

# Palm Beach County Mobility Summit – Polling Question Breakdown

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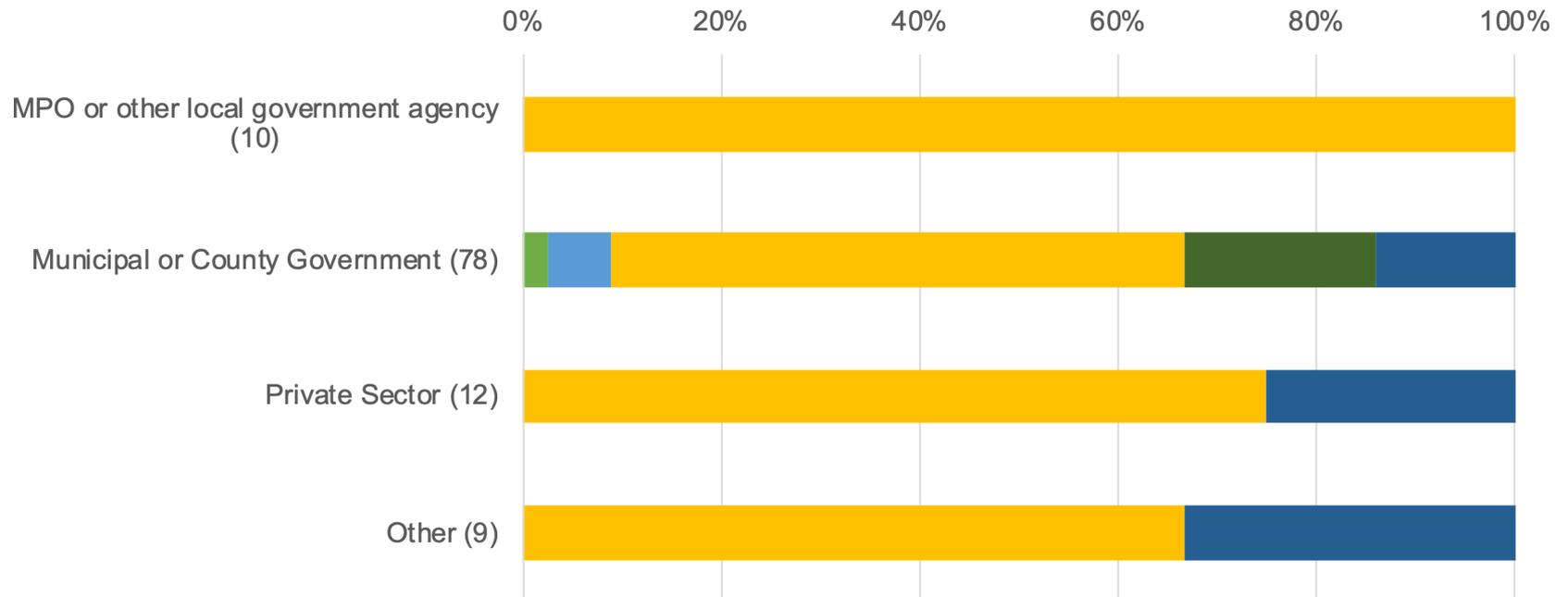
# Mobility Summit – Polling Questions Breakdown

- The following pages contain the results of the ‘Polling Questions’ which were asked at the Mobility Summit – broken out by a few groups of respondents.
- It should be viewed in conjunction with the ‘Real Time Record’ which contains a comprehensive view of the entire Summit, including the aggregate ‘Polling Question’ results.
- The number of respondents to each poll varies by a small amount from question to question.
- We have included the number of respondents in each group in parenthesis () after each group on each slide.



## Broad agreement that transportation-related funding needs to be maintained at the least.

Which comes closest to your view on transportation-related funding:

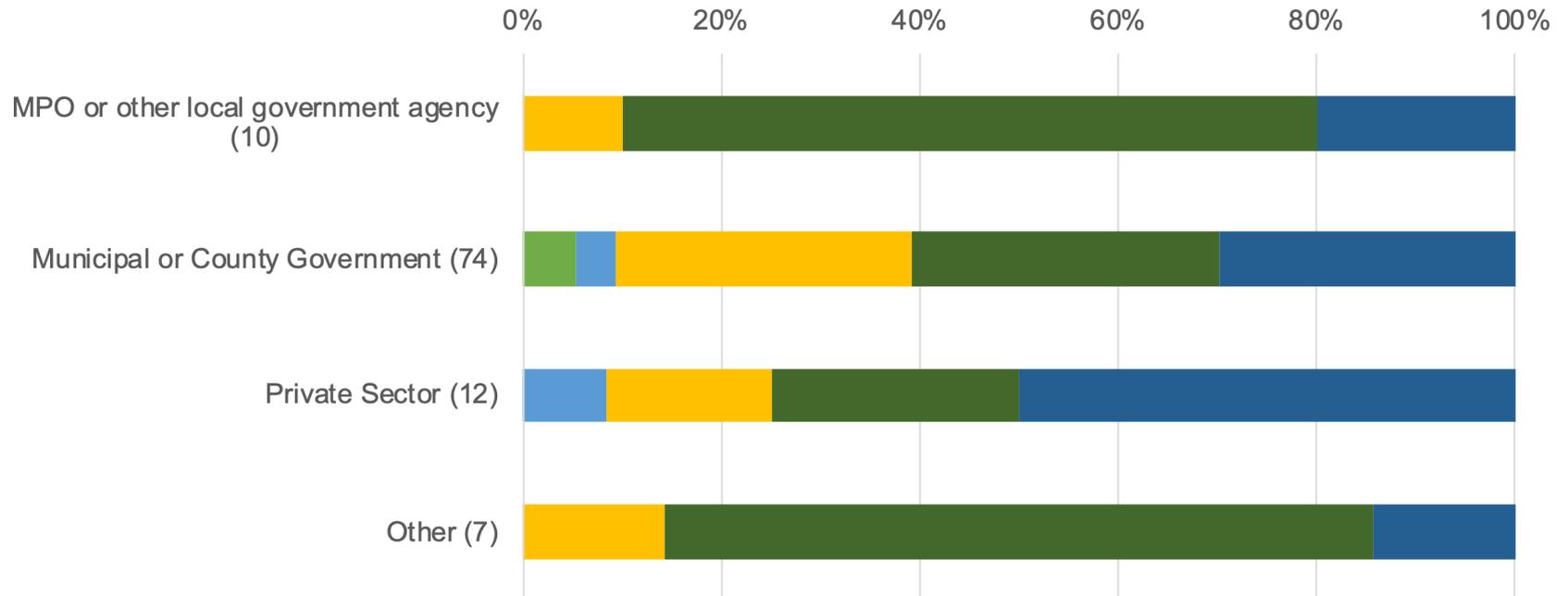


- 1. Funding should be reduced and focus on maintaining existing systems
- 2. Generally maintain the status quo with respect to funding levels and priorities
- 3. Generally maintain current funding levels, but increase funding allocation to support more non-automobile focused modes, such as bus and rail and non-vehicular modes
- 4. Increased funding, with an emphasis on supporting existing networks and services
- 5. Increased funding, with an emphasis on expanding roadway network and related infrastructure



## Varied views on how land use affects transportation

Which comes closest to your view of how our land use patterns affects our transportation system

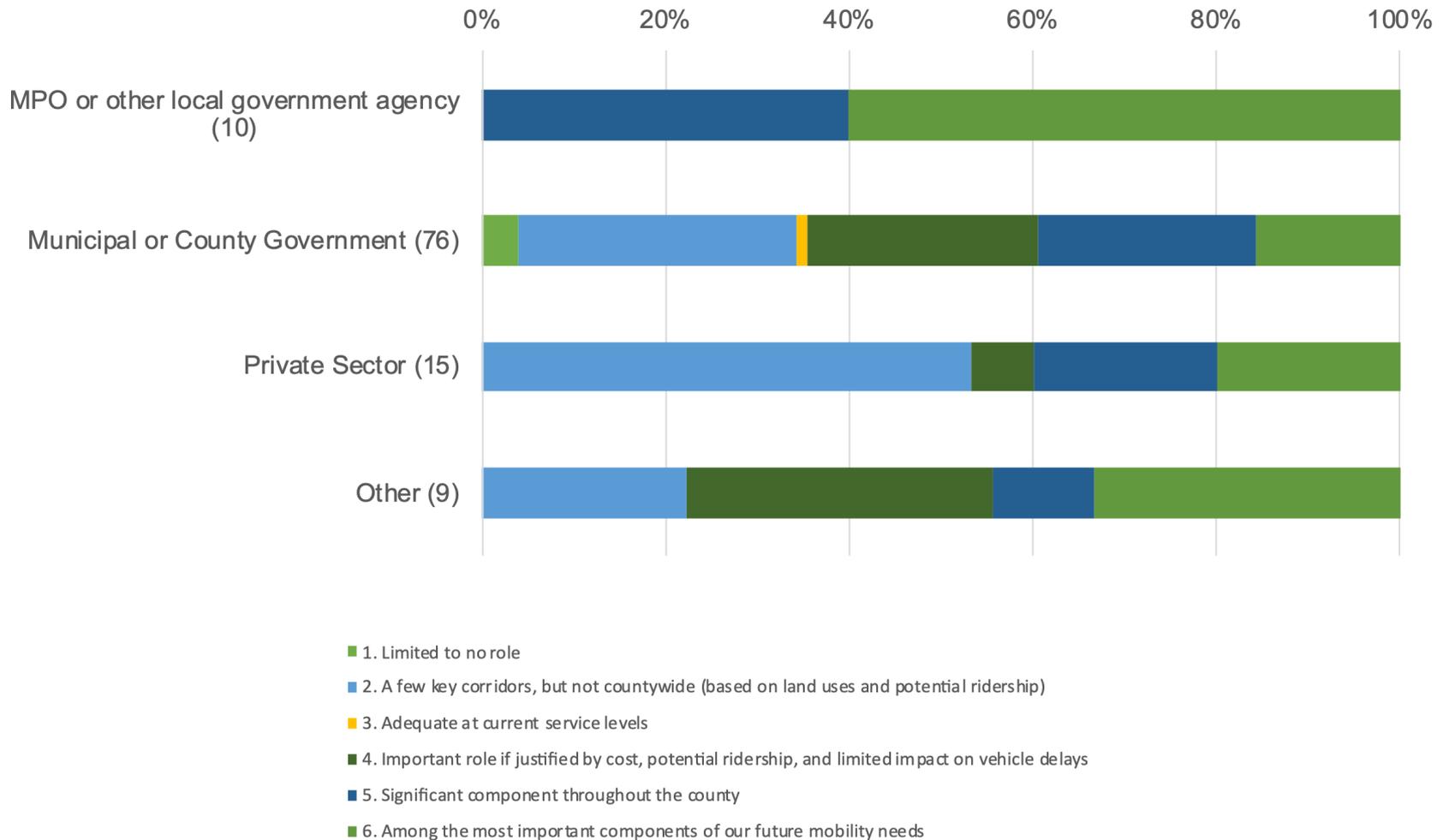


- 1. Our land use patterns are generally supportive of all transportation modes
- 2. Our land use patterns are typical of many other regions and are generally not a barrier to an expansion of transportation options, such as more transit and non-vehicular mode
- 3. In certain areas our land use patterns are not supportive of certain modes and lead to more dependence on automobiles, while other areas are supportive of more modes
- 4. Our land use patterns are generally not supportive of many transportation modes and favors private automobiles or shared riding, but local gov't should focus on transit-oriented development & other more transit-supportive devs. in the future
- 5. Our land use patterns are not supportive of many trans. modes & create a dep. on automobiles for most people, but local gov'ts should focus on providing conn. sidewalks & bike lanes as well as wait areas for ride share (Uber, Lyft) or autonomous tech.



