

FY 2025 – 2035

Transit Development Plan

Executive Summary January 2025



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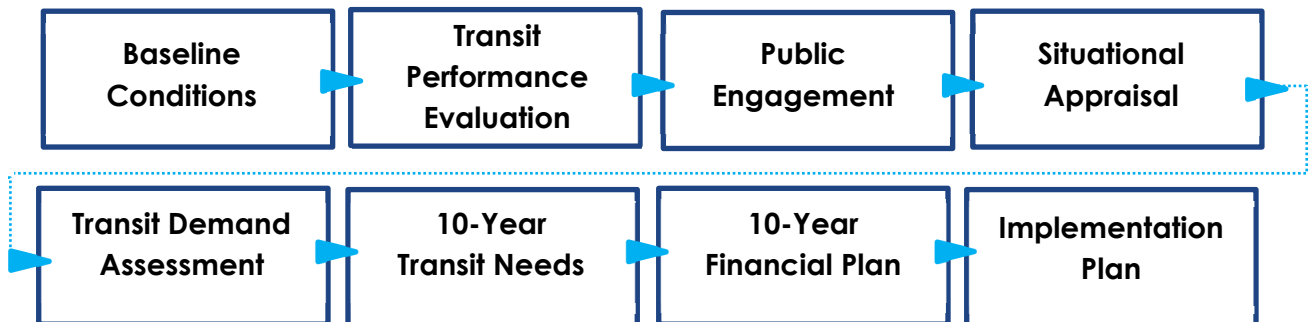
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What is a Transit Development Plan (TDP)?

As a recipient of state funding, Space Coast Area Transit is required to establish a TDP every five years. A TDP covers a 10-year planning horizon. This TDP is for the FY2025 – FY 2035 planning horizon. TDP elements include:





Transit's Role on the Space Coast

Transit offers numerous benefits to the public, overall enhancing quality of life, local economies, and building sense of community. Key advantages of public transit include:



Boosts Economic Return

For every \$1 invested in public transit, there is \$2 in economic gain. *(American Public Transportation Association)*



Reduces Congestion

Public transit can serve as an effective alternative to driving, reducing traffic congestion and parking needs.



Enhances Safety

Public transit reduces vehicle traffic, leading to fewer accidents and safer streets for everyone.



Increases Mobility

Transit offers mobility for non-drivers, providing access to jobs, education, and essential services, particularly for underserved communities.



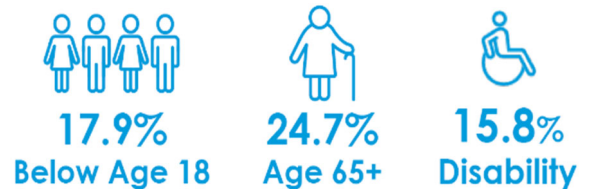
Lowers Emissions

Public transit decreases reliance on personal cars, in effect, lowering carbon emissions, contributing to a cleaner and healthier environment.

Who does Transit serve?

Understanding demographics is necessary when providing accessible, inclusive, and innovative transportation. Youth, elderly, and individuals with disabilities tend to need access to transportation at a higher rate.

Space Coast's Population:





Space Coast Area Transit Services

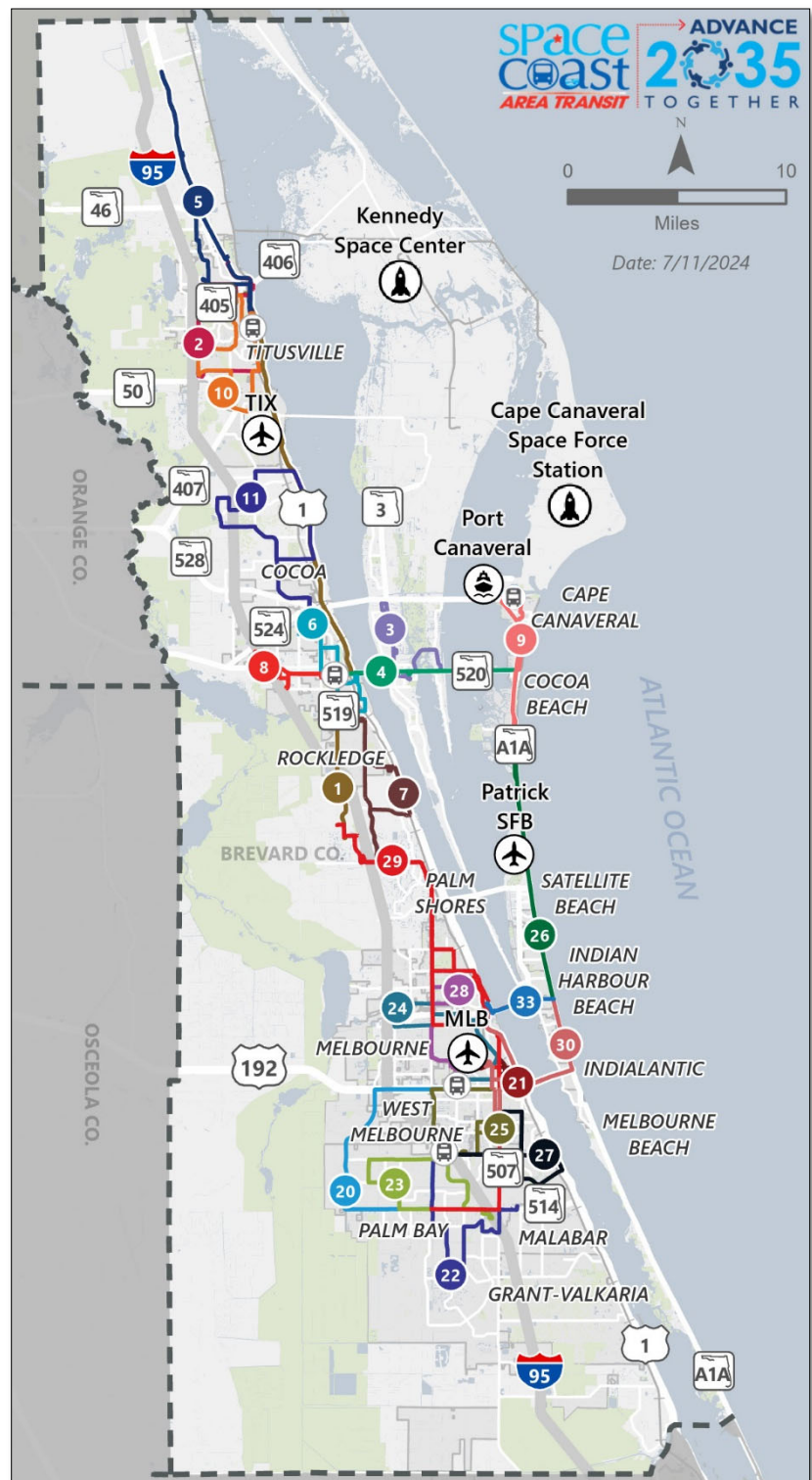
Space Coast Area Transit Fixed-Route Network

Space Coast Area Transit provides:

- 23 fixed routes
- 1,100+ bus stops
- Five main transfer centers:
 - Titus Landing
 - Cocoa Transit Center
 - Shepard Park
 - Melbourne Square Mall
 - Hammock Landing

Space Coast Area Transit's other services include:

- Demand Response/ Paratransit: Serves individuals who cannot use fixed routes
- Vanpool Programs: Serves commuters
- Volunteers in Motion: Assists individuals with essential trips (Ex: medical appointments) who cannot use fixed routes



