is to ensure safe access by pedestrians and bicyclists to transit stops and stations. If you would like to discuss this topic with the study investigators, please contact Sara Hendricks at [hendricks@cutr.usf.edu](mailto:hendricks@cutr.usf.edu) or (813) 974-9801.

## New LeeTran Facility

In January, LeeTran moved into its new administration, operations and maintenance facility situated on 23 acres in Fort Myers. For the first time, all of LeeTran's employees are housed in one location. Previously, LeeTran utilized a 30 year old facility located on 4.5 acres. Additional space was leased for offices and vehicle parking.

The new environmentally friendly facility is designed to accommodate moderate growth as projected in Lee County's Long Range Transportation Plan. When fully built out it will accommodate approximately 500 employees, 200 transit vehicles and parking for approximately 350 employee and support staff vehicles.

The Federal Transit Administration awarded LeeTran a \$5 million grant toward construction of its new



headquarters under its "state of good repair" discretionary grant program. The competitive process selects recipients based on need and the viability of the project. Additional funding support was provided by the Florida Department of Transportation and Lee County.

## SCAT Plans Transfer Center

Sarasota County Area Transit (SCAT) also recently entered into a partnership with Bendersen Development to fund the construction of a new transit facility at the University Town Center Mall. The new transfer center will feature eight bus

bays, restrooms and a customer information area. In the future, the facility will also serve Manatee County Area Transit. Ground breaking will take place later this year.

## U.S. Department of Transportation Announces \$26.6 million for Jacksonville Bus Rapid Transit North Corridor Project

The U.S. Department of Transportation's Federal Transit Administration (FTA) recently announced the award of approximately \$26.6 million in federal grant funds for the Jacksonville Bus Rapid Transit (BRT) North Corridor Project, which will provide more frequent and faster bus service to attract new riders and provide a needed transportation option in a heavily transit-dependent region.

"Innovative projects like Jacksonville's North Corridor BRT project can offer people the ladders to join the middle class, provide for their families, and achieve a better quality of life," said U.S. Secretary of Transportation Anthony Foxx. "This project further highlights how we need a long-term transportation bill that will guarantee that the residents in Jacksonville, and those across the country, continue to have access to convenient, reliable, and efficient transportation options that will keep our economy growing and future generations of Americans moving."

The 9.4-mile North Corridor line is the second segment of a five-phased First Coast Flyer BRT system planned for the Jacksonville area. It will connect to the first BRT line in downtown Jacksonville now under construction and extend north to Interstate 295. The new service will also connect to the future Southeast Corridor and serve major employment centers, Florida State College at Jacksonville, UF Health Jacksonville, parks and regional shopping centers.

"By expanding its BRT system, Jacksonville is building its transit future for a fast growing population and making a smart investment to support local and regional economic development," said FTA Acting Administrator Therese McMillan. "The North Corridor project also will make a huge difference for the majority of local residents along the corridor who do not have access to automobiles and rely heavily on public transportation to get to work, school, medical care and other vital services."

The FTA is contributing 80 percent of the \$33.2 million total cost of the North

Corridor project, including \$20.2 million from FTA's Small Starts Capital Investment Grant Program and \$6.4 million in FTA Bus and Bus Facility funds. The remaining project costs are being covered by the Florida Department of Transportation and the Jacksonville Transportation Authority (JTA).

The North Corridor project will have 18 stations, transit signal priority, real-time passenger information and off-board fare collection. It also will include the construction of a park-and-ride lot and the procurement of eight energy efficient compressed natural gas (CNG) buses.

Investments like this are vital to meet the transportation needs of the nation and to support local economic development. Under the Administration's GROW AMERICA Act, a comprehensive multi-year program to fund infrastructure improvements, \$115 billion is identified for investment in transit systems. The proposal significantly increases transit spending which will enable the expansion of new projects that improve connectivity to jobs, educational and other opportunities.

The JTA is also seeking Capital Investment Grant program funds for the next several planned BRT segments—the 11.1-mile Southeast Corridor, the 18.5-mile East Corridor, and the 12.9-mile Southwest Corridor projects. JTA estimates that the entire BRT system will cover 57 miles and cost approximately \$134.1 million.



## HART Partners with RedCoach

**H**ART riders using the Marion Transit Center (MTC) now have a new option for traveling to major cities in Florida. HART has just announced a value-adding partnership with RedCoach to expand their services in the Tampa Bay area.

The new partnership will help residents, students, business travelers, and visitors leverage the resources of HART to increase their travel options all across the state. This Downtown Tampa RedCoach stop will complement RedCoach stops that are already in existence at the University of South Florida (USF) and the Tampa International Airport (TIA) to connect Tampa passengers to Miami, Tallahassee, Gainesville, and Orlando.

RedCoach will pay HART a fee per month for access to the recently expanded MTC Station. The revenue will be reinvested in MTC maintenance and upkeep and is derived solely from granting use of the facility, requiring no HART resources or personnel to support RedCoach operations.

