

ACCESS PASCO

A PLAN FOR TRANSIT

*Ten-Year Transit Development Plan
(2014-2023)*



Executive Summary

October 2013





ACCESS

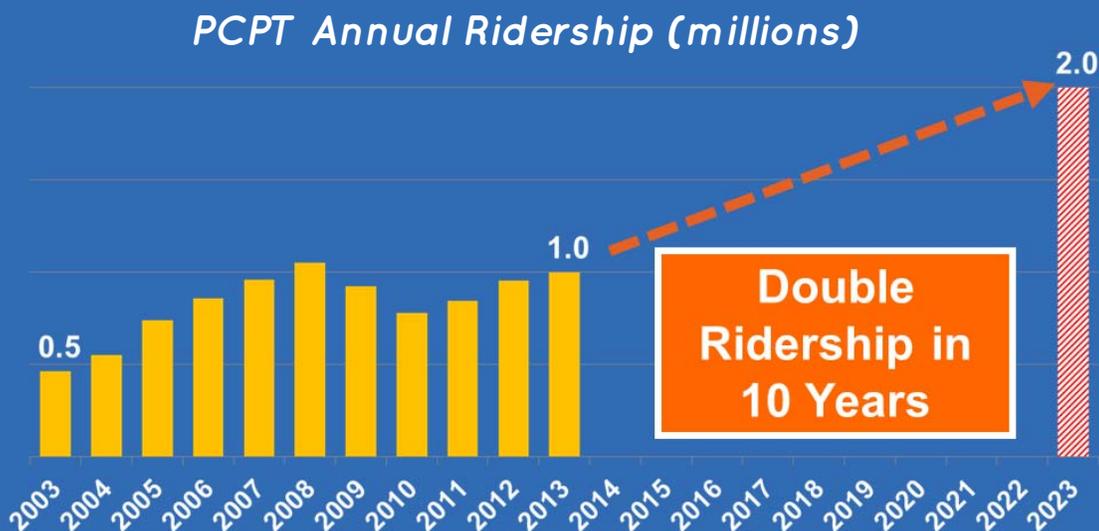
Access Pasco: A Plan for Transit

In 2013, Pasco County Public Transportation (PCPT) is anticipated to provide more than one million transit trips for residents and visitors in Pasco County, moving riders between their homes, jobs, schools, shopping centers, medical facilities, and other activity centers throughout the county. PCPT has become an important part of Pasco County's transportation solution options and is anticipated to play an even greater role in the future as the County continues to focus on economic development and job growth, especially along the SR 54/56 corridor and in west Pasco County (along and between the US 19 and Little Road corridors).

To continue planning for the ever-increasing role of transit in Pasco County, "Access Pasco: A Ten-Year Transit Plan" was developed through a collaborative effort of PCPT, the Pasco County Metropolitan Planning Organization (MPO), and the Florida Department of Transportation (FDOT). With direction from the MPO Board and input from the MPO's technical and citizens advisory committees and citizens and visitors throughout the county, Pasco County is pleased to provide this Executive Summary of the *Access Pasco* transit plan. The resulting 10-year plan serves as a strategic guide for transit in Pasco County. The plan also meets the State requirement for providing an updated 10-year plan every five years to continue receiving transit funding from FDOT.

Plan Objective

"Double ridership from 1 million in 2013 to 2 million in 2023"—this is the objective that resulted from the workshops facilitated with the Pasco MPO Board and its advisory committees. There was nearly unanimous agreement that Pasco County will need to significantly increase its focus and investment in transit to reinforce the broader economic development and job creation goals of the County and become more competitive with areas of comparable population throughout the U.S. *Access Pasco* identifies the transit service improvements and transit capital investments that would be necessary to achieve this objective in the next 10 years.



Outreach

Numerous public outreach activities have been conducted at various locations throughout Pasco County as part of plan development. These activities were conducted to obtain public feedback and comments to increase the likelihood of active participation from citizens and stakeholders. Outreach efforts included a bus on-board survey, workshops with public and elected officials, stakeholder discussion groups, bus operator interviews, non-rider surveys, and use of social media. Some highlights of the findings are shown below.

