



St. Lucie County  
Transit Development Plan

# Executive Summary

June 2019







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## Introduction

### *St. Lucie Transit Development Plan*

This major update of St. Lucie County's 10-Year Transit Development Plan (TDP), branded *Bus Plus*, was initiated by St. Lucie County in cooperation with the St. Lucie Transportation Planning Organization (TPO). The *Bus Plus* plan represents the community's vision and goals for public transportation and is to be used as a strategic guide for the FY 2020–2029 planning horizon. The resulting implementation plan outlines the actions to be taken in the next 10 years.

### *State Requirement*

St. Lucie County's *Bus Plus* plan is consistent with the requirements of the State of Florida Public Transit Block Grant Program, enacted by the Florida Legislature to provide a stable source of funding for public transportation. The Florida Department of Transportation (FDOT) requires recipients of Block Grant Program funds to prepare a TDP major update every five years. This requirement helps to ensure that the public transportation services being provided and planned for are consistent with the community's mobility needs. Each update must be submitted to the appropriate FDOT District Office by September 1st of the year due.

### *Plan Development*

Developing the *Bus Plus* plan involved a number of planning activities, including evaluating study area conditions and existing transit services, gathering public input, developing a situation appraisal and goals, identifying transit needs, and preparing a transit implementation plan for St. Lucie County for the next 10 years. The full plan with all of the documented analysis will be available for download on the St. Lucie County and St. Lucie TPO web sites.



# EXECUTIVE SUMMARY

## Public Outreach

To prepare a TDP reflective of the St. Lucie County community, an extensive public outreach process was conducted throughout the *Bus Plus* plan process. Numerous public outreach activities were conducted throughout the county to obtain feedback and better understand the community's transit needs.

To ensure the active participation of both transit users and non-users, outreach efforts included grassroots outreach, online and in-person surveys, focus group meetings, public input displays, transit alternatives workshops, committee meetings, and a transit priorities survey. The table below shows that the County met or exceeded most of the Measures of Effectiveness (MOE) goals set early on in the planning process. During Phase 1, people we asked to value a wide array of enhanced service options, while Phase 2 presented the opportunity for people to rank the potential improvements by priority.

### Measures of Effectiveness

Outreach	Measure of Effectiveness	Phase 1		Phase 2	
		Target	Actual	Target	Actual
Stakeholder database	Number of persons in database who identify themselves as members of the general public	200	203	N/A	N/A
Grassroots outreach efforts	Number of attendees or interactions with interested persons at each event	25 per event	30	25 per event	20
Grassroots public input	Number of returned comment cards, surveys, or questionnaires	100	107	100	95
Websites and other communication	Number TDP of related phone calls, emails, and visitors	100	463	30	100
Accessibility of meetings	% of public meetings served by transit	75%	90%	75%	75%
Accessibility to Environmental Justice (EJ) communities	% of grassroots events held in EJ communities	50%	80%	50%	80%
Accessibility to limited English-speaking persons	% of TDP information distributed in Spanish versions	15%	25%	15%	15%
Accessibility to persons with disabilities	% of meeting locations accessible by persons with a physical disability	100%	100%	100%	100%
Accommodation of participant work schedules	Number of public involvement events conducted in evenings or weekends	5	10	4	5



### *Summary of Participation*

In addition to meeting the MOE targets, the table below shows that, overall, the level of involvement goal of the Public Involvement Plan was exceeded.

Outreach Event	Participants
Rider Surveys	140
Non-rider Surveys	411
Focus groups	100
Transit Priorities Survey	180
Committee Meetings	65
<b>Total</b>	<b>896</b>

### *Key Themes*

Outreach conducted for the *Bus Plus* plan generated and evaluated a wide range of ideas for the existing service and for future transit enhancements, which include the following:

**Increase Bus  
Frequency**

**Expand Service  
Hours**

**Fill First  
Mile/Last Mile  
Mobility Gaps**

**Express Service**

**Improved Bus  
Stop Accessibility  
& Comfort**

**Expand Service  
to New Areas**

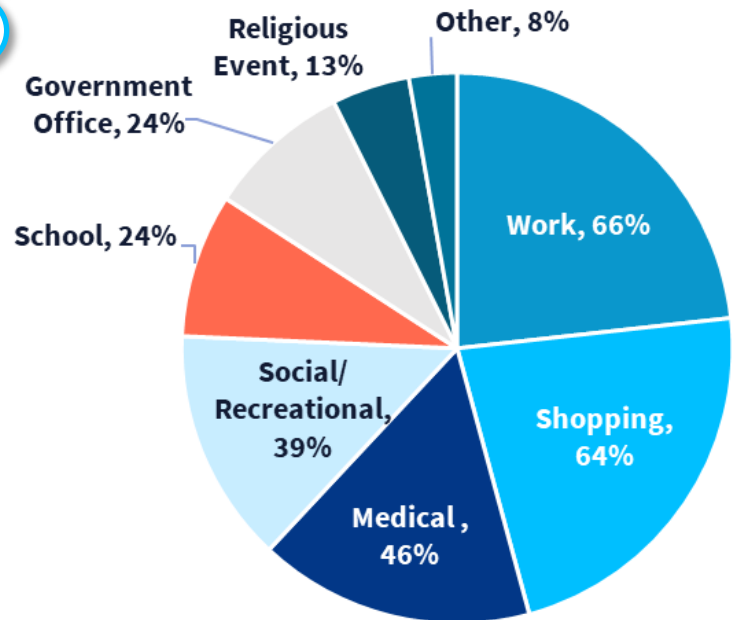
# EXECUTIVE SUMMARY

## Survey Highlights

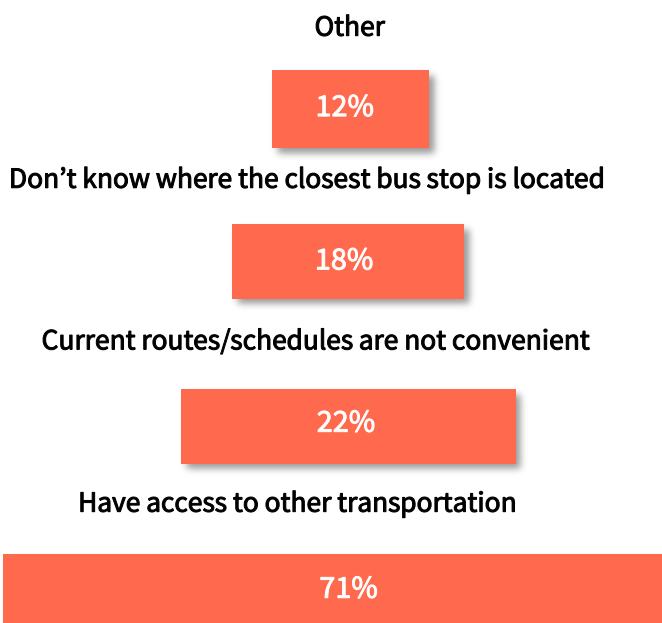
### Service Improvements Riders Want



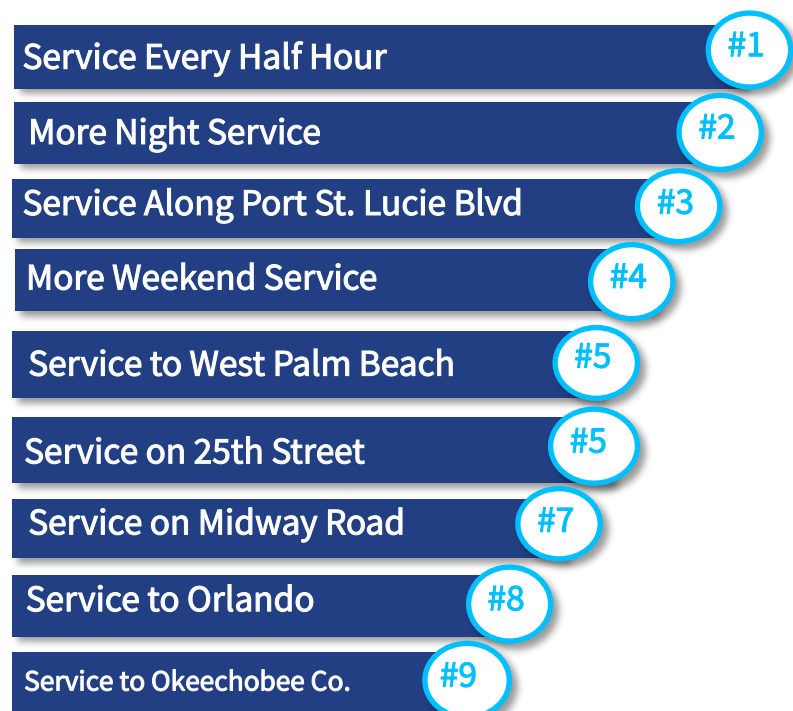
### Where Riders are Going



### Why Citizens are Not Riding the Bus



### Service Improvements Non-Riders Want





## Goals & Objectives

Goals and objectives are an integral part of St. Lucie County's *Bus Plus* plan, as they provide the policy direction to achieve the community's vision while helping guide the agency as the county evolves. The following sources were used to guide the update of the adopted TDP goals and objectives for the next 10 years:

- ◆ Goals and objectives from the last TDP and progress on the 2014 TDP's 10-year implementation plan.
- ◆ Findings from the Situation Appraisal, which identified key issues that affect St. Lucie County's transit system today and will affect the system over the next few years.
- ◆ Input received from the public on the needs and direction of transit in St. Lucie County and the immediate region.
- ◆ Findings from reviews of policies and recommendations, goals, and objectives included in other agency plans to ensure consistency with other planning efforts at the national, state, regional, and local levels.

The four goals established as part of the TDP process are listed below with their associated objectives, and are consistent with the community's vision and priorities regarding transit in the county.

### *Bus Plus Goals & Objectives*

#### 1. A high-quality transit service that provides a high level of service and convenience.

- Increase the number of one-way, fixed-route passenger trips by an average of five percent annually.
- Maintain service reliability and on-time performance.
- Develop a system-wide performance monitoring program.
- Form partnerships with public and private entities to develop innovative services, technology programs, and pilot projects.
- Improve accessibility to transit services and facilities.