Legend



Transfer Stations



Bus Routes

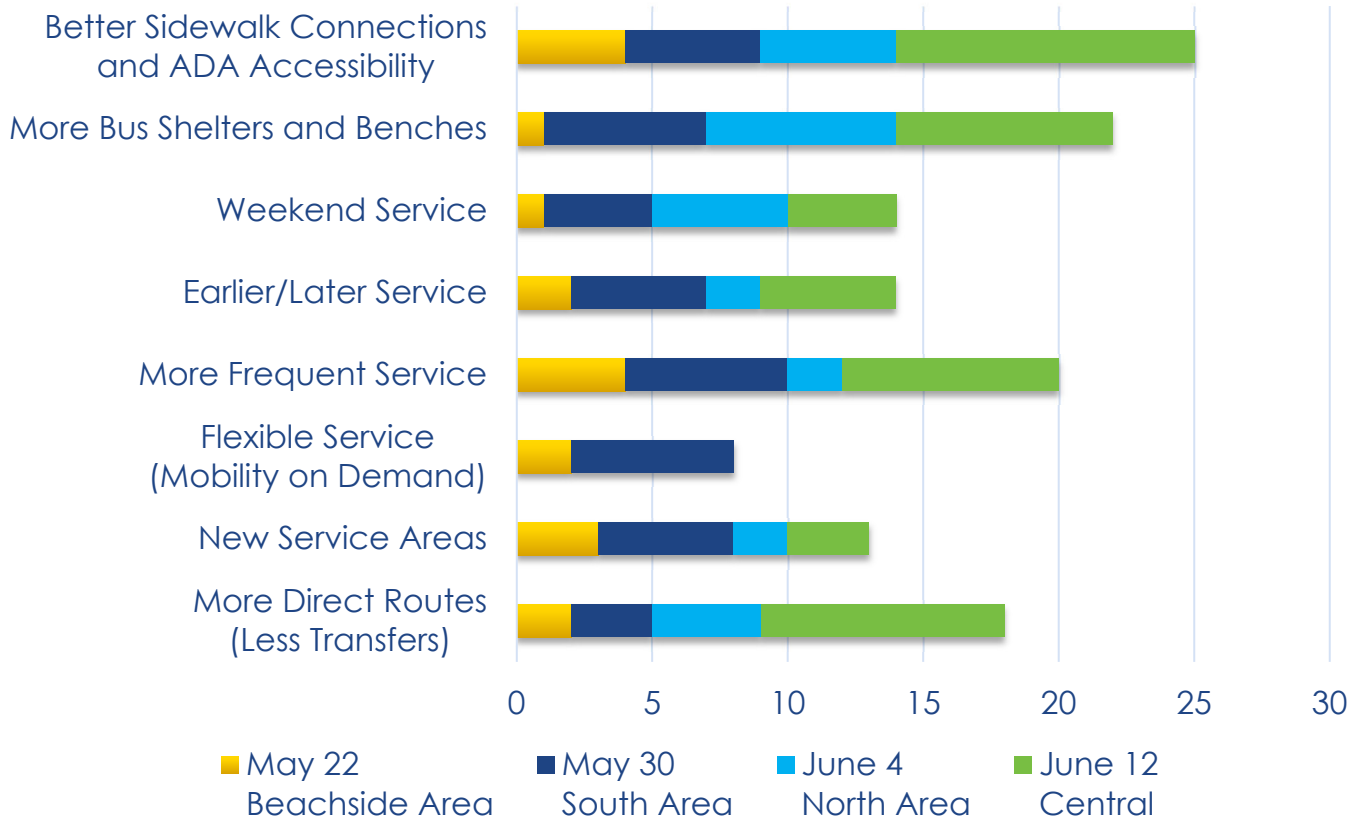


Public & Stakeholder Outreach

Public outreach played a critical role in the development of the TDP. Outreach efforts aided in establishing the vision for Space Coast Area Transit for the next 10-years. Below summarizes outreach efforts and the key findings.



