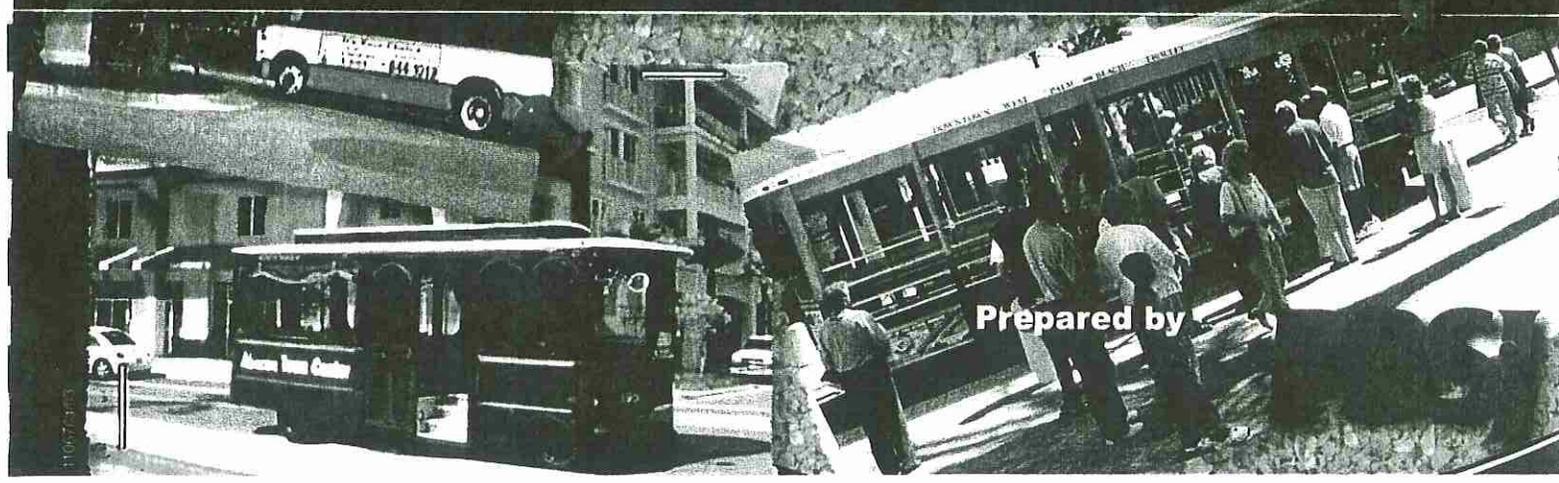




Final Report

Prepared for
**Palm Beach Metropolitan
Planning Organization**

Town of Jupiter



Palm Beach County
Community Transit Study

Town of Jupiter

Final Report
December 16, 2003

Prepared for:
Palm Beach County
Metropolitan Planning Organization

Prepared by:



In Association with:
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FORWARD

This document is one of several deliverables associated with a study of community transit services in seven municipalities of Palm Beach County, including Lake Worth, West Palm Beach, Riviera Beach, Lake Park, Palm Beach Gardens, North Palm Beach and Jupiter. Specifically, a summary report has been prepared for each of the municipalities which presents a needs analysis and recommendations for community transit. In addition, a companion community transit Planning Guide Book has been developed that serves as a resource manual with information on community transit service alternatives, provides data on representative existing community transit services, and presents a planning process which can be followed for by other communities interested in investigating, planning, and implementing a community transit service in their area of interest. For each of the specific municipalities studied, the community transit Planning Guide Book is a reference manual which provides a framework for the technical transit service planning for that municipality, and the two reports together comprise the documentation for each municipality studied.

These reports document the background and planning context related to transit services in Palm Beach County, establish a planning framework for analyzing such services, summarize the experience of other jurisdictions with this type of transit service, review demographic and land use considerations, identify prospective community transit services in each jurisdiction, present the implementation elements including funding issues and approaches, and discuss how management of land use and development can be more supportive of transit usage.

The documentation and recommendations are intended to be advisory and do not bind a particular jurisdiction to developing community transit service nor to the specific service concepts which have been proposed. Rather, the study is intended to stimulate discussion and investigation of the community transit concept, support the planning of potential services, and promote the future implementation of such services across the county, in concert with the 2025 Long Range Transportation Plan. In this sense, the contents should serve as a resource document for further dialogue and future development of the community transit service concept.

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1 INTRODUCTION

1.1 STUDY BACKGROUND

The provision of public transit services in Palm Beach County has been evolving in recent years away from the historical scheme of conventional routes running at standard headways and interconnecting key activity centers while striving to maximize coverage of residential areas. The evolution is being prompted by a number of factors including:

- The need to make the most efficient allocation of scarce transit service resources. The emerging notion of developing a hierarchy of transit services with trunk and premium transit serving regional or high-volume county demand corridors, the Palm Tran standard routes providing a flexible grid for mid-range trips, and community-based transit circulators providing access within a community and to other key transit services.
- The planned restructuring of Palm Tran routes into a grid structure, as incorporated into the 2025 update to the county's Long-Range Transportation Plan.
- The emerging concept of trunk premium transportation corridors. These include the Tri-Rail corridor and the proposed enhancements to the US 1 bus transit corridor in the form of express services, reduced headways, and pedestrian-oriented transit access infrastructure.
- The redevelopment initiatives espoused by the Eastward Ho! Movement. This is seeing the revitalization of older coastal downtown areas as well as the investment in new mixed use developments in this same coastal corridor, as exemplified by the CityPlace project.
- Increasing interest in community-level transit services, as demonstrated by the Clematis Street/CityPlace shuttle, the Lake Worth central area circulator buses, Abacoa weekend shuttle in Jupiter, the Boynton Beach Shopper Hopper, and others.

1.2 STUDY OBJECTIVES

In view of these emerging influences, the scope of work for the study of Community Transit Services in Palm Beach County addresses the following elements:

- Community transit feeder services within each of the specific study area communities: Lake Worth, West Palm Beach, Riviera Beach, Lake Park, North Palm Beach, Palm Beach Gardens, and Jupiter.
- Community transit service technologies or modes which would be considered appropriate for the type of transit service being contemplated.
- Community transit, bicycle and pedestrian connections to the US 1 bus transit corridor and potentially to Tri-Rail, and where appropriate consideration of other connectivity opportunities.
- Strategies for the enhancement of transit service viability through transit-supportive land use and zoning regulatory and redevelopment strategies.

- Guideline manual for the development of local-level transit services for three prototype scenarios: the mature coastal community/downtown area, the suburban community, and the retirement community setting.

1.3 COORDINATION

During the course of the study, coordination was conducted with the Palm Beach MPO staff, Board, Technical Advisory Committee and Citizen Advisory Committee. Coordination was also conducted with each of the individual municipalities, Palm Tran, Tri-Rail, and the Florida DOT.

1.4 STUDY AREA

This study of community transit services addresses specifically the municipalities of Lake Worth, West Palm Beach, Riviera Beach, Lake Park, Palm Beach Gardens, North Palm Beach and Jupiter. A specific report was prepared for each of these municipalities. This report focuses on community transit services for the Town of Jupiter.

1.5 COMPANION PLANNING GUIDE BOOK

This study report presents specific information for community transit services in the Town of Jupiter. This data includes analysis of existing and planned transit services, local demographics, and transit planning considerations, as well as providing recommendations for community transit service. The companion community transit Planning Guide Book was prepared as part of this study to provide a description of community transit service and vehicle alternatives, an overview of comparative existing community transit services, and a discussion of the needs analysis, transit service planning considerations, management and financial aspects of formulating a community transit service plan. The Planning Guide Book is, therefore, an important and necessary companion to this report prepared for the municipality, which does not repeat any of the information provided in the Planning Guide Book.

1.6 OVERVIEW OF COMMUNITY TRANSIT SERVICE PLANNING REQUIREMENTS

The study outlines a process for planning community transit services. The extent of community interest is a starting point for embarking on an investigation of the need for community transit service in relation to governmental policies and adopted plans, the perceptions of the business community, and the needs expressed by community groups, community service agencies, and the citizenry.

The **needs assessment** step first involves establishing a community dialogue on the subject with local advocacy groups, municipal officials and staff, business community representatives, and interested citizens. Once this process is established, the identification of local interest and support for community transit can be established, specific needs can be identified, generalized transit service goals and objectives can be formulated, and conceptual cost estimates to address those needs at alternative levels of service quality can be quantified. The identification of needs relates to the analysis of

such factors as community demographics, the availability of existing transit services, community development objectives, public commentary and requests for service, input from the business community, and financial resources. A **service plan** is intended to identify key service characteristics of a community transit circulator, including route configuration, service headways, days and hours of operation, vehicle type, and other significant features. The **financial plan** lays out the operational costs for the service plan, and perhaps alternative service plans, recognizing the variables associated with headways, number of routes, and revenue miles and hours of service provided. It also recognizes capital outlays for vehicles, bus signing, benches and shelters, and printing of informational and marketing materials. Alternatives for the day-to-day management of the services must also be considered. The **management and implementation plan** defines how the service will be provided and what are the responsibilities of various participants. Key elements of this component are vehicle acquisition, operations, maintenance, administration and marketing.

The checklist shown in Figure 1.2 summarizes the key steps in the process to consider, examine, define, configure, fund, and implement a community transit service. These implementation topics are discussed in summary form in this report and presented in greater detail in the Planning Guide Book. The chapter references Figure 1.2 designate the corresponding sections or appendices of the Planning Guide Book prepared as part of the study.