Outreach Event	Participants
Discussion groups (2)	22
Public workshops (4)	206
MPO Board and Committee workshops	33
Rider, non-rider, operator surveys	1,396
E-mail blasts	586
Facebook & Twitter	57

Total Participants

2,300

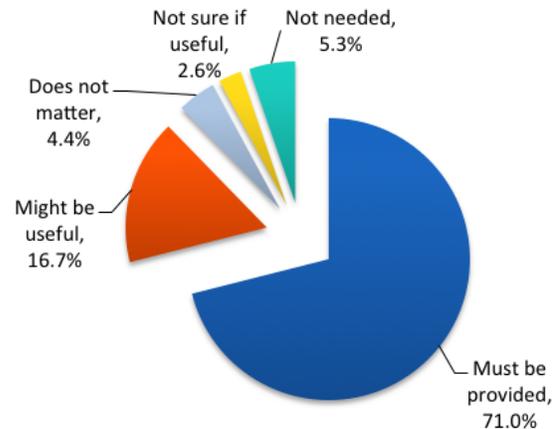
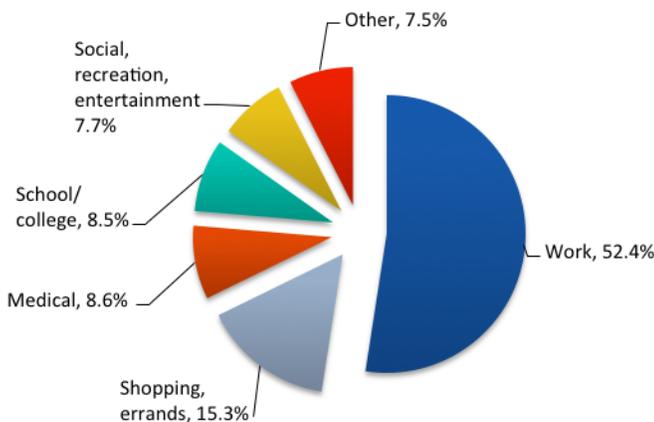
2013 Survey Highlights

Current Riders

General Public

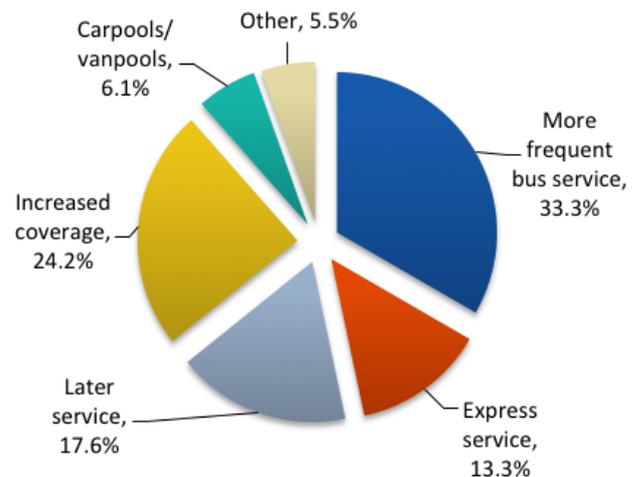
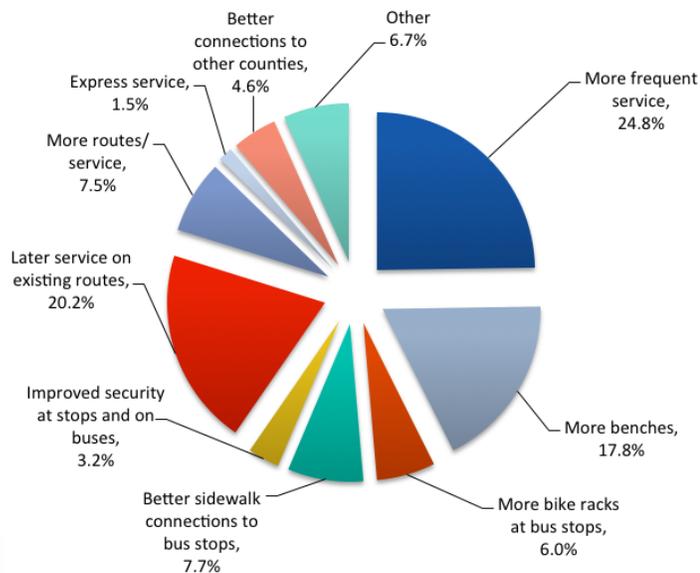
Where Riders are Going