**The Private Sector views bus / rail very differently than MPO/Agency's. Municipal and County Governments reflected answers across the entire spectrum of answers.**

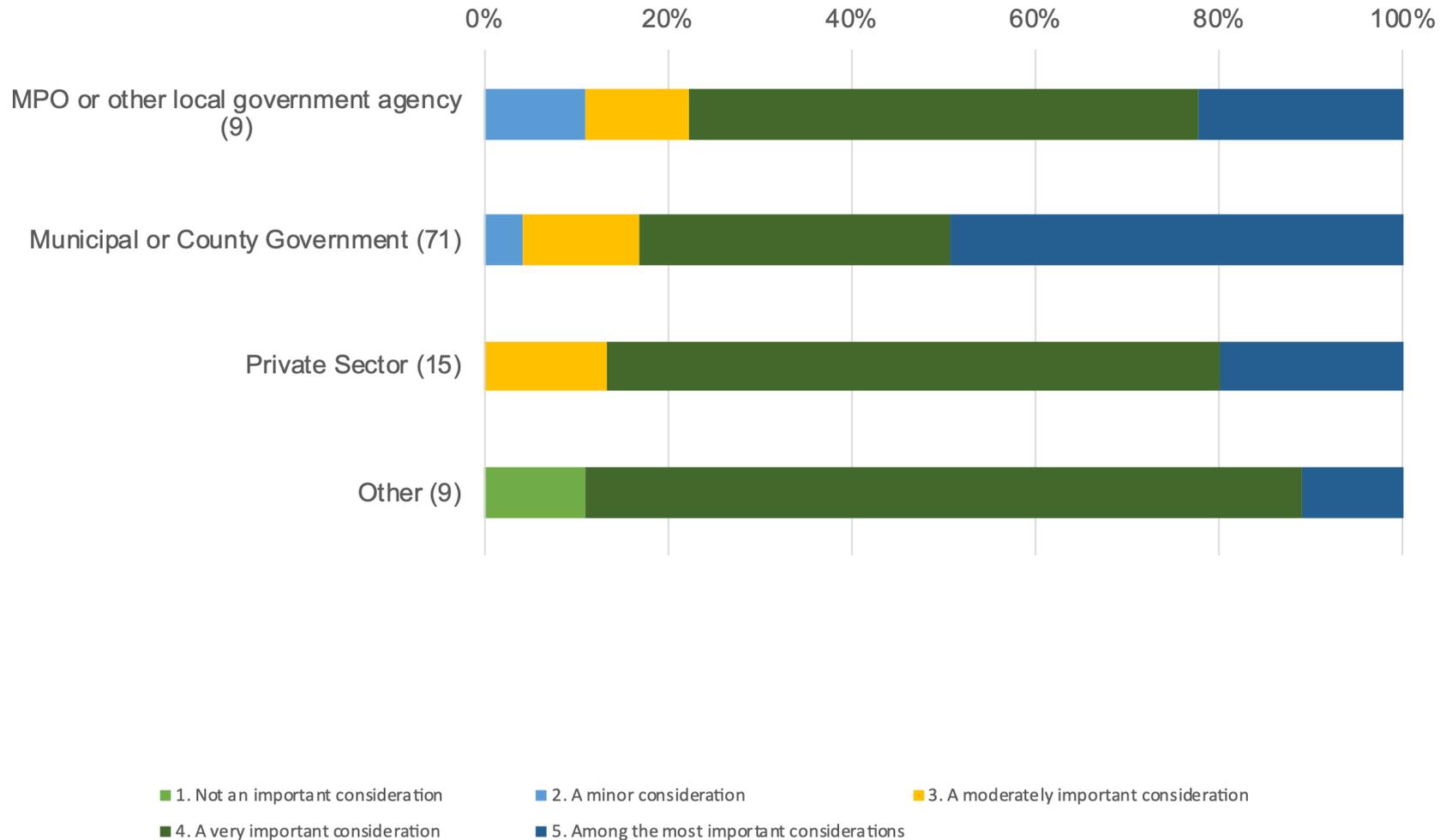
**To what extent do you think that fixed route bus / rail transit is part of the solution for the county's mobility needs?**





**Agreement from all (>75% of each group) that reduced travel times, travel time reliability and convenience are important to consider when making decisions.**

