



Connections 2026

Escambia County's 10-Year Transit Development Plan

August 2016



ESCAMBIA COUNTY AREA TRANSIT

Tindale
Oliver



Presentation Overview

- What is a TDP?
- Baseline Conditions
- Transit Demand Assessment
- Public Outreach
- 10-Year Needs
- Evaluation of Needs & Priorities
- 10-Year Cost Feasible Plan
- Next Steps

What TDP is Not

- Not a Budget
- Not a Capital Improvement Program (CIP)
- Not a binding agreement

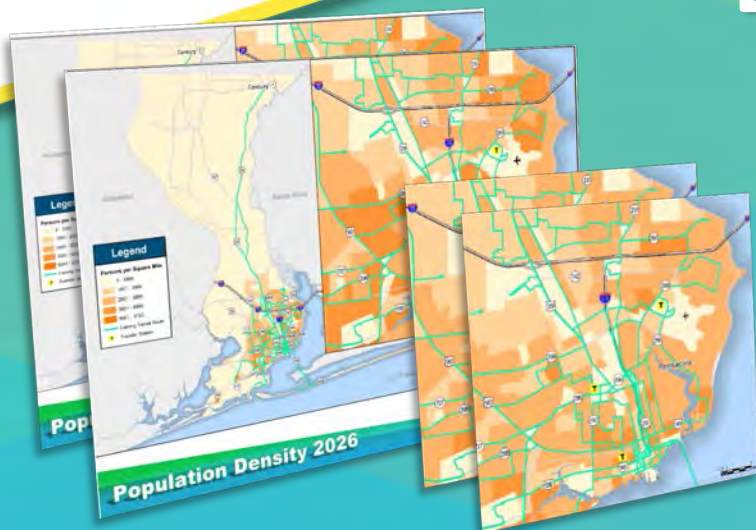
**Ok. What is it,
then?**



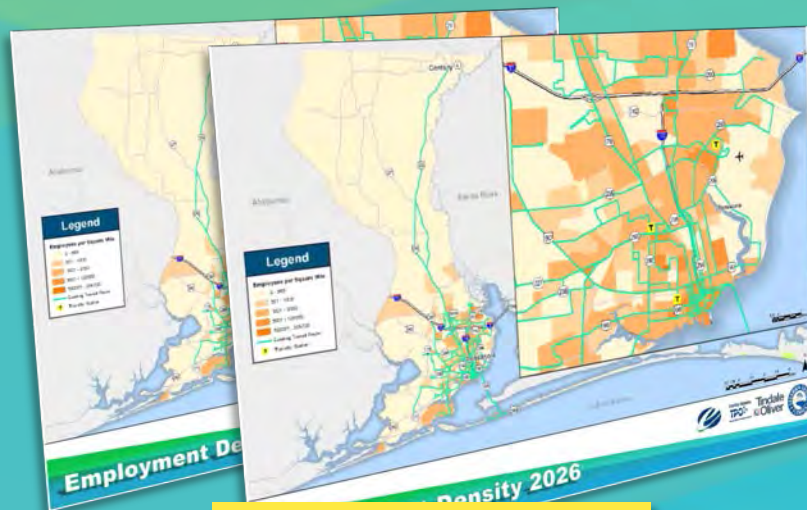
What is a TDP?

- 10-year Strategic Plan for Transit
 - Evaluate demographics & travel behavior
 - Assess existing transit options
 - Conduct public involvement & outreach
 - Determine transit needs
 - Develop service & implementation plans
- FDOT Requirement
- Incorporates Best Practices