Most Requested Improvements from Workshops





Transit Survey Results

FALL 2023

TRANSIT RIDER SURVEY RESULTS



RIDERS (376 Respondents)

TRIP ORIGIN

70% home

12% work

6% shopping

3% recreation

TRIP DESTINATION

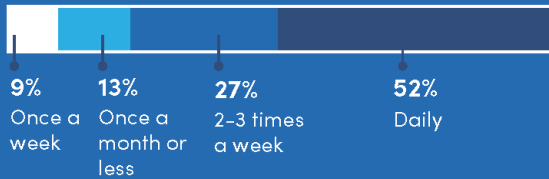
18% home

32% work

21% shopping

11% recreation

TRANSIT USE



TRIP TIMELINES

Time to bus stop:

49% — 0-5 minutes

42% — 6-15 minutes

8% — 16-45 minutes

1% — 45+ minutes

Time on bus:

1% — 0-5 minutes

15% — 6-15 minutes

40% — 16-45 minutes

34% — 45+ minutes

Time to destination:

54% — 0-5 minutes

32% — 6-15 minutes

10% — 16-45 minutes

4% — 45+ minutes



REASONS TO RIDE TRANSIT

24% Convenience

34% Financial

36% Necessity

6% Other

NON-RIDERS (222 Respondents)

MOST COMMON TRIP

94% Begin trip at home

62% Take 20 minutes of less

90% Use a personal vehicle

83% Travel during transit hour

REASON FOR NOT RIDING TRANSIT

33% Location/ Timeliness

58% Convenience

7% Awareness

2% Other

TYPICALLY TRAVELING TO:



PRIORITIES

EXPANSION OR IMPROVEMENT OF EXISTING SYSTEM



EXPANSION OF SERVICE

35% Outside County

23% South Beaches

17% Kennedy Space Center

14% Barefoot Bay (Micco)

11% North Brevard (Mims)

MOST DESIRED SERVICE IMPROVEMENTS

54% More frequent service

16% Improve bus facilities

21% Improved service reliability

9% Increase safety experience

Possible funding strategies

39% Taxes

24% Increased Fares

21% Development Fees

16% None/ Other

For more information, please see the Space Coast Area Transit 2035 Transit Development Plan.



Transit Vision, Mission, & Goals

Vision:

To provide all persons living, working, or visiting Brevard County the opportunity to use transit as a safe, affordable, convenient, and sustainable way of traveling.

Mission:

Respond to existing and emerging user markets by maintaining current transit service levels while gradually enhancing fixed-route services in the most productive corridors, providing flexible on-demand services in high-need areas where fixed-route service may not be the optimal choice, and implementing sustainable service delivery options, as feasible.

Goals:



Safety

- Provide a safe reliable, and accessible transit system.
- Create and maintain an accessible, efficient, and effective multi-modal transit system.



Multi-Modal Options

- Promote economic growth and improve overall quality of life with a connected & accessible multi modal system.



Linking Transportation & Land Use

- Deliver a flexible transit system with enhanced mobility through fixed route, premium transit, and emerging technologies.



Sustainability, Accessibility, & Resiliency

- Improve operational performance and ridership & while maximizing potential funding opportunities.
- Deliver a sustainable, accessible and resilient transit system.