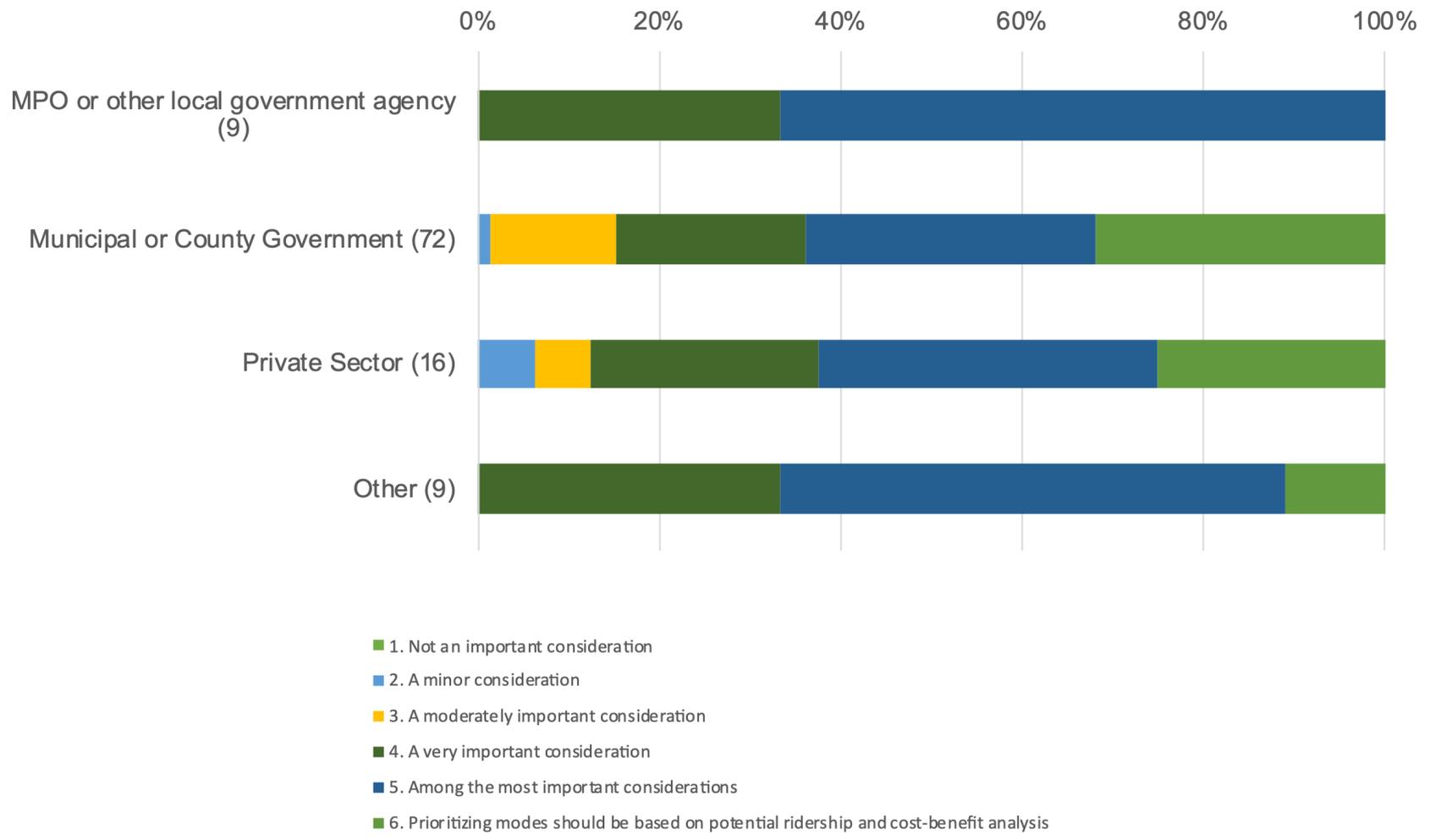
**How important do you think prioritizing reduced travel times, travel time reliability, and convenience is to consider when making transportation investment decisions?**





**Agreement from all (>80% of each group) that prioritizing multiple mode options is important.**

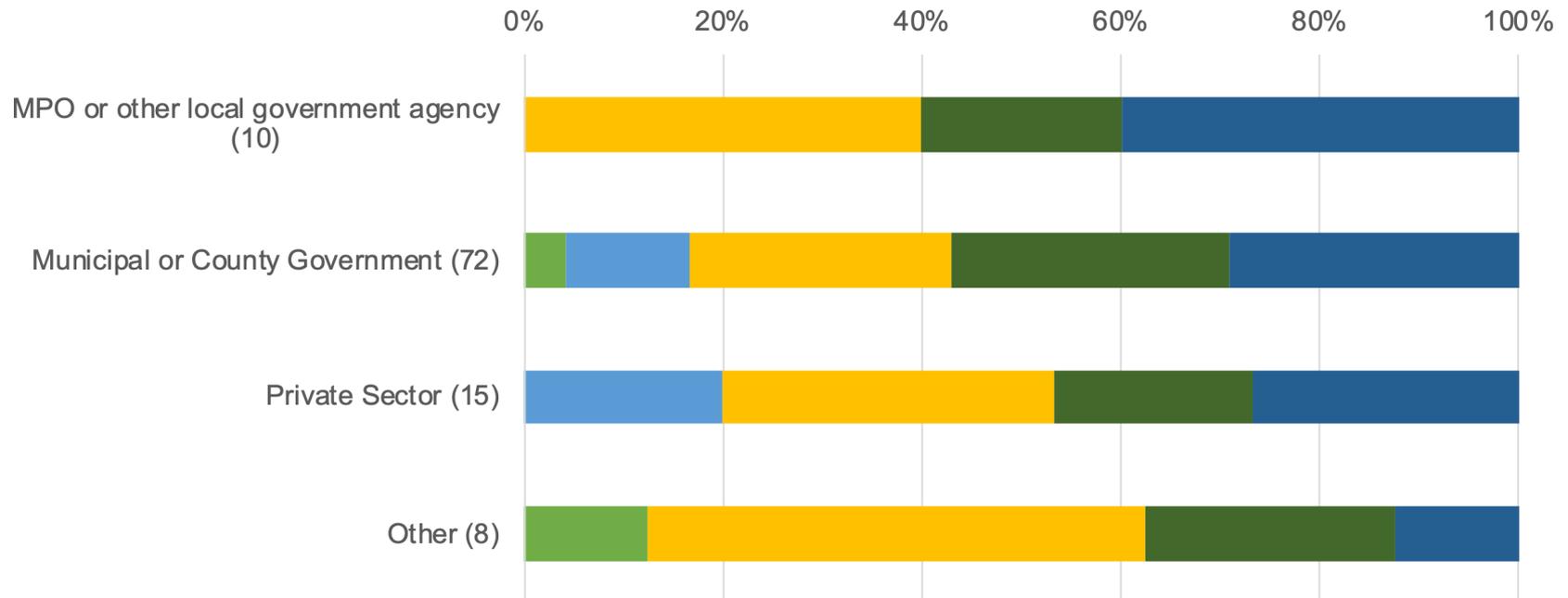
**How important do you think prioritizing multiple transportation mode options (such as bus, rail, automobile and non-vehicular) is to consider when making transportation investment decisions?**