#### 2. A financially-efficient and affordable transit service.

- Maintain cost efficiencies and financial stability.
- Identify and evaluate additional opportunities to enhance revenues.

#### 3. Widespread knowledge and awareness of the transit system through marketing and education efforts.

- Achieve regional and local support of transit initiatives.
- Implement a marketing plan.

#### 4. Transit-supportive land use and policies.

- Review/update local development codes to enhance the ability to fund and develop new transit options in growing areas.

# EXECUTIVE SUMMARY

## Proposed Alternatives

The transit needs and associated alternatives are developed based on information gathered through various data collection and outreach efforts conducted for the TDP. The identified alternatives are prioritized through the evaluation process and the final prioritized list of improvements is used to develop the 10-year implementation and financial plans. The map on the next page provides an illustration of these proposed service alternatives, in addition to the infrastructure and other capital needs shown on this current page.

### New Services

Crosstown Parkway
Fort Pierce/Port St Lucie Express (25th St.)
Fort Pierce to South Hutchinson Island
Midway Road
Palm Beach Express
Port St Lucie Boulevard (Route 5 split)
Gatlin Boulevard (Route 5 split)
Virginia Avenue
Selvitz Road/Bayshore Boulevard
Indian River Estates micro-transit
Torino Parkway micro-transit
Tradition Area micro-transit

### Improvements to Existing Service

Increase frequency from 60 minutes to 30 minutes on Routes 2 & 3
Expand service hours on Route 7 to reflect the other route schedules (currently 7a.m.—6p.m.)
Expand Saturday service hours to reflect weekday span of service (currently 8a.m.—12p.m./1p.m.—4p.m.)

### Planning/Policy

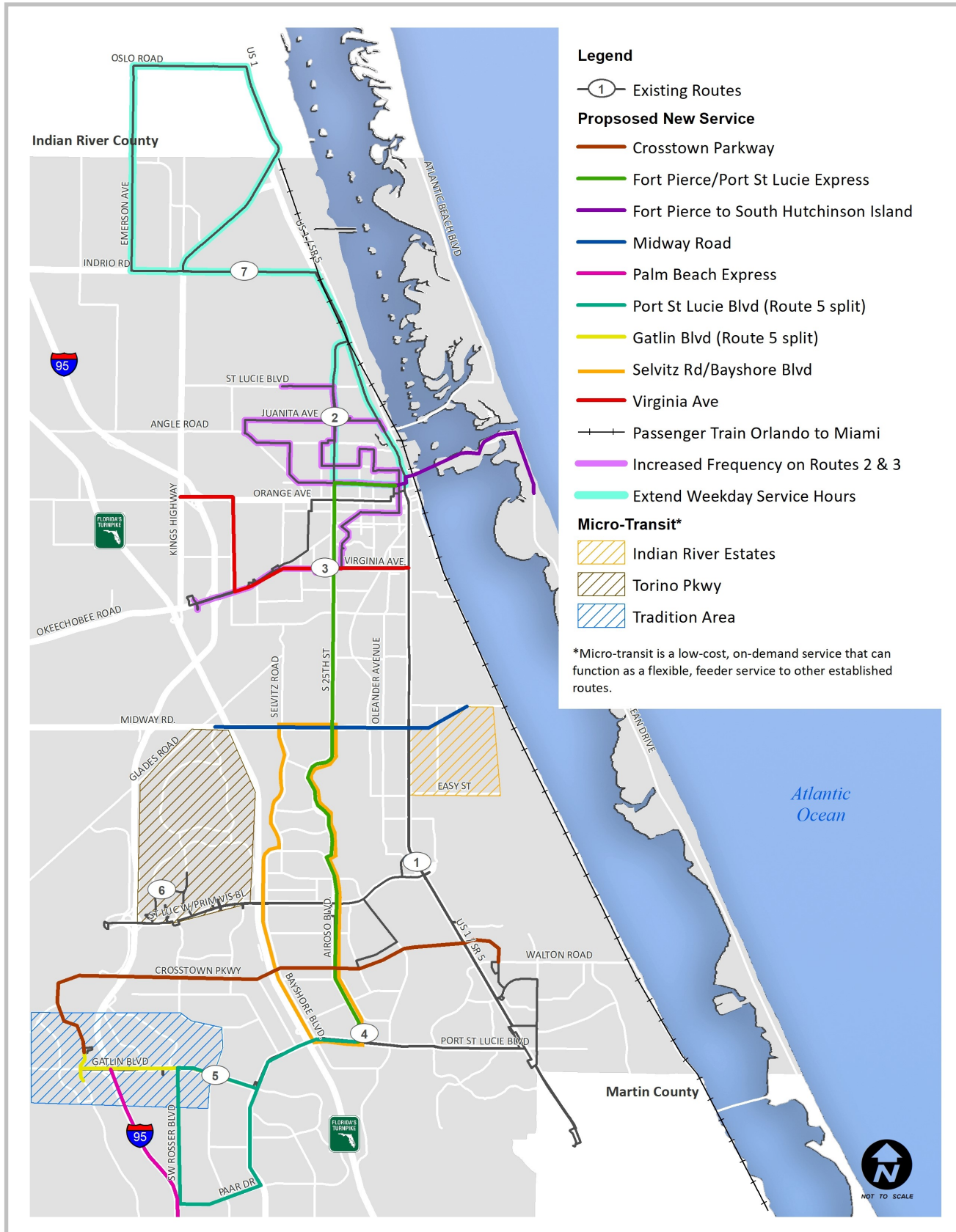
Completion of bus stop and transit facility accessibility assessment and ADA Transition Plan
Completion of a comprehensive operations analysis
Determination on fare policy

