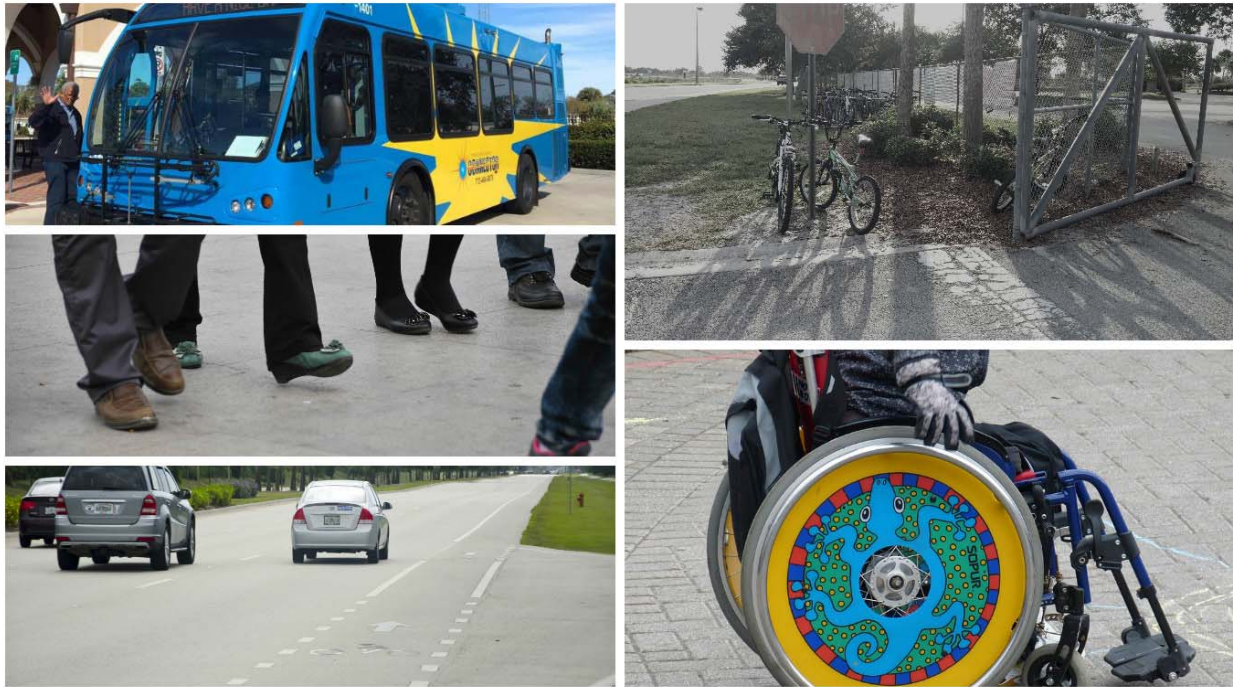




Transportation Connectivity Study



Prepared by the St. Lucie Transportation Planning Organization

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1.0 BACKGROUND AND PURPOSE

Transportation planning focuses on "access," ensuring that people can easily reach jobs, education, and other daily needs. Communities that support access are known as "livable" or "sustainable" communities.

The St. Lucie TPO addresses access by incorporating livability, sustainability, and mobility goals into the planning process. The purpose of the Transportation Connectivity Study is to provide residents with more options for access. The Study evolved from two initiatives, Unified Planning Work Program (UPWP) outreach and federal agency Planning Emphasis Areas (PEAs), further described as follows.

Unified Planning Work Program

Every two years, the TPO develops its UPWP which includes a description of the activities and resulting products, who will perform the work, timeframes for completion, costs, and funding sources. A Call for UPWP Projects was announced to the public through social media, discussions at meetings of committees and organizations, such as the TPO advisory committees, the Local Coordinating Board for the Transportation Disadvantaged, and the Safe Kids Coalition, and through community outreach. Projects called for by the public and various committees included a Transportation Connectivity Study.

Federal Planning Emphasis Areas (PEAs)

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issue PEAs. PEAs are topical planning areas that FHWA and FTA request to be emphasized as the State Departments of Transportation and the Metropolitan Planning Organizations (MPOs) develop their respective planning work programs. The following PEA relates to transportation connectivity:

- Ladders of Opportunity: Identify Transportation Gaps in Accessing Essential Services.

The Florida Department of Transportation (FDOT) supports the TPO's consideration of federal PEAs in the development of its UPWP. FDOT's own list of PEAs includes a focus on multi-modal transportation planning.

Completion of the Transportation Connectivity Study involved the following steps:

- Review of Related Plans and Studies
- Evaluation of Existing Conditions

- Identification of Major Activity Centers
- Identification of Connectivity Gaps
- Prioritization of Connectivity Gaps
- Identification of Connectivity Strategies
- Development of Implementation Plan

2.0 REVIEW OF RELATED PLANS AND STUDIES

The following plans and studies inform and/or support the Transportation Connectivity Study:

St. Lucie TPO Go2040 Long Range Transportation Plan (LRTP)

The St. Lucie TPO Go2040 LRTP identifies goals, objectives, and strategies to guide transportation investments over the next 20 years to make the TPO area more competitive, livable, and sustainable.

Florida Transportation Plan (FTP)

The FTP is the long range transportation plan for all of Florida and guides investment of state and federal transportation funds. One of the goals of the FTP is “Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play.”

FDOT District 4 Planning Activities

The TPO area is located within FDOT District 4. Several FDOT District 4 Planning Activities relate to bicycle/pedestrian improvements and livable communities.

Transportation Disadvantaged Service Plan (TDSP)

The St. Lucie TDSP addresses the public transportation needs of the transportation disadvantaged (TD) community. TD persons are those who cannot obtain transportation on their own due to physical or mental disabilities, income limitations, or age and are therefore dependent on public transportation. The mission of the TDSP is to provide a safe, efficient, and affordable coordinated transportation system that enhances mobility and accessibility.