**Agreement from all (>80% in each group) that connected / automated vehicle technology will have an impact on Mobility.**

**Do you believe emerging connected / automated vehicle technology supplemented with flexible ride-share services will have a significant impact on mobility in the county in 10 or 15 years?**

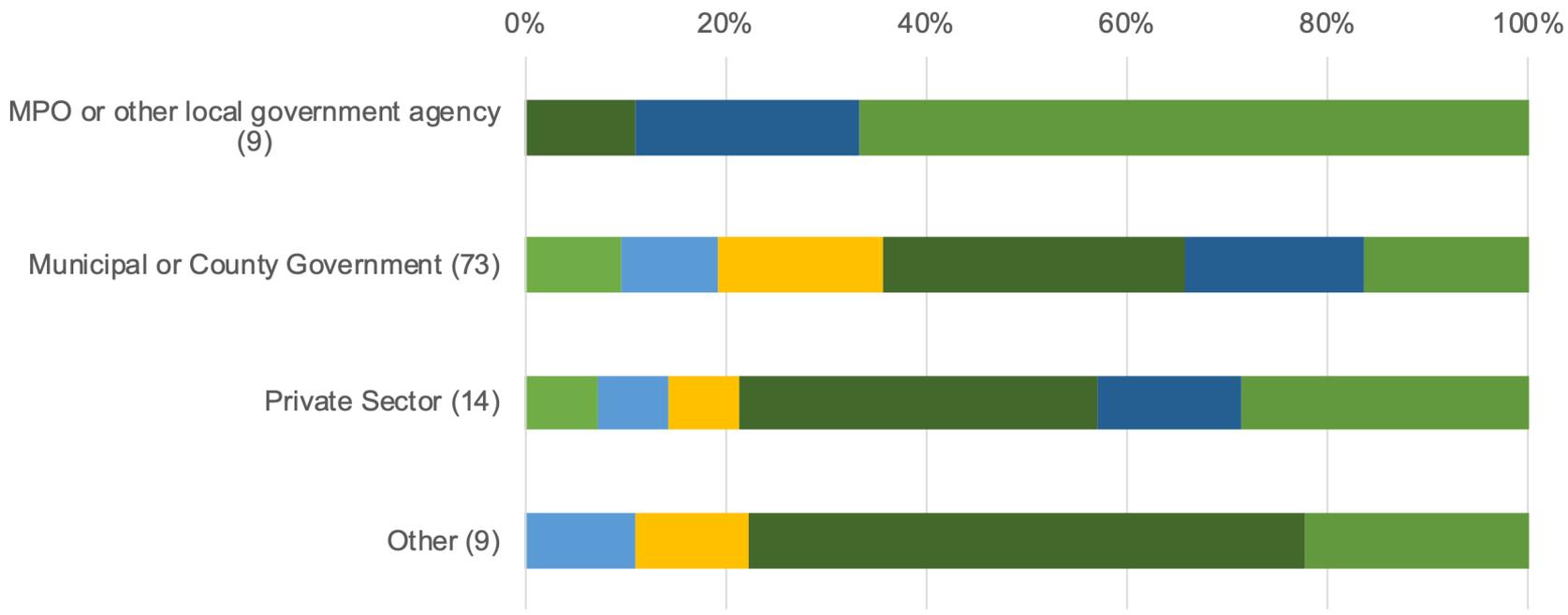


- 1. No more impact than today
- 2. Yes, but limited in scale and will not have significant impacts on overall mobility
- 3. Yes, will have some impacts
- 4. Yes, significant impacts but not necessarily to the point of shifting transportation investments
- 5. A major impact that will have wide reaching effects on mobility and future transportation investments



**While there is agreement that a connected network of sidewalk and bicycle facilities is important, the degree of that importance is unclear.**

**Do you believe having a connected network of sidewalk and bicycle facilities is important in addressing our mobility needs?**