Figure 1.1
COMMUNITY TRANSIT SERVICE PLANNING PROCESS

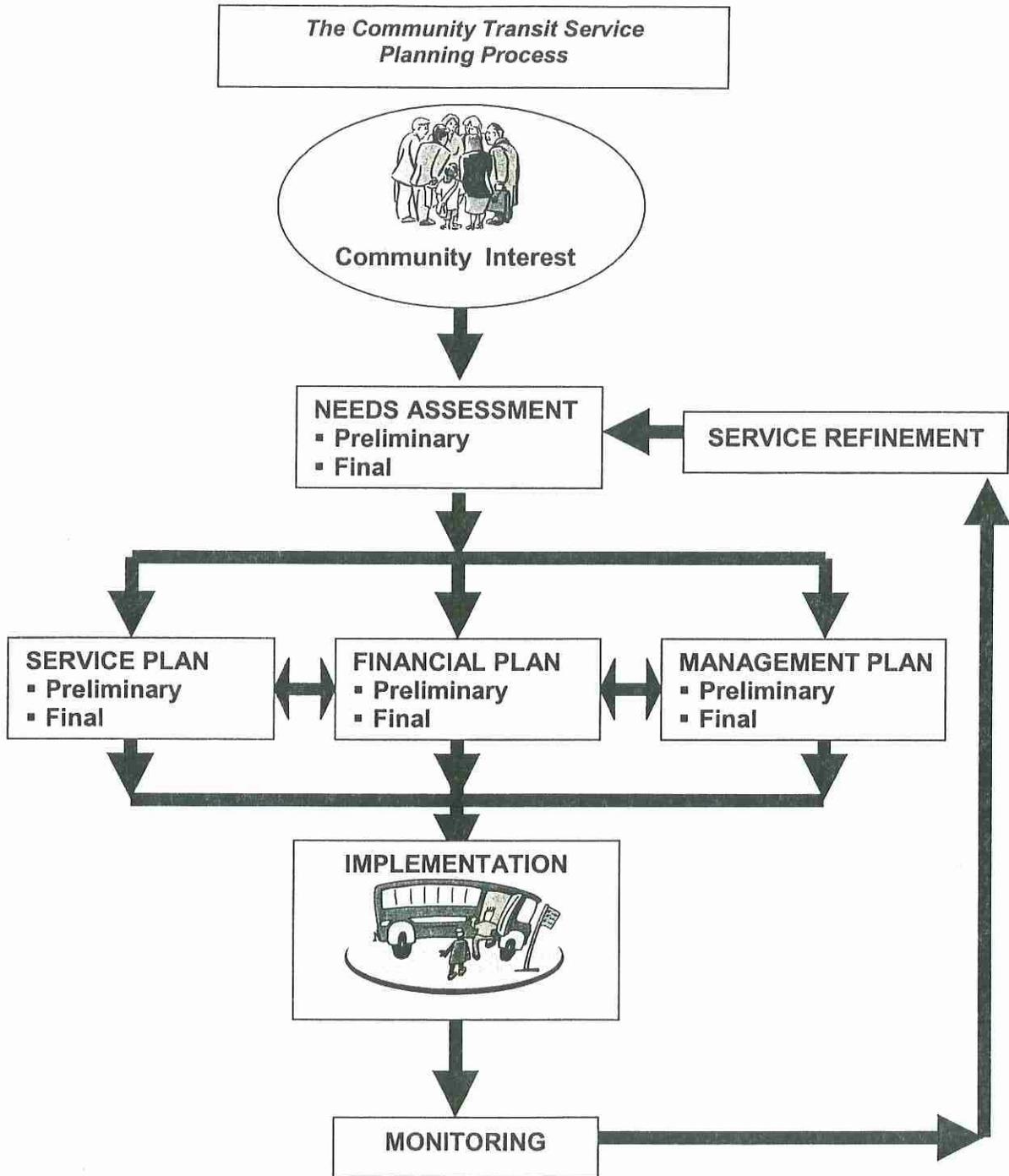
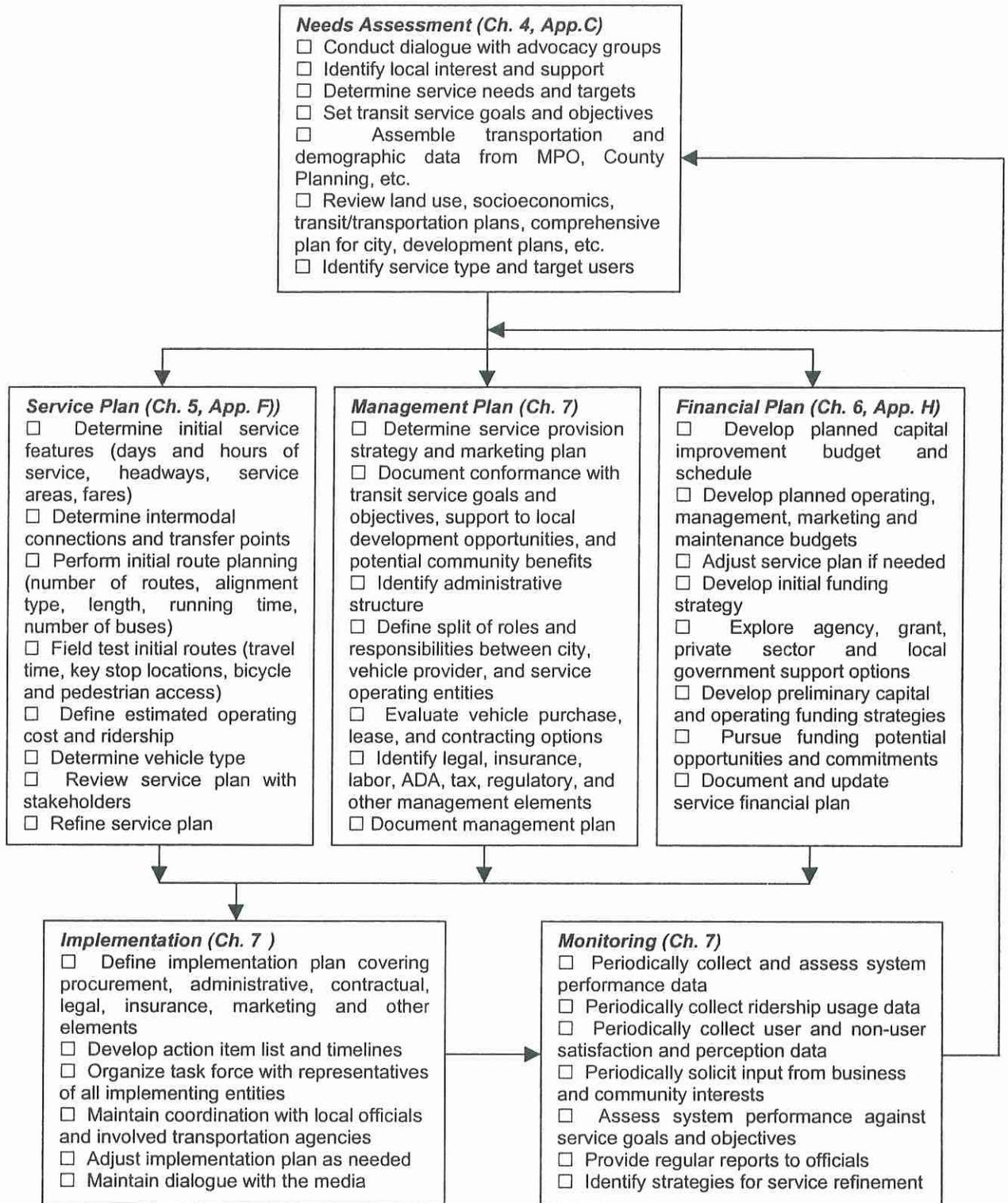


Figure 1.2
COMMUNITY TRANSIT IMPLEMENTATION CHECKLIST



2 PUBLIC TRANSPORTATION SERVICES

2.1 EXISTING PALM TRAN SERVICES

The role of Palm Tran is to provide a county-wide alternative to travel by automobile and to support the mobility needs of the transit dependent and the transportation-disadvantaged sectors of the population. Palm Tran is obligated to distribute its resources for travel primarily along major thoroughfares and focus on urban corridor, urban area-wide, and regional transportation needs. Because of this service requirement, providing transit service for shorter trips within individual municipalities is not always possible.

The existing Palm Tran route system in the northern half of the county is shown in Figure 2.1. The principal north-south routes are Route 1 on the US 1 corridor, Route 2 from the VA Hospital to the south county mostly on Congress Avenue with a stop in downtown West Palm Beach, and Route 3 on Military Trail. There are numerous east-west and looping routes between Palm Beach Gardens and Lake Worth. Most routes have 1-hour headways, but some like Route 1 on US 1 have 30-minute headways. There are timed transfer locations at the Gardens Mall, the VA Hospital, Palm Beach Mall, downtown West Palm Beach, Palm Beach International Airport, and downtown Lake Worth. There are no Palm Tran routes north of PGA Blvd.; consequently, Jupiter does not have Palm Tran service presently.

2.2 US 1 MULTIMODAL CORRIDOR ANALYSIS

In cooperation with Palm Tran and the Palm Beach MPO, the Florida DOT sponsored an analysis of the Palm Tran Route 1 (US 1) corridor between Northlake Blvd. and Lake Worth Road, a distance of 13.4 miles, to identify transit service and infrastructure improvements to enhance transit ridership on what is Palm Tran's best performing route. After reviewing alternatives, the study recommended improving peak hour headways to 15 minutes, and offpeak headways to 20 minutes.

It also recommended a variety of transit infrastructure improvements covering about 70 specific actions, including improvements to bus stops, pedestrian access improvements, and bicycle route signing. Seven types of bus stop investments were identified: Neighborhood, Limited Neighborhood, Medium Transfer, Limited Medium Transfer, Large Transfer, Hub, and Enhanced Hub facilities. These vary in size of shelter, benches, signing, trash receptacles, maps, bicycle racks, and "real time" information display signs; all will have solar-powered lighting. The type of facility is a function of the ridership activity and site conditions. The Florida DOT is providing \$1 million from the Intermodal Grant Program for transit infrastructure improvements. Service improvements were begun in September 2003. The location and installation of transit infrastructure is an ongoing process with various agencies and the involved cities, and may vary from published lists available at the time of this report.

Palm Tran considered these recommendations further and determined that it would be more equitable to upgrade service along the entire Route 1 service corridor and has decided to implement 20-minute peak hour headways along the entire route, with 30-minute offpeak headways. It is presently identifying transit equipment within the system

that can be redeployed to Route 1, and coordinating that effort with the Palm Tran Service Board which has been established. Additional coordination has been conducted with the municipalities regarding the transit stop infrastructure. Implementation may begin within the year.

This community transit study has included recognition of this significant improvement program for Route 1, and is specifically directed to identify opportunities for any community transit circulators to interface with the enhanced Route 1 operations and infrastructure. Details of the proposed Route 1 infrastructure improvements are included in Appendix A.

2.3 PLANNED TRANSIT SERVICES

The 2025 Long Range Transportation Plan for the Palm Beach Metropolitan Planning Organization includes a cost-feasible Transit Component which maps out proposed improvements and modifications to county-wide transit services over a two-decade planning horizon. The following key transit projects relevant to the north county area are listed below and shown in Figure 2.2.

- Restructuring of Palm Tran routes to a grid configuration, with north-south routes on US 1 (including a northward extension from PGA Blvd. to the Martin County line), on Military Trail, and on Australian Ave., and with east-west routes on Indiantown Road, Donald Ross Road, PGA Blvd., Northlake Blvd., Blue Heron Blvd., Palm Beach Lakes Blvd., Okeechobee Blvd., Belvedere Road, Southern Blvd., Summit Blvd., Forest Hill Blvd., Lake Worth Road, and N. 10th Ave.
- West Palm Beach Intermodal Center at Tamarind Ave. and Banyan Street.
- Park-and-Ride Lots on I-95 at Indiantown Road and PGA Blvd.
- Express bus service on I-95 from Indiantown Road to the West Palm Beach Intermodal Center.
- Community Bus Services in the locales surrounding Jupiter, Palm Beach Gardens, Riviera Beach, West Palm Beach, and Lake Worth.
- Tri-Rail service extension to Jupiter along the FEC RR corridor, with stations near Indiantown Road, Frederick Small Road, PGA Blvd., and Blue Heron Blvd.
- Express bus service on Okeechobee Road from Wellington to the West Palm Beach Intermodal Center.
- Water Taxi services along the Intracoastal Waterway.

The plan incorporates the reconfiguration of Palm Tran routes into a grid-like structure, with improved daily and peak hour headways in these service corridors. It is anticipated that these services will begin being deployed in the 2007-2010 time frame.

The plan also anticipates initiation of community transit services in 2007, and assumes 32 small transit buses in service across the county. The plan assumes that the local circulator vehicles would be acquired (at an estimated cost of \$100,000 per bus) and operated by the local communities (at a cost estimated to be \$75,000 per bus annually), utilizing local and other undetermined funding. The plan also proposes water taxi services along the coast as a municipal or private sector enterprise.

Through 2025, the operational cost county-wide of community transit service assuming services are operational by 2007 is \$45.6 million, and the total capital cost of the vehicles is estimated at \$12.8 million, for the vehicles and 3 sets of replacements during the planning period. The total capital and operating cost for the planned extent of community transit services is about \$3 million annually through 2025. The plan estimated daily ridership over the fully implemented community transit network of 3,300 passengers, which is roughly the equivalent of 1 passenger per revenue mile, within the expected range of ridership for this type of service.

2.4 TRI-RAIL SERVICES

Tri-Rail provides regional commuter rail services with stations in the north portion of the county at Mangonia Park, West Palm Beach, and Lake Worth. There are approximately 4,000 daily existing boardings and alightings at these three stations. Presently, Tri-Rail runs on 60-minute headways, but is engaged in a double-tracking project which will permit 30-minute peak hour headways by 2005-2006 and 20-minute headways shortly thereafter. All three north county Tri-Rail stations are served by connecting Palm Tran routes. At the West Palm Beach station, Palm Tran routes connect to the downtown area and to the nearby Palm Beach International Airport.

Tri-Rail is planning to extend its service northward to Jupiter, and possibly into Martin County at a later date. The extension would connect just north of the existing West Palm Beach station to the FEC RR corridor, and would provide 40-minute headways. Stations are tentatively planned near Blue Heron Blvd., PGA Blvd., Frederick Small Road, and south of Indiantown Road. The Jupiter extension is hoped to be in service during the 2007-2010 time frame, following planning, environmental documentation, securing of capital funding, and construction.

In cooperation with Tri-Rail, the Florida DOT is conducting a study of connecting transit services to Tri-Rail in conjunction with the completion of the double-tracking project which will lead to 20-minute peak hour Tri-Rail headways. The findings of this study should be available later in 2003.