### Capital/Infrastructure

Port St. Lucie Transfer Station improvements
New Port St. Lucie City Center hub/transfer station
Bus Stop/Shelter improvements
Improved sidewalk connections to bus stops
New operations/maintenance/administrative facility



## St. Lucie County New Service Alternatives

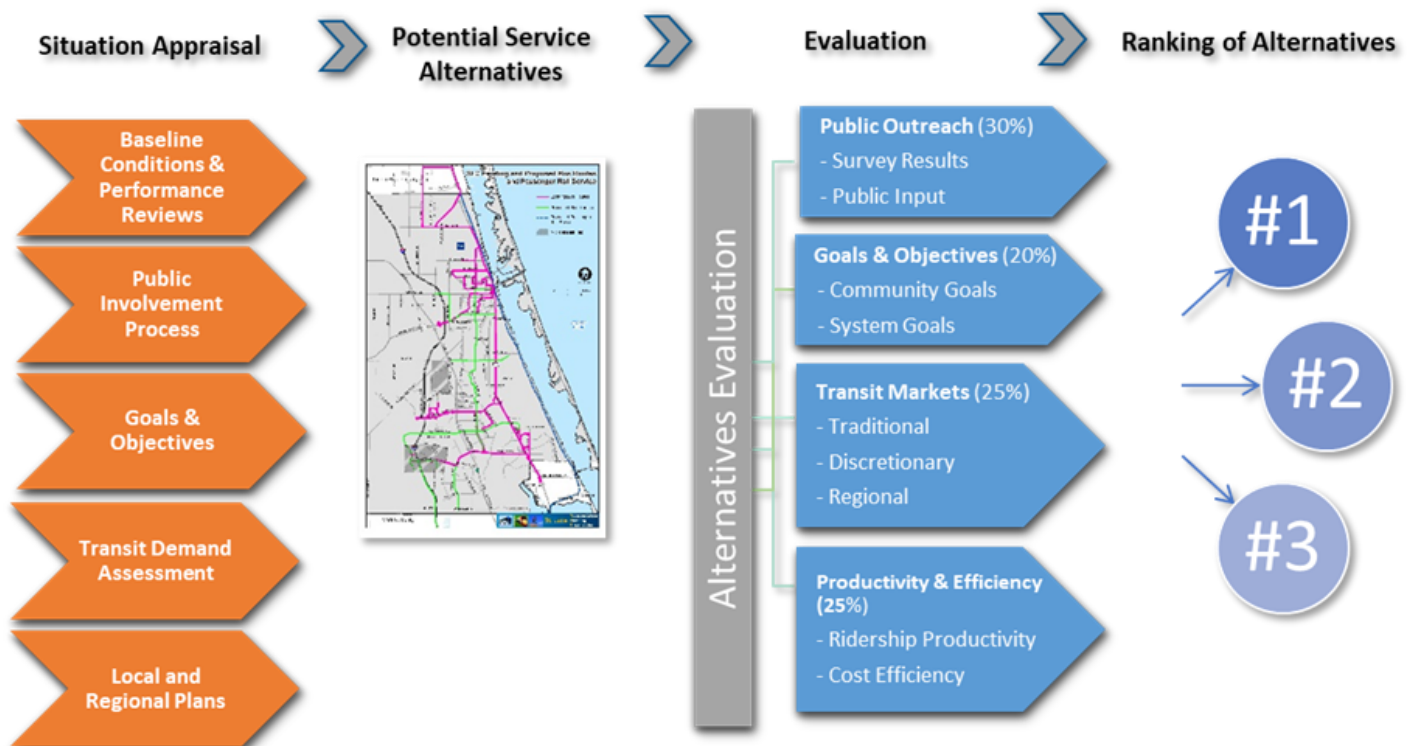


# EXECUTIVE SUMMARY

## Evaluation of Alternatives

A number of alternatives (or potential improvements) were identified to serve different rider markets and to provide varying levels of service. Therefore, it is important for St. Lucie County to prioritize these alternatives to effectively plan and implement them within the next 10 years using existing and/or new funding sources. In order to evaluate the benefits of the proposed service alternatives and better prioritize them, a methodology was developed that weighed input from the public outreach, goals and objectives, ridership potential through transit market assessments, and regional connectivity. The figure below illustrates the service alternatives evaluation process, including criteria, measures, and weights used for each category.

### Alternatives Evaluation Process





## Ranked Alternatives

Each service alternative received a score by using the process summarized previously. The alternatives from each improvement type were scored against each other, then the alternatives were ranked based on their respective score, as seen in the table below.

