



Transit Development Plan FY 2025-34 Executive Summary

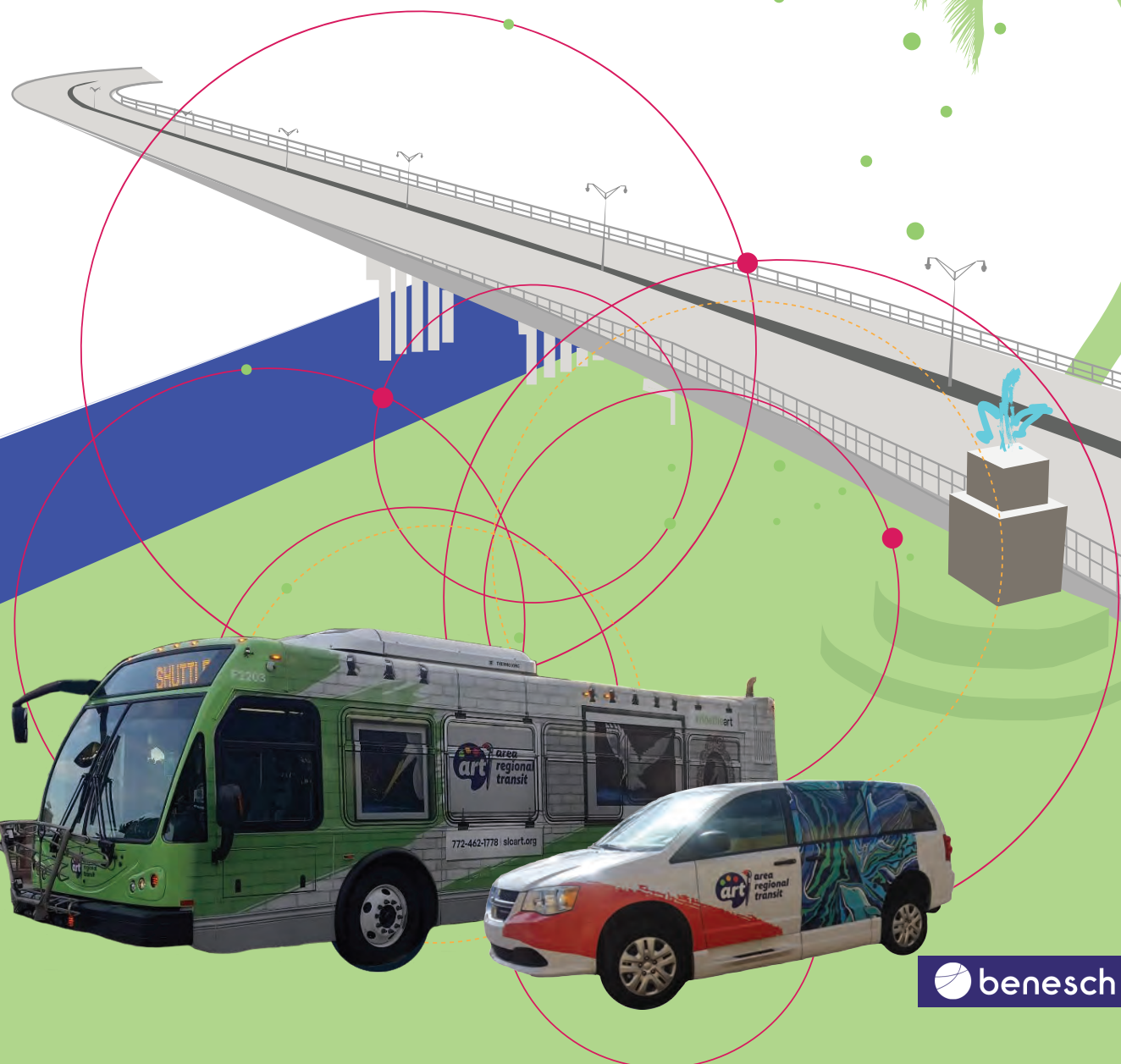
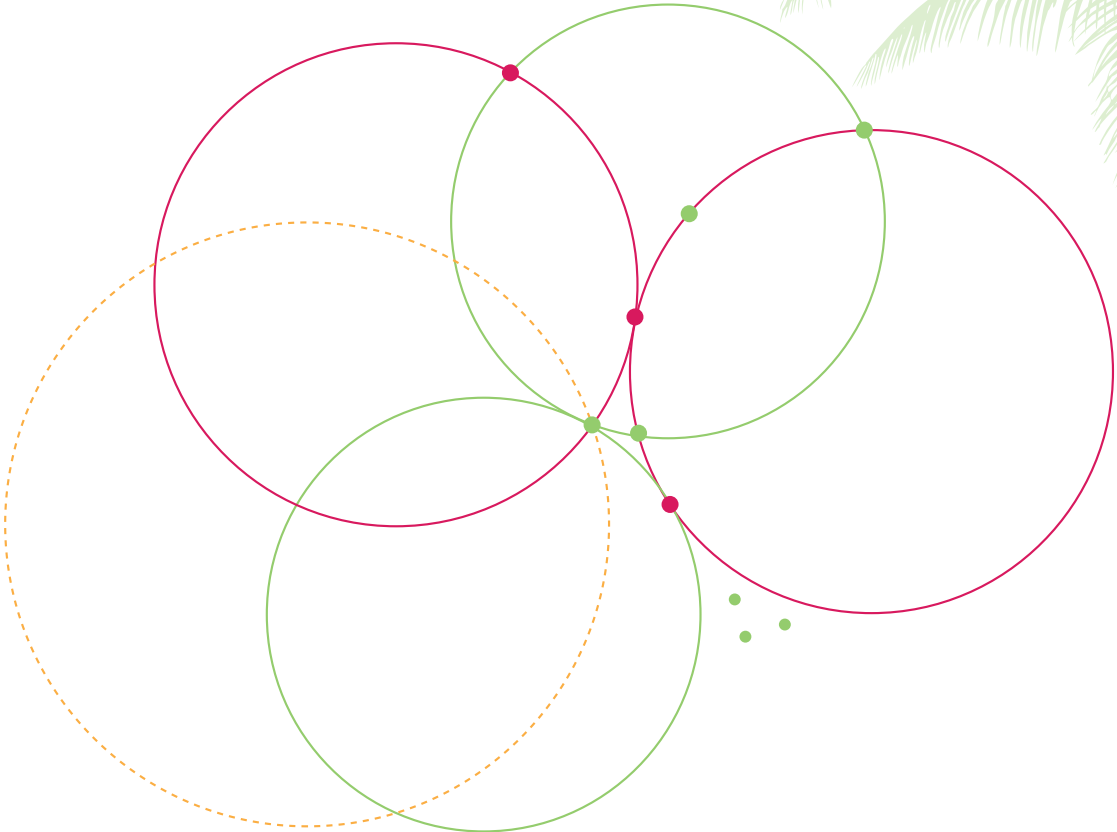