Marketing & Public Engagement

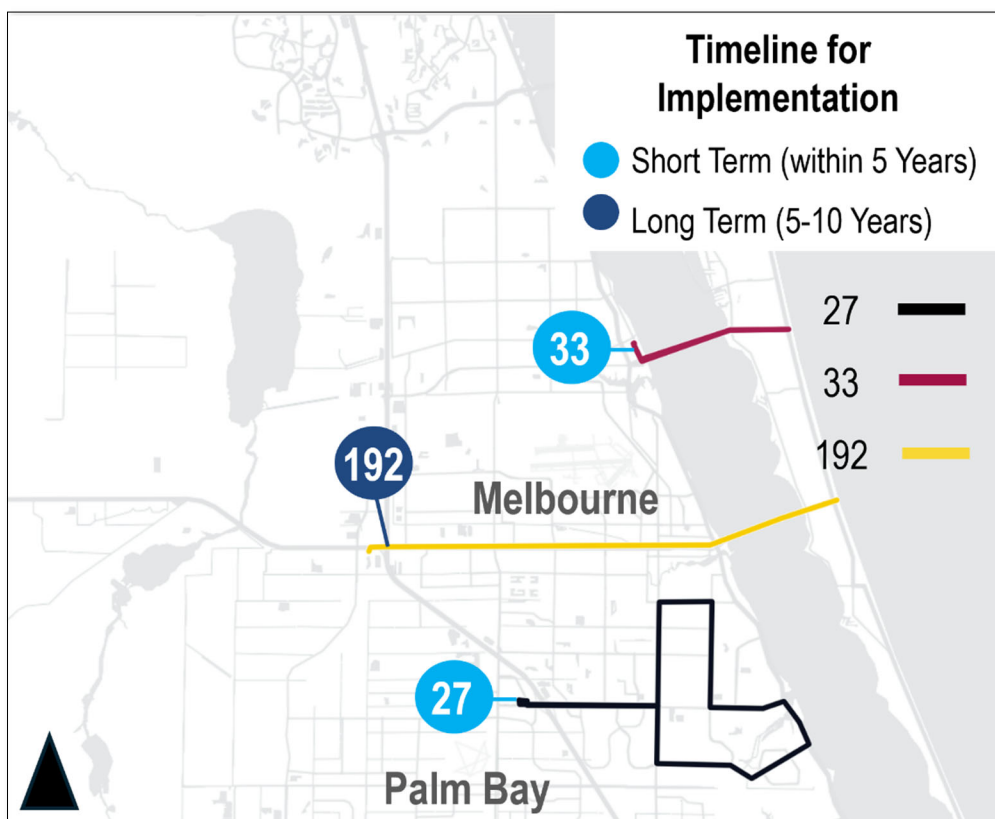
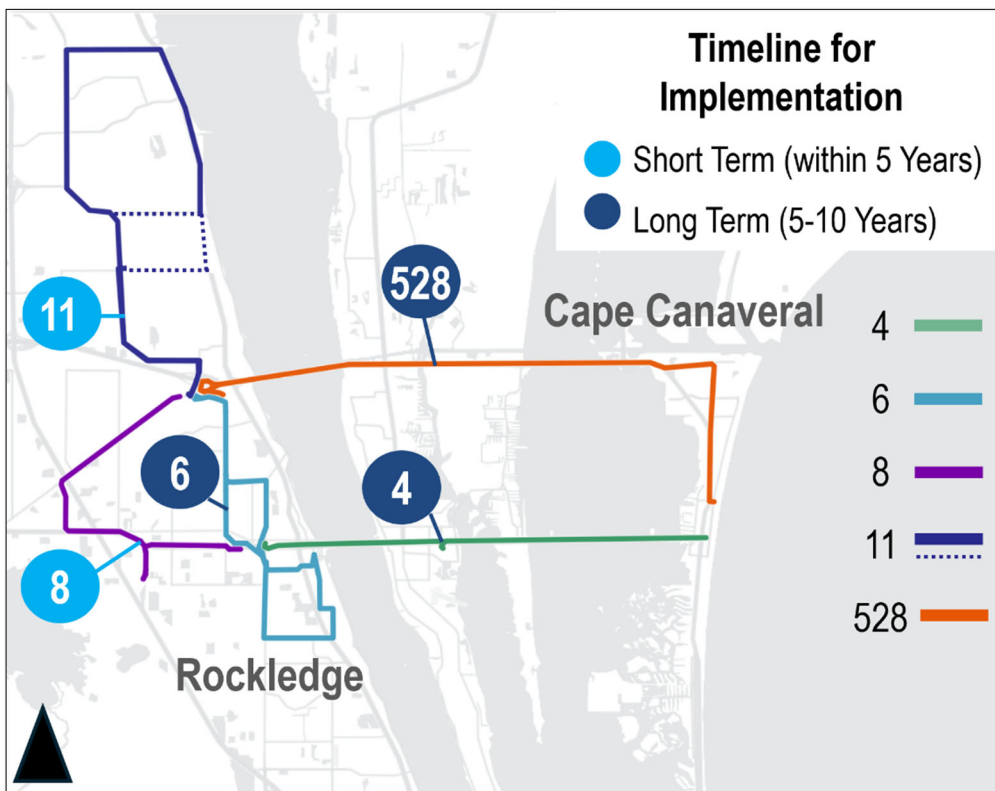
- Expand the opportunities for public engagement, community outreach and marketing strategies throughout the region.



