The FDOT District Perspective

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Florida Department of Transportation, District 4

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Presentation Outline

- Review of District and Region Multimodal Partnerships
  - Service Development Program
  - Transit Corridor Program
  - Intermodal Program
  - Park and Ride Lot Program
  - Commuter Assistance Program

- Challenges and Opportunities for the Future

- Transit Supportive Land Use
Transit Corridor Program
Service Development

New Routes
Evening Hours
Saturday Service
AVL Equipment
Shelters
Marketing
Intermodal Program: Ft. Pierce Transit Hub

INTERMODAL TRANSIT FACILITY
Intermodal Program: Aviation Boulevard
Park & Ride Lot Program

- Osceola P&R Lot
- Sailfish Circle P&R Lot
- Kiwanis P&R Lot
- Halpatiokee Park Lot Expansion
Park & Ride at Florida’s Turnpike

Port St. Lucie Park & Ride Lot
How Ride Matching works

- Commuter completes simple profile
- Database matches based on home/work address & work hours
- Commuter receives contact list of potential partners
- Participants receive Emergency Ride Home benefit

2009 Results including all 5 Counties

- 43,299 ride match registrations
- 496,314 vehicle trips eliminated
- 10,831,590 reduction in VMT
- $3,141,161 commuter costs saved
Reducing Traffic Congestion in the Treasure Coast

- Dedicated outreach staff
- Inquiries from Martin & St. Lucie commuters
  - 7331 website hits
  - 3211 phone calls
  - 3038 ride match requests
- Results
  - 124 employers have partnered to promote South Florida Commuter Services
  - 553 commuters participating in ride sharing not including new transit riders
    - 366 carpoolers
    - 187 vanpoolers / 24 vanpools
Opportunities

Your FDOT is here!
Challenges and Opportunities

Designated Recipients/Transit Planning and Transit Operators

- Martin County
- St. Lucie County
- Indian River County
- Martin MPO
- St. Lucie County MPO
- Indian River MPO
- Martin County COA
- St Lucie County COA
- Indian River SRA
Indian River Arrangements for Transit Planning, Funding and Operations

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<th>Grant Name</th>
<th>Direct Recipient(s)</th>
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Governance and Geographic Options

I. Current Status
- Currently, each County contracts the transit operation to the Council on Aging.

II. County Departments
- A county department would be established to plan, manage, and implement transit services within each county.

III. Regional Focus (administered by one COA)
- One of the Councils on Aging would be responsible for operating service throughout the St. Lucie and Martin Counties.

IV. Regional Focus (administered by one County)
- A department within one of the counties would be responsible for operating service throughout the selected service area.

V. Regional Transit Authority
- A regional transit authority would be established to plan, manage, and implement transit services throughout the selected service area.

GEOGRAPHIC OPTIONS

St. Lucie County
Martin County
St. Lucie/Martin
St. Lucie/Martin/Palm Beach
St. Lucie/Martin/Indian River
All Four Counties
St. Lucie/Martin
St. Lucie/Martin/Palm Beach
St. Lucie/Martin/Indian River
All Four Counties
Funding & Governance

Option 1: TD Focus

Option 2: TD/Fixed Route

Option 3: Moderate Increase

Option 4: Aggressive Increase
Four Service Options

Option 1: TD Focus
Four Service Options

Option 2: TD/Fixed Route
Four Service Options

Option 3: Moderate Increase
Four Service Options

Option 4: Aggressive Increase
## Service & Governance Options

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New Opportunities

• Federal Stimulus and New Authorization

• Intercity Rail and High Speed Rail
  • AMTRAK
  • High Speed Rail

• FDOT District 4 Reorganization for Transit Focus
  • Shared/Exclusive use of State Arterials for Premium Bus Services
  • Technical expertise – data collection and analysis tools
  • Queue Jumper Demonstration Project
  • Transit Signal Priority Projects

• FDOT/DCA Transit Oriented Development Guidelines
Transit Supportive Land Use

Highway Commercial Design Differences

- Far from street and each other, not uniform
- Clustered around buildings
- Building Setbacks and Orientation
- Parking
- Close and uniform to street and each other
Transit Supportive Land Use

Think Corridors!
Density Gradients Vary by Type of Transit

Heavy Rail

LRT

BRT
Regional Land Use Study
Transportation Recommendations
Coordinated Land Use and Transportation

- 59% in $