HART Chief Financial Officer, Jeff Seward who was instrumental in bringing Megabus.com to the Marion Transit Center, also worked with RedCoach to forge another intercity transportation provider relationship. "With the addition of RedCoach, to compliment the Megabus.com partnership, MTC has now become a busy intermodal hub for Bus Rapid Transit in Tampa and a catalyst for travel through-

out the state of Florida." Seward says, "Also, we very much want to look at new revenue streams to support the agency's commitment to the community, and these partnerships with private entities allow new avenues of funding that we haven't had before."



For a fraction of the cost, RedCoach offers customers travel times comparable to flying when time for checking baggage, going through security, boarding, exiting the aircraft and retrieving checked baggage are taken into account. RedCoach is almost as cheap as driving, but instead of negotiating traffic behind the wheel, passengers can work, read, or relax for a stress-free journey.

This partnership is just one more example of how HART staff is focused on attracting new ridership, fueling revenues, and enhancing service through strategic innovation. The HART intermodal approach strives to connect various modes of transportation such as walking, bicycling, and using the TECO Line Streetcar System, Park-n-Ride facilities, and paratransit system.

## SCAT Intermodal Facility Award Finalist

**I**n January 2015, Sarasota County hosted an open house and tour of the Cattlemen Intermodal Transfer Station for Sarasota County Area Transit to celebrate its selection as one of the Florida Foundation for Architecture's 2014 People's Choice Award finalists. The awards program celebrates outstanding achievements in architecture and design. The facility is expected to be certified under the Leadership and Energy and Environmental Design (LEED) Green Building Rating System developed by the U.S. Green Building.

The station is a full service transfer facility with six bus bays, a covered platform, restrooms and office

facilities. Two of the bus bays are large enough to accommodate larger multimodal intercity service vehicles.



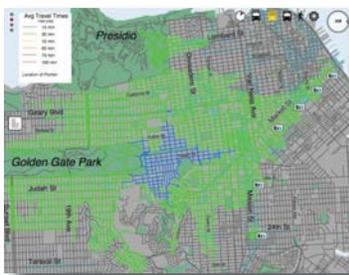
The \$2.2 million project was funded by a Florida Department of Transportation intermodal grant and two grants from the Federal Transit Administration, including one funded by the American Recovery and Reinvestment Act (ARRA).

## New San Francisco Interactive Transit Service Map

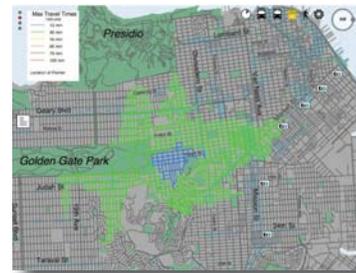
A new comprehensive transit map of San Francisco enables users to pick a starting time in the city and estimate how they can travel in a given window of time given certain conditions including: best average and worst transit performance cases, time of day and even transit as it is now versus how it will be with future improvements.

This interactive tool offers more precision than many other access based maps because it analyzes true past performance instead of relying on scheduled performance. The maps were built based on a sample of 60,000 actual trips between January and March of 2014.

In the example to the right, a person standing at the corner of Haight and Ashbury Streets can access the blue area within 15 minutes and the green areas within 30 minutes on an average transit day.



On a bad transit day (representing the bottom-15th percentile of service performance) the rider's 30-minutes access diminishes considerably.



The map developers plan to update the map with 2015 data and create a button that shows year-to-year changes in access. Over time, such a tool could help assess expansion projects or service improvements; it could also show projected access from future plans to help promote a proposed transit ballot or inform public funding discussions.

Source: Atlantic City Lab [www.citylab.com/commute/2015/02/every-city-should-have-something-like-san-franciscos-mass-transit-access-map/385336](http://www.citylab.com/commute/2015/02/every-city-should-have-something-like-san-franciscos-mass-transit-access-map/385336)

## LYNX Introduces a “Last Mile” Solution

Since SunRail service began in May 2014, ridership at the Maitland station has generally been lower than ridership at SunRail's eleven other stations. SunRail is located in relatively close proximity (approximately 2.5 miles) from one of Central Florida's major office parks, but there was no direct bus connection, making the last mile connection challenging for commuters.

In response, LYNX recently introduced a new NeighborLink service to enhance connectivity between SunRail and the Maitland Center office park. NeighborLink is a zonal flex service using smaller vehicles designed to serve less populated areas where traditional fixed route service is not practical. Riders must call at least two hours in advance to schedule their trip. For those who travel regularly to the same place at the same time of day, subscription service is available with no need for an advance registration. NeighborLink operates



Monday through Friday with three trips during the a.m. peak and three trips during the p.m. peak to coincide with SunRail service hours. Transfers are free of charge.

Through a funding partnership between the Florida Department of Transportation and Orange County, NeighborLink will operate as a one year pilot project. If successful, new funding sources will have to be identified for its continued operation.

# Florida Transit Planning Network Sponsored Sessions at the 2015 FPTA/FDOT/CUTR Professional Development Workshop

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The 14th Annual FPTA/FDOT/CUTR Professional Development Workshop was held in Tampa, Florida on June 1-2, 2015 with two sessions sponsored by the Florida Transit Planning Network.