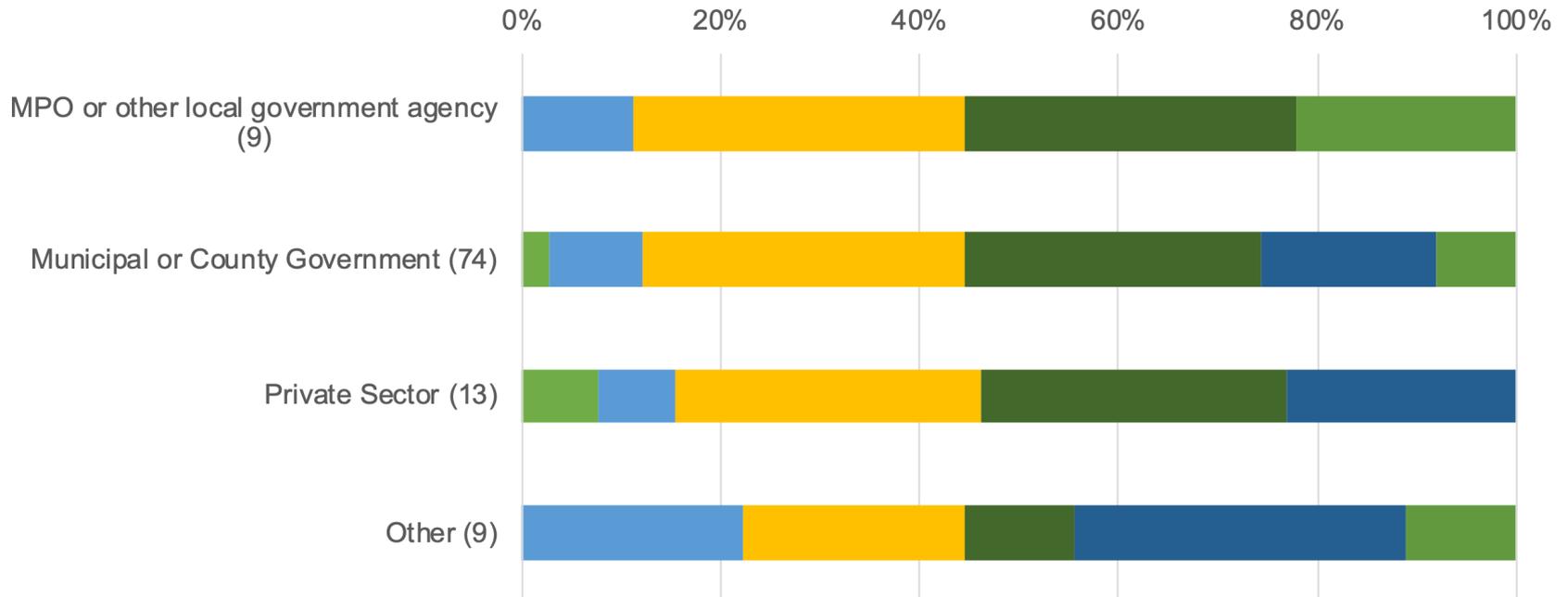


- 1. Very limited in addressing overall mobility needs countywide
- 2. A minor component
- 3. One of many components
- 4. Important, but mostly based on the built environment of the surrounding area
- 5. A very important component
- 6. Among the most important components



## No clear consensus on the impact of South Florida's climate on mobility.

How much of an impact do you feel South Florida's climate has on mobility, particularly with respect to the use of transit and non-motorized modes, such as walking and cycling?