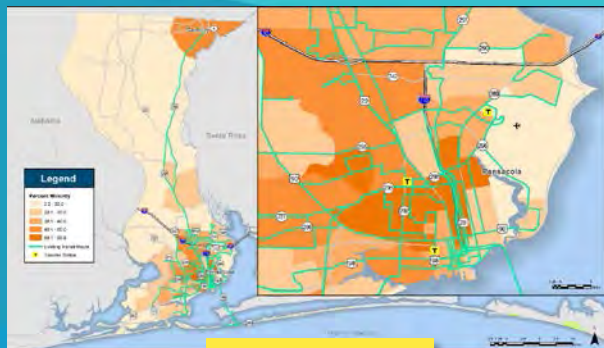
Baseline Conditions



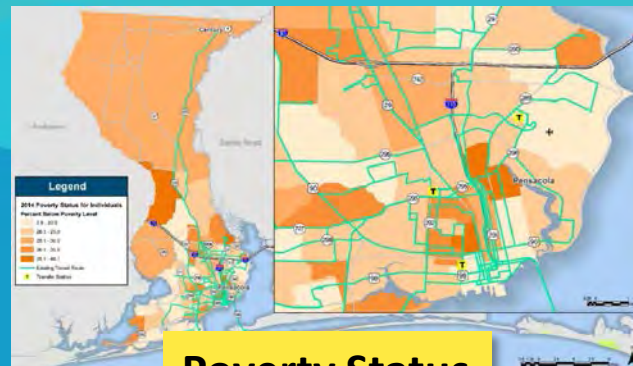
Population and Housing Trends



Employment Trends



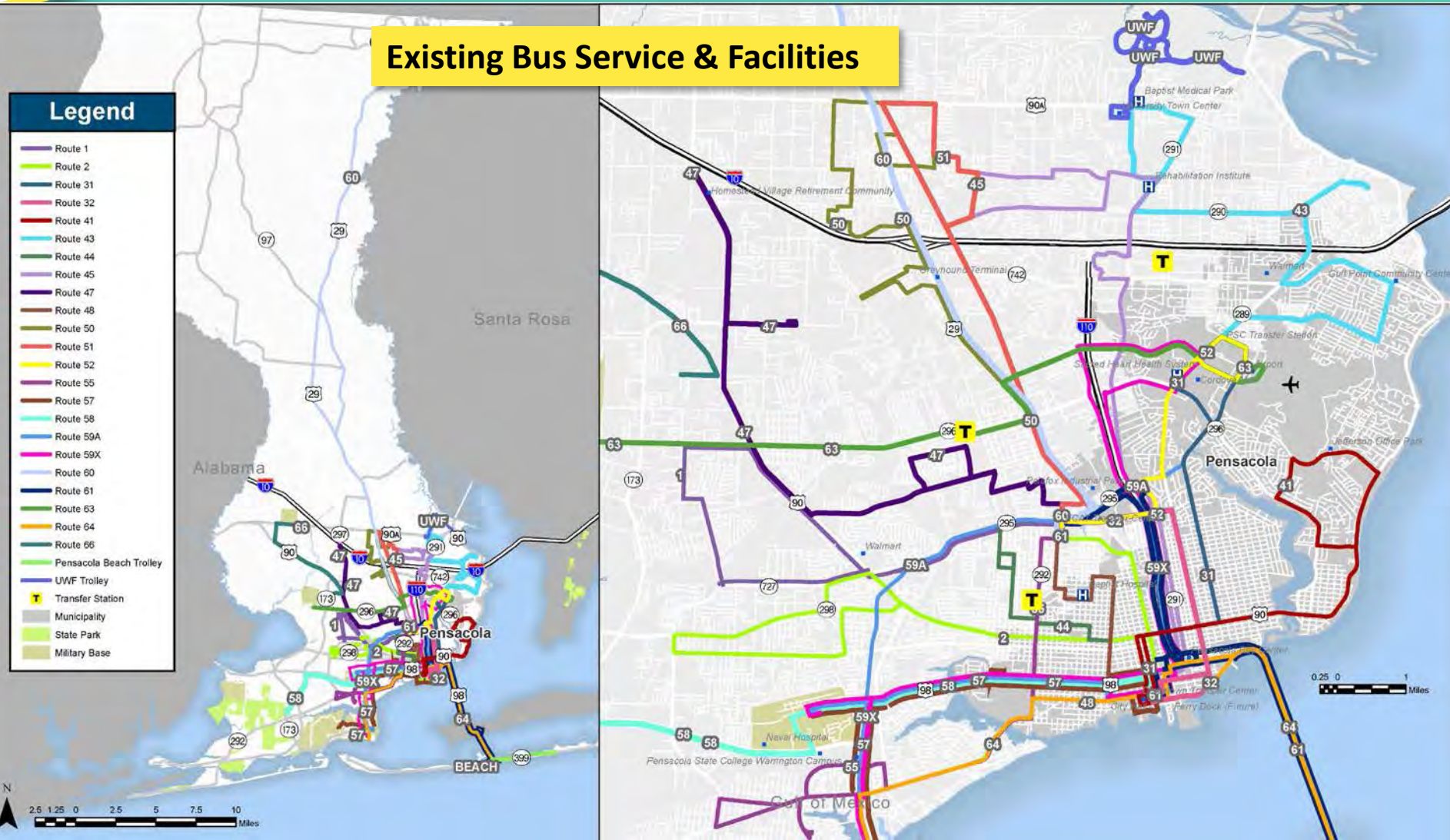
Minority



Poverty Status

Baseline Conditions

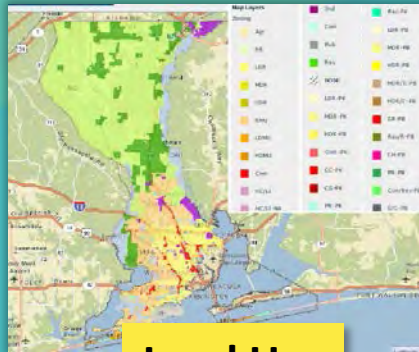
Existing Bus Service & Facilities



Baseline Conditions



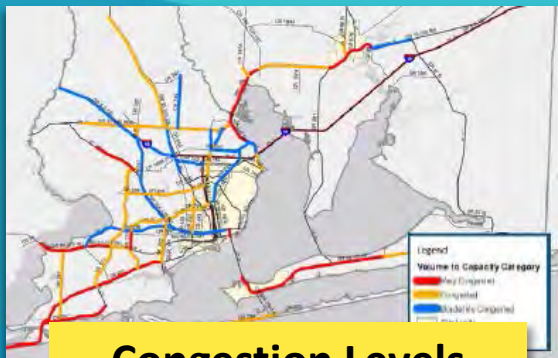
Activity Centers



Land Use



Local/Regional Studies/Plans



Congestion Levels



Other Transportation Options

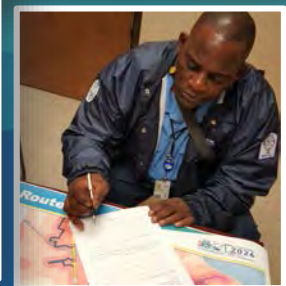
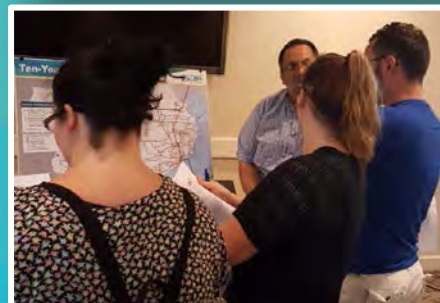


Traditional Markets



Public Outreach

- Public Workshops
- Discussion Groups
- Stakeholder Interviews
- Bus Rider Survey
- Bus Operator Survey
- General Public Surveys
- Website/Email/Facebook
- Grassroots Efforts