Figure 2.1
EXISTING PALM TRAN SERVICES

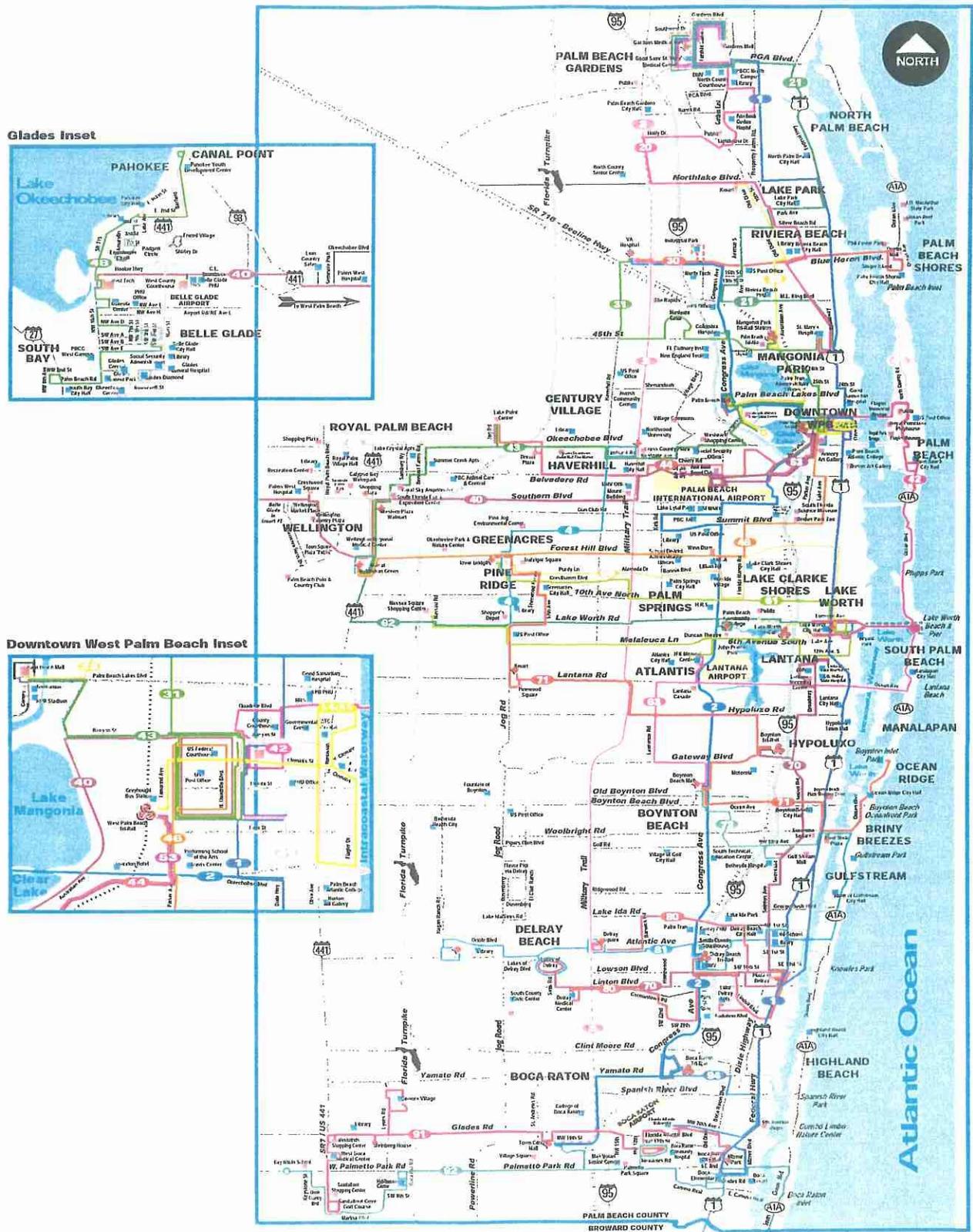
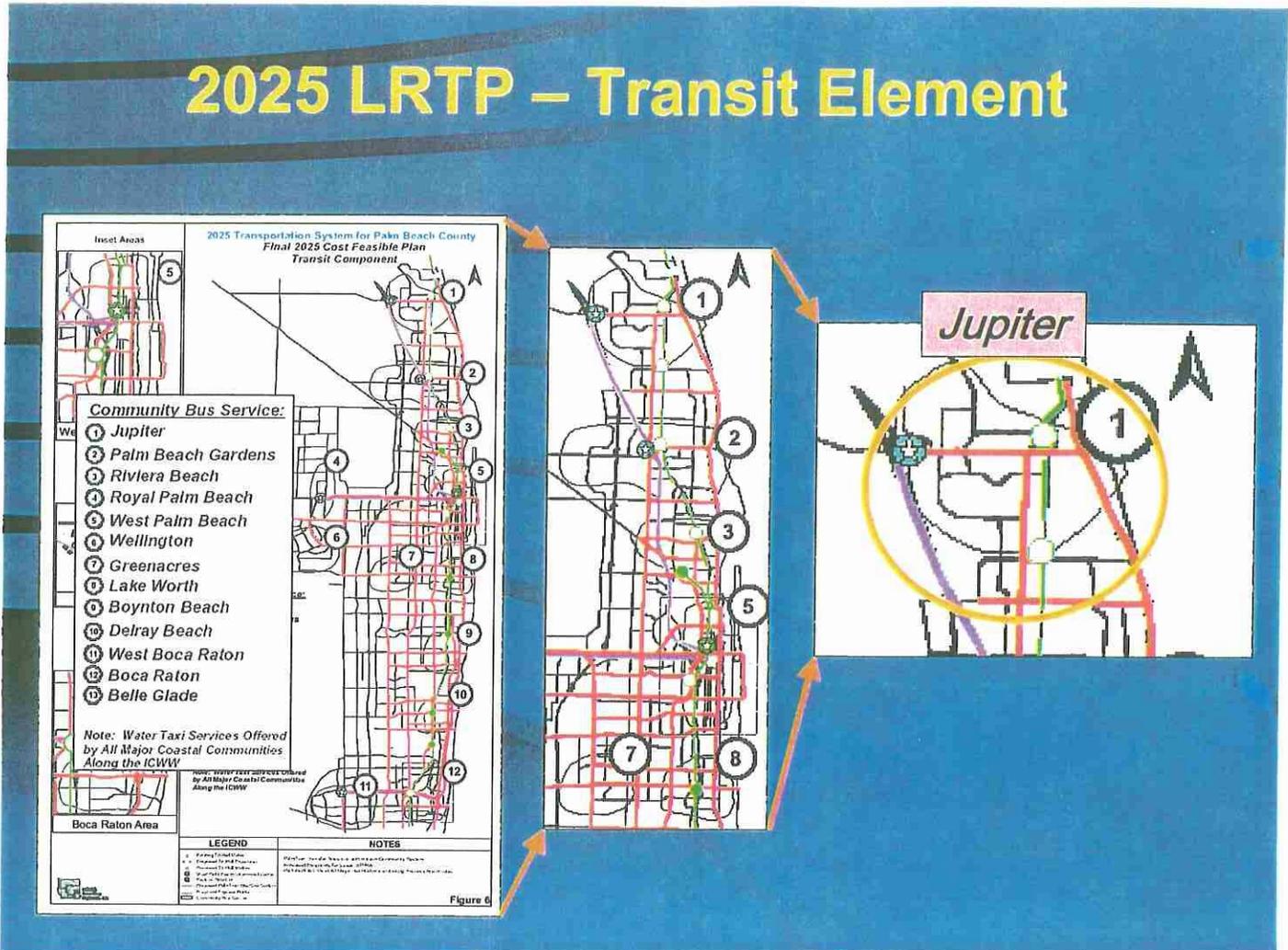


Figure 2.2
 2025 LONG RANGE TRANSPORTATION PLAN - TRANSIT COMPONENT



3 LAND USE AND DEMOGRAPHICS

This section of the report provides an overview of the specific land use and demographic characteristics in the Town of Jupiter as they relate to the planning of community transit services.

3.1 LAND USES AND ACTIVITY CENTERS

The retail land uses in the study area are concentrated along the length of Indiantown Road, with emerging areas at the Abacoa Town Center and Military Trail adjacent to Abacoa. Residential uses are dispersed across the town, with slightly higher densities in the central and older sections. Key activity centers include the following sites:

- Town government center
- Jupiter Medical Center and adjacent clinics and medical offices
- Indiantown Road retail corridor
- Abacoa Town Center
- Abacoa employment district
- Florida Atlantic University
- Jupiter Riverwalk node at Indiantown Road and SR AIA
- Employers on Military Trail
- Various schools, parks and the library

Figures 3.1 and 3.2 present maps showing overall land uses and key activity centers in the study area, respectively.

3.2 DEMOGRAPHIC PATTERNS

Jupiter has a 2000 population of 39,328, which is growing as vacant lands become developed. Summary statistics for this study area from the 2000 census are provided in Appendix B. Figures 3.3, 3.4, 3.5, 3.6, and 3.7 present the distribution of population, population over 65, employment, automobiles per household, and population under 18, respectively. It is observed from this information and the other census data that:

- Population density is relatively uniform across the town, extending mostly from low to medium density subdivisions.
- 20% of the population is over 65, and 30% of the household have someone over 65 in the household.
- Minorities comprise less than 12% of the total population.
- Population over 65 is clustered in middle to high-end developments, some near the water.
- Median household income is \$54,945, and per capita income is \$35,088.
- About 5% of the population falls within poverty status.
- Employment is dispersed across the city with a concentration along the Indiantown Road corridor, and an emerging employment area at the Abacoa town and a nearby office/light industrial area along Military Trail.
- Auto ownership per household is mostly in the 1-2 vehicles per household range with a few areas that demonstrate higher ratios.
- 2.8% of the population has no car available, and 41% have one car available.

- Areas of greater propensity to use transit would be in the central areas between Center Street and Indiantown Road, and the section between Toney Pena Drive and Indiantown Road east of Military Trail.

3.3 TRAVEL PATTERNS AND TRANSPORTATION CONNECTIONS

3.3.1 Travel Patterns

A review of existing travel patterns within Jupiter was performed, using trip table data for the base year from the Palm Beach County transportation model. Trips in the interzonal trip table from the model were extracted and reviewed for those movements which begin and end inside of transportation analysis zones (TAZ) within the study area. Existing traffic volumes, activity centers, and anecdotal comments from local staff were considered as well. From this analysis, significant internal travel patterns were identified.

Zones with higher levels of trip ends include those zones containing:

- Jupiter Medical Center, related clinics, and apartments
- Town government center and high school
- Retail and other uses along the length of Indiantown Road

Zone pairs with higher levels of trips again tend to be the more mature zones along the Indiantown Road corridor, with zones in the older center of the city in the vicinity of the hospital district and the town government center dominating the patterns. These zones attract larger number of trips from the other zones with moderate or greater levels of trips, along with trips oriented to the east and west ends of Indiantown Road. The Abacoa town center and environs is an emerging activity center not accurately reflected in this base year data.

From this review, it is concluded that community transit service should, if possible, provide connections to destinations in the older central city area, zones with greater residential transit propensity in this same area, the northeast sector, and certain employment and retail on the western half of Indiantown Road. The Abacoa development is another activity center (retail, residential, baseball stadium, FAU campus) which will function as both a trip generator and trip attractor.

3.3.2 Transportation Connections

There are presently no existing Palm Tran services in Jupiter. The nearest service is the timed transfer hub at the Gardens Mall in Palm Beach Gardens. The planned service and infrastructure improvements on Route 1 of Palm Tran consequently due not directly influence Jupiter.

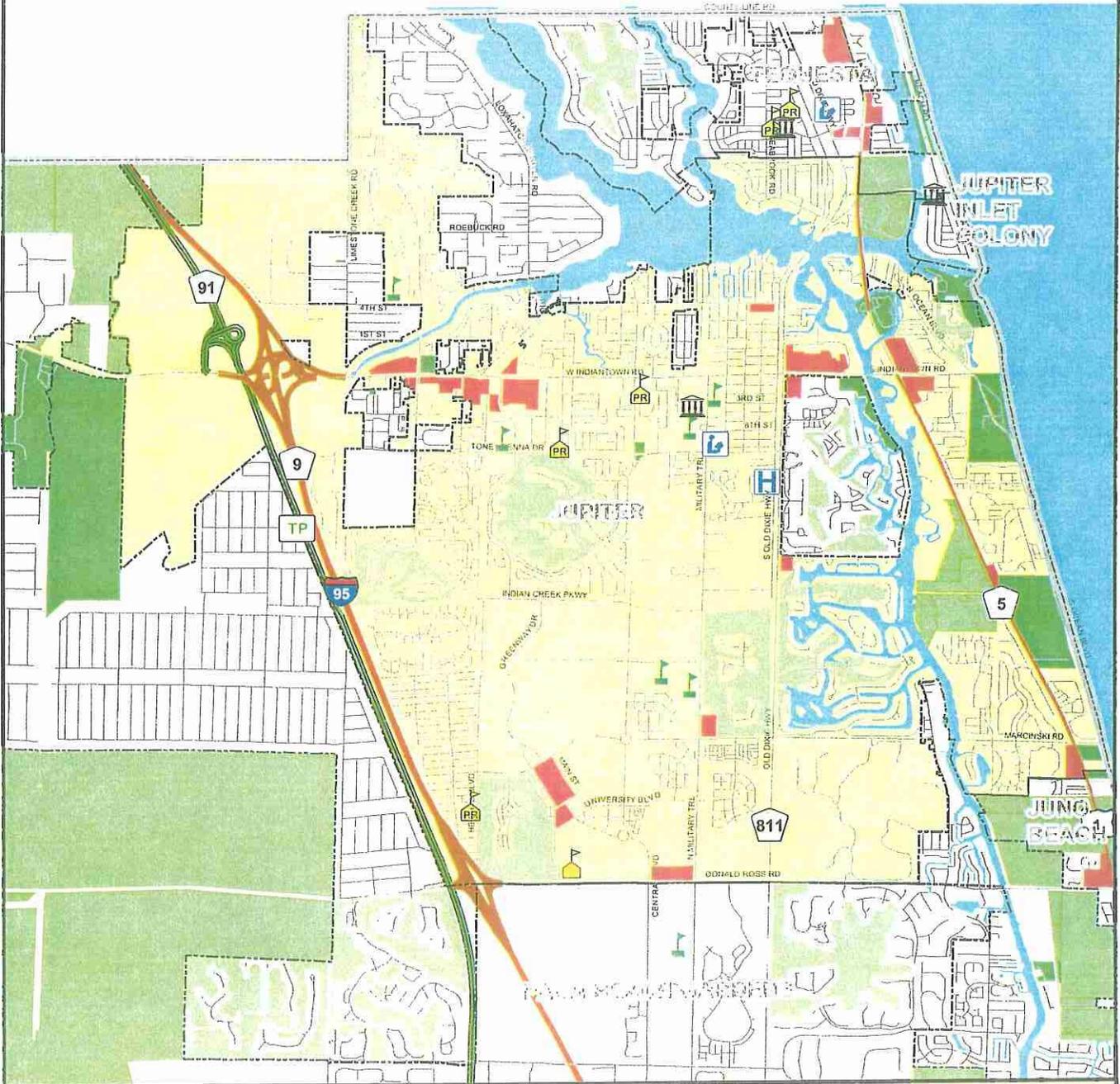
As Palm Tran routes are reconfigured as shown in the 2025 Long Range Transportation Plan (refer to Figure 4.1 on Page 4-2), transit services would be provided on:

- Indiantown Road
- Military Trail
- Donald Ross Road

- Express bus service from a park-and-ride lot from the Indiantown Road interchange at I-95 to the West Palm Beach Intermodal Center

The nearest Tri-Rail station is presently at Mangonia Park, and does not have service connecting to Jupiter. Future Tri-Rail service is planned in the FEC RR corridor with stations tentatively south of Indiantown Road near the hospital district and at a site reserved on Frederick Small Road. An upcoming study by Tri-Rail will help to better define the proposed station locations.

