

## BIG PICTURE

- **Service Planning is the process by which transit demand is matched with supply in the form of routes, vehicles, capacity, frequencies, speed and span of service.**
- **4 main tasks of service planning on FEC are:**
  - Establish routes that match people's desired travel patterns
  - Consider interconnectivity between the FEC and Tri-Rail for optimal use of existing infrastructure
  - Create an operating plan including express and local service to balance travel time and accessibility to adjacent communities
  - Determine a modal technology that best meets projected demand (see Modal Technology Board for alternatives being considered)

## Background

This board explains each task and provides some preliminary information about how people want to travel in southeast Florida.

## Phase 2 Activities

The planning team is developing alternative configurations of regional premium transit services and will initially test effectiveness using sketch-level performance modeling tools.

The project will use a future year time horizon (2030) for assumptions about the land use and demographic conditions.

The initial alternatives will be mode-neutral, which means that vehicle type will not be a factor in projecting ridership.

Subsequently, modal technology will be determined based on projected volumes, required capacity and operational considerations.

Based on the understanding developed through these early tasks, detailed alternatives will be developed which will define mode, potential connections with Tri-Rail, frequency and stopping patterns (express/local service).

Detailed alternatives will be tested through use of the regional travel demand model (known as SERPM, or Southeast Florida Regional Planning Model).

## Service Pattern

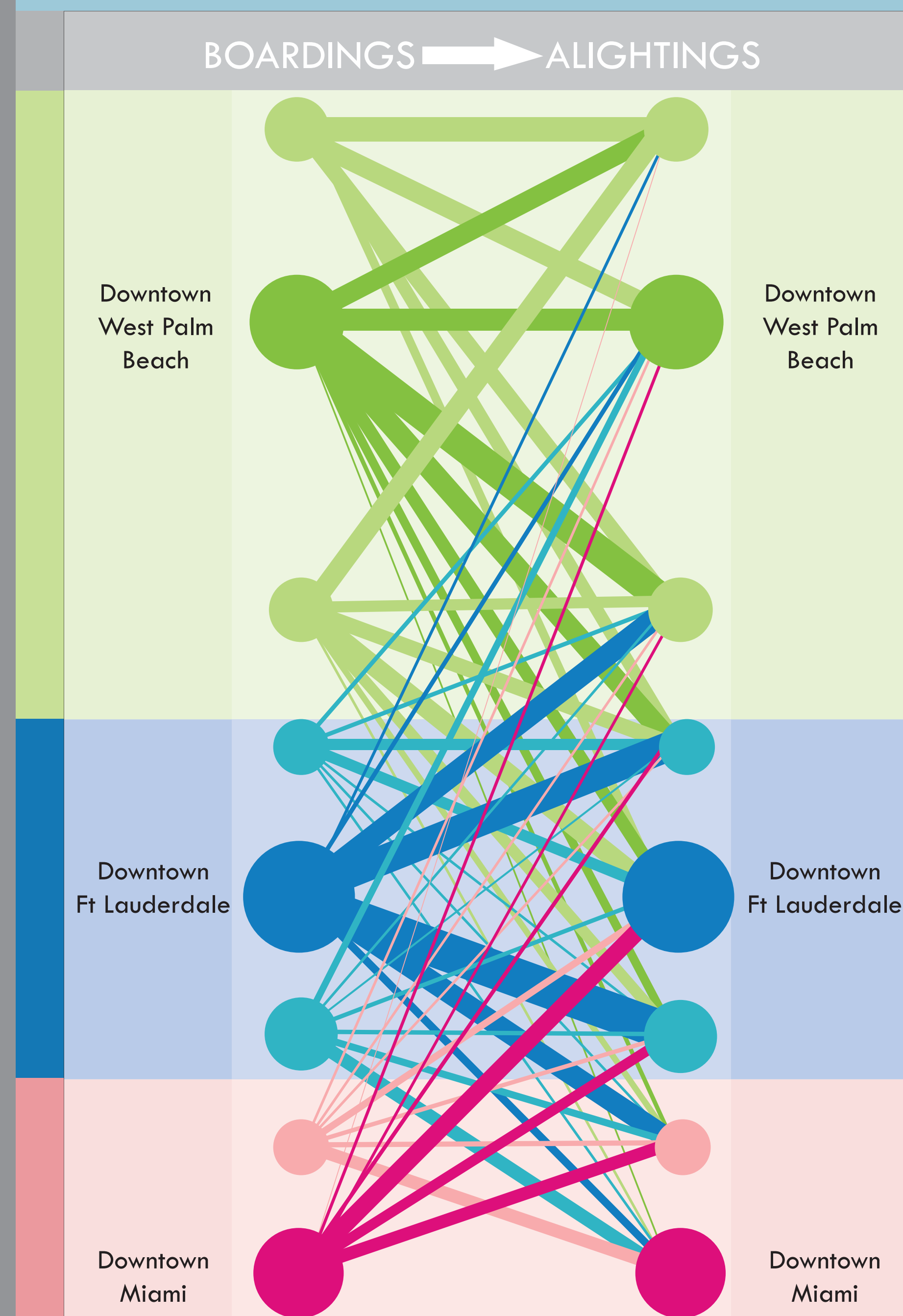
An early step in service planning is determining where service(s) should be provided to satisfy the greatest demand, based on where people travel to (destinations) and travel from (origins).

On the 85-mile FEC corridor, there are a number of different travel markets which could potentially be served by premium transit. The complexity of this transit demand is represented in the preliminary travel pattern diagram below.