### 10-Year Transit Service Priorities

Rank	Proposed Improvements	Evaluation Score
<b>Improvements to Existing Service</b>		
1	Increase frequency on Routes 2 & 3	5.00
2	Expand Saturday service hours	4.50
3	Expand service hours on Route 7	2.60
<b>New Services</b>		
1	Fort Pierce/Port St. Lucie Express (25 <sup>th</sup> Street)	5.10
2	Midway Avenue	4.70
3	Virginia Avenue	4.50
4	Port St. Lucie Boulevard (Route 5 split)	4.40
4	Gatlin Boulevard (Route 5 split)	4.40
6	Palm Beach Express	4.00
7	Fort Pierce to South Hutchinson Island	3.90
8	Crosstown Parkway	3.70
9	Selvitz Road/Bayshore Boulevard	3.20
<b>New Micro-Transit</b>		
1	Tradition Area	3.55
2	Torino Parkway	2.75
3	Indian River Estates	2.35

# EXECUTIVE SUMMARY

## 10-Year Transit Plan

Of the alternatives identified in the previous section, the following pages show what the proposed 10-year implementation plan will look like with two different funding options as described below.

### *Implementation Plan Options*

Two implementation plan options were developed based on different revenue scenarios. The first option presents a phased implementation plan based on existing revenue streams, the second option presents a phased implementation plan based on a proposed increase to the Mass Transit Municipal Service Taxing Unit (MSTU) beginning in FY 2020.

#### Option 1—Status Quo

- ◆ Based on existing revenue streams
- ◆ Assumed limited growth in revenue over the 10-year period
- ◆ Limits the number of funded alternatives
- ◆ Current MSTU millage rate is 0.1269

#### Option 2—Opportunity Plus

- ◆ MSTU has not been increased since 2011
- ◆ The proposed increase would bring the MSTU to 0.2300
- ◆ If passed, will generate an additional \$2M in revenue annually
- ◆ The additional funding will help provide adequate resources to implement critical services from the prioritized list of alternatives
- ◆ For the average home of about \$200,000, the increase will add \$22 annually

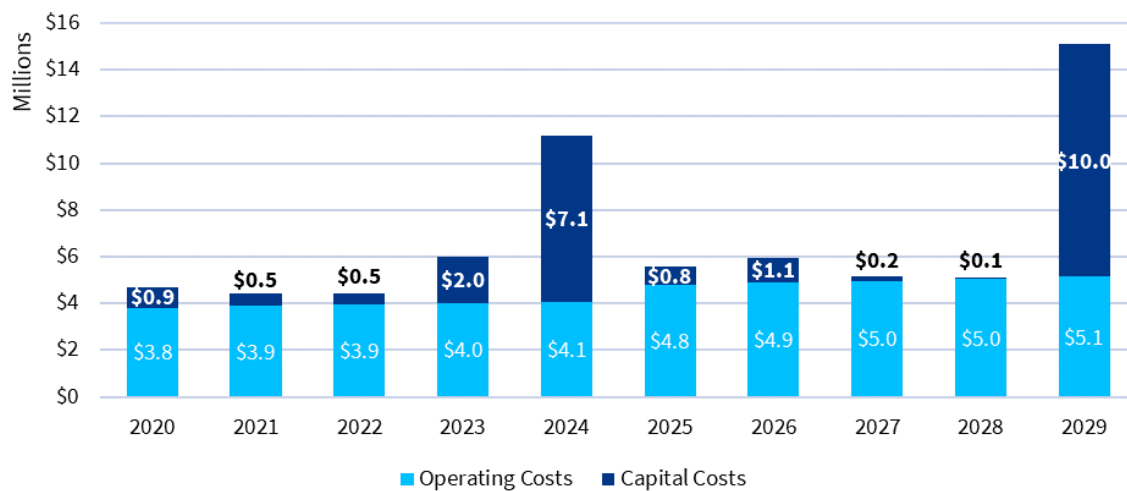


## Cost Summary

### Option #1: Status Quo

The Status Quo Plan summarized on the next page assumes that the operating cost for existing services, totaling \$44.6 million over the 10-year period, will be maintained, and the \$23 million in identified capital revenue will balance the estimated.

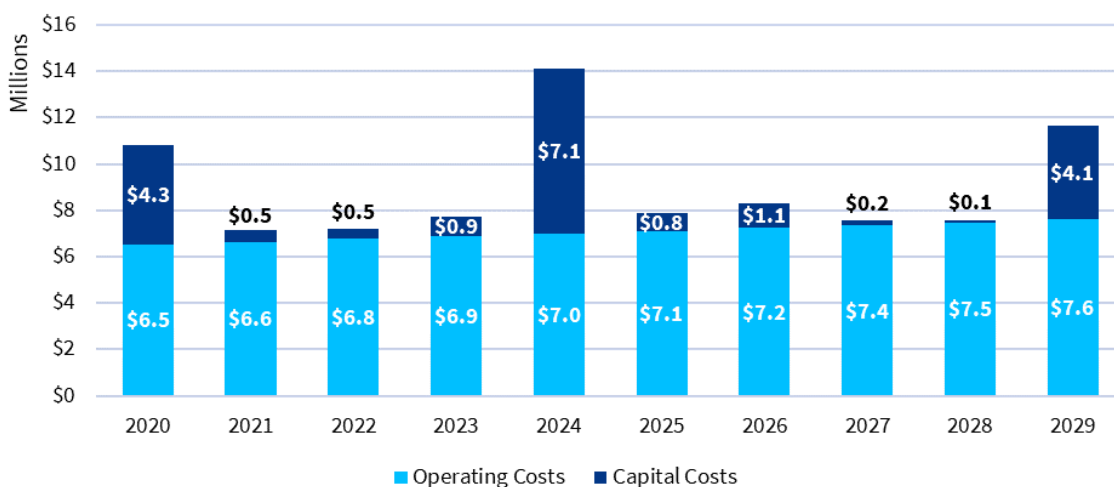
*10-Year Operating and Capital Cost Summary—Status Quo*