Perceived Need for Transit



Improvements Riders Want

Improvements Citizens Want



Access Pasco used a comprehensive data gathering and analysis process to identify potential transit improvements for the next 10 years. In addition to the extensive public outreach process, a detailed assessment of baseline conditions and a comprehensive peer review of transit system performance was conducted. Various past and ongoing studies in the county were also reviewed to ensure consistency with those planning efforts.

A transit needs/demand assessment was performed using input from these efforts along with various tools and guidance from the Project Advisory Team to develop and evaluate various service improvements. The priorities resulting from this planning process are presented below. The map on the next page provides an illustration of transit needs, including service, capital/infrastructure, and other improvements identified for the next 10 years.

Existing Service Improvement Priorities

Priority #	Existing Service Improvements
1	Expand hours of service 3 hours at night on all routes
2	Implement 60-minute frequency and Saturday service on SR 54
3	Expand hours of service 3 hours at night on selected existing west Pasco routes (14, 19, 21)
4	Implement 30-minute frequency on selected existing west Pasco routes (14, 21, 25)
5	Implement 30-minute frequency on all existing routes
6	Add Sunday service on all existing routes

New Service Improvements - Local Priorities

Priority #	Local Transit Service Improvements
1	Implement Moon Lake Connector
2	Implement Wiregrass Connector
3	Implement St. Leo University Connector
4	Implement Land O' Lakes Connector

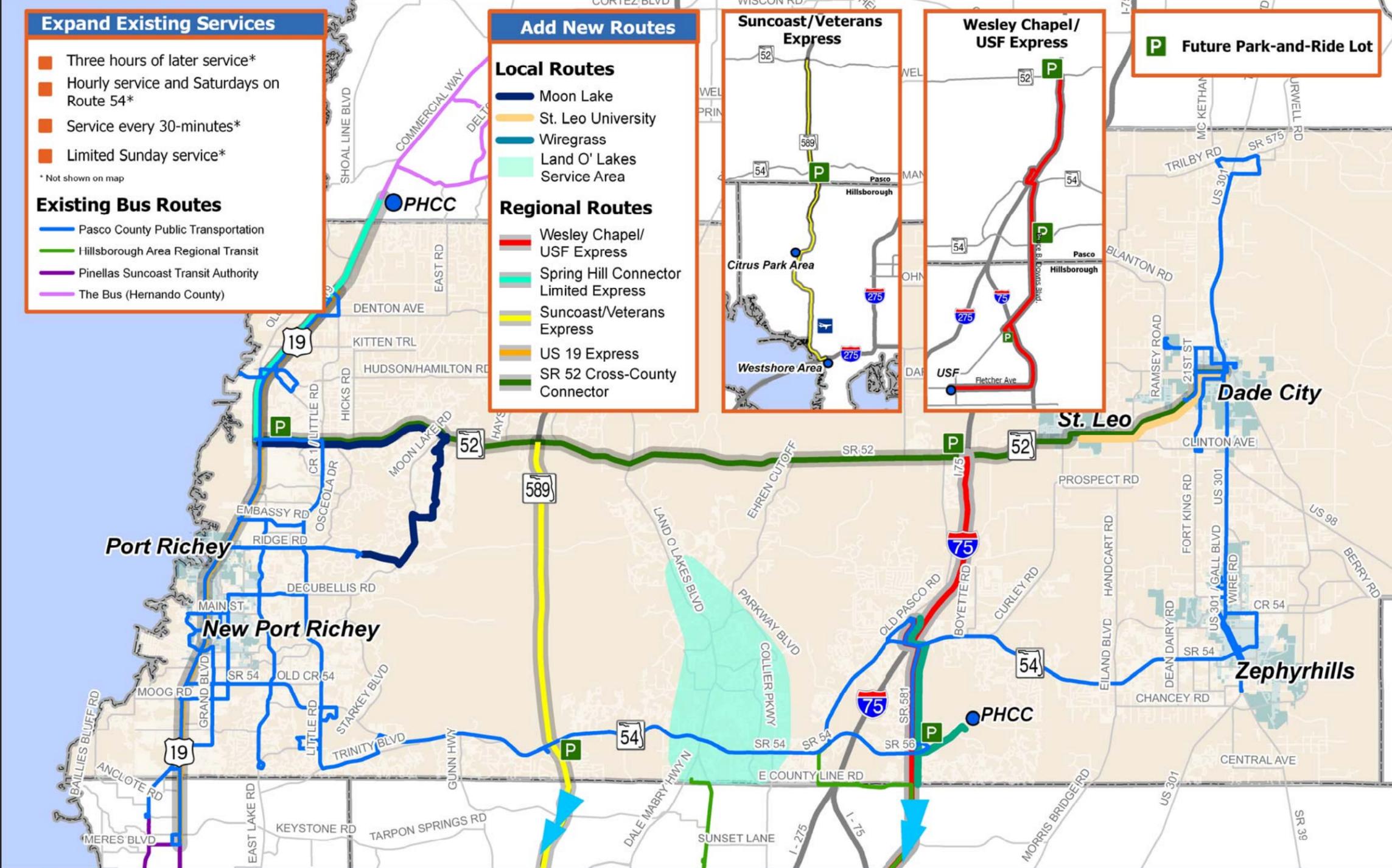
New Service Improvements - Regional Priorities