**FIGURE 3.2
EXISTING ACTIVITY CENTERS
TOWN OF JUPITER**



Legend

- County Boundary
- Municipalities
- Tri-Rail Stations
- Tri-Rail
- Florida's Turnpike
- Interstate
- Other Hwys
- Local Roads

- City Hall
- Private Airports
- Public Schools
- Private Schools
- Colleges and Universities
- Hospitals
- Public Airports
- Libraries

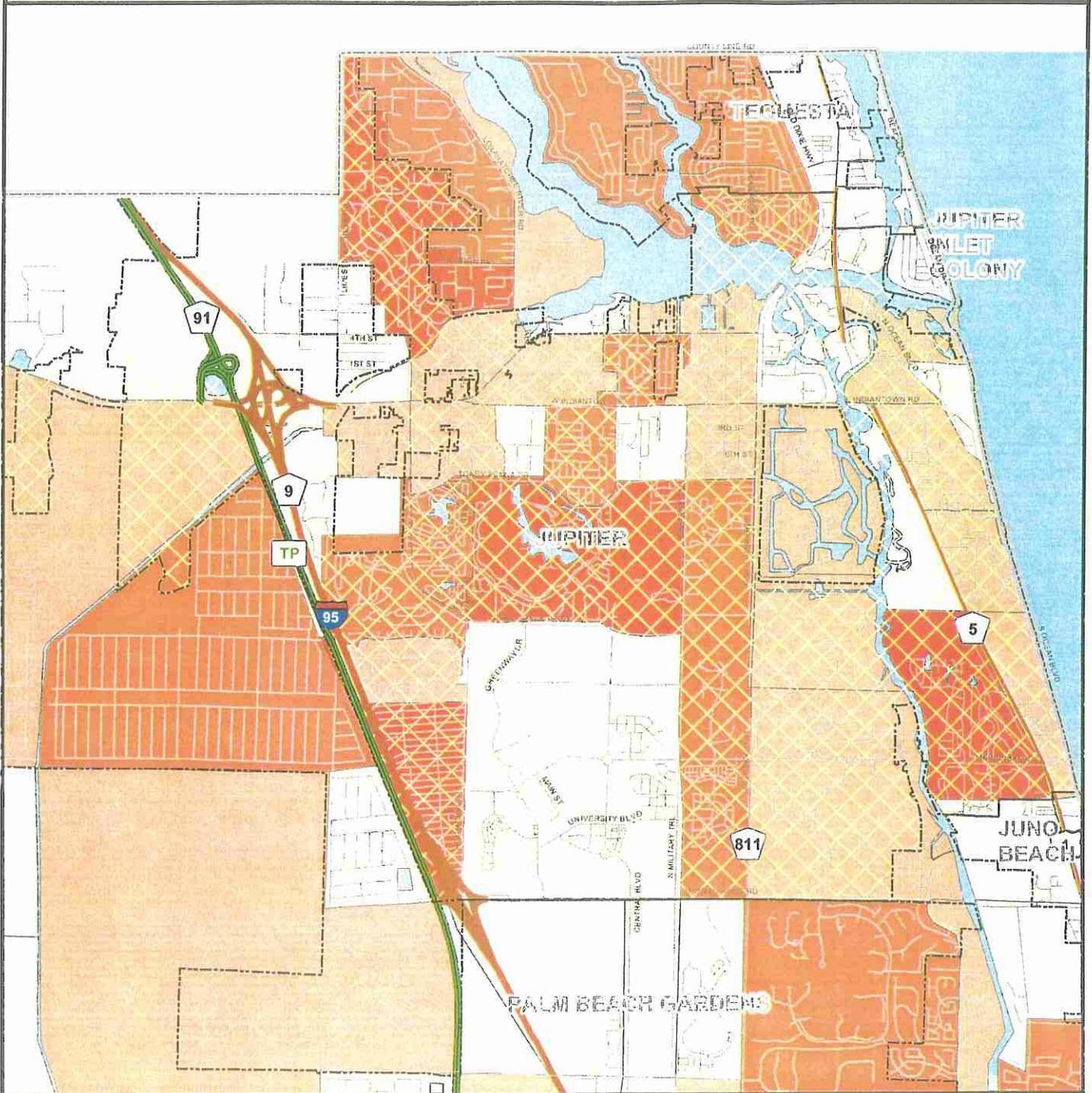
- Shopping Centers
- Parks
- Golf Courses
- Natural Preservations
- Water



0 0.5 1
Miles



**FIGURE 3.3
EXISTING POPULATION
TOWN OF JUPITER**



Based on 2000 US Census data

Legend

- County
- Municipalities
- Jupiter
- Tri-Rail Stations
- Tri-Rail
- Florida's Turnpike
- Interstate
- Other Hwys
- Local Roads

Population

- 0 - 654
- 655 - 1603
- 1604 - 2940
- 2941 - 5587
- 5588 - 11684

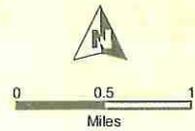
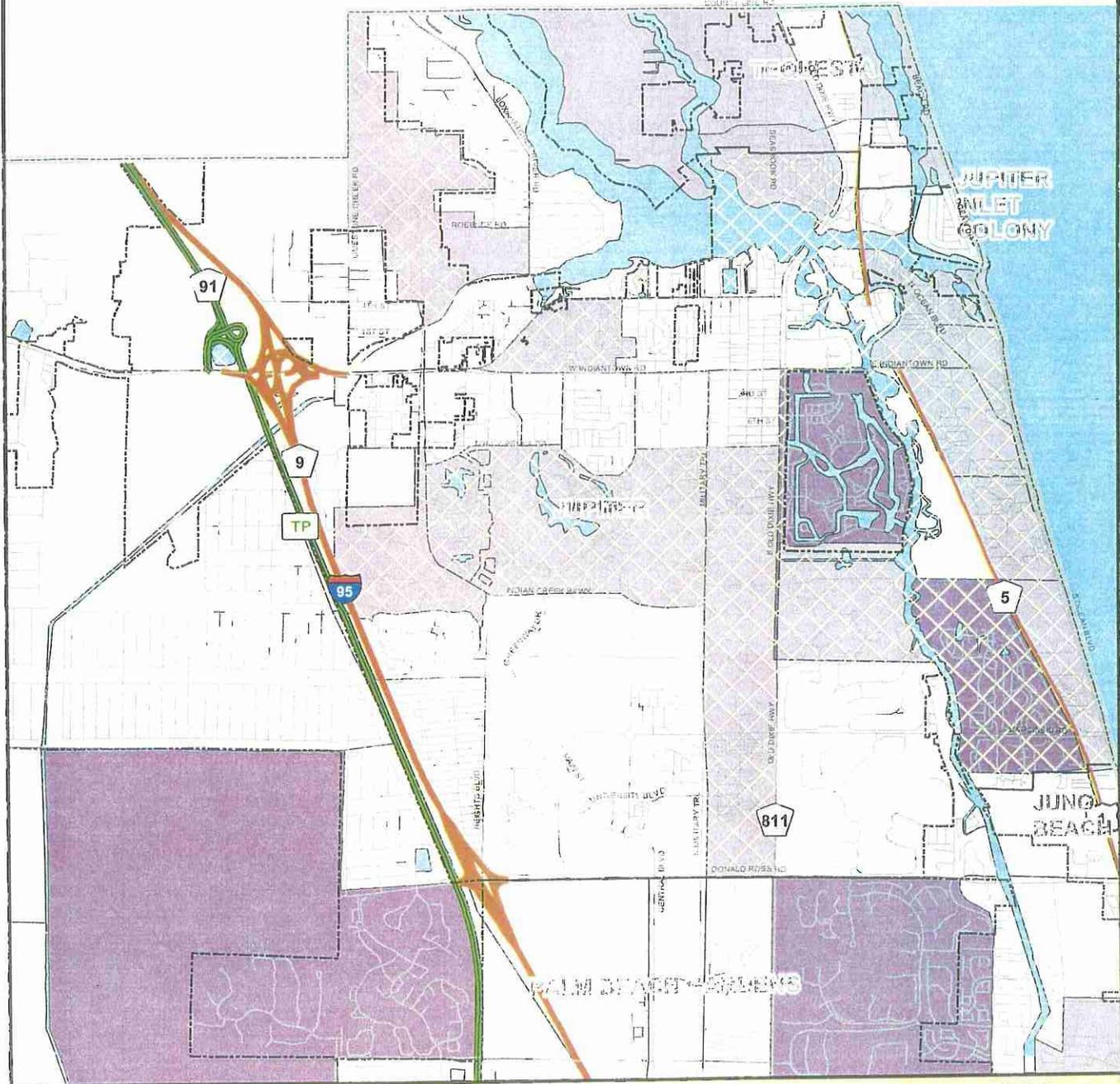


FIGURE 3.4 EXISTING POPULATION OVER 65 TOWN OF JUPITER



Based on 2000 US Census data

Legend

- County
- Municipalities
- Jupiter
- 91 Tri-Rail Stations
- Tri-Rail
- Florida's Turnpike
- Interstate
- Other Hwys
- Local Roads

Population Over 65

- 0 - 235
- 236 - 711
- 712 - 1553
- 1554 - 2929
- 2930 - 6352

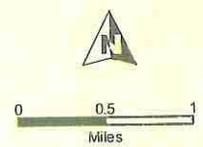
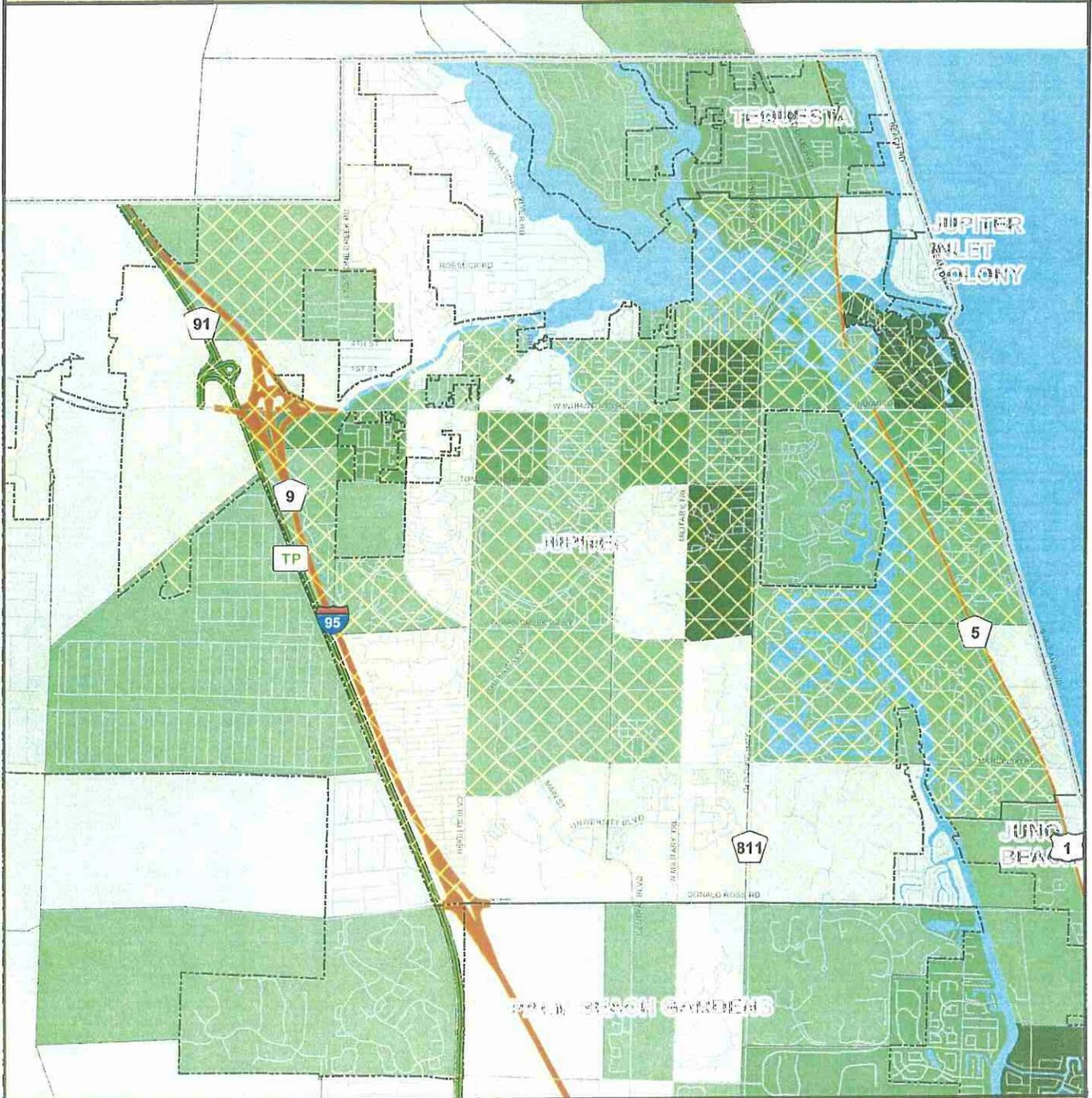