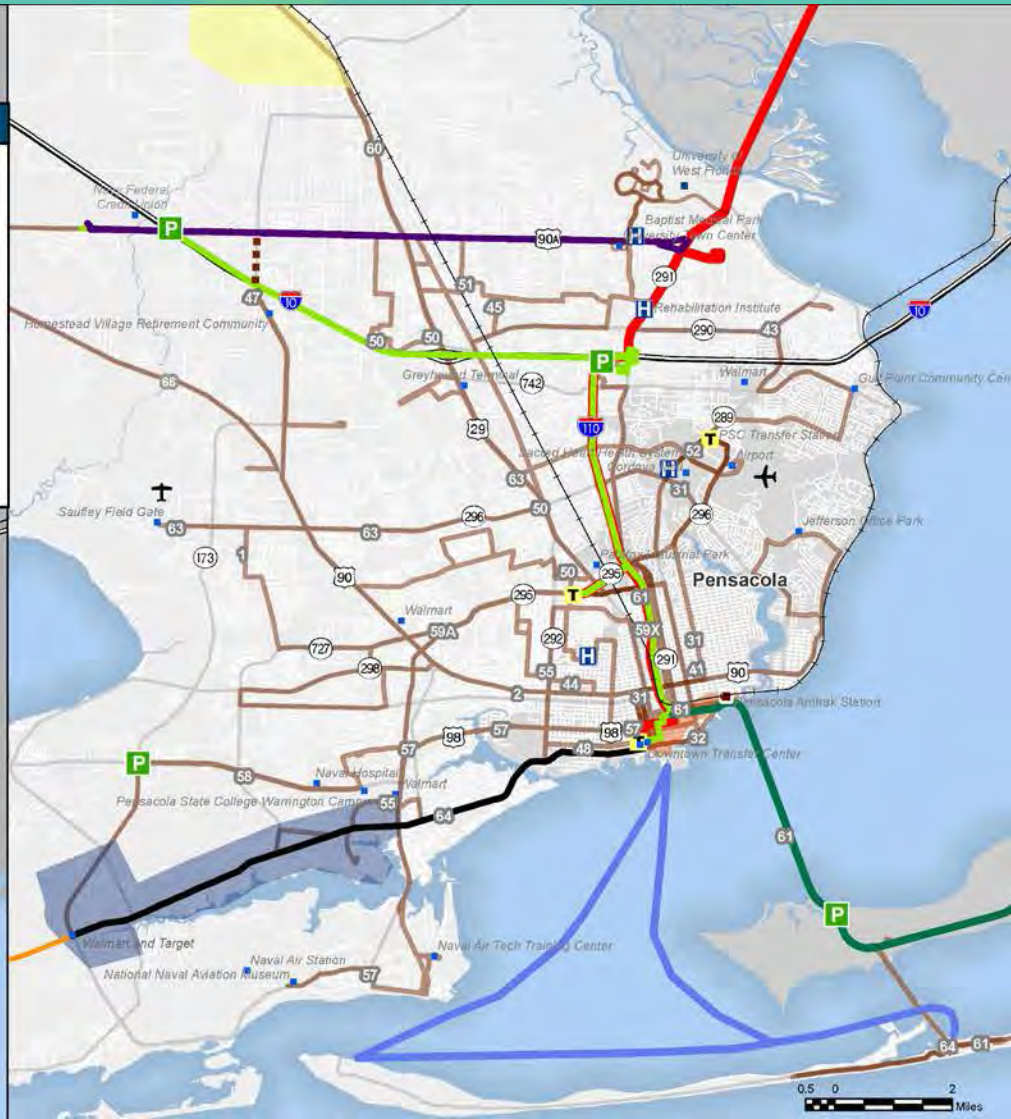
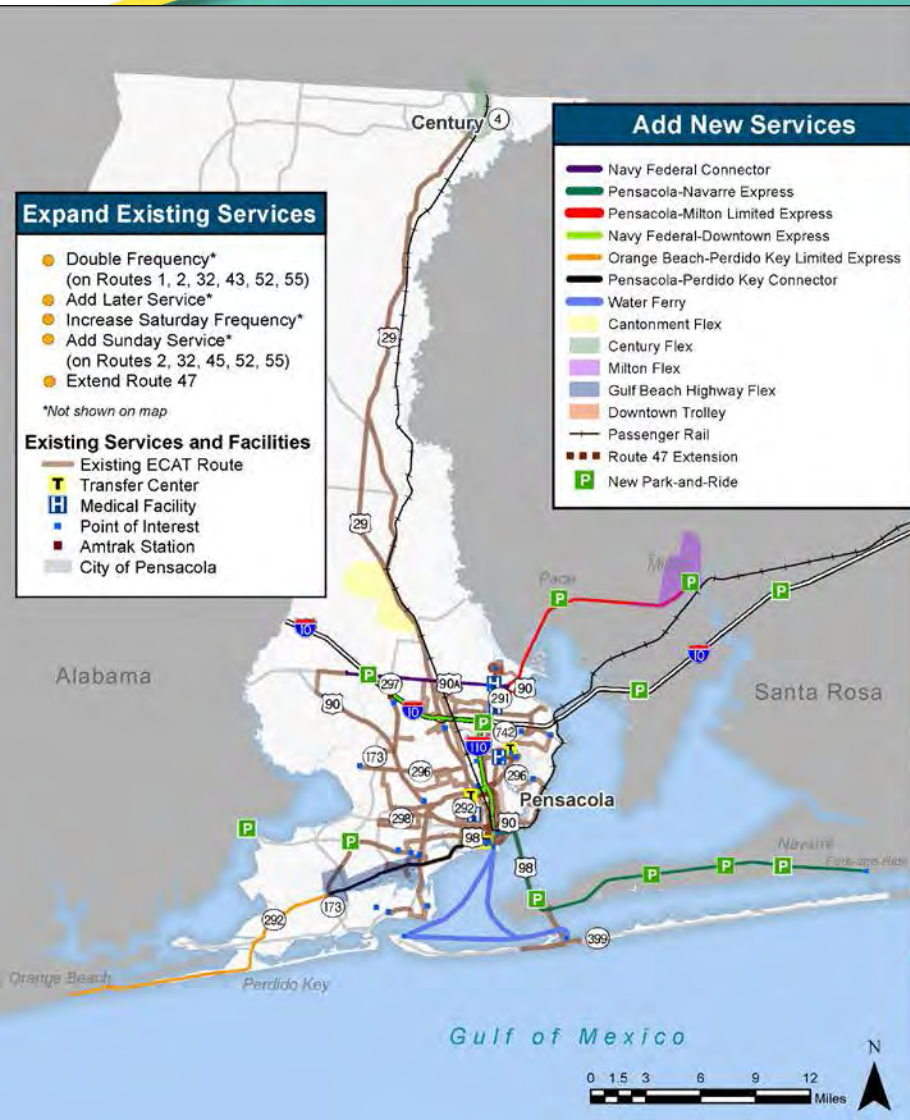
Public Outreach

Outreach Activity	Participants
Discussion Groups	23
Public Workshops/Grassroots Outreach	98
Committees (MTAC, Other)	44
Rider, Non-Rider, Operator Surveys	2,207
E-mail Blasts	171
Facebook & Twitter	283
Santa Rosa Survey	604
Total Participants	3,430