Proposed Service Changes

Space Coast Area Transit is working on exciting service improvements based on community feedback and future needs. Some changes will happen sooner, while others will reshape our transit network in the long term. Below summarizes service changes anticipated to be implemented over the next 10 years.

Route	Service Change	Type
8 West Cocoa	<ul style="list-style-type: none"> Run from 6 AM – 7 PM Increase frequency to 60-min Extend to Cocoa Commons via Friday Rd/SR 524 	Network Change
11 Port St. John	<ul style="list-style-type: none"> Reduces stops on US-1 Remove route deviation onto Fay Blvd Alternate service between Camp Road & Canaveral Groves Blvd every hour 	Network Change
27 East Palm Bay	<ul style="list-style-type: none"> Increase frequency to 30-minutes 	Increase Frequency
33 Eau Gallie Arts District	<ul style="list-style-type: none"> Remove route from network 	Route Removal
4 520 Connector	<ul style="list-style-type: none"> Increase frequency during peak hours Reduce frequency during non-peak hours 	Increase Frequency
6 Cocoa / Rockledge	<ul style="list-style-type: none"> Increase frequency during peak hours Reduce frequency during non-peak hours 	Increase Frequency
192 New Route	<ul style="list-style-type: none"> From St. John's Heritage Pkwy to SR A1A 	New Service
528 New Route	<ul style="list-style-type: none"> Express 528 to connect Intermodal Station to Cruise Terminal and Cocoa Beach Pier 	New Service