Priority #	Regional Transit Service Improvements
1	Implement Spring Hill Connector Limited Express
2	Implement Wesley Chapel/USF Express
3	Implement Suncoast/Veterans Express
4	Implement US 19 Express
5	Implement SR 52 Cross County Connector

Pasco County 10-Year Transit Needs



Access Pasco: A Plan For Transit



Expand Existing Services

- Three hours of later service*
- Hourly service and Saturdays on Route 54*
- Service every 30-minutes*
- Limited Sunday service*

* Not shown on map

Existing Bus Routes

- Pasco County Public Transportation
- Hillsborough Area Regional Transit
- Pinellas Suncoast Transit Authority
- The Bus (Hernando County)

Add New Routes

Local Routes

- Moon Lake
- St. Leo University
- Wiregrass
- Land O' Lakes Service Area

Regional Routes

- Wesley Chapel/USF Express
- Spring Hill Connector Limited Express
- Suncoast/Veterans Express
- US 19 Express
- SR 52 Cross-County Connector

Suncoast/Veterans Express

Citrus Park Area

Westshore Area

Wesley Chapel/USF Express

USF

P Future Park-and-Ride Lot

St. Leo

Dade City

Capital/Infrastructure

- Bus stop infrastructure (shelters, benches, etc.)
- Establish park-and-ride lots (I-75 at SR 52, Suncoast Parkway at SR 54, Wiregrass, US 19 at SR 52)
- Transit facility infrastructure (East Pasco)
- SR 54 bus bays
- Intermodal transit center along US 19
- Improve bus stop safety and ADA accessibility (US 19 and US 301)
- Technology improvements*

Other

- PCPT rebranding
- Transit marketing program expansion
- Regional fare integration project
- Route-level performance monitoring enhancements
- Transportation Demand Management (TDM) strategies

*Technology improvements include Automatic Passenger Counters (APCs), Automated Voice Announcement system (AVAs), Mobile Data Terminals (MDTs), fixed-route management software, and Wi-Fi wireless Internet on buses.