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Reimagine Transit TDP

The major update to St. Lucie County's Transit Development Plan (TDP), branded as *Reimagine Transit*, was led by St. Lucie County's Transit Department, which operates Area Regional Transit (ART) in collaboration with St. Lucie Transportation Planning Organization (TPO). This TDP major update represents the reimagined vision for transit in St. Lucie County from 2025 to 2034, functioning as the community's strategic guide for public transportation over the next 10 years.

ART currently provides all public transportation within St. Lucie County, including fixed-route, microtransit, and paratransit services. Today ART's network includes eight fixed-routes and two microtransit zones.

State Requirement

The *Reimagine Transit* TDP 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, such as ART, to prepare a major TDP 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.

Plan Development

Developing the TDP major update involved several planning activities, including: documenting study area conditions, analyzing socio-economic characteristics, evaluating existing transit services, gathering and analyzing public input, conducting a situation appraisal, identifying transit needs, forecasting potential ridership, and preparing a 10-year financial and implementation plan.

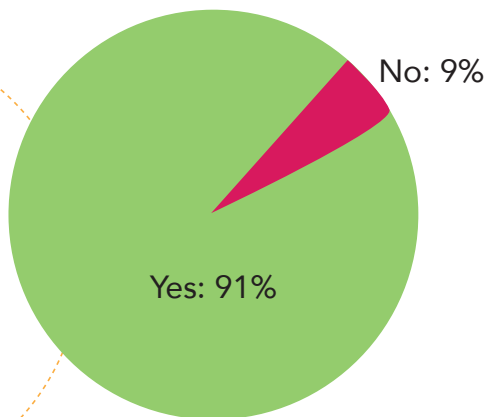


Public Outreach

More than 1,000 residents participated, engaged, and contributed.

An integral part of the *Reimagine Transit* TDP process was to engage ART riders and bus operators, community stakeholders, and the public to understand and obtain feedback regarding the community's transit wants and needs. To ensure the active participation of these different groups, outreach efforts included in-person workshops with the public and riders, stakeholder input, online surveys, and extensive use of social media. The overwhelming majority agree there is a need for additional transit, most notably to reach work and shopping. Survey participants prioritized expanding ART's service area and more frequent bus service.

Is there a need for additional transit?