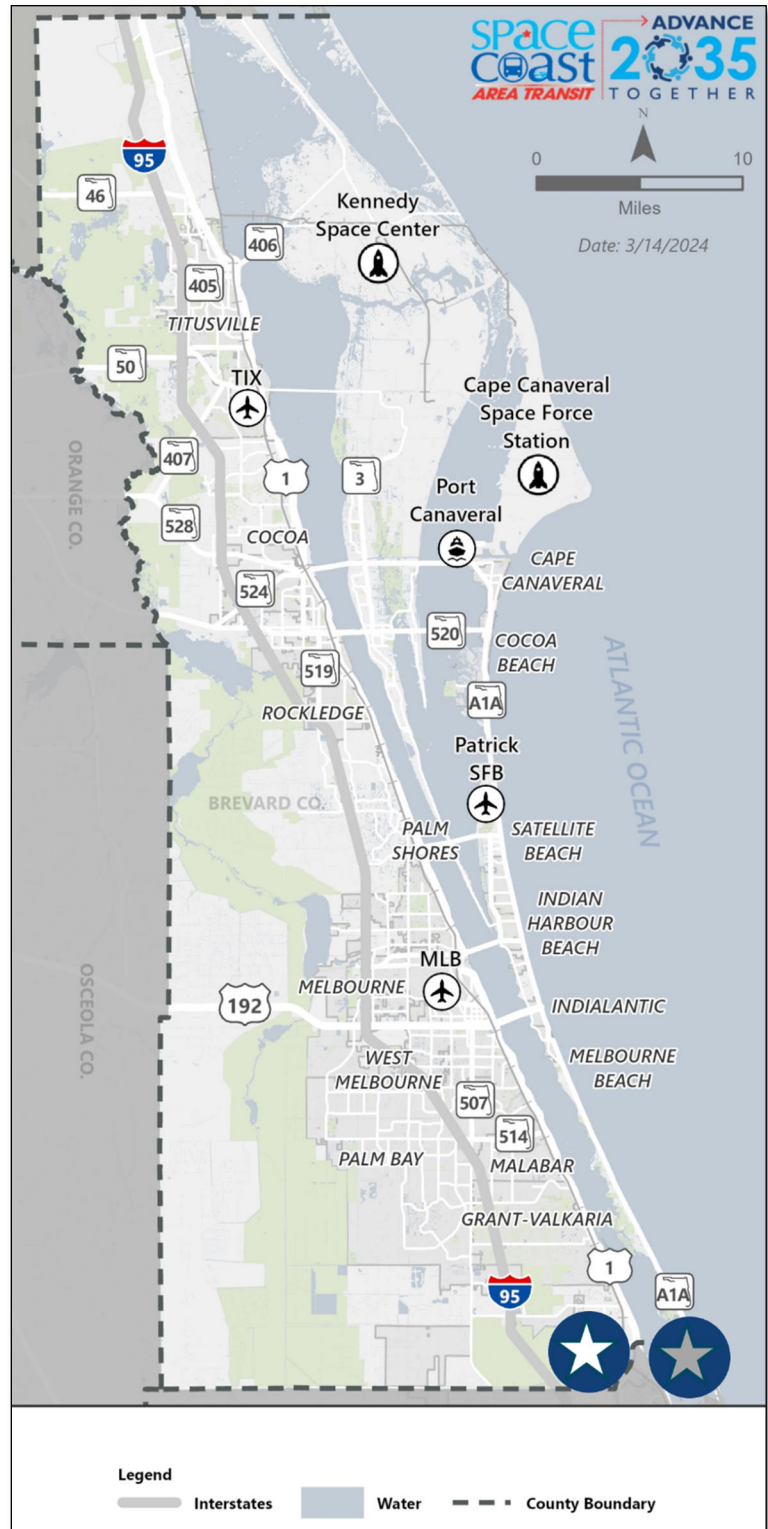


Planning Initiatives

Outside of proposed service changes, there are several long-term transit needs as it relates to serving emerging areas of population, employment, and tourism.

Space Coast Area Transit will need to conduct a Comprehensive Operations Analysis (COA) or perform further route analysis for the following:

-  Potential service to Barefoot Bay Community
-  Potential service into Indian River County with GoLine
-  Vanpool programs for Space Industry
-  MOD Pilot
 - o Assess ideal location for pilot
 - o Base on findings of MOD Study by Space Coast Transportation Planning Organization (SCTPO)





Capital, Infrastructure, & Technology Needs

Long term, Space Coast Area Transit will address needs as it relates to capital, infrastructure, and technology. The TDP identifies the following key areas:



Fleet

Evaluate:

- Average fleet age is 8.1 years
- Transit Fleet Replacement
- Potential for fleet electrification



Bus Stops

Enhance:

- Lighting
- Shelters
- Boarding/alighting pads & seating
- Safety



Technology

Implement:

- Dynamic message boards at transfer stations & stops
- Mobile charging ports on all newly purchased buses
- Mobility on Demand pilot



New Transfer Station

Assess:

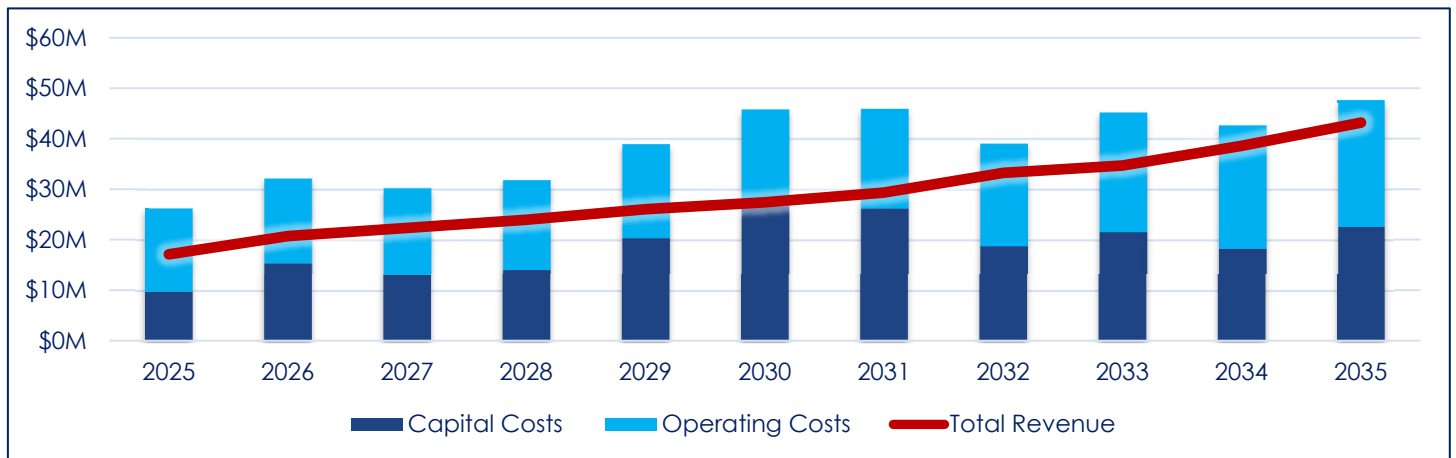
- Funding for Design and Construction
- Addition of new Administration/Operations/Maintenance Center