Input on Improvements

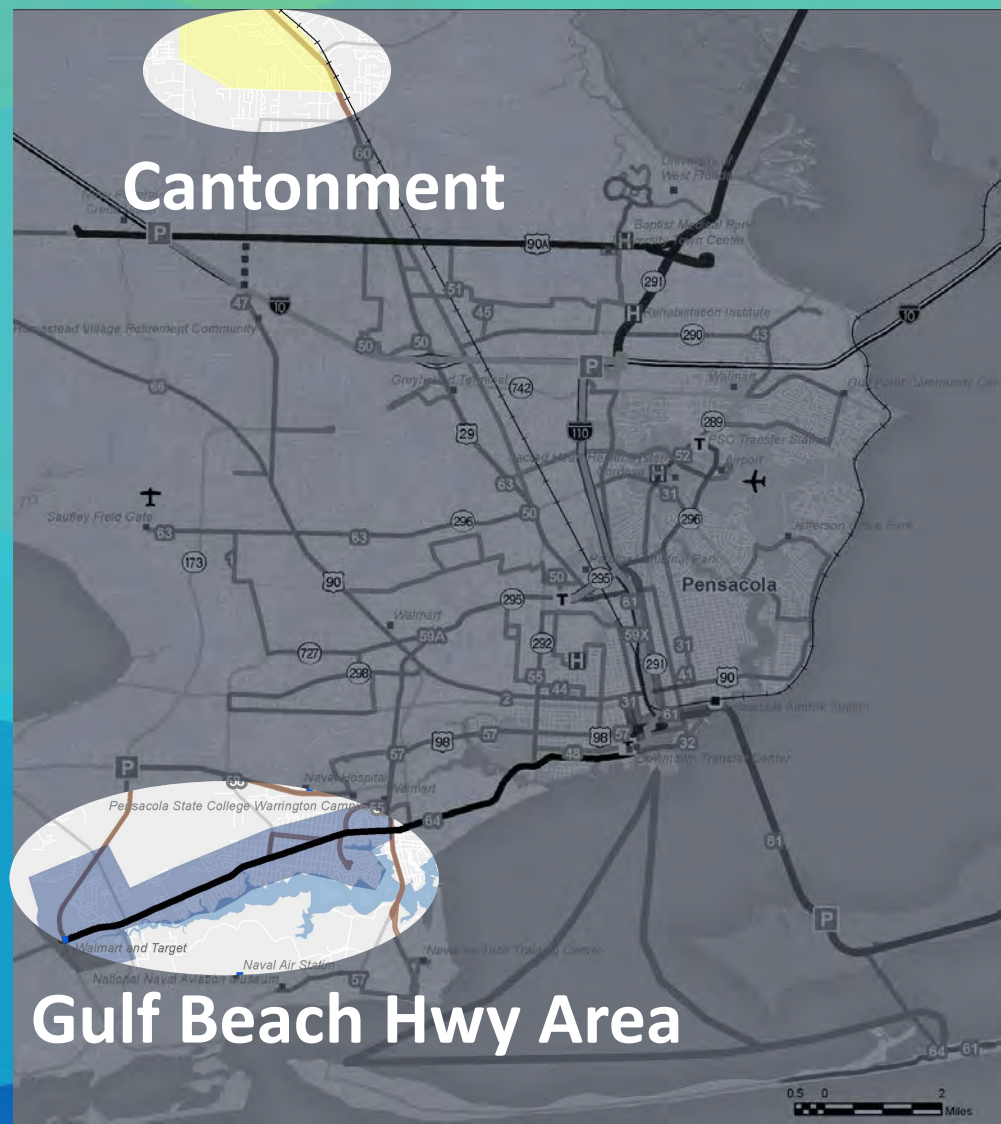
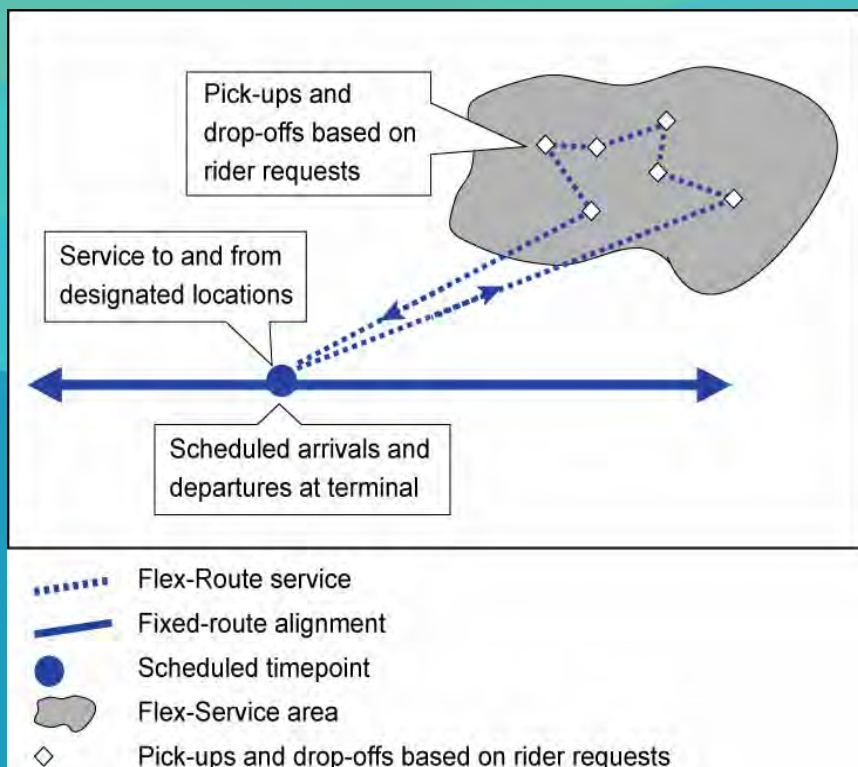
Improvement	Public Workshops	Discussion Groups	On-Board Survey	Bus Operators	Stakeholder Interviews	Mass Transit Advisory Committee	Technical Review Team
Increase Frequency	1	2	3	2	3	1	1
Add Service to New Areas	2	3	4	4	1	2	2
Add Later Hours	3	1	2	1	4	3	3
More Weekend Service	4	4	1	3	2	4	4