### Option #2: Opportunity Plus

The Opportunity Plus Plan summarized later in this document assumes that the operating cost for existing and new services will total \$70.6 million over the 10-year period, yielding a \$290,300 operating surplus, and the \$23 million in identified capital revenue will balance the estimated costs and yield an approximate capital surplus of \$3.7 million. This surplus should be used to replace the vehicles purchased in 2020 for new services.

*10-Year Operating and Capital Cost Summary—Opportunity Plus*



# EXECUTIVE SUMMARY

## Implementation Plans

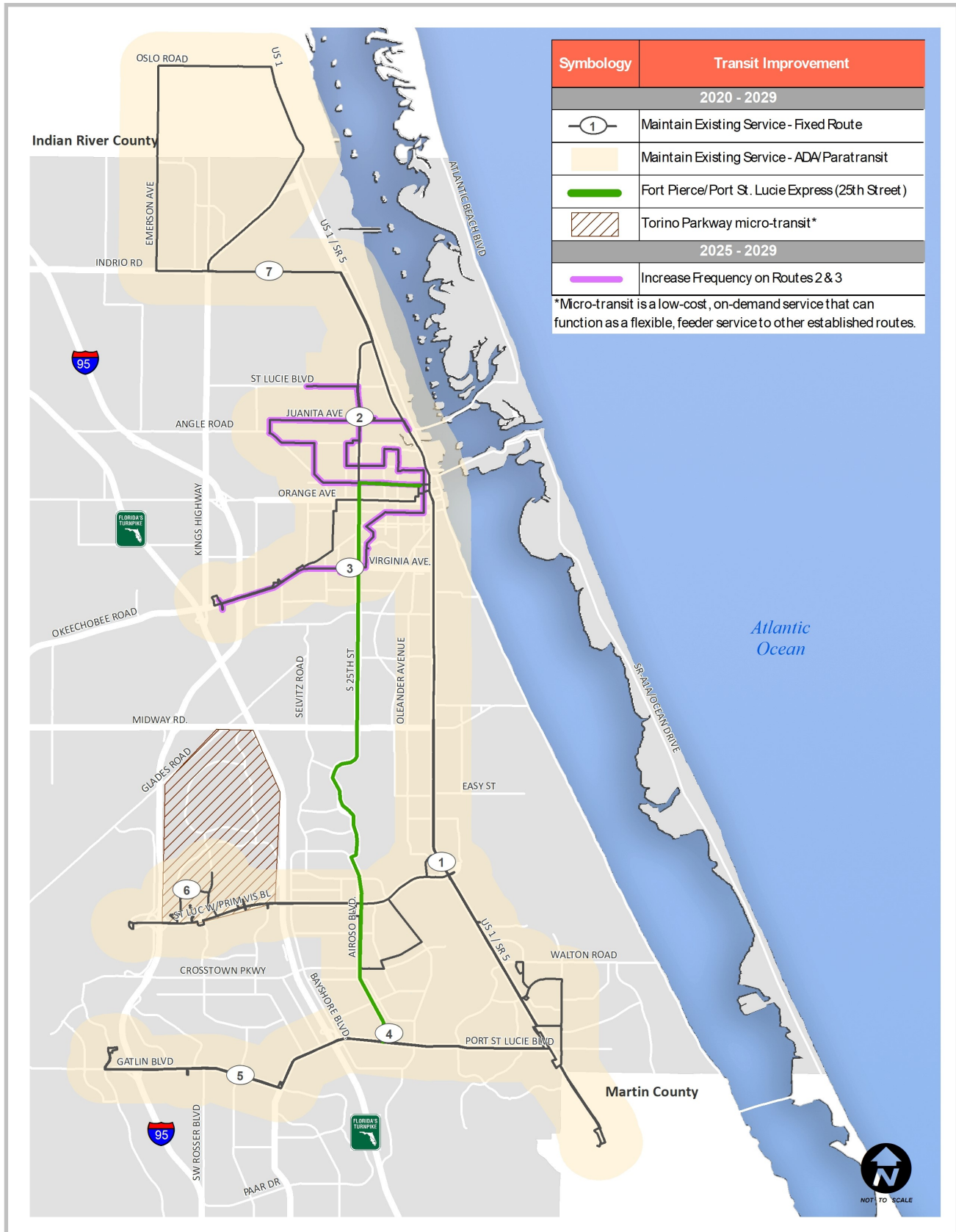
### 10-Year Implementation Plan—Option 1 (Status Quo)

The implementation plan below outlines service improvements that are included in the Status Quo Plan from 2020 through 2029, as well as unfunded needs for FDOT's transportation deficiency assessment. The table also shows the implementation years, operating and capital costs associated with the improvements, and proposed category of funding source (existing or new). It is important to emphasize that the schedule shown does not preclude the opportunity to delay or advance any improvements and should be adjusted as priorities change, funding assumptions do not materialize, or more funding becomes available. The map on the following page also illustrates what the transit service will look like with the funded improvements.