10-Year Financial Plan

The 10-Year Financial Plan is a framework for pursuing future service improvements at the discretion of Space Coast Area Transit and the Brevard Board of County Commissioners. It is important to note, the Financial Plan is flexible and does not establish a financial commitment by Brevard Board of County Commissioners. Space Coast Area Transit may delay or advance service improvements as funding

10-Year Plan Costs vs. Revenues



Route Implementation Funding Needs

	Route	Type	Implementation Years	Annual Operating Cost for Implementation
8	West Cocoa	Network Change	2025 - 2030	\$283K
11	Port St. John	Network Change	2025 - 2030	\$240K
27	East Palm Bay	Increase Frequency	2025 - 2030	\$386K
4	520 Connector	Increase Frequency	2030 - 2035	\$1.18M
6	Cocoa / Rockledge	Increase Frequency	2030 - 2035	\$843K
192	New Route	New Service	2030 - 2035	\$1.17M
528	New Route	New Service	2030 - 2035	\$806k
Total Estimated Costs for Route Implementation				\$4.91M



Next Steps & Key Action Items



Planning

A Comprehensive Operations Analysis (COA) or smaller route analysis should be conducted to identify strategies to reduce annual operating costs and improve system efficiency. A refined fixed route network could help further maintain the system, long term.



Technology

Mobility on Demand (MOD) Pilot

Upon the completion of the MOD study, it is recommended that Space Coast Area Transit and Space Coast Transportation Planning Organization (TPO) continue to work in collaboration to implement recommendations. Specifically, Space Coast Area Transit could facilitate an MOD Pilot, based on what ideal locations/areas are recommended for MOD in the study.



Fleet Electrification Plan

Space Coast Area Transit will continue to explore technologies advancements to drive innovation in Brevard County and improve customer experience. In the near future, the agency should evaluate comprehensive options for fleet electrification. This plan could include hybrid, electric, and alternative fuels as potential replacements for a portion of the fleet.



Local Agency Coordination

The alignment of the 2050 Long Range Transportation Plan (LRTP) and 2035 TDP has been a critical effort in shaping Space Coast's future transportation systems. Space Coast Area Transit will continue to collaborate with Space Coast TPO for transit-related planning. In addition, Space Coast Area Transit should continue coordination with Florida Department of Transportation (FDOT) District 5 for potential funding and grant opportunities in the future.



Funding

To implement new services, additional funding is needed. There is opportunity for local municipalities to assist with funding, similar to the City of Melbourne. Additionally, the needs and benefits of these new services should be leveraged to local stakeholders for support in pursuing grant opportunities.



Bus Operator Recruitment & Retention

Recruiting and retaining bus operators is critical for Space Coast Area Transit to implement service changes. Space Coast Area Transit should continue efforts in operator workforce development to support reliable and expanded transit services.



Public Outreach Efforts

Continuing public outreach is essential for informing and engaging the community about service changes. Space Coast Area Transit should continue to promote its services through commercial advertising and social media.

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