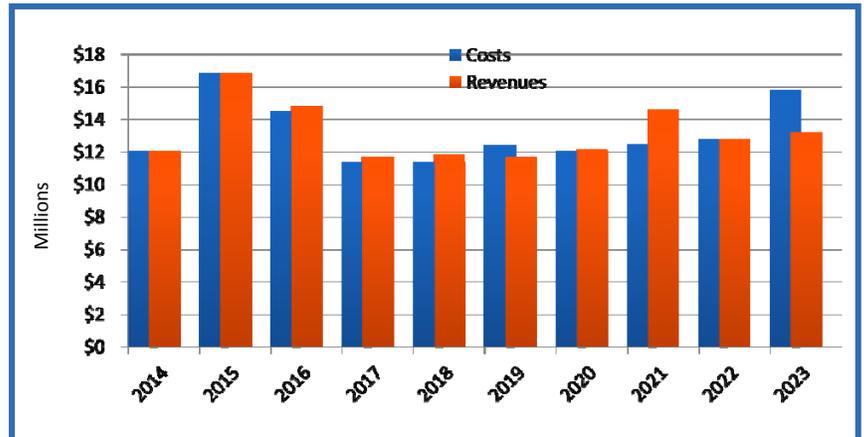


Two Funding Scenarios

Access Pasco resulted in two key scenarios: (1) Cost Feasible Plan and (2) “Double the Ridership” Plan. Each plan scenario is described below.

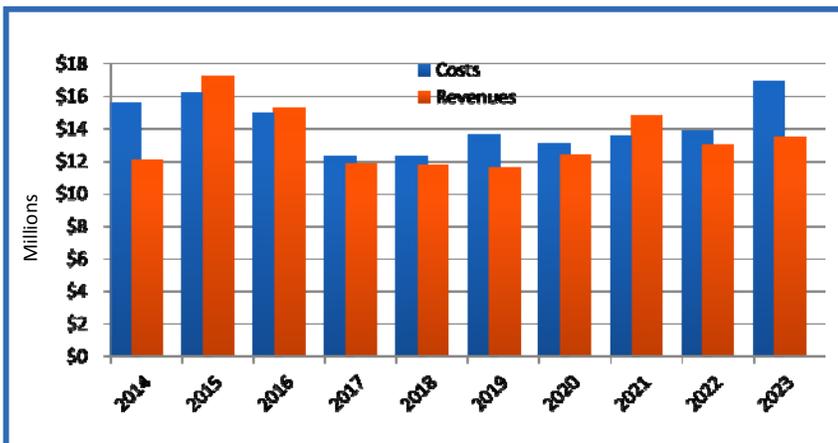
Cost Feasible Plan Scenario

- Reflects existing local revenue assumptions
- Continues operation of existing transit services
- Improves service to every 60 minutes on SR 54 in 2015
- Adds Saturday service on SR 54 in 2015
- Adds Wesley Chapel/USF Express in 2015
- Adds Moon Lake Connector in 2016
- Adds Spring Hill Connector in 2016
- Adds 4 new or joint-use park-and-ride lots
- Adds supporting capital/infrastructure



The Cost Feasible Plan can be implemented within existing local revenue assumptions and projections.

“Double the Ridership” Plan Scenario



Doubling ridership in the next 10 years (through 2023) would require an estimated \$9 million in additional local funding.

Includes the Cost Feasible Plan:

- Continues operation of existing transit services
- Improves service to every 60 minutes on SR 54 in 2015
- Adds Saturday service on SR 54 in 2015
- Adds Wesley Chapel/USF Express in 2015
- Adds Moon Lake Connector in 2015*
- Adds Spring Hill Connector in 2016
- Adds 4 new or joint-use park-and-ride lots
- Adds supporting capital/infrastructure

PLUS this improvement:

- Adds 3 hours of later night weekday service on all existing routes in 2016

*implemented in 2015 instead of 2016 as in the Cost Feasible Plan.

The Future - Where We Go from Here

Access Pasco resulted in a 10-year Cost Feasible Plan that is affordable within existing funding streams as we know and understand them today. However, given policy direction from the Pasco MPO Board and its committees to double ridership in the next 10 years, it is critically important for Access Pasco to outline service improvements that are projected to achieve the objective of doubling ridership from 1 million in 2013 to 2 million in 2023.

The implementation plan for this alternative is presented below.