FIGURE 3.5 EXISTING EMPLOYMENT TOWN OF JUPITER



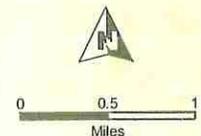
Based on 1999 ZData2 input file for SERPMS

Legend

- | | |
|----------------|--------------------|
| County | Tri-Rail Stations |
| Municipalities | Tri-Rail |
| Jupiter | Florida's Turnpike |
| | Interstate |
| | Other Hwys |
| | Local Roads |

Total Employment - 1999

- | | |
|--|--------------|
| | 0 - 100 |
| | 101 - 500 |
| | 501 - 900 |
| | 901 - 1300 |
| | 1301 - 10563 |



**FIGURE 3.6
AUTOS PER HOUSEHOLD
TOWN OF JUPITER**



Based on 1999 ZData1B input file for SERPMS

Legend

- | | |
|----------------|--------------------|
| County | Tri-Rail Stations |
| Municipalities | Tri-Rail |
| Jupiter | Florida's Turnpike |
| | Interstate |
| | Other Hwys |
| | Local Roads |

Autos per Household - 1999

- | | |
|--------|---------|
| 0 - 1 | No Data |
| >1 - 2 | |
| >2 - 3 | |
| >3 - 4 | |
| >4 | |

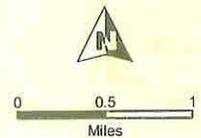
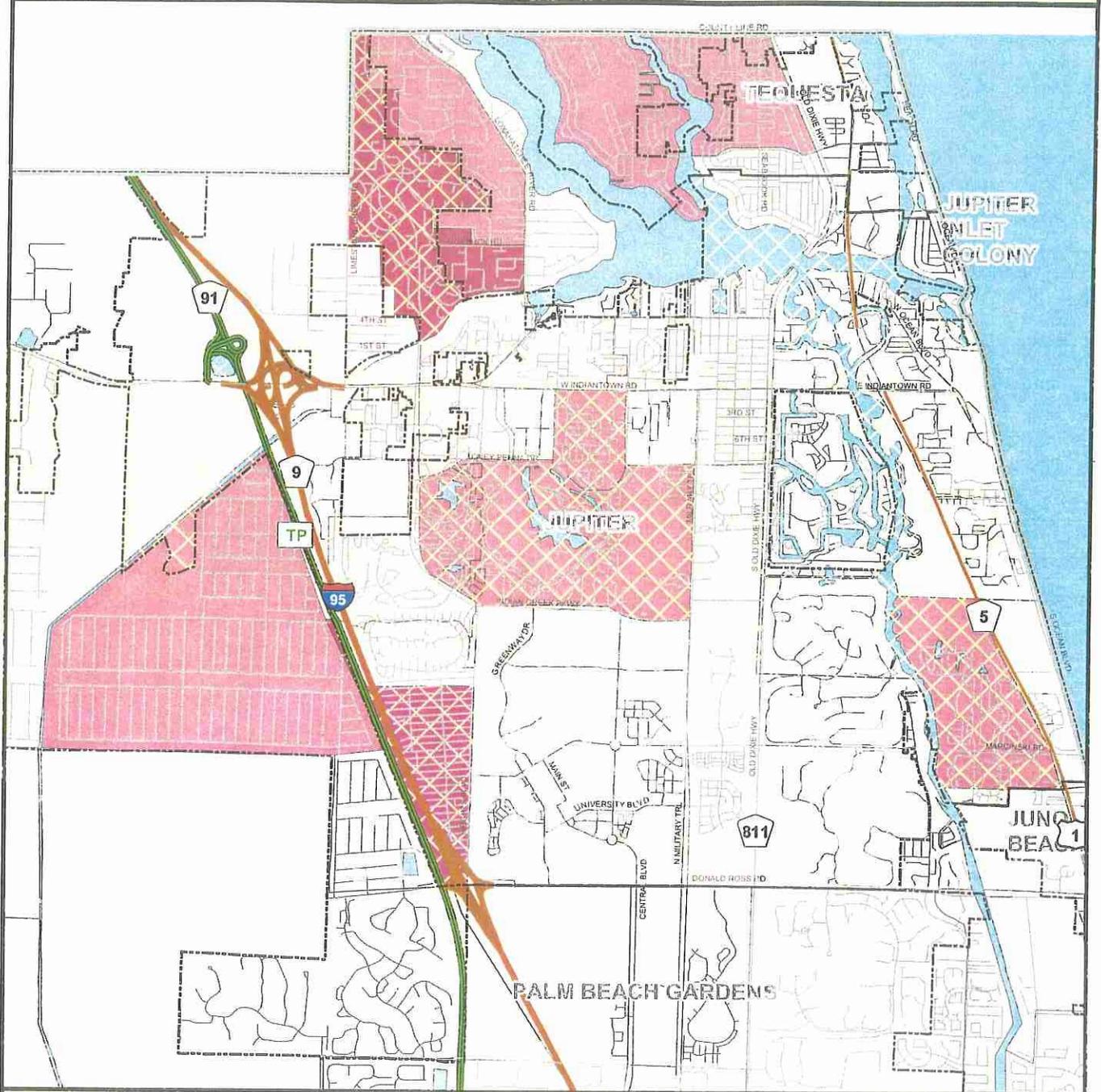


FIGURE 3.7 EXISTING POPULATION UNDER 18 TOWN OF JUPITER



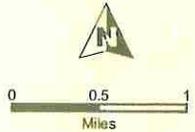
Legend

- County
- Municipalities
- Jupiter
- Tri-Rail Stations
- Tri-Rail
- Florida's Turnpike
- Interstate
- Other Hwys
- Local Roads

Population Under 18

- 0 - 174
- 175 - 469
- 470 - 955
- 956 - 1764
- 1765 - 3919

Based on 2000 US Census data



4 TRANSIT SERVICE RECOMMENDATIONS

4.1 PROPOSED TRANSIT ROUTES AND SERVICE PLAN

A proposed transit service plan was developed based on a review of demographic and socioeconomic factors, land uses and activity centers, travel patterns, and existing and planned transit services by other agencies. Some of these factors were summarized in Section 3 of this report, and existing and planned transit services are presented in Figure 4.1. The planned services provide interface with proposed transit service corridors as they are conceptually envisioned at this time. Obviously, phasing is a consideration where there are existing Palm Tran services which will remain in service for several years prior to implementing a grid structure.

Another consideration in formulating proposed routes included the amount of service provided in relation to the service area population and area. Table 4.1 presents a summary of this consideration.

Table 4.1
SERVICE AREA EXPOSURE

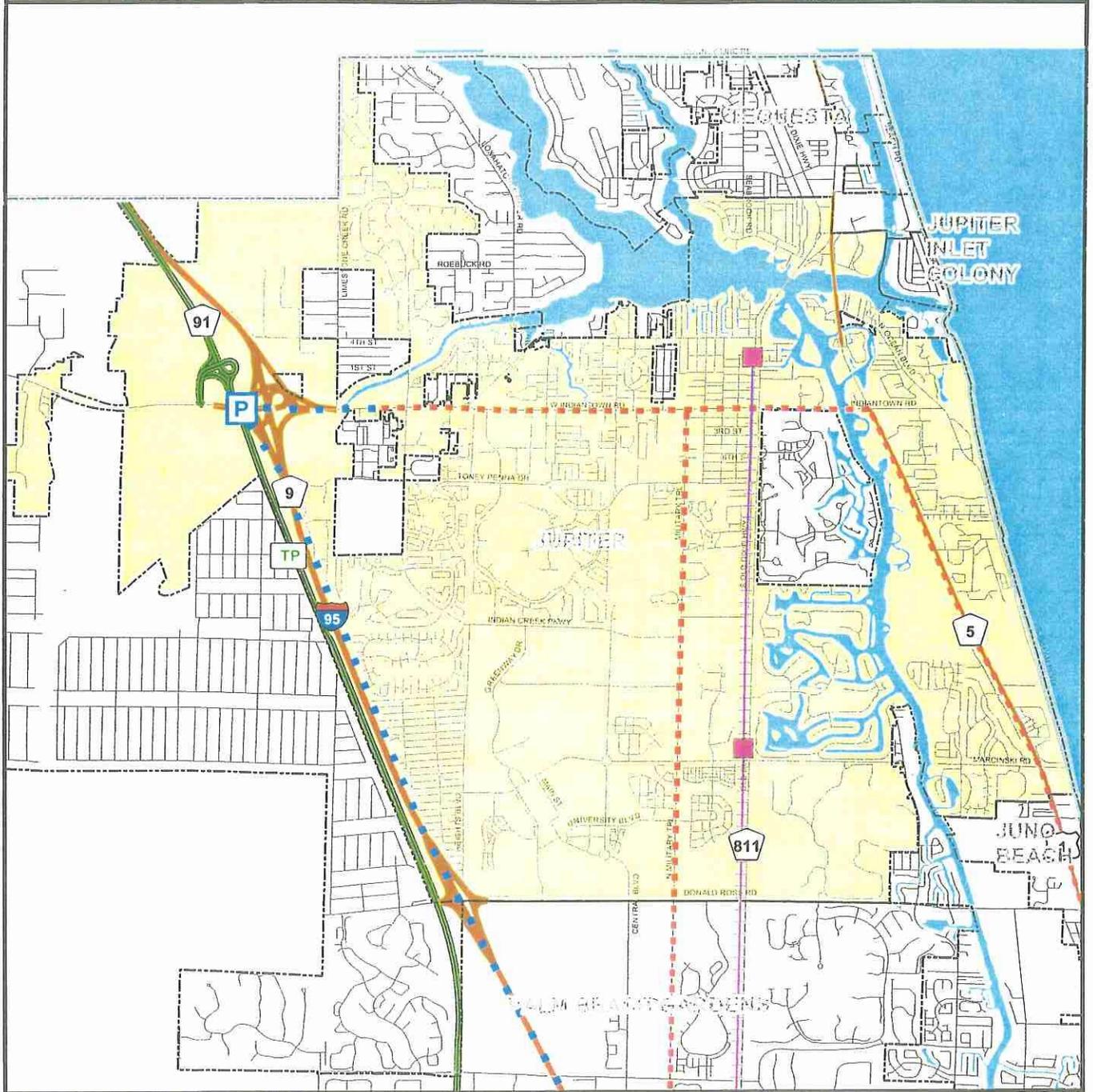
City	Population	Daily Revenue Miles of Service	Daily Revenue Miles per Capita (in 1,000's)
Lake Worth	35,000	400	11.4
Plantation	83,600	800	9.6
Coconut Creek	47,000	150	3.2
Cooper City	28,400	120	4.2
Tamarac	56,400	400	7.1
Margate	53,900	700	13.0
Miramar	87,500	700	8.0
Pembroke Pines*	85,000 est'd.	630	7.4
North Lauderdale	33,200	102	3.1
TOTAL	510,000	4,002	7.8
Low Range			3-6
Moderate Range			6-10
High Range			10-14

* Total population is 144,800; that shown is for the area east of I-75 with service.

From a representative group of service providers, it is seen that the amount of daily revenue service per thousand persons ranges from a rate of about 3 to 13, with an average of 7.8. From this analysis, three service ranges are identified. For the purposes of this study, proposed services generally fall in the moderate range category.

For this study area, Table 4.2 summarizes the service strategy that was considered in developing the service plan and in developing the route structure. The proposed community transit routes are shown in Figure 4.2. Table 4.3 presents the operational characteristics, and Table 4.4 summarizes the annual operating costs.