Transit Development Plan (TDP)

The St. Lucie County Bus Blueprint, the County's 2015–2024 Transit Development Plan (TDP), is the strategic guide for public transportation in

St. Lucie County. The TDP identifies public transportation service improvement priorities, determines the operating and capital costs to implement these priorities, and outlines a strategy for implementation. TDP 10-year priorities and long-term improvements include implementing new bus routes and flex bus service and improving connectivity to surrounding counties.

Bike Rack Plan

The TPO's Bike Rack Plan was developed as part of a complete multimodal transportation plan that will result in connecting biking and walking, public transit options, and carpooling. Although bicycling is a sensible mode of transportation, surveys indicate that one of the barriers to bicycle travel is the lack of secure, safe, bicycle parking spots. The Bike Rack Plan contributes to connectivity by identifying general locations for bicycle racks in public rights-of-way adjacent to bus stops in residential and commercial activity centers.

Complete Streets Study

The UPWP includes the preparation of a Complete Streets Study. The purpose of the study is to improve multimodal access, safety, and connections and to encourage the development of complete street corridors within the St. Lucie TPO area. The Complete Streets Study includes the following:

- Development of an inventory of complete streets within the TPO area
- Identification of candidate corridors for complete street treatment
- Preparation of Complete Street Action Plans for selected corridors

Corridors that serve Major Activity Centers (MACs) are being prioritized in the Complete Street Study's proposed ranking criteria.

Congestion Management Process (CMP)

The CMP identifies areas with congestion or safety issues and prioritizes projects which address the identified congestion and safety issues. These projects typically do not involve the widening of roadway segments and are intended to be implemented more quickly than roadway widening projects.

3.0 EVALUATION OF EXISTING CONDITIONS

A comprehensive network of public transportation and bicycle/pedestrian facilities contributes to livable and sustainable communities. Bus service helps communities thrive by improving access to jobs, shopping, education and other essential services. Complete streets offer a more balanced

transportation system through the development of roadways that safely accommodate travelers of all ages and abilities. The bus and complete streets networks in the TPO area are described with regard to the local and regional connections as follows.

3.1 LOCAL CONNECTIONS

Bus Service

The fixed route bus service is called the Treasure Coast Connector (TCC). Fixed route service follows specific time schedules, stopping points, and routes. There are currently seven TCC fixed routes serving the TPO area. One route runs along U.S. 1, two routes operate circulator service in Fort Pierce, three routes serve the Port St. Lucie area, and one route connects Fort Pierce with Indian River County.

Complete Streets

People tend to walk/bike more on streets they perceive as convenient and safe. A complete street is a street that safely accommodates motorists, bus riders, bicyclists, and pedestrians. Emphasis is placed on the needs of users of all abilities and income levels. An inventory of complete streets within the TPO area was developed based on a context-sensitive approach. The inventory, as defined by the TPO Board, includes streets with separate sidewalks and bicycle lanes and streets with wide, multi-use sidewalks but no bike lanes. Complete streets in the TPO area include Crosstown Parkway, SR-A1A, and portions of U.S. 1. The Complete Streets Inventory map is included in Appendix A.

3.2 REGIONAL CONNECTIONS

Bus Service

Fixed-route buses serve a number of destinations throughout the Treasure Coast. St. Lucie County's TCC Route #1 provides access to Martin County and Lakewood Park Route #7 connects to Indian River County. The Martin and Indian River bus systems connect to adjacent counties as well.

The tri-county transit agencies collaborate to facilitate inter-county travel by working together in terms of the operation of bus services that serve multiple counties. Other collaborative efforts include TDP update coordination, development of a bus map of regional attractions, and establishment of a tri-county bus website.

Complete Streets

St. Lucie, Martin, and Indian River Counties are connected to some extent via sidewalks and bike lanes with U.S. 1 being the major north/south connector.

U.S. 1 is a complete street where it connects Martin County to southern St. Lucie County. This section of U.S. 1 has sidewalks and bike lanes on both sides. Land use in the vicinity is low-density commercial with various vacant parcels.

The U.S. 1 connection to Indian River County is not a complete street. The roadway has bike lanes on both sides but no sidewalks. Land use in the vicinity consists mostly of vacant land with intermittent, very low density commercial uses.

4.0 IDENTIFICATION OF MAJOR ACTIVITY CENTERS

The Transportation Connectivity Study analyzes how well residents of the TPO area are connected to Major Activity Centers (MACs) via bicycle lanes, sidewalks, transit routes, or complete streets.

A MAC is a walkable geographic area that contains multiple, often unique, attractions. MAC patrons often live outside the immediate area. A Major Activity Center is defined as:

. . . a geographical area characterized by a large transient population and heavy traffic volumes and densities; for example, central business district, major air terminal, large university, large shopping center, industrial park, sports arena." - *Transit Capacity and Quality of Service Manual, Third Edition, Transportation Research Board, 2013*