“Double the Ridership” Implementation Plan

Improvement	Implementation Year	Potential Revenue Source
Improvements to Existing Routes		
Change to 60-minute frequencies and add Saturday on SR 54	2015	Local
Add 3 hours of weekday service at night on all routes	2016	Federal Section 5307
New Service Expansion		
Local		
Moon Lake Connector	2015	Local/FDOT Service Dev.
Regional		
Wesley Chapel/USF Express	2015	FDOT Urban Corridor
Spring Hill Connector Limited Express	2016	FDOT Urban Corridor
Capital/Infrastructure Improvements		
Shelters and benches	2014-2023	Penny for Pasco, Section 5307
Park-and-ride lots (I-75 at SR 52, Suncoast at SR 54, Wiregrass at Bruce B Downs, US 19 at SR 52)	2015-2016	Public/Private Partnership
Transit facility infrastructure (East Pasco)	2014-2017	Penny for Pasco, 5307, FDOT
Bus stop infrastructure (SR 54 bus bays)	2020-2021	Penny for Pasco
Intermodal transit center along US 19	2014-2016	Penny for Pasco
Bus stop safety and ADA accessibility (US 19 and US 301)	2014-2015	Section 5307
Technology improvements*	2014	Section 5307
Other Improvements		
PCPT rebranding	To be evaluated	To be determined
Transit marketing program expansion	Annually	Pasco County, FDOT
Regional fare integration program	2015	FDOT
Route-level performance monitoring enhancements	To be evaluated	Existing budget
Expanded Transportation Demand Management (TDM) strategies	Ongoing	Regional coordination

*Technology improvements include Automatic Passenger Counters (APCs), Automated Voice Announcement system (AVAs), Mobile Data Terminals (MDTs), fixed-route management software, and Wi-Fi wireless Internet on buses.

Implementing *Access Pasco*

Once adopted, implementation of the recommended 10-year plan will require close coordination among local and regional transit and planning agencies. PCPT and the Pasco County MPO are committed to coordinating efforts to implement the Cost Feasible Transit Plan and continue exploring funding opportunities to facilitate implementation of the “Double the Ridership” Plan.

Regional Collaboration

Just as the development of *Access Pasco* is the result of a collaboration among Pasco County, the Pasco County MPO, and FDOT, so, too, will be its implementation.

PCPT and the Pasco County MPO will continue to work closely with their regional transportation partners, including transit agencies in adjacent counties, the Tampa Bay Area Regional Transportation Authority (TBARTA), and FDOT, to continue developing a safe, sustainable, affordable, and well-connected transit network for Pasco County and the region.

The *Access Pasco* plan is available at <http://www.ridepcpt.com>

For more information, contact:

Pasco County Public Transportation
(727) 834-3200

Pasco County MPO
(727) 847-8140





Fact Sheet

What is PCPT?

Pasco County Public Transportation (PCPT) provides bus services in east and west Pasco County and along State Road 54/56. Regular service includes 10 routes—3 in East Pasco, 6 in West Pasco, and 1 cross-county. Services are also available for persons unable to access transit because of a disability or distance from a route. Most routes operate 5 AM–8 PM on weekdays and Saturdays with 30- to 120-minute frequency. The regular cash fare is \$1.50, with discounts offered for students, older adults, individuals with disabilities, and Medicare and VA healthcare card holders. PCPT's ridership has grown during the last seven years, with steady increases since 2010.



What is Access Pasco?

Access Pasco: A Plan for Transit is being developed by PCPT in coordination with the Pasco County Metropolitan Planning Organization (MPO) to serve as a guide for the future of public transportation in Pasco County from 2014 to 2033. It will represent the transit agency's vision to promote transit growth and improvement over the next decade.

Why Do We Need Your Input?

Public participation is an important part of developing Access Pasco, and numerous public outreach activities will support the plan, including discussion groups, a bus on board survey, an MPO Board workshop, open house public workshops, and a transit summit. Your participation and input are needed so we can learn more about the public transportation needs and issues of the people and organizations you represent in Pasco County and the region.



ACCESS PASCO

A PLAN FOR TRANSIT



8731 Citizens Drive
New Port Richey, FL 34654
(727) 847-8140



8620 Galen Wilson Boulevard
Port Richey, FL 34668
(727) 834-3200

Prepared by

Follow Us On



Tindale-Oliver
&
Associates, Inc.
Planning and Engineering



www.facebook.com/PCPTTDP



www.twitter.com/PCPTTDP