FIGURE 4.1 EXISTING AND 2025 PLANNED TRANSIT TOWN OF JUPITER



Legend

- County Boundary
- Municipalities
- Florida's Turnpike
- Interstate
- Other Hwys
- Local Roads

- Tri-Rail Stations
- Planned Tri-Rail Stations
- Tri-Rail Route
- Planned Tri-Rail Route
- Water

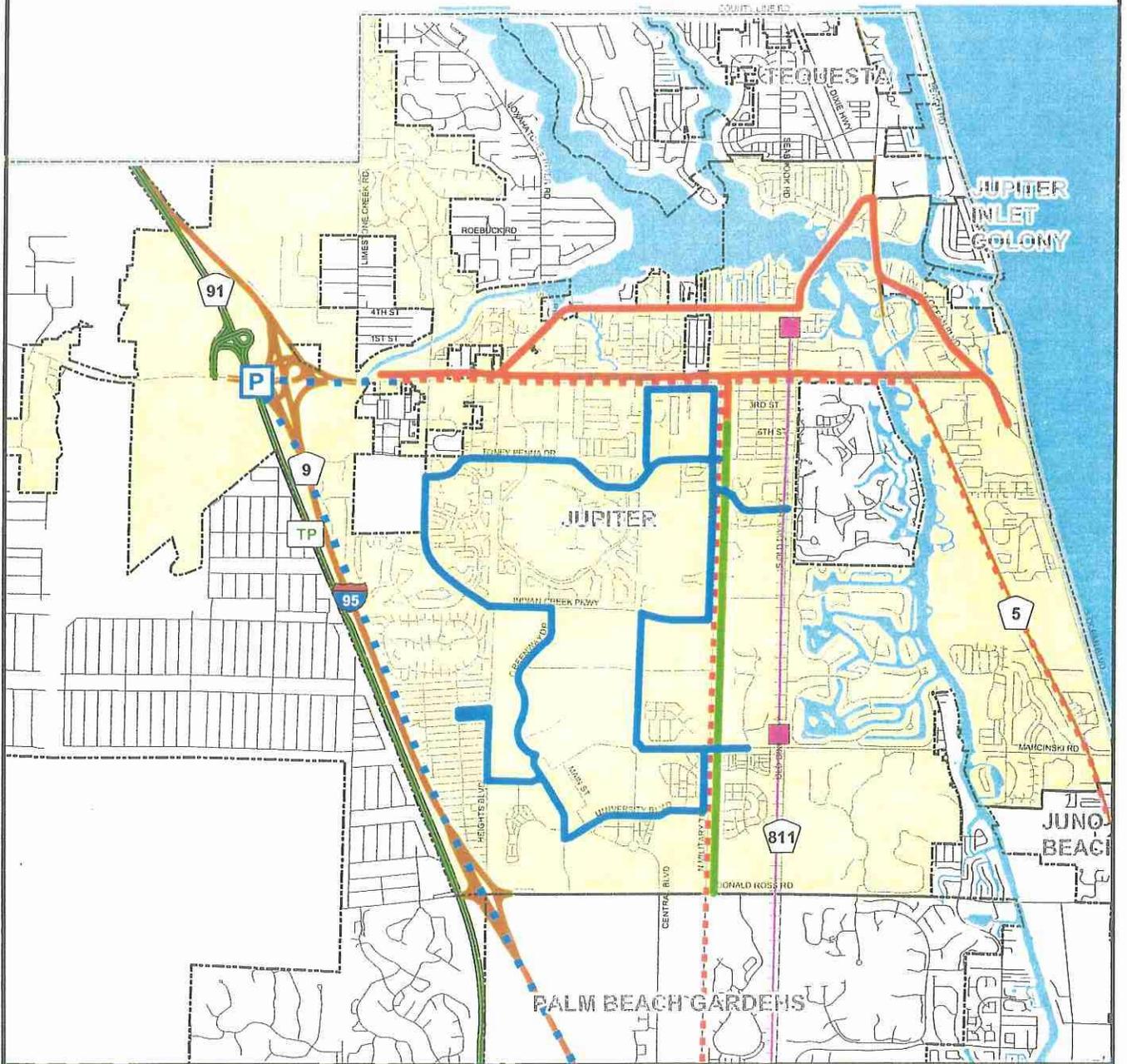
- Existing PalmTran Routes
- Planned PalmTran Routes
- Planned Express Bus Route
- Park & Ride Lots
- Proposed Transfer Shelter
- Proposed Neighborhood Shelter



0 0.5 1
Miles



**FIGURE 4.2
PROPOSED COMMUNITY TRANSIT ROUTES
TOWN OF JUPITER**



Legend

- County Boundary
- Municipalities
- Florida's Turnpike
- Interstate
- Other Hwys
- Local Roads
- Water

- Park & Ride Lots
- Tri-Rail Stations
- Planned Tri-Rail Stations
- Tri-Rail Route
- Planned Tri-Rail Route
- Existing PalmTran Routes
- Planned PalmTran Routes
- Planned Express Bus Route

Proposed Routes

- A
- B
- C
- Proposed Transfer Shelter
- Proposed Neighborhood Shelter

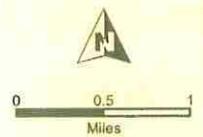


Table 4.2
SERVICE PLAN STRATEGY

Route	Service Type	Service Level	Transit Interfaces	Service Areas
A	Neighborhood Circulator	Moderate	Future Palm Tran Future Tri-Rail Route 1 Corridor	Areas north of Indiantown Road
B	Neighborhood Circulator	Moderate	Future Palm Tran Future Tri-Rail	Areas southwest of SR A1A Alt. and Indiantown Road
C	Transit Feeder	Low	Existing Palm Tran Hub at Gardens Mall	Town hall to Gardens Mall

Table 4.3
OPERATIONAL CHARACTERISTICS

Route	Roundtrip Distance (miles)	Roundtrip Travel Time (minutes)	Headway (min)	No. of Buses	Weekday Service Span (M-F)	Daily Weekday Revenue Hours	Weekend Service Span (S-S)	Daily Weekend Revenue Hours
A	12	60	60	1	7 am-7pm	12	Sat. 9 am -5 pm	8 Sat.
B	13	60	60	1	7 am-7pm	12	Sat. 9 am -5 pm	8 Sat.
C	13	60	60	1	6-9 am 4-7 pm	6	---	0
Total				3		30		16 Sat.

Table 4.4
ESTIMATED ANNUAL OPERATING COST

Route	Annual Weekday Revenue Miles	Annual Weekend Revenue Miles	Total Annual Revenue Miles	Annual Weekday Revenue Hours	Annual Weekend Revenue Hours	Total Annual Revenue Hours	Estimated Cost per Revenue Hour	Total Estimated Annual Cost
A	36,000	4,800	40,800	3,000	400	3,400	\$35	\$119,000
B	39,000	5,200	44,200	3,000	400	3,400	\$35	\$119,000
C	19,500	0	19,500	1,500	0	1,500	\$35	\$52,500
Total	94,500	10,000	104,500	7,500	800	8,300		\$290,500

For smaller (15-20 passenger) minivan/shuttle style vehicles, the capital cost would be approximately \$60,000 to \$75,000, depending upon exact size, model and features. These types of vehicles have a typical service life of 5-7 years, depending upon the daily revenue miles and character of the operating environment. The total vehicle capital cost for all the services as proposed would be approximately \$200,000. Additional costs would be incurred with the installation of bus stop signing, benches, and shelters at key locations. Shelter costs can be defrayed with an agreement with an outdoor advertising agency, where this would be acceptable locally. Allowance should also be made for various publicity, marketing, and system information costs, including printing of brochures explaining service rules, routes and schedules.

The proposed routes are described as follows:

Route A:

This route would serve the northern area of Jupiter along Indiantown Road from Indian Creek parkway east to North Ocean Blvd., then north to SR A1A, south on US 1, and west on Center Street to its origin.

The route is designed to connect to activity centers along the Indiantown Road corridor and the town government center. The route could potentially be reconfigured alternatively to serve the hospital area and the planned northern Tri-Rail station, or Tequesta just to the north.

The route would connect to future Palm Tran services on US 1, Military Trail and Indiantown Road. At the time Indiantown Road service is instituted by Palm Tran, the route could be reconfigured to avoid excessive redundancy with that route.

Route B:

This route would serve the southwestern sector of the city connecting from the Abacoa Town Center via Heights Blvd. and Indian Creek Parkway to Toney Penna Drive, past the town government center, to the hospital, then south either by way of Pennock Lane through the new residential development or Military Trail, then back to the Abacoa Town Center.

The route is designed to connect to activity centers including the Abacoa Town Center, FAU, western employment, the town government center, the library, the hospital, and the Abacoa employment district.

The route also provides connections to future transit services including the Military Trail and Indiantown Road corridors, as well as planned Tri-Rail stations at Frederick Small Road and near the hospital.

Route C:

This route would serve to provide a connection between Jupiter and the Gardens Mall where Palm Tran operates a timed transfer center connecting to Route 1 to downtown West Palm Beach, Route 3 along Military Trail, and Routes 20 and 21 which go to St. Mary's Hospital. This route would originate in Jupiter at the town government center, with possible stops at Indian Creek Parkway and possibly Abacoa before proceeding southward. It would not be expected to pick up any passengers south of Jupiter, but would operate in a line haul mode.

The route would connect to the Gardens Mall and nearby employment, government and other activity centers. A Tri-Rail station is proposed in this area. This route would be less necessary in the future as Palm Tran service is proposed to be extended to Jupiter along US 1 and Military Trail.

The proposed routes can be refined based on further examination and in consideration of new developments in Jupiter. Certainly service quality could be enhanced by

urbanized areas with populations greater than 200,000 to support capital expenses, and these funds may be shared with municipal transit providers assuming the presence of an interlocal agreement. The Transportation and Community and System Preservation Pilot (TCSP) program provides grants for community preservation and private sector based initiatives; this program might be applicable for communities looking to provide transportation to employment or shopping. The Access to Jobs and Reverse Commute (JARC) Grant Program is available for services that help welfare recipients access employment areas.

Federal transportation law is codified in the Transportation Equity Act for the 21st Century. Florida transportation law is codified in the Florida Transportation Code (FTC). Both federal and Florida law is further articulated and interpreted in various administrative regulations, rules, guidance documents, policy statements and various reports, findings and administrative rulings. A description of the sources of funding that might be available to pay for operating and capital expenses is provided in Section 6 of the companion Planning Guide Book report and Appendix H in that report.

5 CONCLUSION

This report has documented the background and planning context related to transit services in Palm Beach County, established a planning framework for analyzing such services, summarized the experience of other jurisdictions with this type of transit service, reviewed demographic and land use considerations, identified prospective community transit services in each jurisdiction, presented the implementation elements including funding issues and approaches, and discussed how management of land use and development can be more supportive of transit usage.

While the findings and recommendations are intended to be advisory, it is hoped that the study will stimulate discussion and investigation of the community transit concept, support the planning of potential services, and promote the future implementation of such services across the county, in concert with the 2025 Long Range Transportation Plan. In this sense, the contents should serve as a resource document for further dialogue and future development of the community transit service concept.