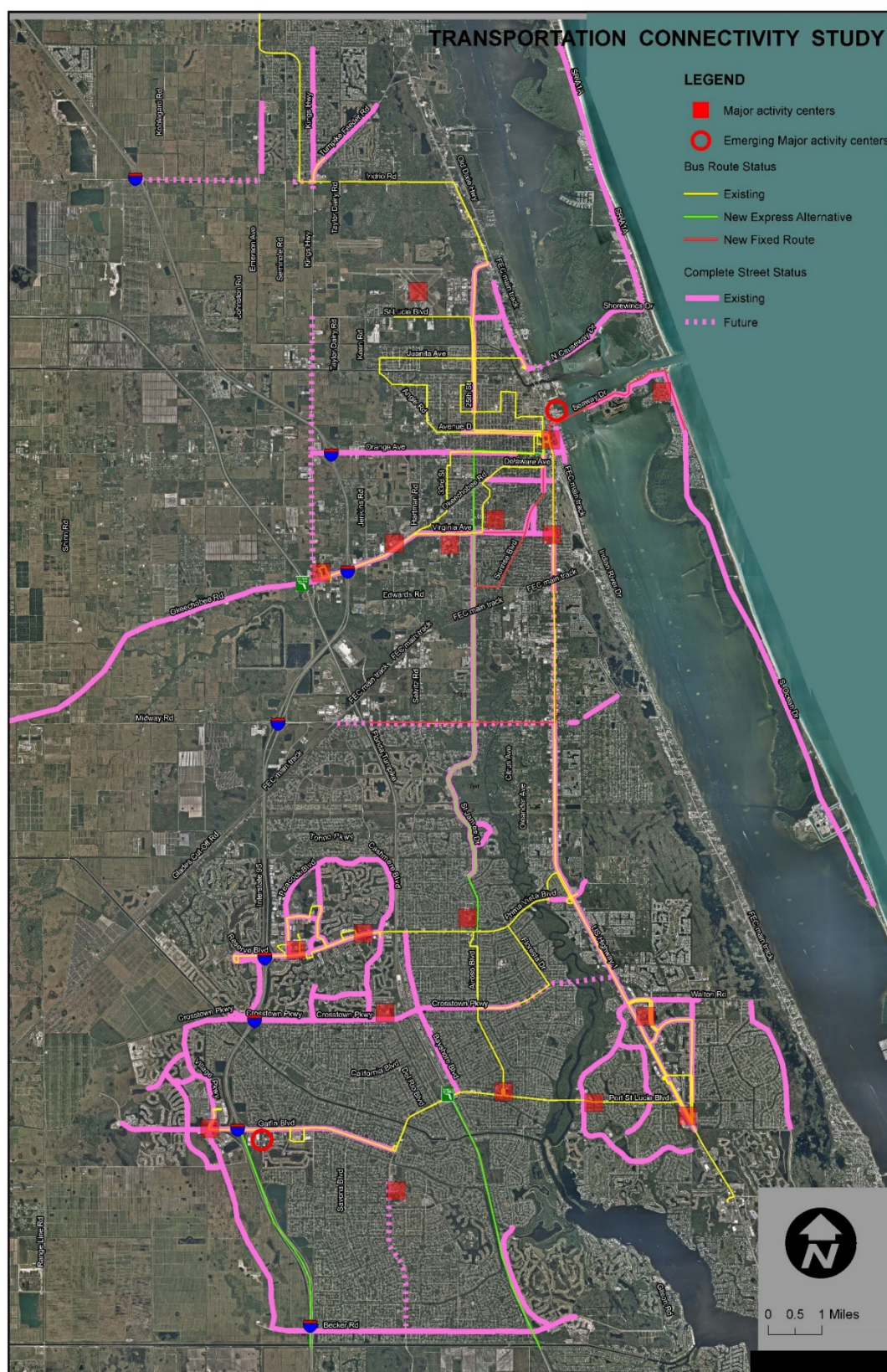
An inventory of MACs in the TPO area was developed using the following criteria:

- Intensity of development
- Size
- Diversity of land use

Retail plazas were selected based on size and the presence of multiple essential services such as supermarkets, banks, gas stations, restaurants, and medical offices. Retail plazas which primarily serve as neighborhood commercial centers were not included because these centers tend to be patronized by residents who live in the immediate vicinity. Standalone supercenters, stores that offer a complete line of groceries and other essential services, were included.

The MACs were mapped, and the transit system and the complete streets network were overlain on the map. The result indicated which MACs are not on bus routes or are not served by complete streets. Regarding complete streets, if the main road fronting the MAC was complete and a secondary road was not, the MAC was counted as being on the complete streets network. The results of this analysis are shown on the following map and table.

The Transportation Connectivity Study acknowledges that many neighborhoods in the TPO area, either due to land use development patterns, economic disinvestment or other challenges, are not located near MACs. These neighborhoods include parts of Fort Pierce, southern Port St. Lucie, and Indian River Estates. The purpose of the Transportation Connectivity Study is to identify projects that enable these neighborhoods to be better connected via bus routes or complete streets to the services and opportunities offered by MACs.



MAC Complete Street/Bus Route Analysis

MAC	LOCATION	COMPLETE STREET NETWORK	BUS ROUTE
City Hall/ Community Center/Bus Station	Port St Lucie Blvd/ Airoso Blvd	No	Yes
Rivergate Plaza/ Rivergate Park/ Botanical Gardens	Port St. Lucie Blvd/ Veterans Mem Pkwy/ Westmoreland Blvd	No	Yes
Darwin Square/ WalMart/Whispering Pines/Treasure Coast High	Port St. Lucie Blvd/ Darwin Blvd	Yes	No
Sabal Palm Plaza/ Botanical Gardens/ Virginia College/ SaveALot	U.S. 1/ Virginia Ave – Edwards Rd	Yes	Yes
County Admin/ Fenn Center/ Lawnwood Sports Complex/ Lawnwood Med Ctr	Virginia Ave 13 th Street – 25 th Street	Yes	Yes
Fort Pierce Downtown/ Marina	U.S. 1/ Orange Avenue/ Melody Lane	Yes	Yes
Walmart Supercenter/ Sam's Club/ Town Center	U.S. 1/ Lennard Road – Jennings Road	Yes	Yes
St. Lucie West	St. Lucie West Blvd I-95 – Country Club Drive	Yes	Yes
St. Lucie West	St. Lucie West Blvd Country Club Drive – Turnpike	Yes	Yes
Sportsman's Park	Prima Vista Blvd/Irving St	No*	Yes
Walmart/ Orange Blossom Mall	Okeechobee Rd/ McNeil Rd – Hartman Rd	Yes	Yes
Port St. Lucie Civic Center/ Eastport Plaza/ Medical Center	U.S. 1/ Walton Rd – Tiffany Avenue	Yes	Yes
South Jetty Park	Seaway Dr/ Ocean Dr	Yes	No
Tradition	Tradition Parkway/ Village Parkway Dr	Yes	Yes
McChesney Park/Centennial High/St Lucie West K-8	Crosstown Parkway/ Cashmere Blvd	Yes	No

I-95/ Turnpike/SR-70 Interchanges	Okeechobee Rd/ Turnpike – I-95	Yes	Yes
Indian River State College – Fort Pierce	Virginia Ave/35 th St	Yes	Yes
Treasure Coast International Airport & Business Park	3000 Curtis King Blvd	No	Yes
Port of Fort Pierce**	North 2 nd Street/ Fisherman's Wharf	No	No
Jobs Express Terminal Park & Ride Lot**	I-95/Gatlin Boulevard	Yes	Yes

*This corridor is the subject of the Sportsman's Park Traffic Safety Analysis and will be further analyzed in the Congestion Management Process (CMP) Major Update.