Transit Improvement	Implementation Year	Annual Operating Cost	Total Capital Cost	Potential Revenue Source	Priority Ranking
		(2020\$)	(2020\$)		
Maintain Existing Services					
Maintain Existing Service - Fixed Route	2020-2029	\$2,750,577	\$6,272,000	Existing	n/a
Maintain Existing Service - ADA/Paratransit	2020-2029	\$727,346	\$3,375,000	Existing	n/a
Improve Existing Services					
Increase Frequency on Routes 2 & 3	2025-2029	\$592,868	\$896,000	New	1
Extend Weekday Service Hours on Route 7	Unfunded	\$63,522	\$0	New	2
Expand Saturday Service Hours for All Routes	Unfunded	\$275,260	\$0	New	3
Add New Services					
Fort Pierce/Port St. Lucie Express (25th Street)	2020-2029	\$140,000	\$448,000	New	1
Midway Road	Unfunded	\$357,603	\$448,000	New	2
Virginia Avenue	Unfunded	\$357,603	\$448,000	New	3
Port St. Lucie Blvd (Rt 5 split)	Unfunded	\$178,802	\$448,000	New	4
Gatlin Blvd (Rt 5 split)	Unfunded	\$30,584	\$0	New	4
Palm Beach Express	Unfunded	\$357,603	\$448,000	New	6
Fort Pierce to South Hutchinson Island	Unfunded	\$357,603	\$448,000	New	7
Crosstown Parkway	Unfunded	\$357,603	\$448,000	New	8
Selvitz Road/Bayshore Boulevard	Unfunded	\$357,603	\$448,000	New	9
New Micro-Transit					
Torino Parkway micro-transit	2020-2029	\$200,000	\$125,000	New	1
Tradition Area micro-transit	Unfunded	\$200,000	\$125,000	New	2
Indian River Estates micro-transit	Unfunded	\$200,000	\$125,000	New	3
Policy/Planning/Capital/Infrastructure					
Comprehensive Operations Analysis (COA)	2021	n/a	\$150,000	Existing	n/a
ADA Assessment	2021	n/a	\$100,000	Existing	n/a
Bus Stop/Shelter Improvements	2020-2029	n/a	\$150,000	Existing	n/a
Improved Bus Stop Access	2022-2029	n/a	\$400,000	Existing	n/a
New Administration and Operations Facility	2029 (Partial)*	n/a	\$9,894,652	Existing	n/a

\*Partially funded in 2029 with capital revenue remaining after the 10-year period