APPENDICES

Appendix A: PALM TRAN ROUTE 1 INFRASTRUCTURE IMPROVEMENTS

Appendix B: CENSUS STATISTICS

Appendix C: COMMUNITY TRANSIT SERVICE GOALS AND OBJECTIVES

Appendix B: CENSUS STATISTICS

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Jupiter town, Florida

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	39,328	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	39,328	100.0
Male.....	19,385	49.3	Hispanic or Latino (of any race).....	2,881	7.3
Female.....	19,943	50.7	Mexican.....	912	2.3
Under 5 years.....	2,037	5.2	Puerto Rican.....	362	0.9
5 to 9 years.....	2,391	6.1	Cuban.....	262	0.7
10 to 14 years.....	2,374	6.0	Other Hispanic or Latino.....	1,345	3.4
15 to 19 years.....	1,930	4.9	Not Hispanic or Latino.....	36,447	92.7
20 to 24 years.....	1,413	3.6	White alone.....	35,152	89.4
25 to 34 years.....	4,481	11.4	RELATIONSHIP		
35 to 44 years.....	6,863	17.5	Total population	39,328	100.0
45 to 54 years.....	5,836	14.8	In households.....	39,237	99.8
55 to 59 years.....	2,353	6.0	Householder.....	16,945	43.1
60 to 64 years.....	2,228	5.7	Spouse.....	9,452	24.0
65 to 74 years.....	4,361	11.1	Child.....	9,319	23.7
75 to 84 years.....	2,485	6.3	Own child under 18 years.....	7,670	19.5
85 years and over.....	576	1.5	Other relatives.....	1,216	3.1
Median age (years).....	42.4	(X)	Under 18 years.....	303	0.8
18 years and over.....	31,200	79.3	Nonrelatives.....	2,305	5.9
Male.....	15,131	38.5	Unmarried partner.....	887	2.3
Female.....	16,069	40.9	In group quarters.....	91	0.2
21 years and over.....	30,298	77.0	Institutionalized population.....	70	0.2
62 years and over.....	8,711	22.1	Noninstitutionalized population.....	21	0.1
65 years and over.....	7,422	18.9	HOUSEHOLD BY TYPE		
Male.....	3,457	8.8	Total households	16,945	100.0
Female.....	3,965	10.1	Family households (families).....	11,411	67.3
RACE			With own children under 18 years.....	4,510	26.6
One race.....	38,889	98.9	Married-couple family.....	9,452	55.8
White.....	37,307	94.9	With own children under 18 years.....	3,353	19.8
Black or African American.....	480	1.2	Female householder, no husband present.....	1,417	8.4
American Indian and Alaska Native.....	73	0.2	With own children under 18 years.....	868	5.1
Asian.....	442	1.1	Nonfamily households.....	5,534	32.7
Asian Indian.....	155	0.4	Householder living alone.....	4,374	25.8
Chinese.....	105	0.3	Householder 65 years and over.....	1,769	10.4
Filipino.....	58	0.1	Households with individuals under 18 years.....	4,762	28.1
Japanese.....	16	-	Households with individuals 65 years and over.....	5,142	30.3
Korean.....	24	0.1	Average household size.....	2.32	(X)
Vietnamese.....	29	0.1	Average family size.....	2.75	(X)
Other Asian ¹	55	0.1	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	47	0.1	Total housing units	20,943	100.0
Native Hawaiian.....	3	-	Occupied housing units.....	16,945	80.9
Guamanian or Chamorro.....	34	0.1	Vacant housing units.....	3,998	19.1
Samoan.....	1	-	For seasonal, recreational, or occasional use.....	3,021	14.4
Other Pacific Islander ²	9	-	Homeowner vacancy rate (percent).....	1.4	(X)
Some other race.....	540	1.4	Rental vacancy rate (percent).....	11.1	(X)
Two or more races.....	439	1.1	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	16,945	100.0
White.....	37,690	95.8	Owner-occupied housing units.....	13,782	81.3
Black or African American.....	555	1.4	Renter-occupied housing units.....	3,163	18.7
American Indian and Alaska Native.....	175	0.4	Average household size of owner-occupied units.....	2.31	(X)
Asian.....	578	1.5	Average household size of renter-occupied units.....	2.33	(X)
Native Hawaiian and Other Pacific Islander.....	73	0.2			
Some other race.....	732	1.9			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Jupiter town, Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
SCHOOL ENROLLMENT			NATIVITY AND PLACE OF BIRTH		
Population 3 years and over enrolled in school.....	8,343	100.0	Total population.....	39,314	100.0
Nursery school, preschool.....	766	9.2	Native.....	35,187	89.5
Kindergarten.....	454	5.4	Born in United States.....	34,673	88.2
Elementary school (grades 1-8).....	3,709	44.5	State of residence.....	8,458	21.5
High school (grades 9-12).....	1,891	22.7	Different state.....	26,215	66.7
College or graduate school.....	1,523	18.3	Born outside United States.....	514	1.3
EDUCATIONAL ATTAINMENT			Foreign born.....	4,127	10.5
Population 25 years and over.....	29,190	100.0	Entered 1990 to March 2000.....	1,730	4.4
Less than 9th grade.....	915	3.1	Naturalized citizen.....	1,885	4.8
9th to 12th grade, no diploma.....	1,591	5.5	Not a citizen.....	2,242	5.7
High school graduate (includes equivalency).....	7,087	24.3	REGION OF BIRTH OF FOREIGN BORN		
Some college, no degree.....	6,718	23.0	Total (excluding born at sea).....	4,127	100.0
Associate degree.....	2,764	9.5	Europe.....	1,307	31.7
Bachelor's degree.....	6,529	22.4	Asia.....	487	11.8
Graduate or professional degree.....	3,586	12.3	Africa.....	75	1.8
Percent high school graduate or higher.....	91.4	(X)	Oceania.....	28	0.7
Percent bachelor's degree or higher.....	34.7	(X)	Latin America.....	1,941	47.0
MARITAL STATUS			Northern America.....	289	7.0
Population 15 years and over.....	32,651	100.0	LANGUAGE SPOKEN AT HOME		
Never married.....	6,173	18.9	Population 5 years and over.....	37,231	100.0
Now married, except separated.....	19,912	61.0	English only.....	32,381	87.0
Separated.....	435	1.3	Language other than English.....	4,850	13.0
Widowed.....	2,130	6.5	Speak English less than "very well".....	2,059	5.5
Female.....	1,660	5.1	Spanish.....	2,631	7.1
Divorced.....	4,001	12.3	Speak English less than "very well".....	1,379	3.7
Female.....	2,392	7.3	Other Indo-European languages.....	1,883	5.1
GRANDPARENTS AS CAREGIVERS			Speak English less than "very well".....	562	1.5
Grandparent living in household with one or more own grandchildren under 18 years.....	235	100.0	Asian and Pacific Island languages.....	233	0.6
Grandparent responsible for grandchildren.....	115	48.9	Speak English less than "very well".....	95	0.3
VETERAN STATUS			ANCESTRY (single or multiple)		
Civilian population 18 years and over ..	31,189	100.0	Total population.....	39,314	100.0
Civilian veterans.....	4,848	15.5	Total ancestries reported.....	46,589	118.5
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION			Arab.....	130	0.3
Population 5 to 20 years.....	6,887	100.0	Czech ¹	254	0.6
With a disability.....	444	6.4	Danish.....	137	0.3
Population 21 to 64 years.....	22,951	100.0	Dutch.....	727	1.8
With a disability.....	3,785	16.5	English.....	5,363	13.6
Percent employed.....	68.0	(X)	French (except Basque) ¹	1,651	4.2
No disability.....	19,166	83.5	French Canadian ¹	382	1.0
Percent employed.....	76.9	(X)	German.....	7,055	17.9
Population 65 years and over.....	7,283	100.0	Greek.....	293	0.7
With a disability.....	2,143	29.4	Hungarian.....	547	1.4
RESIDENCE IN 1995			Irish ¹	7,310	18.6
Population 5 years and over.....	37,231	100.0	Italian.....	6,586	16.8
Same house in 1995.....	18,257	49.0	Lithuanian.....	310	0.8
Different house in the U.S. in 1995.....	18,060	48.5	Norwegian.....	473	1.2
Same county.....	8,997	24.2	Polish.....	1,922	4.9
Different county.....	9,063	24.3	Portuguese.....	230	0.6
Same state.....	2,388	6.4	Russian.....	1,088	2.8
Different state.....	6,675	17.9	Scotch-Irish.....	700	1.8
Elsewhere in 1995.....	914	2.5	Scottish.....	1,105	2.8
			Slovak.....	120	0.3
			Subsaharan African.....	54	0.1
			Swedish.....	424	1.1
			Swiss.....	181	0.5
			Ukrainian.....	223	0.6
			United States or American.....	1,942	4.9
			Welsh.....	323	0.8
			West Indian (excluding Hispanic groups).....	198	0.5
			Other ancestries.....	6,861	17.5

-Represents zero or rounds to zero. (X) Not applicable.

¹The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Jupiter town, Florida

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total housing units	21,054	100.0	OCCUPANTS PER ROOM		
UNITS IN STRUCTURE			Occupied housing units	16,943	100.0
1-unit, detached	9,904	47.0	1.00 or less	16,525	97.5
1-unit, attached	3,314	15.7	1.01 to 1.50	203	1.2
2 units	459	2.2	1.51 or more	215	1.3
3 or 4 units	1,850	8.8			
5 to 9 units	1,463	6.9	Specified owner-occupied units	10,208	100.0
10 to 19 units	677	3.2	VALUE		
20 or more units	2,943	14.0	Less than \$50,000	58	0.6
Mobile home	428	2.0	\$50,000 to \$99,999	2,105	20.6
Boat, RV, van, etc	16	0.1	\$100,000 to \$149,999	2,989	29.3
			\$150,000 to \$199,999	1,825	17.9
YEAR STRUCTURE BUILT			\$200,000 to \$299,999	1,845	18.1
1999 to March 2000	857	4.1	\$300,000 to \$499,999	735	7.2
1995 to 1998	1,665	7.9	\$500,000 to \$999,999	424	4.2
1990 to 1994	2,702	12.8	\$1,000,000 or more	227	2.2
1980 to 1989	11,008	52.3	Median (dollars)	149,200	(X)
1970 to 1979	3,508	16.7			
1960 to 1969	888	4.2	MORTGAGE STATUS AND SELECTED		
1940 to 1959	332	1.6	MONTHLY OWNER COSTS		
1939 or earlier	94	0.4	With a mortgage	7,676	75.2
			Less than \$300	6	0.1
ROOMS			\$300 to \$499	128	1.3
1 room	163	0.8	\$500 to \$699	465	4.6
2 rooms	333	1.6	\$700 to \$999	1,690	16.6
3 rooms	1,340	6.4	\$1,000 to \$1,499	2,822	27.6
4 rooms	5,064	24.1	\$1,500 to \$1,999	1,256	12.3
5 rooms	6,189	29.4	\$2,000 or more	1,309	12.8
6 rooms	3,872	18.4	Median (dollars)	1,236	(X)
7 rooms	2,184	10.4	Not mortgaged	2,532	24.8
8 rooms	1,067	5.1	Median (dollars)	454	(X)
9 or more rooms	842	4.0			
Median (rooms)	5.1	(X)	SELECTED MONTHLY OWNER COSTS		
Occupied housing units	16,943	100.0	AS A PERCENTAGE OF HOUSEHOLD		
YEAR HOUSEHOLDER MOVED INTO UNIT			INCOME IN 1999		
1999 to March 2000	3,425	20.2	Less than 15.0 percent	3,165	31.0
1995 to 1998	5,868	34.6	15.0 to 19.9 percent	1,872	18.3
1990 to 1994	3,492	20.6	20.0 to 24.9 percent	1,455	14.3
1980 to 1989	3,484	20.6	25.0 to 29.9 percent	1,106	10.8
1970 to 1979	598	3.5	30.0 to 34.9 percent	642	6.3
1969 or earlier	76	0.4	35.0 percent or more	1,922	18.8
			Not computed	46	0.5
VEHICLES AVAILABLE			Specified renter-occupied units	3,261	100.0
None	478	2.8	GROSS RENT		
1	6,945	41.0	Less than \$200	78	2.4
2	7,886	46.5	\$200 to \$299	78	2.4
3 or more	1,634	9.6	\$300 to \$499	196	6.0
			\$500 to \$749	726	22.3
HOUSE HEATING FUEL			\$750 to \$999	986	30.2
Utility gas	368	2.2	\$1,000 to \$1,499	733	22.5
Bottled, tank, or LP gas	114	0.7	\$1,500 or more	298	9.1
Electricity	16,184	95.5	No cash rent	166	5.1
Fuel oil, kerosene, etc	45	0.3	Median (dollars)	883	(X)
Coal or coke	-	-			
Wood	17	0.1	GROSS RENT AS A PERCENTAGE OF		
Solar energy	-	-	HOUSEHOLD INCOME IN 1999		
Other fuel	-	-	Less than 15.0 percent	522	16.0
No fuel used	215	1.3	15.0 to 19.9 percent	556	17.0
			20.0 to 24.9 percent	433	13.3
SELECTED CHARACTERISTICS			25.0 to 29.9 percent	323	9.9
Lacking complete plumbing facilities	14	0.1	30.0 to 34.9 percent	340	10.4
Lacking complete kitchen facilities	16	0.1	35.0 percent or more	912	28.0
No telephone service	120	0.7	Not computed	175	5.4

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

Appendix C: COMMUNITY TRANSIT SERVICE GOALS AND OBJECTIVES

Overview

This section presents a goals and objectives statement for use in planning and implementing community transit services in general for this study, and in particular for individual municipalities to consider. The purposes of this goals and objectives statement are to:

- Provide a general framework for developing community transit service options for each municipality.
- Provide a framework for each municipality to assess its interest in and commitment to community transit and to consider the type of service proposed.

The policies represented by the goals and objectives statement are not intended to be prescriptive, but rather to serve as a set of guidelines – a starting point – from which each municipality can tailor and customize as it deems fit, subject to any constraints or requirements imposed by a particular funding avenues.

Community Transit Service Goals and Objectives

A goals and objectives statement was developed to guide the planning of community transit services. The following six goals were identified.

- GOAL 1: Provide Enhanced Accessibility and Mobility
- GOAL 2: Support Transit System Integration
- GOAL 3: Provide Quality Transit Service
- GOAL 4: Provide Service in a Cost-Effective and Cost-Efficient Manner
- GOAL 5: Provide Proactive Administrative Oversight
- GOAL 6: Complement Community Goals and Quality of Life

For each of these goals, specific objectives and measures of effectiveness (MOE) were formulated, as follows:

GOAL 1: *Provide Enhanced Accessibility and Mobility*

Objective 1.1: Design routes to maximize the availability of service to targeted users.