**Emerging MAC – an area that does not presently meet the criteria for a MAC but is expected to meet the criteria in the near future.

5.0 IDENTIFICATION OF CONNECTIVITY GAPS

Gaps in connectivity were identified as corridors that serve MACs but that were not complete street corridors or were corridors that are not served by transit routes. Based on this methodology, the following gaps in connectivity were identified.

- SR-A1A - South Hutchinson Island
- Crosstown Parkway
- Port St. Lucie Blvd south of Gatlin Blvd
- Port St. Lucie Blvd at Airoso Blvd
- St. Lucie Blvd from N. 25th Street to Kings Highway
- Port St. Lucie Blvd at Veterans Memorial Parkway/Westmoreland Blvd

6.0 PRIORITIZATION OF CONNECTIVITY GAPS

The following ranking criteria were applied to the identified gaps in connectivity in order to prioritize the gaps for consideration of implementation strategies:

MAC with Supermarket

A supermarket is defined as any grocery store that contains all the major food categories, including fresh meat and poultry, produce, dairy, dry and packaged foods, and frozen foods. Lack of access to healthy foods is a major public health concern.

Environmental Justice (EJ) Community

A community that contains more than fifty percent minority persons and/or low-income persons. A corridor that serves an EJ community is considered to be in or within one mile of the EJ community.

Vulnerable Road Users

A term used to describe persons most at risk in traffic. Children, senior citizens, on-road bicyclists, and persons with disabilities are included in this group. Corridors near schools or senior citizen communities, for instance, received two points in this category.

No Sidewalks

Sidewalks are paved pathways for pedestrians, bicyclists and other non-motorists generally located adjacent to roadways. Corridors with funding commitments for future complete streets improvements did not receive points in this category.

The following points were assigned to each criteria:

Criterion	Points
MAC with Supermarket	1
EJ Community	2
Vulnerable Road Users	2
No sidewalks	5
TOTAL	10

Each of the gaps in connectivity were scored based on whether it met the criteria. The results are as follows:

SR A1A - South Hutchinson Island

SR-A1A connects the mainland to South Hutchinson Island, a barrier island with ocean access points including Jetty Park. There are scattered retail uses and a variety of housing densities on the Island. SR-A1A which traverses the Island is a complete street. The closest bus stop is on the mainland located on U.S. 1, served by TCC Route 1.



Criterion	Points
MAC with Supermarket	0
EJ Community	0
Vulnerable Road Users	2
No sidewalks	0
TOTAL	2



Crosstown Parkway

McChesney Park is a MAC located on Crosstown Parkway between Cameo Blvd and Cashmere Boulevard. McChesney Park includes parking, soccer fields, a picnic area, and a playground. The Park is surrounded by Centennial High School to the north and St. Lucie West Middle School to the east. The area north of Crosstown Parkway consists of gated, residential land uses. South of Crosstown Parkway are single-family homes on standard lot sizes. Crosstown Parkway is a complete street with bicycle lanes, sidewalks, and wide, planting strips. The closest bus stop is located at Crosstown Parkway and Airoso Blvd, served by TCC Route 6.



Criterion	Points
MAC with Supermarket	0
EJ Community	2
Vulnerable Road Users	2
No sidewalks	0
TOTAL	4

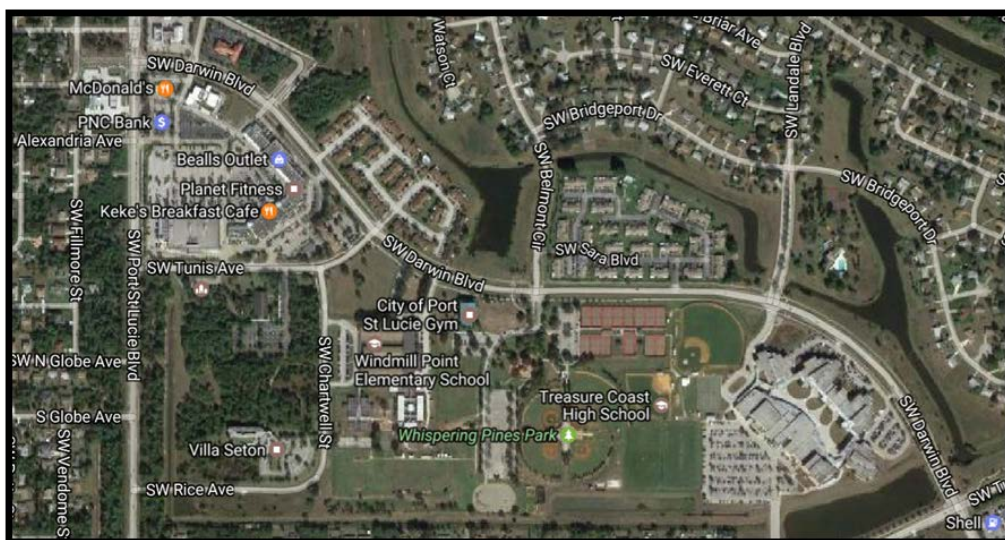


Port St. Lucie Blvd, South of Gatlin Blvd

Darwin Square is a MAC located on Port St. Lucie Blvd and on Darwin Blvd. On the east side of Port St. Lucie Blvd are shopping plazas anchored by Publix and WalMart. Farther east on Darwin Blvd are a high school, an elementary school, a large park, and a variety of housing types. West of Port St. Lucie Blvd are single-family houses. The closest bus stops are at Gatlin Blvd, served by the TCC Route 5.