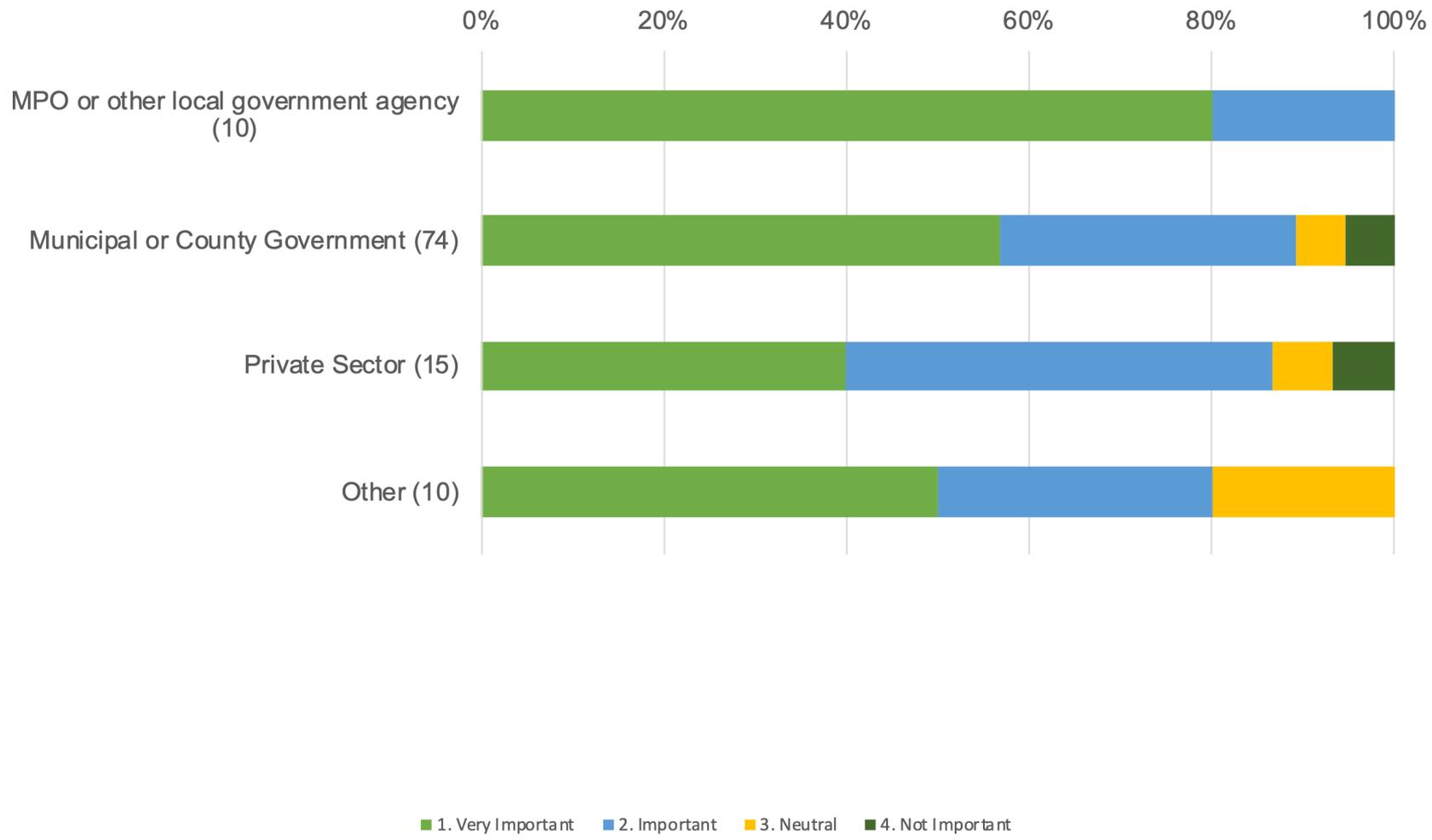


- 1. No significant impact
- 2. Somewhat of a negative impact, as our semi-tropical climate can create uncomfortable conditions, but not necessarily a barrier to these modes
- 3. Somewhat of a positive impact, as our semi-tropical climate is more supportive of these modes than some other regions in the country
- 4. A negative impact mainly on choice riders, particularly during the summer months
- 5. A major (negative) impact, as our semi-tropical climate creates barriers to these modes
- 6. A major (positive) impact, as our semi-tropical climate is supportive of these modes



## Commute times are important to everyone (>80% of each group) when choosing where to live. . .

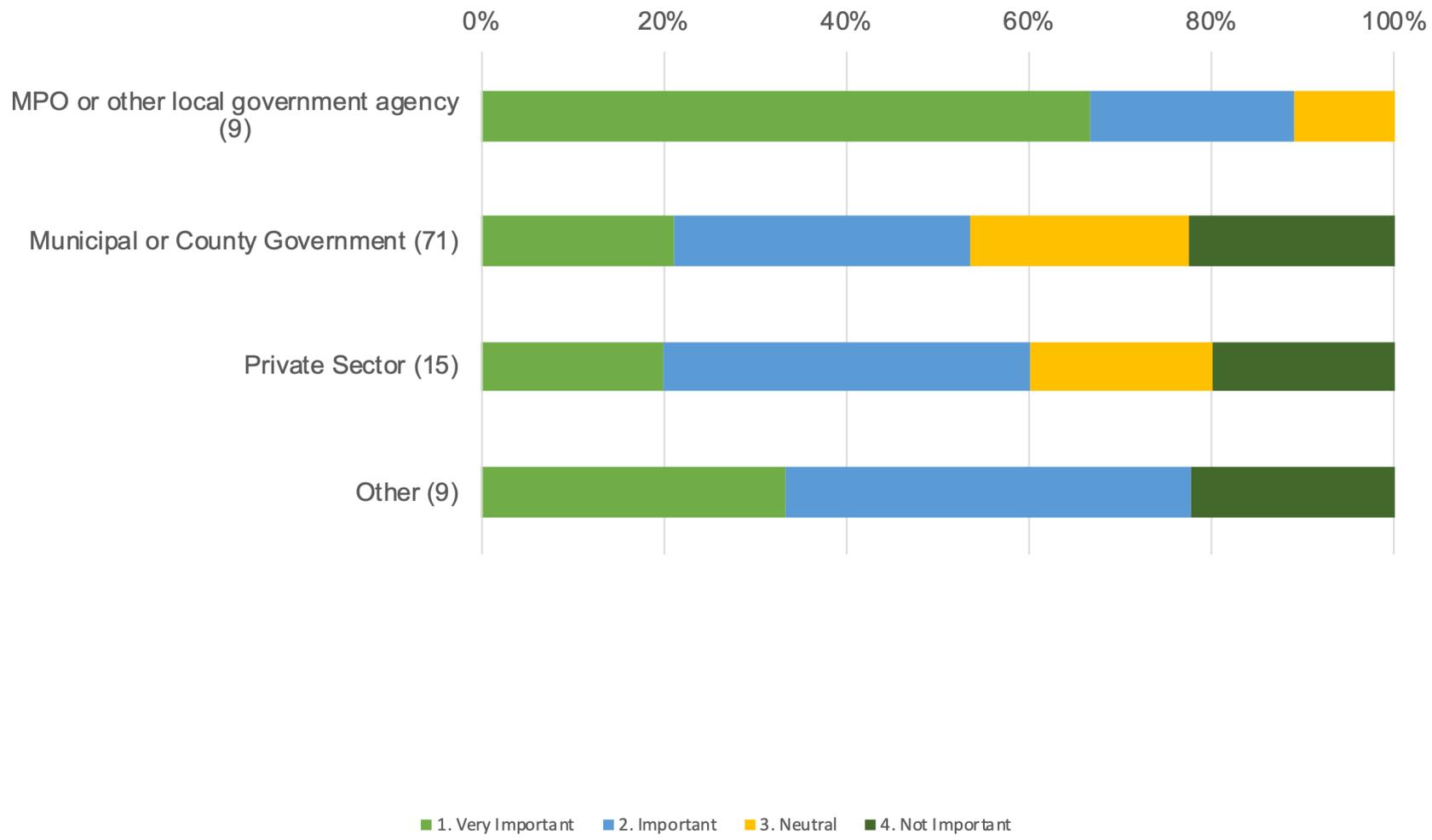
When choosing your place of residence, commute time is:





**. . . But the importance of proximity to multi-modal networks is not as important.**

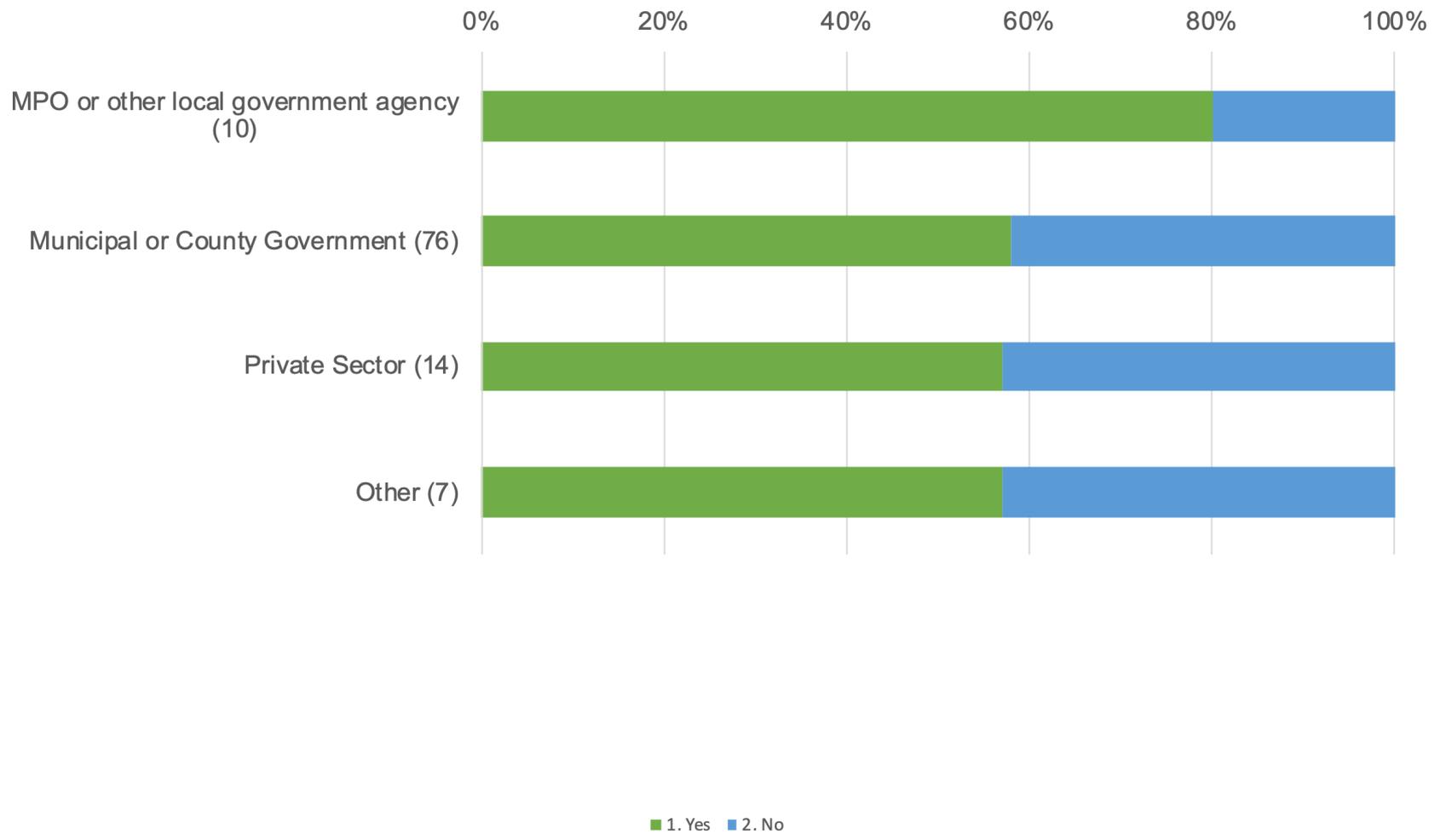
**When choosing your place of residence, proximity to multi-modal networks (such as bus, rail, bicycle paths, sidewalks) is:**

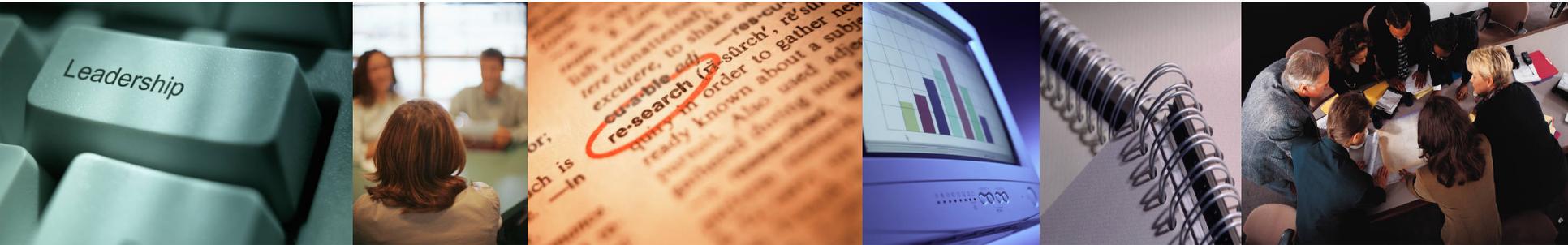




## More than half of all groups live within 1/2 mile of a transit stop or Park & Ride facility.

Do you live within 1/2 mile of a transit stop, or Park & Ride facility?





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