## Status Quo Option - Funded Map





# EXECUTIVE SUMMARY

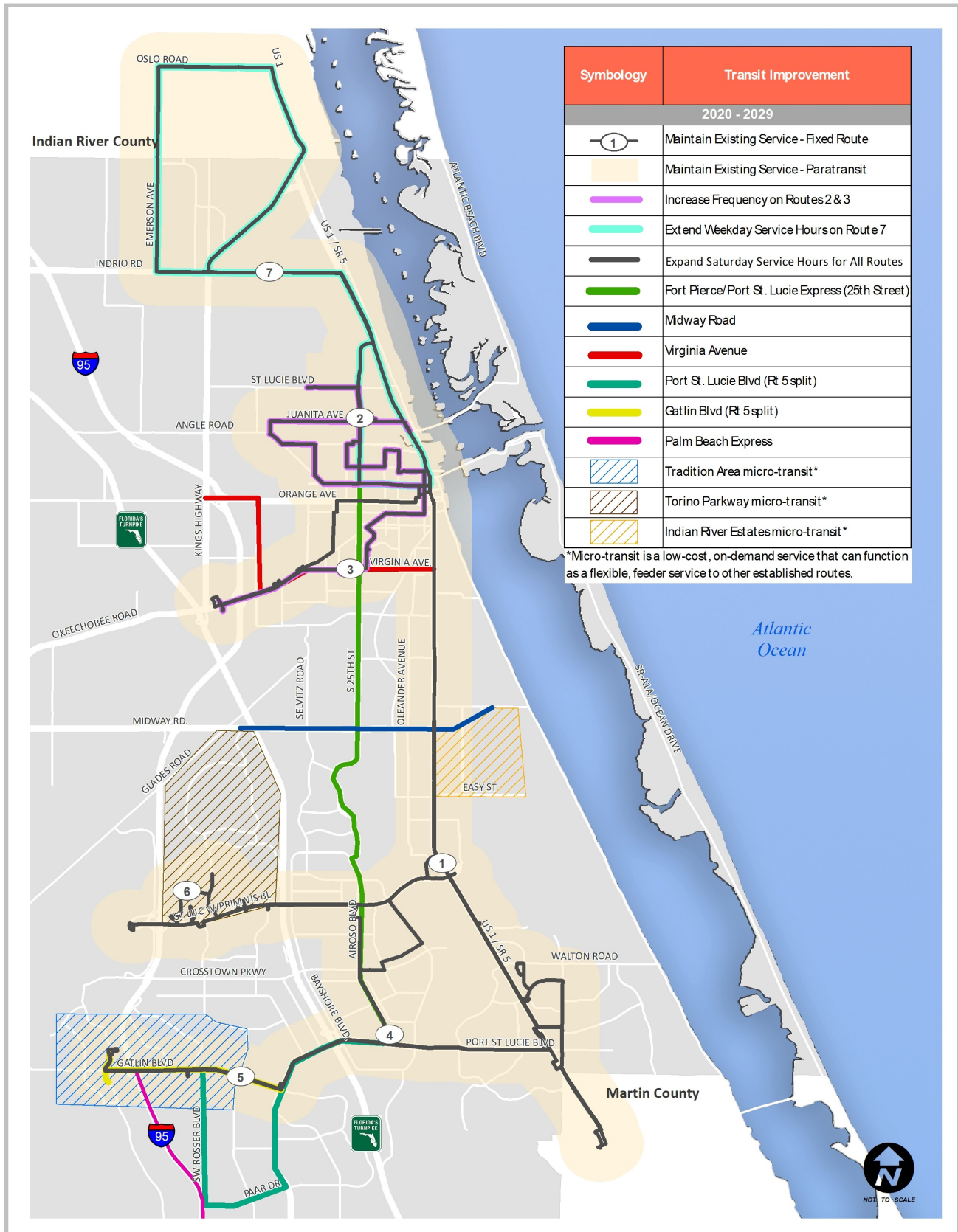
## 10-Year Implementation Plan—Option 2 (Opportunity Plus)

The implementation plan below outlines service improvements that are included in the Opportunity Plus Plan from 2020 through 2029, as well as unfunded needs for FDOT's transportation deficiency assessment. The table also shows the implementation years, operating and capital costs associated with the improvements, and proposed category of funding source (existing or new). It is important to emphasize that the schedule shown does not preclude the opportunity to delay or advance any improvements and should be adjusted as priorities change, funding assumptions do not materialize, or more funding becomes available. The map on the following page also illustrates what the transit service will look like with the funded improvements.

Transit Improvement	Implementation Year	Annual Operating Cost	Total Capital Cost	Potential Revenue Source	Priority Ranking
		(2020\$)	(2020\$)		
Maintain Existing Services					
Maintain Existing Service - Fixed Route	2020-2029	\$2,750,577	\$6,272,000	Existing	n/a
Maintain Existing Service - Paratransit	2020-2029	\$727,346	\$3,375,000	Existing	n/a
Improve Existing Services					
Increase Frequency on Routes 2 & 3	2020-2029	\$592,868	\$896,000	New	1
Extend Weekday Service Hours on Route 7	2020-2029	\$63,522	\$0	New	2
Expand Saturday Service Hours for All Routes	2020-2029	\$275,260	\$0	New	3
Add New Services					
Fort Pierce/Port St. Lucie Express (25th Street)	2020-2029	\$140,000	\$448,000	New	1
Midway Road	2020-2029	\$357,603	\$448,000	New	2
Virginia Avenue	2020-2029	\$357,603	\$448,000	New	3
Port St. Lucie Blvd (Rt 5 split)	2020-2029	\$178,802	\$448,000	New	4
Gatlin Blvd (Rt 5 split)	2020-2029	\$30,584	\$0	New	4
Palm Beach Express	2020-2029	\$357,603	\$448,000	New	6
Fort Pierce to South Hutchinson Island	Unfunded	\$357,603	\$448,000	New	7
Crosstown Parkway	Unfunded	\$357,603	\$448,000	New	8
Selvitz Road/Bayshore Boulevard	Unfunded	\$357,603	\$448,000	New	9
New Micro-Transit					
Tradition Area micro-transit	2020-2029	\$200,000	\$125,000	New	1
Torino Parkway micro-transit	2020-2029	\$200,000	\$125,000	New	2
Indian River Estates micro-transit	2020-2029	\$200,000	\$125,000	New	3
Policy/Planning/Capital/Infrastructure					
Comprehensive Operations Analysis (COA)	2021	n/a	\$150,000	Existing	n/a
ADA Assessment	2021	n/a	\$100,000	Existing	n/a
Bus Stop/Shelter Improvements	2020-2029	n/a	\$150,000	Existing	n/a
Improved Bus Stop Access	2022-2029	n/a	\$400,000	Existing	n/a
New Administration and Operations Facility	2029 (Partial)*	n/a	\$3,989,094	Existing	n/a

\*Partially funded in 2029 with capital revenue remaining after the 10-year period

## Opportunity Plus Option - Funded Map











For more information, contact:

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