Criterion	Points
MAC with Supermarket	1
EJ Community	2
Vulnerable Road Users	2
No sidewalks	0
TOTAL	5



St. Lucie Blvd from N. 25th Street to Kings Highway

St. Lucie Boulevard provides access to the County's Airport, a prime generator of economic development. Currently St. Lucie Boulevard is a two-lane undivided roadway with unpaved shoulders and neither sidewalks nor bike lanes. As Airport development intensifies, St. Lucie Boulevard will require widening to facilitate access from the Airport to I-95 and the Turnpike. Widening St. Lucie Boulevard would be a major project which would include the construction of bicycle lanes, sidewalks, and other complete street features.



Criterion	Points
MAC with Supermarket	0
EJ Community	2
Vulnerable Road Users	0
No sidewalks	3
TOTAL	5

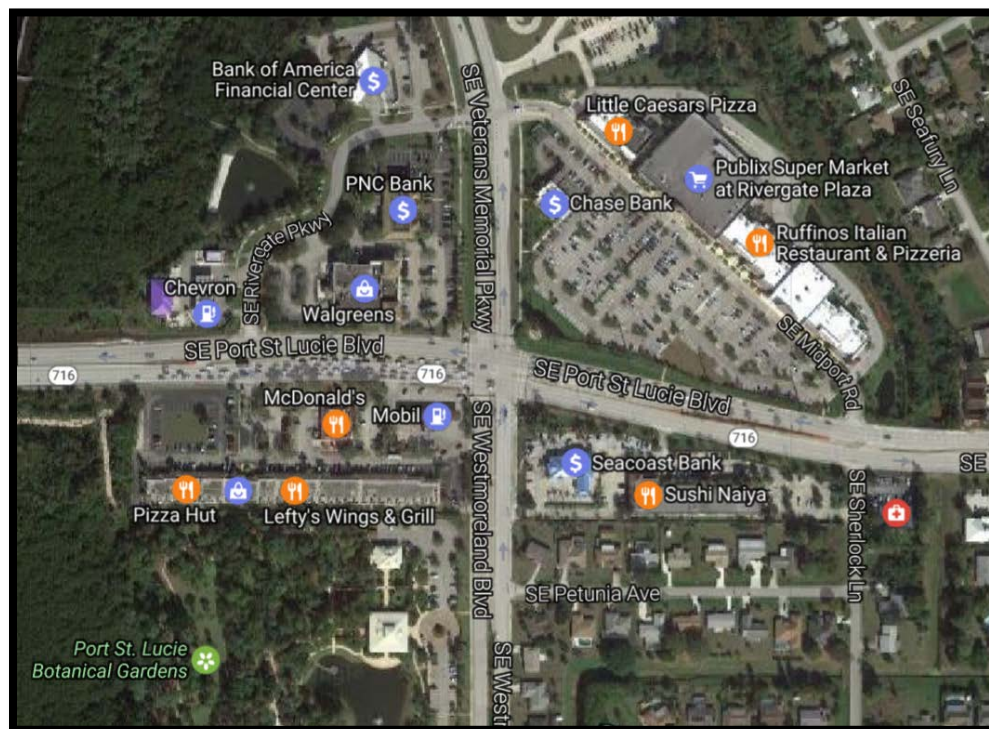


Port St. Lucie Blvd at Veterans Memorial Parkway/Westmoreland Blvd

All four corners of the intersection of Port St. Lucie Blvd and Veterans Memorial Parkway/Westmoreland Blvd are commercially developed. Rivergate Plaza, anchored by a Publix supermarket, is the most intensely developed corner. North of Rivergate Plaza is a U.S. Post Office, a linear park, and single-family homes. The Port St. Lucie Botanical Gardens is located on Westmoreland Blvd, south of Port St. Lucie Blvd, along with a condominium complex and single-family homes. The Port St. Lucie Boulevard corridor has conventional sidewalks but lacks bike lanes.



Criterion	Points
MAC with Supermarket	1
EJ Community	2
Vulnerable Road Users	0
No sidewalks	0
TOTAL	3



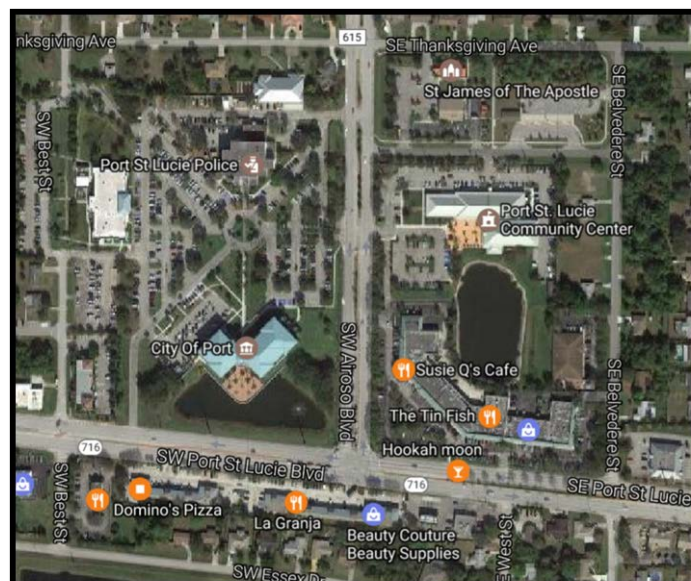
Port St. Lucie Blvd at Airoso Blvd

The Port St. Lucie municipal complex is a MAC located at the intersection of Port St. Lucie Blvd/Airoso Blvd. The City Hall campus consists of multi-story buildings with parking. Across the street is the Community Center. A TCC bus transfer station is located on Deacon Avenue across from the Community Center. Retail uses line Port St. Lucie Blvd with some retail frontage extending north on Airoso Blvd. The corridor has conventional sidewalks but no bike lanes.



