

# TODs and SunRail Riders



## What's the Connection?



**What does this  
mean for SunRail?**



# **FSU led research process**

- 1) Analyze ridership trends
- 2) Analyze demographic and socioeconomic characteristics
- 3) Survey



# Key Takeaways

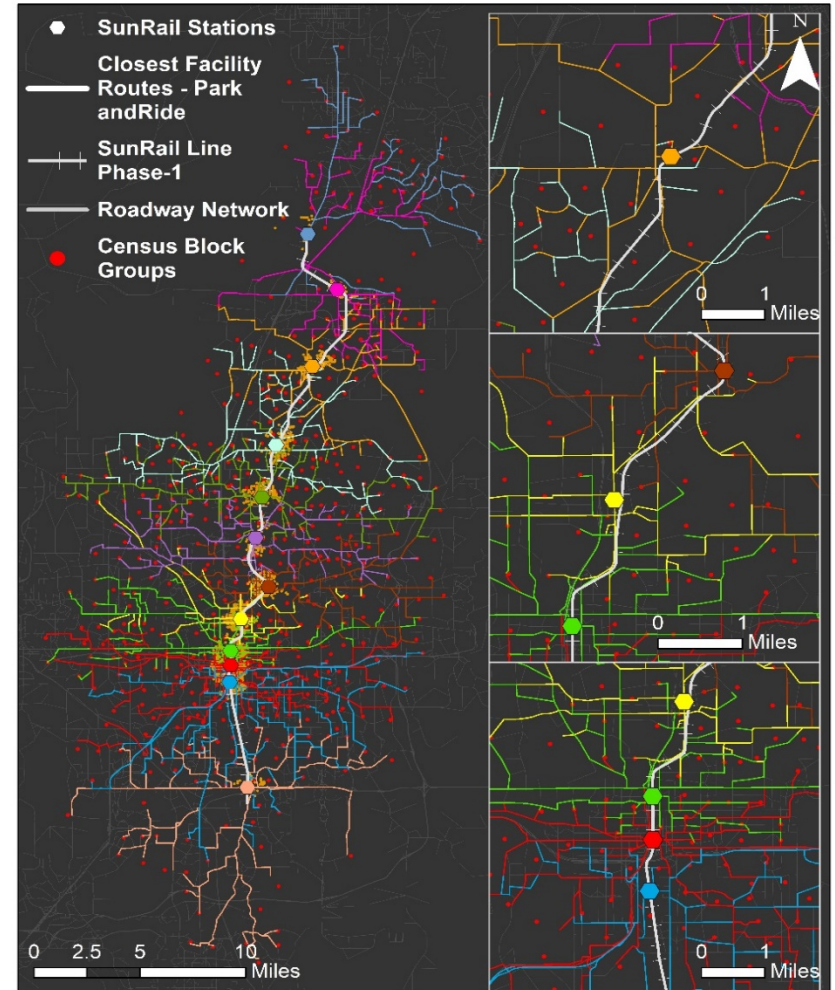
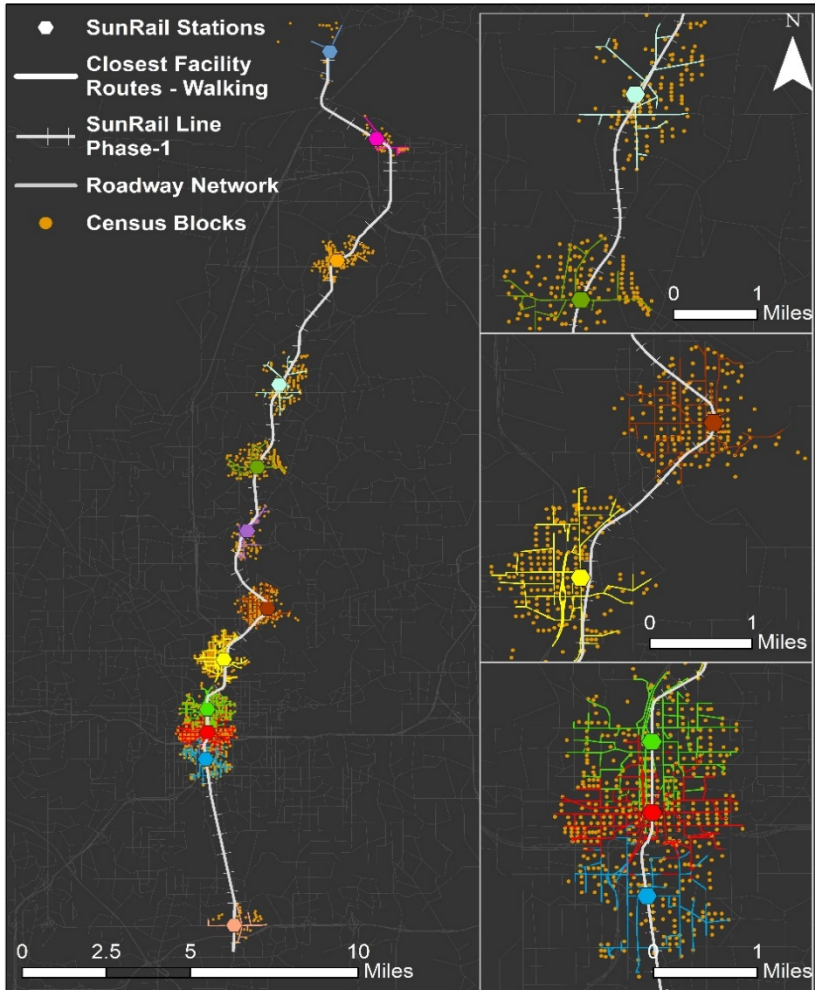




# 2 catchment areas

TOD: 5-10 minute walk to a station

Park & Ride: 5-10 minute drive to a station



# Capturing 1/3 daily commutes

- ~4000 daily commutes start and stop near a SunRail station
- Best Guess: 1/3 of TOD residents use SunRail daily
- Other factors:
  - Telework/work from home
  - Work nearby
  - Do not work near SunRail station



# SunRail is a Valued Transportation Option

- TOD residents use train once a week – its one of their transportation options
- Lack of affordable housing



# Frequency & Connectivity Needed

- Frequency of service matters, more so for TOD catchment area
- Issue for local governments – FDOT is meeting their operating obligations
- Improved walking and micromobility options necessary





# Holistic Approach to Increase Ridership

- Tailored ridership strategies require a true understanding of who can ride
- Add jobs near stations
- Build more housing, especially workforce and affordable housing
- More service



# Regional Rapid Transit Map

- SunRail is regional rail service
- Need all forms of transit service with focus on frequency and multiple modes
- Examples: Salt Lake, Miami, Los Angeles



# What Can We Do?



# Recommendations

- 1) Continue to utilize transit-supportive land uses
- 2) Change parking policies
- 3) Workforce and affordable housing action plan

# Recommendations

- 4) Plan to increase jobs near SunRail stations
- 5) A true regional rapid transit map
- 6) Micromobility Options
- 7) Need more data



# More Research

- 1) Better surveying of residents near SunRail
- 2) Analyze changes in real estate and commercial markets
- 3) Public Health Impacts of TODs
- 4) Impact of Phase 2 on Phase 1 TODs

# Questions?

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