- MOE 1.1.1: Provide transit service within ½ mile of 75% of targeted users.
- MOE 1.1.2: Minimize duplication of routes with existing (and planned) Palm Tran services.

Objective 1.2: Design routes to provide convenient access to targeted activity centers and land uses.

- MOE 1.2.1: Provide transit service within 1/4 mile of 75% of targeted land uses.
- MOE 1.2.2: Minimize duplication of routes with Palm Tran services.

Objective 1.3: Design routes to provide reasonably direct travel paths between the ends of the route.

MOE 1.3.1: Design routes so that the path is no more than 50% longer than the shortest street distance between route terminal points.

Objective 1.4: Provide reasonable headways and operating hours.

MOE 1.4.1: As a guideline, provide service with these suggested minimum headways, with more frequent service on routes with greater ridership:

- Activity center circulator: 30 minutes
- Neighborhood circulator: 60 minutes
- Feeder circulator: 30 minutes in peak hours
60 minutes off-peak
- Lifeline circulator: 60 minutes or appointment

MOE 1.4.2: Operate the services at times appropriate for the target market, avoiding gaps in service during the day unless appropriate for the target market and type of service provided.

GOAL 2: Support Transit System Integration

Objective 2.1: Provide Connections to Palm Tran Transit Routes

MOE 2.1.1: Connect the route to Palm Tran service at a convenient point, at a location with multiple Palm Tran routes and with passenger amenities if possible.

MOE 2.1.2: Design the route, as much as possible, to have timed connections with Palm Tran services, usually accomplished by having the same headways.

Objective 2.2: Provide Connections to Regional Transit

MOE 2.2.1: Connect the route to regional transit service at a Tri-Rail station, if not redundant with other service and if suitable for the target local transit market.

MOE 2.2.2: Design the route, as much as possible, to have timed connections with Tri-Rail service.

Objective 2.3: Support Regional and County Transportation Policies

MOE 2.3.1: Support consistency with the current MPO Long-Range Transportation Plan.

MOE 2.3.2: Support consistency with the Palm Tran Transit Development Plan.

GOAL 3: *Provide Quality Transit Service*

Objective 3.1: Promote Customer Comfort and Convenience

MOE 3.1.1: Provide service in terms of coverage, operating hours, and headways to attract ridership.

MOE 3.1.2: Within funding constraints and after demand patterns are evident, pursue placement of bus shelters at key locations for customer comfort.

MOE 3.1.3: Place bus route/stop signs along the route for community visibility and customer orientation.

Objective 3.2: Promote Use of the Transit Service

MOE 3.2.1: Develop and execute a service information and marketing initiative to publicize the service and readily provide information on its availability and use.

MOE 3.2.2: Post transit information on the municipality website in a prominent location.

MOE 3.2.3: Develop and distribute printed route map and schedules at public places and businesses.

Objective 3.3: Provide Safe and Reliable Service

MOE 3.3.1: Monitor and manage safety performance.

MOE 3.3.2: Monitor service reliability for schedule accuracy and other operational issues.

MOE 3.3.3: Monitor maintenance activities and breakdown frequency as an element of service reliability.

GOAL 4: *Provide Service in a Cost-Effective and Cost-Efficient Manner*

Objective 4.1: Optimize Transit Service Utilization

MOE 4.1.1: Monitor ridership and service provision to meet a minimum performance level of 5 passengers per revenue hour and 0.5 passengers per revenue mile.

Objective 4.2: Manage the Cost of Service Provision

MOE 4.2.1: Monitor ridership and service provision to contain the net cost of service provision to less than \$10.00 per passenger, \$5.00 per revenue mile, and \$50.00 per revenue hour.

MOE 4.2.2: Maintain an appropriate fare level consistent with the local market and funding requirements. Where possible, consider a "fare free" operation which would encourage use and avoid cash management issues.

Objective 4.3: Pursue Opportunities for Community Partnerships

GOAL 5: Provide Proactive Administrative Oversight

Objective 5.1: Comply with Local, State, and Federal Regulations

MOE 5.1.1: Transit vehicles and other facilities must be in conformance with ADA requirements.

MOE 5.1.2: Insurance requirements must be satisfied.

Objective 5.2: Monitor Performance and Refine Transit Services

MOE 5.2.1: Establish a monitoring procedure and assess performance relative to adopted goals and objectives, to be performed semi-annually by the local service sponsor at a minimum, and desirably including user and community input.

MOE 5.2.2: Based on the periodic monitoring, identify refinements to the transit service operating plan.

Objective 5.3: Identify a Sustained Funding Strategy

MOE 5.3.1: Develop an initial and a continuing combination of funding sources to support transit service operations.

MOE 5.3.2: Develop an initial and a continuing combination of funding sources to support transit service capital requirements.

GOAL 6: Complement Community Goals and Quality of Life

Objective 6.1: Conform to the Municipal Comprehensive Plan

MOE 5.1.1: The transit service should be consistent with the municipal Transportation Element policies.

MOE 5.1.2: The transit service should be consistent with the municipal Land Use Element policies.

Objective 6.2: Provide a Mechanism for Community Input

MOE 6.2.1: Provide opportunities for community input on transit service development and operations.

MOE 6.2.2: Provide opportunities for input from the community and transit users on services provided.

Objective 6.3: Seek Opportunities for Partnerships

MOE 6.3.1: Seek opportunities with local businesses, business organizations, and other civic or community organizations to promote, support and cross-market the transit service.

MOE 6.3.2: Seek opportunities to participate in programs and grants supportive of transit services, whether in terms of financial support or increased ridership.

Objective 6.4: Recognize Social and Environmental Benefits

MOE 6.4.1: As part of periodic monitoring, identify social benefits of the service to the users and to the community.

MOE 6.4.2: As part of periodic monitoring, identify environmental benefits of the service to the users and to the community.

APPENDIX To Goals and Objectives

RELEVANT TRANSPORTATION AGENCY GOALS AND OBJECTIVES

The following sections present goals and objectives extracted from various transportation agency policy statements which are relevant to the provision of community transit services in Palm Beach County municipalities. The goals and objectives statement presented in this technical memorandum has been structured to be consistent with these relevant policy provisions. The agency policies included are those of the Palm Beach Metropolitan Planning Organization, Palm Tran, Tri-Rail, and the Regional Transportation Organization.

Palm Beach Metropolitan Planning Organization (MPO) – 2025 Long-Range Transportation Plan

Goal 1.0 (INTERMODAL): The plan will effectively address the integration of land, water, and air modes of transportation, and associated intermodal facilities into a cohesive intermodal system.

Objective 1.2: The Plan will preserve the existing transportation facilities and use existing transportation facilities more efficiently.

Measure of Effectiveness (MOE) 1.2.2 Increase in transit and vehicular occupancy.

Goal 2.0 (ALTERNATIVE MODES): The plan will consider effective alternative modes of transportation to the automobile.

Objective 2.1: Alternative forms of transportation will be considered as part of the systematic approach to congestion management.

MOE 2.1.3 Percent of congested road corridors with transit routes.

Objective 2.4: The Plan will consider, promote, improve, and increase, as appropriate, the use of transit as a viable alternative form of transportation.

MOE 2.4.1 Percent of person-trips by transit.

Objective 2.6: Security of public transit services will be monitored and, if necessary, improved through appropriate design concepts and programs.

MOE 2.6.1 Security as element of Palm Tran and Tri-Rail system operations.

Objective 2.7: The plan will consider, improve, and increase the transit safety to and from stops.

MOE 2.7.1 Security as an element of Palm Tran and Tri-Rail transit stops.

Goal 6.0 (ENVIRONMENTAL AND SOCIAL RESOURCES): The plan will preserve, and wherever possible, enhance the communities' social and environmental resources.

Objective 6.5: The needs of that portion of the population considered low income and/or traditionally underserved will be considered.

MOE 6.6.1 Consideration of low income and/or traditionally underserved.

Palm Tran Transit Development Plan Annual Update (FY 2001-2002)

The following summarizes the goals and objectives which are relevant to community transit services. For each objective, Palm Tran has developed policies to support those objectives.

Goal 1: To consistently provide effective, safe, and reliable public transit services to the residents and visitors of Palm Beach County.

Objective 1.1: Increase the frequency of service and reduce travel times on highly utilized routes and along significant corridors, including, but not limited to Okeechobee Blvd., Military Trail, Congress Ave., and US 1.

Objective 1.2: Implement a system safety and passenger security program to increase the personal safety of existing patrons and attract potential patrons to the system.

Goal 2: To increase the efficiency of the Palm Tran fixed-route system.

Objective 2.1: Palm Tran shall employ cost saving and revenue generation strategies to increase the operating efficiency of the system.

Goal 3: To identify and pursue additional fiscal and human resources to implement this transit development plan.

Objective 3.1: Pursue additional resources needed to procure needed capital assets and increase operating revenue.

Objective 3.2: Aggressively pursue the expansion of private sector participation and public/private partnerships in public transportation programs and projects.

Goal 4: To improve Palm Tran's image as a viable transportation alternative for the community.

Objective 4.1: Support and encourage land development regulations, policies and initiatives that support transit usage and make Palm Tran a viable transportation alternative for the community.

Objective 4.2: To provide a convenient and effective alternative to the automobile and a convenient link to intermodal travel, reducing traffic congestion and contributing to air quality goals.

Goal 5: To pursue the most cost-effective means of providing ADA complementary paratransit services to eligible patrons in the community.

Objective 5.1: Review current service characteristics to identify areas where cost saving practices can be implemented.

☐ **Tri-Rail (Tri-County Commuter Rail Authority) 2020 Long Range Master Plan**

Tri-Rail has adopted the following goals and objectives statement in its 2020 Long Range Master Plan:

Goal 1: Expand service to meet South Florida's travel needs.

Objectives:

- Improve the interconnections between Tri-Rail stations and the major downtown areas of Miami-Dade, Broward, and Palm Beach Counties.
- Improve the interconnections between Tri-Rail stations and the three major airports.
- Improve the interconnections between Tri-Rail stations and major employers within a 3-mile radius.
- Provide weekend shuttles to beach areas.
- Seek opportunities to provide Tri-Rail service in additional corridors.
- Increase service to educational facilities.

Goal 2: Coordinate with local agencies to develop transit supportive policies.

Objectives:

- Coordinate with FDOT to fully integrate Tri-rail into the I-95 ITS system, so that it plays a major part in the congestion relief program for that corridor.
- Coordinate governmental investments and infrastructure to support existing Tri-Rail stations.
- Work with the counties and local communities to improve bicycle and pedestrian connections to Tri-rail stations.
- Support South Florida's Eastward Ho program.
- Coordinate with other rail users (i.e., freight lines, Amtrak).

Goal 3: Fully integrate Tri-Rail into local and statewide transit systems.

Objectives:

- Work with counties to coordinate Tri-Rail and local feeder bus schedules.
- Re-examine north-south transit routes in the eastern portion of South Florida in light of Tri-Rail's planned 20-minute headways.
- Maximize service coordination with the Miami Intermodal Center.
- Pursue full utilization of FDOT's park-and-ride lots along I-95.
- Provide compatible interconnections between Tri-Rail and state rail initiatives.
- Pursue a strong Regional Transit Organization that can establish regional transportation policies.

Goal 4: Expand funding base for Tri-Rail.

Objectives:

- Actively pursue employer participation in Tri-Rail shuttle service.
- Pursue opportunities for joint development.
- Seek state/county development of intermodal centers around Tri-rail stations and I-95 park-and-ride lots.
- Pursue participation in the funding mechanism for any future state rail initiatives.
- Pursue participation in all future local transit or transportation funding initiatives.
- Seek secure source of funds for regional transit.

Regional Transportation Organization

The RTO has developed the following policy guidance:

Mission Statement: "To provide safe, reliable, and efficient transit services to South Florida residents and visitors in a courteous and affordable manner:

Goal 1: Safety

Implement a system safety and passenger security program to increase the personal safety of existing patrons and attract potential patrons to the system."

Goal 2: Reliability

Adopt service standards and monitor performance to achieve 95% schedule adherence.

Goal 3: Efficiency

Provide effective, coordinated services to patrons as a convenient alternative to the automobile, reducing traffic congestion, and improving air quality.

Goal 4: Courtesy

Develop and enhance patronage by improved customer service training, and access to information, new stations and signage.

Goal 5: Affordability

Pursue additional resources for capital and operating needs, expand advertising revenues, and implement administrative cost savings to reduce budget and dependence on public subsidies.

In addition, the RTO has developed the following objectives:

1. Provide for efficiencies in the delivery of existing regional service and to provide improved services with existing resources;
2. To provide regional surface transportation information to the public;
3. To provide a regional forum for deliberation on surface transportation issues of mutual interest and to provide a regional voice for agreed upon surface transportation policies, plans and programs;
4. To review funding constraints and opportunities, and provide recommendations on funding;
5. To provide a forum to respond to commuter concerns and travel needs in a timely manner; and
6. To promote and work towards a seamless regional surface transportation system.

6. To promote and work towards a seamless regional surface transportation system.