Port St. Lucie Blvd at Airoso Blvd

Criterion	Points
MAC with Supermarket	0
EJ Community	0
Vulnerable Road Users	0
No sidewalks	0
TOTAL	0



Based on the scores for each gap, the connectivity gaps are prioritized as follows:

Gap Rank	Corridor	Points
1	Port St. Lucie Blvd, South of Gatlin Blvd	5
1	St. Lucie Blvd from N. 25th Street to Kings Highway	5
3	Crosstown Parkway	4
4	Port St. Lucie Blvd at Veterans Memorial Pkwy/Westmoreland Blvd	3
5	SR A1A - South Hutchinson Island	2
6	Port St. Lucie Blvd at Airoso Blvd	0

7.0 IDENTIFICATION OF CONNECTIVITY STRATEGIES

Connectivity strategies address gaps in connectivity for the previously outlined candidate corridors. Strategies relate to the provision of transit service to be incorporated into the Transit Development Plan or the implementation of complete streets improvements for prioritization for funding by the TPO.

Transit

Every bus trip begins and ends with pedestrian or bicycle travel. This suggests



that changes to improve connectivity and the pleasantness of the walk/bike experience could have a positive impact on transit usage. It is therefore important to provide safe pedestrian/bicycle access to bus stops and to provide comfortable bus stops with seating, shelters, signage, and bike racks, as appropriate. The quality of the transit stop environment is a factor in attracting new riders, especially those with the option of driving.

Walking or bicycling distance to transit stops can impact a rider's decision to take transit. The most commonly cited standard for acceptable walk distances is $\frac{1}{4}$ mile. The existence of a good sidewalk network, especially wide, multi-purpose paths, has a positive impact on walk distances as does the awareness of the public health benefits of walking. Bike lanes help, too, because people are willing to cycle farther distances than they are willing to walk.

Complete Streets

Providing safer places to achieve physical activity contributes to connectivity and the completeness of a street. As noted in the *Florida Strategic Highway Safety Plan*, a multi-disciplinary “4E” approach improves pedestrian/bicyclist safety. The term “4E” refers to engineering, enforcement, education, and emergency response efforts as follows.

- Engineering – Functions of transportation agencies such as FDOT, City and County Public Works Departments, St. Lucie County Community Services, Community Transit, and the TPO
- Enforcement – Law enforcement agencies and court systems
- Education – School programs and curriculums and public information efforts
- Emergency response – Coordinated actions taken by first responders, paramedics, fire, and rescue

A recent study prepared for FDOT presents evidence-based engineering, enforcement, and education safety strategies. The *Comprehensive Study to Reduce Pedestrian Crashes in Florida*, by the Lehman Center for Transportation Research, Florida International University, analyzed more than 6,000 pedestrian crashes on state roads during 2008-2010. Findings were made on crash causes, contributing factors, and potential strategies to reduce crashes.



According to the Study, “Overall, pedestrians were found to be at fault in over 53.0% of the crashes and drivers were at fault in 28.2% of the crashes. Irrespective of who was at fault, failing to yield right-of-way and disregarding traffic control devices were the two major contributing causes for pedestrian crashes.”

A selection of safety strategies from the Study is shown below. While aimed at improving safety for pedestrians, these strategies would increase safety for bicyclists as well.

- Prohibit right-turns-on-red at locations with high pedestrian volumes.
- Provide a leading pedestrian interval (LPI) that gives pedestrians a head start while crossing an intersection.
- Relocate near-side bus stops to the far-side of the intersection to eliminate sight-distance restrictions.
- Install traffic calming measures such as providing speed bumps, lane narrowing, etc.

- Education campaigns on the laws pertaining to pedestrians and the safety benefits of using pedestrian facilities.
- Extensive driver education campaigns that focus on driver compliance with pedestrian right-of-way laws.
- Stricter enforcement of traffic laws by both motorists and pedestrians.

Lead Pedestrian Interval (LPI) Traffic Signal

Studies have found that a Lead Pedestrian Interval (LPI) reduces conflicts between turning vehicles and pedestrians by providing pedestrians with a head start. An LPI signal shows a walk sign for pedestrians before showing a green light to car traffic so pedestrians can enter and occupy the crosswalk before turning drivers enter it. The LPI is particularly helpful for older pedestrians who are slower to start into the intersection than other pedestrians, thus giving better notice of their presence in the roadway/crosswalk for right-turning drivers.

FDOT Complete Streets Handbook Implementation

FDOT places context at the center of its decision-making. Under the FDOT complete streets approach, every project is uniquely planned and designed to serve the context of that roadway and the safety, comfort, and mobility of all users. This philosophy is implemented through the FDOT *Complete Streets Handbook*. The Handbook emphasizes early and continuous input from diverse transportation partners and transportation system design that considers local land development patterns and built form. A process for identifying a roadway's context classification and transportation characteristics is outlined in the Handbook. On roadways designated as state roads, FDOT will manage and fund transportation improvements such as road widening, and the construction of sidewalks and bike lanes.

Transit Development Plan Implementation

The Transit Development Plan (TDP) serves as the basis for defining public transit needs. TDPs are required from all entities who apply for State Transit Block Grant Funds. The TDP is the transit provider's planning, development, and operational guidance document, based on a ten-year planning horizon. A focus on the future ensures that the TDP process goes beyond the current transit system and existing conditions in the community. Although TDPs can be updated or amended at any time, a major update of the TDP is required every five years. A major update of the St. Lucie TDP was adopted in 2014. The next major update is scheduled for adoption in 2019.

Autonomous Vehicles

Autonomous vehicle (AV) technology is poised to transform transportation as we know it. Electronics and software are at the heart of this revolution. AV systems monitor the driving environment, ranging from driver assistance to performing all driving tasks. AVs are commonly known as driverless cars.