10-Year Transit Needs

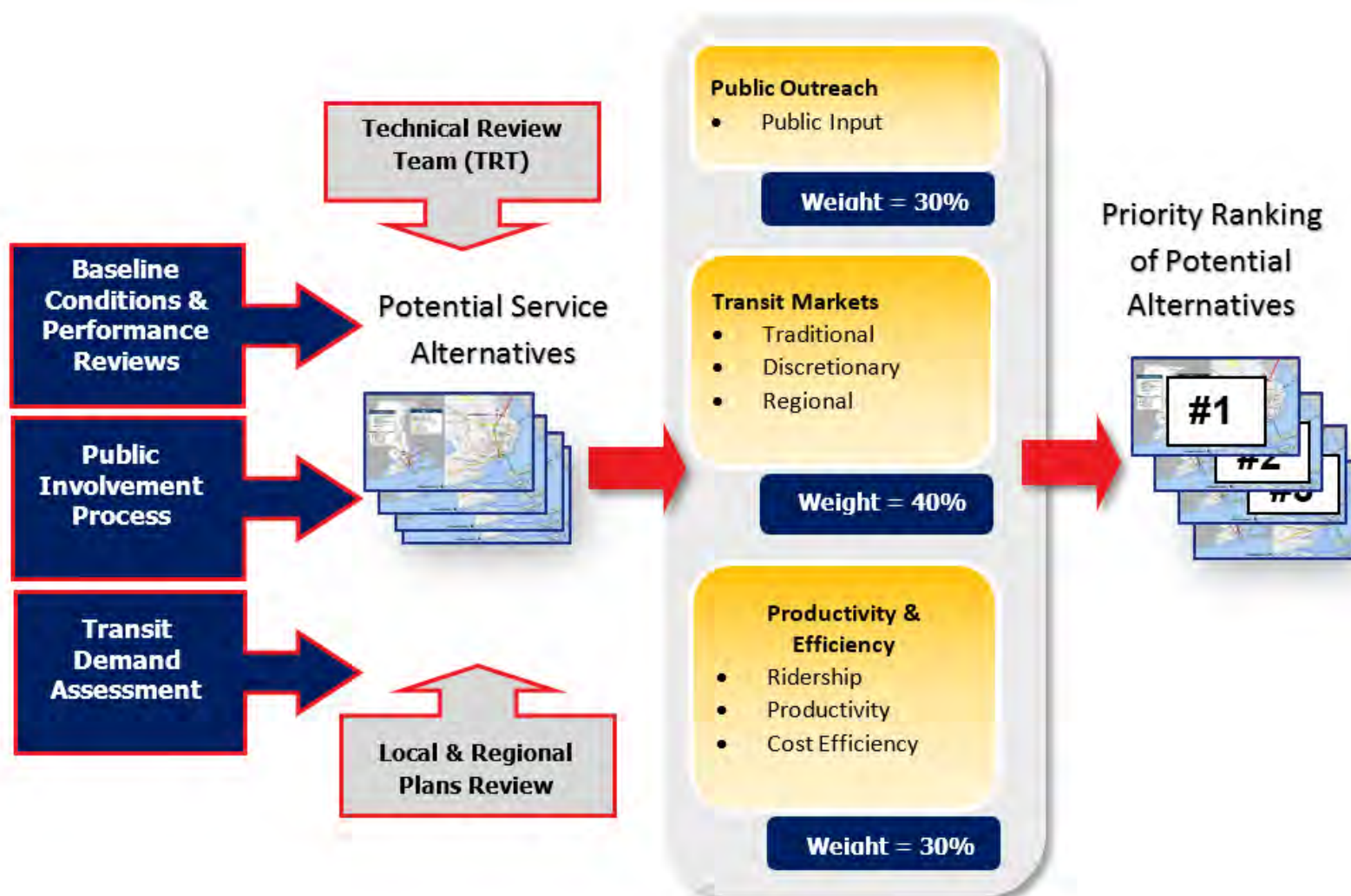


10- Year Transit Needs

Flex Route Service Concept



Alternatives Evaluation



Improvement Priorities

Priorities for Improvements to Existing Routes

#1 - Add Later Weekday Service to 10 pm on all Routes

#2 - Increase Saturday Frequency on Existing Routes

#3 - Double Weekday Frequency on Routes 1, 2, 32, 43, 52, 55

#4 - Add Sunday Service on Routes 2, 32, 45, 52, 55

#5 - Extend Route 47 to Nine Mile Road

Improvement Priorities

New Local Route Priorities

#1 - Navy Federal Connector

#2 - Navy Federal-Downtown Express

#3 - Cantonment Flex

#4 - Gulf Beach Highway Flex

#5 - Pensacola-Perdido Key

#6 - Downtown Trolley



Improvement Priorities

New Routes - Regional Priorities

#1 - Pensacola-Navarre Express

#2 - Pensacola-Milton Limited Express

#3 - Milton Flex

#4 - Orange Beach-Perdido Key Limited Express



10-Year Needs - Capital

- Bus Stop Infrastructure
- Bus Stop Safety/ADA Accessibility