## New Tools for Measuring Accessibility to Transit

The Transit Boardings Estimation and Simulation Tool (TBEST) is a state-of-the-art comprehensive software package and ridership forecasting tool designed to project fixed route ridership for a 10 year planning horizon. The tool incorporates social demographic, service, and land-use databases for ridership forecasting. Using these databases as a foundation, TBEST was recently enhanced to allow for additional market analysis activities. In this session, Rodney Bunner, TBEST developer, demonstrated how TBEST now incorporates additional accessibility features such as walk access to transit including path of access, distance measures and multiple access points as well as transit wait times. The TBEST ridership forecasting capabilities combined with the new accessibility features will be particularly useful to those responsible for transit service planning and Title VI program development.

New research from the Accessibility Observatory at the University of Minnesota ranks most of the largest U.S. metropolitan areas based on transit accessibility to jobs. The report entitled *Access Across America: Transit 2014* is the most detailed evaluation to date. The findings can be used by a variety of agencies involved in evaluation of performance goals related to congestion, reliability and sustainability. In addition, a detailed accessibility evaluation can help in selecting between project alternatives and prioritizing investments. Brendan Murphy, co-author of *Access Across America: Transit 2014* presented key findings of the report and described the interactive mapping tool that was created to measure accessibility.

## Regional Governance in Transit

A transit organization's ability to respond to changing and expanding demands is shaped to a large extent by its individual governance and organizational structure. Each type of structure has

implications for funding, equitable and effective service patterns and economic growth. In this session Marla Westervelt, Policy Analyst, Eno Center for Transportation, presented findings from a recent report entitled *Getting to the Route of It – The Role of Governance in Regional Transit* which examines the relationships between regionalism, funding and customer service based on a series of case studies conducted across the U.S.

The Central Florida Regional Transportation Authority (LYNX) serves Orange, Seminole, and Osceola Counties; an area of approximately 2,500 square miles with a resident population of more than 1.8 million people. Additionally, LYNX serves small portions of Polk and Lake Counties. John Lewis, LYNX CEO, shared information about the challenges and opportunities associated with integrating the unique needs of multiple jurisdictional partners into an effective and cohesive regional system.

In the Tampa Bay region there are seven individual transit operating agencies and the Tampa Bay Regional Transportation Authority with primary responsibility for planning and coordination activities to improve mobility and transportation options. Katina Kavouklis, FDOT District 7 Public Transit/Intermodal Administrator, described the activities of the Regional Transportation Interagency Exchange (R/TIE's) which is an on-going forum for transit agency, FDOT and MPO staff to facilitate dialogue and information exchange regarding transportation projects within District 7. Ms. Kavouklis also demonstrated an on-line tool the R/TIE's members cooperatively developed to rank regional transportation projects and prioritize FDOT funding for project implementation.

Please visit the Professional Development section of the Florida Transit Planning Network website at [www.planfortransit.com](http://www.planfortransit.com) to view the Workshop presentations.

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## Training & Professional Development

### Title VI and Public Transit

September 24-25, 2015 - Miami, FL

For more information on the [Title VI course](#), please contact NTI Program Coordinator Ginny Stern at 848-932-6592 or at [gstern@nti.rutgers.edu](mailto:gstern@nti.rutgers.edu)

### National Transit Database Data Collection & Reporting Seminar – “NTD 2.0”

July 13-15, 2015 at LeeTran in Fort Myers, FL

It's time for NTD Training! Once again, FDOT is sponsoring a training course for National Transit Database (NTD) data collection and reporting. This training will incorporate the new “NTD 2.0” online reporting system! Please view the link below for more information on the course, location, and how to register. There is no registration fee. Thanks to LeeTran for hosting our summer training. Please feel free to forward this announcement to others who would benefit from this excellent opportunity.

Register here: [NTD Training Registration](#)

Hotel information is pending (we are finalizing an agreement with the nearby Courtyard by Marriott hotel for \$93/night plus tax and will announce when the room block is ready for reservations)

If you have any questions, please contact Victoria Perk, [perk@cutr.usf.edu](mailto:perk@cutr.usf.edu).

### New Publications:

U.S. DOT – Beyond Traffic: 2045 Trends and Conditions  
[www.dot.gov/sites/dot.gov/files/docs/Draft\\_Beyond\\_Traffic\\_Framework.pdf](http://www.dot.gov/sites/dot.gov/files/docs/Draft_Beyond_Traffic_Framework.pdf)

AASHTO – 2013 Commuting in America: The National Report on Commuting Patterns and Trends  
[www.traveltrends.transportation.org/Pages/default.aspx](http://www.traveltrends.transportation.org/Pages/default.aspx)

FDOT – 2014 Performance Report  
<http://www.dot.state.fl.us/planning/performance/2014Report.shtm>

FDOT is interested in your ideas about resources it can provide in support of your transit planning initiatives and professional development. Please contact Diane Quigley with your suggestions for future training topics or guidance and technical assistance needs.