Florida, one of several states to have passed legislation related to AVs, is at the forefront of the AV revolution. FDOT established the Florida Automated Vehicles (FAV) program, an initiative that helps educate the public, engage stakeholders, develop research and pilot projects, and create awareness of the technologies and how they support FDOT's vision.

Driverless technology changes rapidly and its deployment is ever-expanding. Some experts predict the widespread use of AVs will occur within a few years. AVs are currently being tested in many parts of the world, including the United States, even on public roads. Driverless shuttle buses also are being tested.

A typical driverless shuttle bus carries a dozen passengers in a low-speed, box-like structure. Driverless shuttles could provide solutions to first/last mile challenges, i.e., helping people access traditional fixed-route bus service.

Flex bus service, for instance, could be provided by driverless shuttles. Flex service is generally characterized by the use of smaller buses that travel within geographically limited zones. St. Lucie County's TDP calls for near-term flex bus service in the Tradition area.

8.0 DEVELOPMENT OF IMPLEMENTATION PLAN

The connectivity strategies were applied to the prioritized connectivity gaps and comments from the TPO Board, Advisory Committees, and the public were considered. A Summary of Comments is included in Appendix B. The Implementation Plan on the following pages was developed.

TRANSPORTATION CONNECTIVITY STUDY

IMPLEMENTATION PRIORITIES

Gap Rank	Corridor	Strategy	Implementing Agency	Cost
1	Port St. Lucie Blvd, South of Gatlin Blvd	Add new bus route to serve Port St. Lucie Blvd south of Gatlin Blvd	St. Lucie County and Community Transit	\$400,000 Capital ¹ \$500,000 operating ²
1	St. Lucie Blvd from N. 25 th St to Kings Highway	Add St. Lucie Blvd corridor to Go2040 LRTP Multimodal Project Priorities List	TPO Board	Nominal

TRANSPORTATION CONNECTIVITY STUDY

IMPLEMENTATION PRIORITIES

Gap Rank	Corridor	Strategy	Implementing Agency	Cost
1	St. Lucie Blvd from N. 25 th St to Kings Highway	Reclassify St. Lucie Boulevard as a state road	St. Lucie County and FDOT	Nominal
1	St. Lucie Blvd from N. 25 th St to Kings Highway	Identify St. Lucie Boulevard's context classification per FDOT <i>Complete Streets Handbook</i> process	St. Lucie County and FDOT	Nominal
3	Crosstown Parkway	Establish bus route on Crosstown Parkway in coordination with completion of Crosstown Parkway extension to U.S. 1	St. Lucie County and Community Transit	\$400,000 Capital ¹ \$500,000 operating ²
4	Port St. Lucie Blvd at Veterans Memorial Parkway/Westmoreland Blvd	Re-time traffic signals to allow for Lead Pedestrian Intervals (LPI)	City of Port St. Lucie	Nominal
4	Port St. Lucie Blvd at Veterans Memorial Parkway/Westmoreland Blvd	Restripe roadway for bike lanes	FDOT	\$17,000/mile ³

TRANSPORTATION CONNECTIVITY STUDY

IMPLEMENTATION PRIORITIES

Gap Rank	Corridor	Strategy	Implementing Agency	Cost
5	SR-A1A - South Hutchinson Island	Establish weekend bus service from Fort Pierce Intermodal to South Hutchinson Island	St. Lucie County and Community Transit	\$400,000 Capital ¹ \$150,000 (approx 1/3 of \$500,000) operating ²
6	Port St. Lucie Blvd at Airoso Blvd	Re-time traffic signals to allow for Lead Pedestrian Intervals (LPI)	City of Port St. Lucie	Nominal
6	Port St. Lucie Blvd at Airoso Blvd	Restripe roadway for bike lanes	FDOT	\$17,000/mile ³

Source of Estimated Costs: St. Lucie TPO staff, unless otherwise noted

¹St. Lucie County FY 2015-FY 2024 Transit Development Plan (TDP) Major Update, June 2014

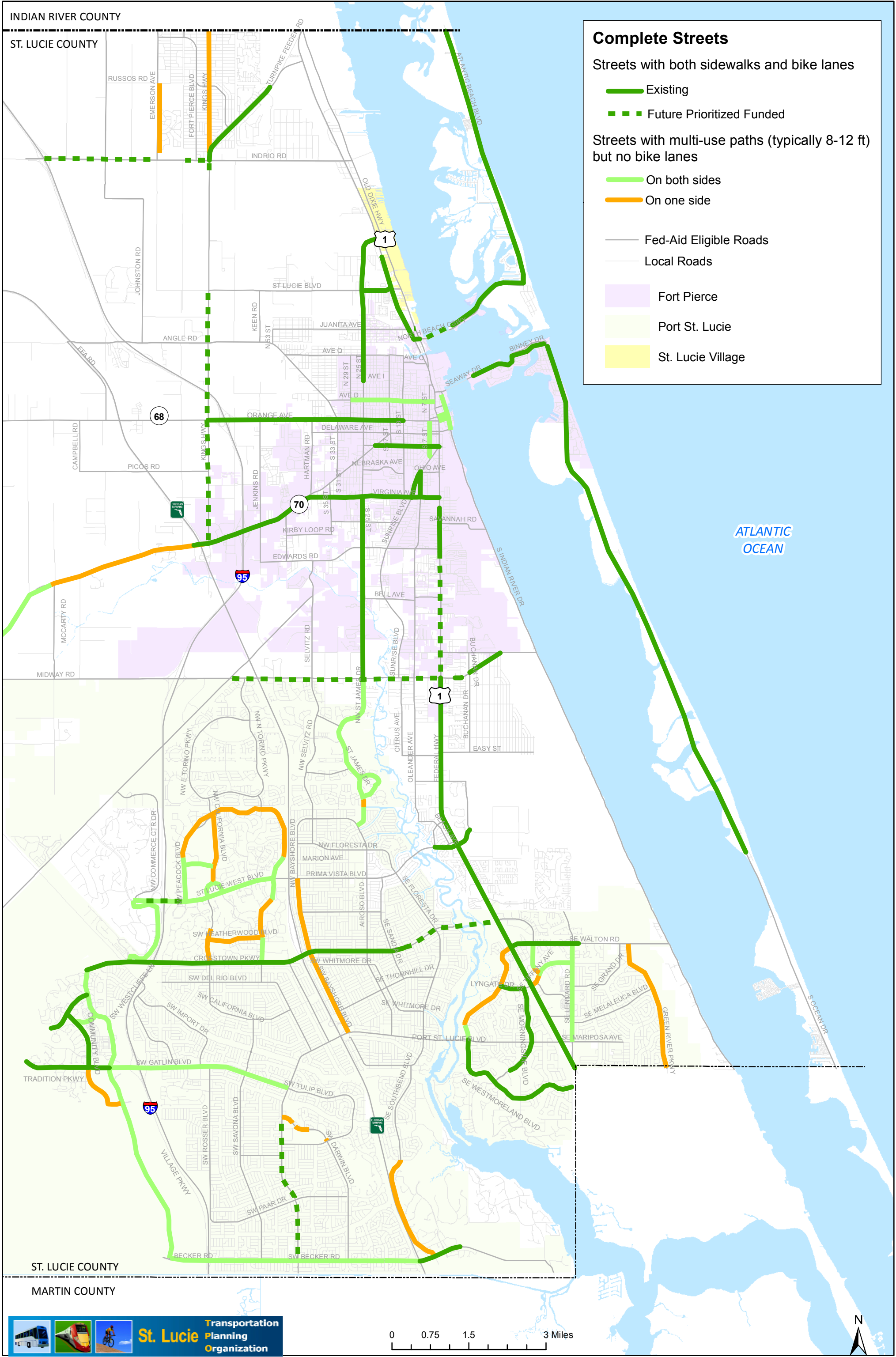
²2017/18 List of Priority Projects (LOPP)