The diagram indicates:

- Total potential demand from/to different communities (indicated by size of circle)
- Volume of demand between specific communities (indicated by thickness of line connecting them)

EXAMPLE TRAVEL PATTERN DIAGRAM



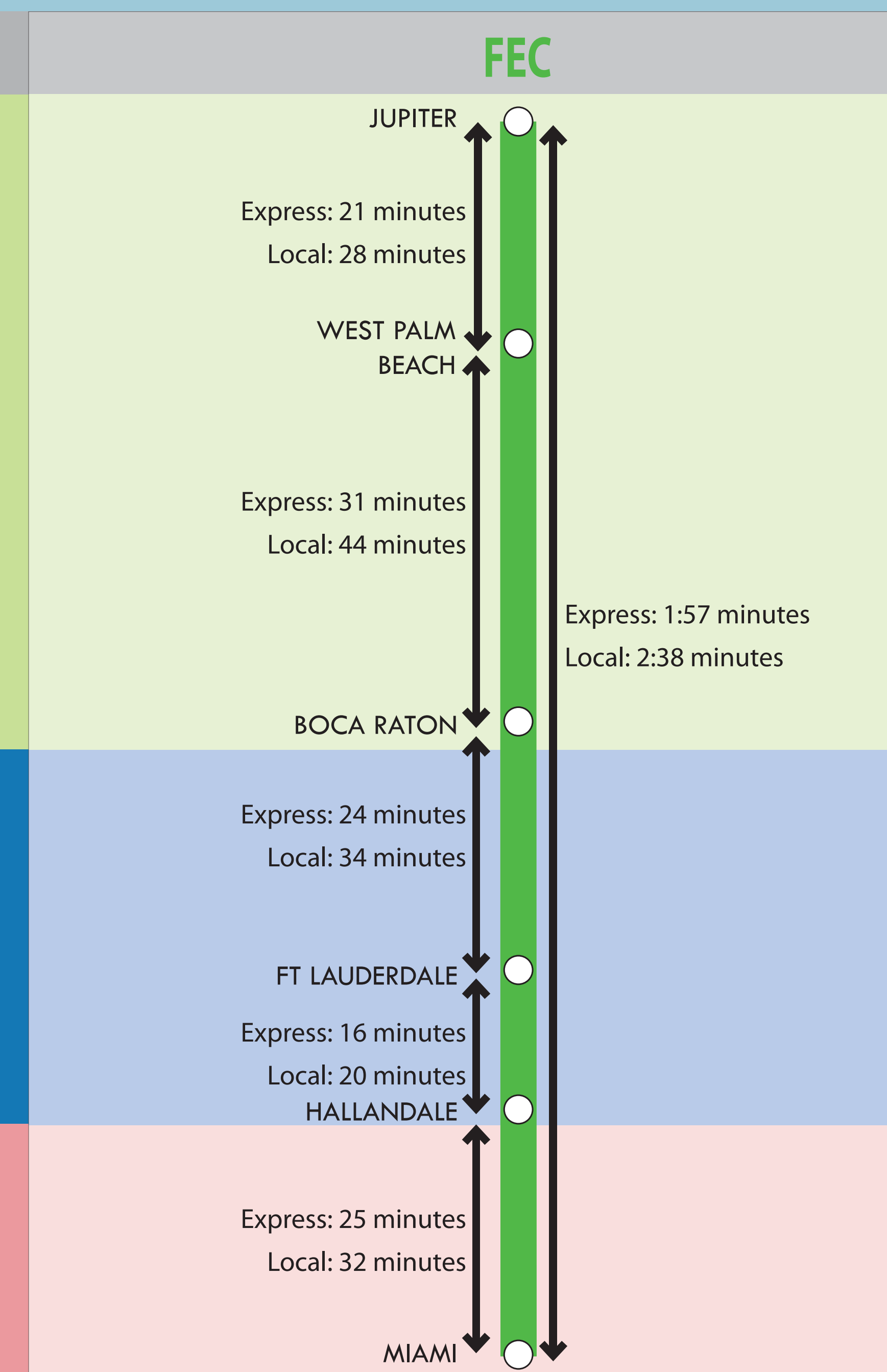
## Tiered Service

There are many mixed use, walkable communities located along the FEC corridor between the cities of West Palm Beach, Fort Lauderdale and Miami that desire access to premium transit via a local station. However, frequent stopping will slow down service so that longer trips will not be time-competitive with the automobile.

In order to balance the desire for local access with competitive travel times, the Planning Team will explore patterns of express and local services on the corridor. Express trains will allow longer distance travelers to get to their destinations faster, and local service will provide access to a greater number of small communities.

Key Stations will be established where both express and local service stop, allowing riders to transfer from one to the other.

TRAVEL TIMES - EXPRESS vs LOCAL



## Connectivity with Tri-Rail

Tri-Rail represents a significant investment in premium transit. The FEC Study will develop a service plan that incorporates the existing Tri-Rail service to maximize utilization of this existing investment.

Advantages of considering Tri-Rail and FEC service as an integrated system include:

- Many potential riders live west of Tri-Rail but have desired destinations in the downtowns along the FEC corridor; interconnection could provide these people with a 'one seat ride'
- Tri-Rail stations have large parking lots, many of which could accommodate additional parking, whereas the FEC corridor is heavily developed with little available space for large parking facilities at stations

Several connection options are being evaluated:

- Existing east-west rail corridors between Tri-Rail and the FEC are being explored to determine their potential for ridership:
  - o Little River (Miami-Dade)
  - o Pompano Connection (Broward)
  - o Northwood (Palm Beach)
- Other east-west corridors such as road and canal rights-of-way if planning indicates a significant market demand exists.

TRI-RAIL - FEC CONNECTIONS DIAGRAM