- Park-and-Ride Lots
- Transit Signal Priority (TSP)
- New ECAT Operations & Maintenance Facility
- Enhance Rosa Parks Transfer Complex
- New Downtown Intermodal Facility
- Replace/Add New Vehicles



10-Year Needs - Other

- Partnership to Establish Water Ferry Connections
- Shared Park-and-Ride Lot Agreements
- Transportation Demand Management (TDM) Strategies
- Land Development Regulations
- Partnerships with Ride-Sourcing Companies
- Ride Voucher Programs
- Study Connection Service to Water Ferry
- Evaluate Implementing Transit Signal Priority

Cost Feasible Plan

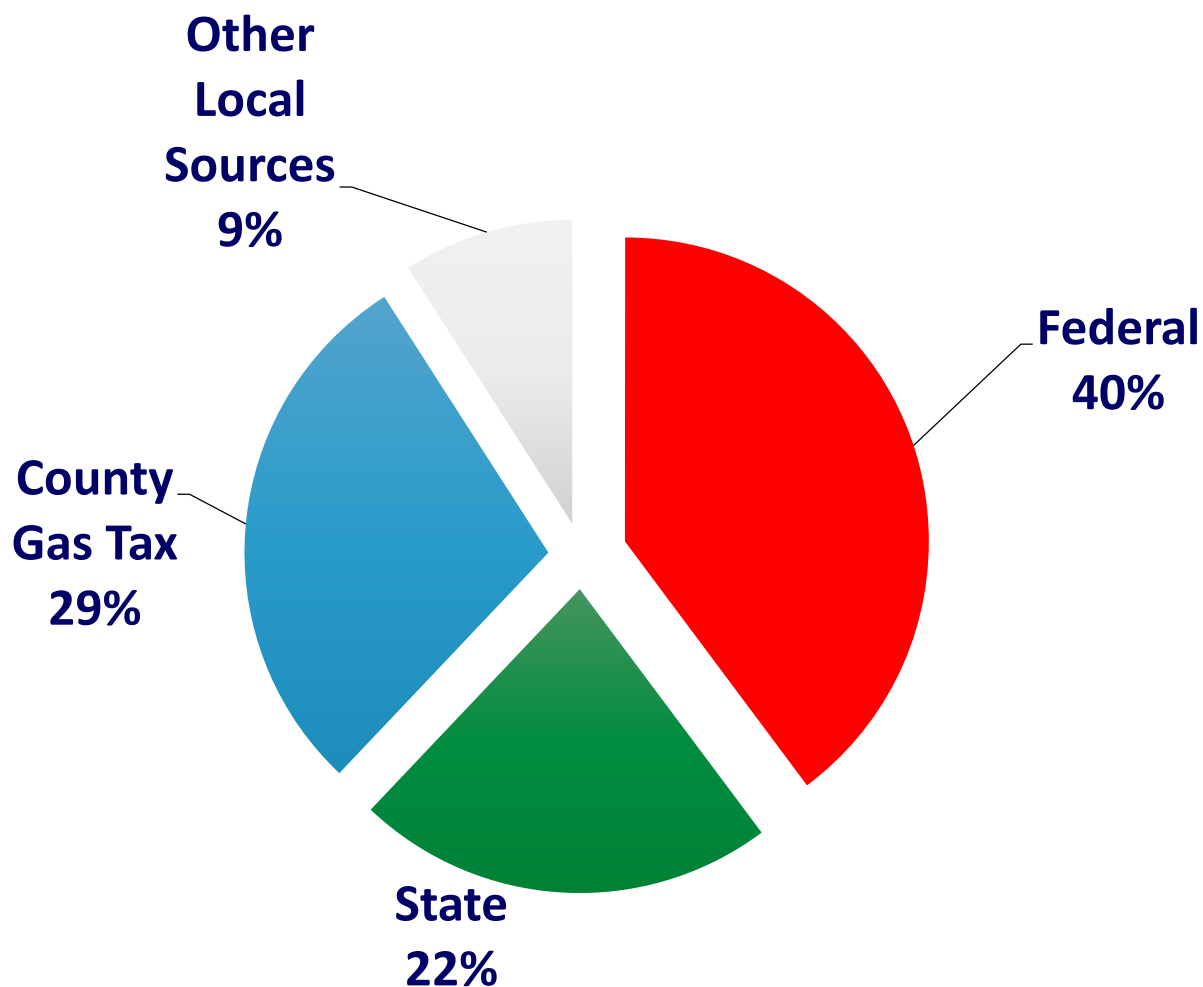
- Continue Existing Services
 - 2017 - Extend Route 47
- New Services
 - 2018 - Downtown Trolley
 - 2021 - Pensacola-Navarre Express
- Capital Improvements
 - 2017/26 – Misc. Capital and Amenities
 - 2017/20 - Bus Stop Infrastructure/Accessibility
 - 2017/20 - Park-and-Ride Lots
 - 2023 - ECAT Operations and Maintenance Facility
 - 2024 - Downtown Intermodal Facility