³FHWA, Traffic Lane Narrowing or Reduction, Pedestrian and Bicycle Information Center, Retrieved from: http://www.pedbikeinfo.org/planning/facilities_calming_lanereduction.cfm (June 16, 2017)

APPENDIX A

Complete Streets Inventory Map

St. Lucie TPO Complete Streets Inventory




APPENDIX B

Summary of Comments

Transportation Connectivity Study Summary of Comments

Comment	Commenter	Date/Method Received	Incorporation into Study
General comments were made.	General Public	September 27, 2016, Hurston Library outreach. Residents reviewed MAC list and map.	N/A
General comments were made.	General Public	September 29, 2016, Morningside Library outreach. Residents reviewed MAC list and map.	N/A
Could the study result in changes to bus routes?	LCB Member	December 16, 2016, LCB meeting presentation	Recommendations have been made for additional bus routes.
General comments were made.	Indian River, Martin and St. Lucie transit/MPO staff	January 13, 2017, Treasure Coast Transit Meeting (TCTM). Attendees reviewed MAC map.	N/A
Riders were surveyed, "Where Do You Shop for Groceries? What Supermarket is Nearest Your Home?"	General Public	January 13, 2017, Fort Pierce Intermodal Station Outreach	Survey results were incorporated into the Study.
Add the Airport and the Port of Fort Pierce as emerging Major Activity Centers (MACs)	CAC Members	January 17, 2017 CAC meeting presentation	The Airport and Port were added.
<ul style="list-style-type: none"> Add the Airport as an emerging Major Activity Center Identify St. Lucie West Blvd sub-districts Assign numerical weights to the Major Activity Center criteria 	TAC Members	January 17, 2017 TAC meeting presentation	<ul style="list-style-type: none"> The Airport was added The St. Lucie West Major Activity Center was subdivided Numerical weights were assigned to a prioritization criteria

<div>  <div> St. Lucie Transportation Planning Organization </div> </div> <div> Transportation Connectivity Study Summary of Comments </div>			
Comment	Commenter	Date/Method Received	Incorporation into Study
<ul style="list-style-type: none"> Add the north County line 			<ul style="list-style-type: none"> North County line was added
Add Becker Road retail as a MAC	BPAC member	January 19, 2017 BPAC meeting presentation	The Becker Road retail plaza only serves the immediate neighborhood and subsequently was not added as a MAC
General comments were made.	TCN members.	January 24, 2017 TCN meeting presentation	N/A
<ul style="list-style-type: none"> Add the retail plazas at Prima Vista/U.S. 1 and at Midway Road/U.S. 1 as MACs Prioritize the Airport as an important future employment generator An inter-county connection bus with South Hutchinson Island is needed Bus service to the HANDS clinic is needed 	TPO Board members	February 1, 2017 TPO Board meeting	<ul style="list-style-type: none"> Retail plazas that primarily serve the surrounding neighborhood and are not part of a diverse land use complex were not added The Airport was added The South Hutchinson Island and HANDS clinic comments were addressed by the transit provider representative

Comment	Commenter	Date/Method Received	Incorporation into Study
<p>Traffic backs up on Prima Vista Blvd at Ravenswood Drive, blocking access to fire trucks from the Ravenswood station</p> <p>Suggestions to facilitate emergency vehicle access included:</p> <ul style="list-style-type: none"> • Signage to warn motorists against blocking Ravenswood Drive • Emergency signal traffic light at the intersection • Coordinate fire calls with police calls so police can issue appropriate citations to motorists • Use technology to sync fire calls with light signals at Airoso Blvd to prevent traffic back-ups 	Safe Kids Coalition members	February 2, 2017 Safe Kids Coalition meeting	Traffic safety issues in the vicinity of Sportsman's Park are being addressed in the Congestion Management Process (CMP) Major Update.
Weekend bus service is needed to connect downtown Fort Pierce and South Hutchinson Island.	St. Lucie/Martin Community Traffic Safety Team (CTST) local member	May 11, 2017 St. Lucie/Martin CTST Meeting	A recommendation for bus service to South Hutchinson Island has been added to the Transportation Connectivity Study.