Cost Feasible Plan Costs (millions)



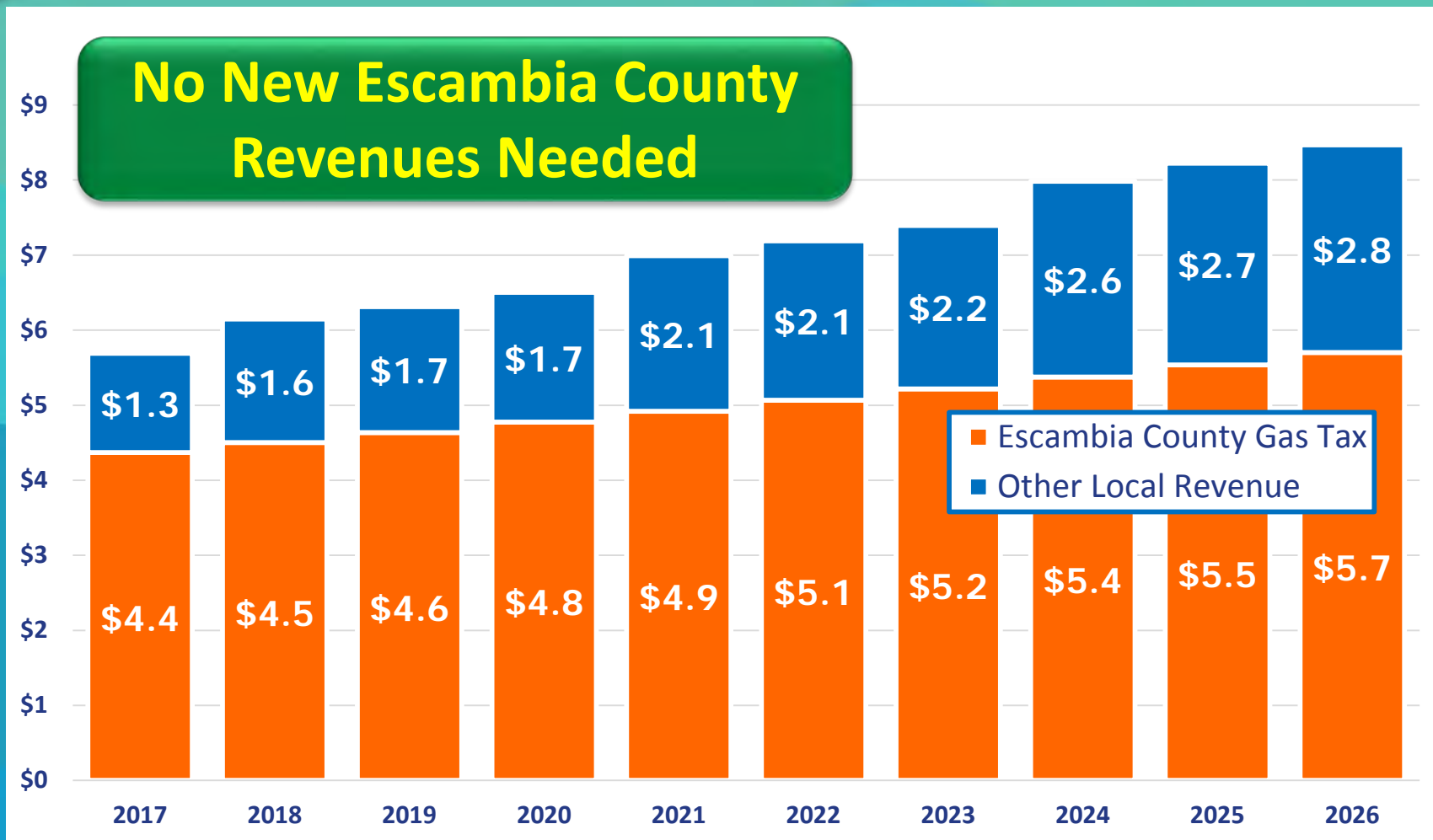
* Assumes 3% annual inflation.

Cost Feasible Plan Revenues



Cost Feasible Plan

Local Revenues (millions)



* Assumes 3% annual inflation.

Next Steps

- Plan Adoption
- Submit to FDOT
 - September 1st



Questions/Comments