104 Participants



4 Open House Public Workshops

37



3 Discussion Group Workshops

306



2 Public Input Surveys

41



Committee Meetings/ Grassroots

25



Stakeholder Interviews

11



Bus Operator Interviews/Surveys

500

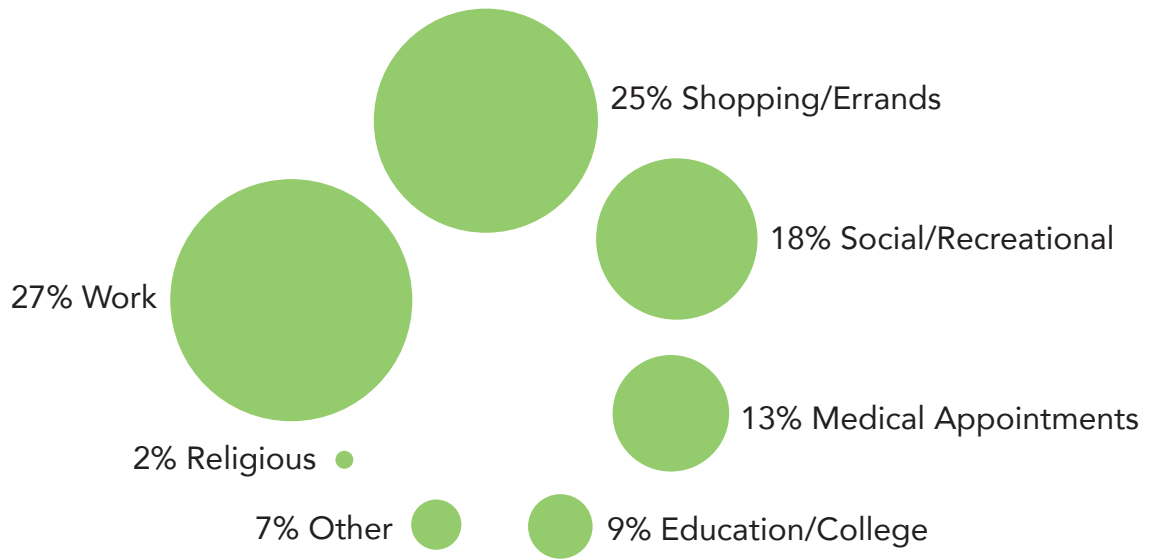


Ongoing Website & Social media Outreach

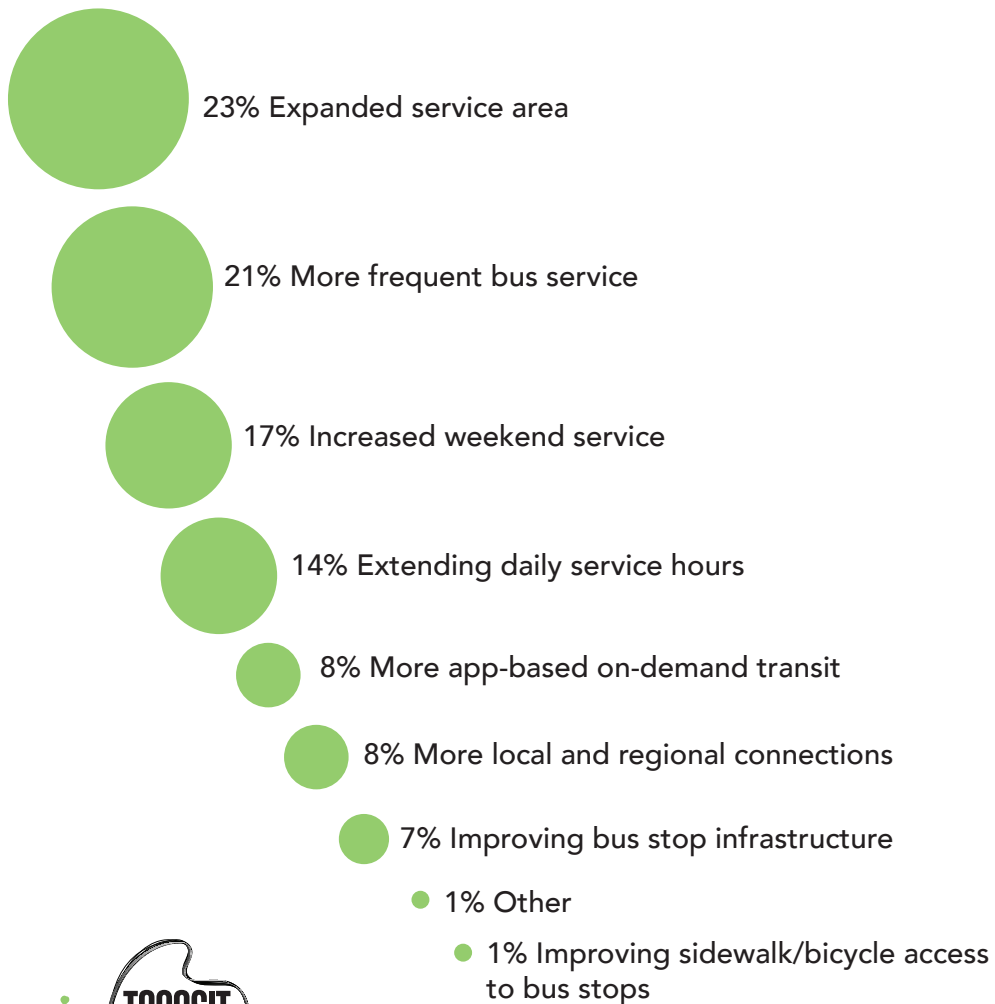


Transit Priorities Survey

Trip Purpose for Existing and Potential Riders

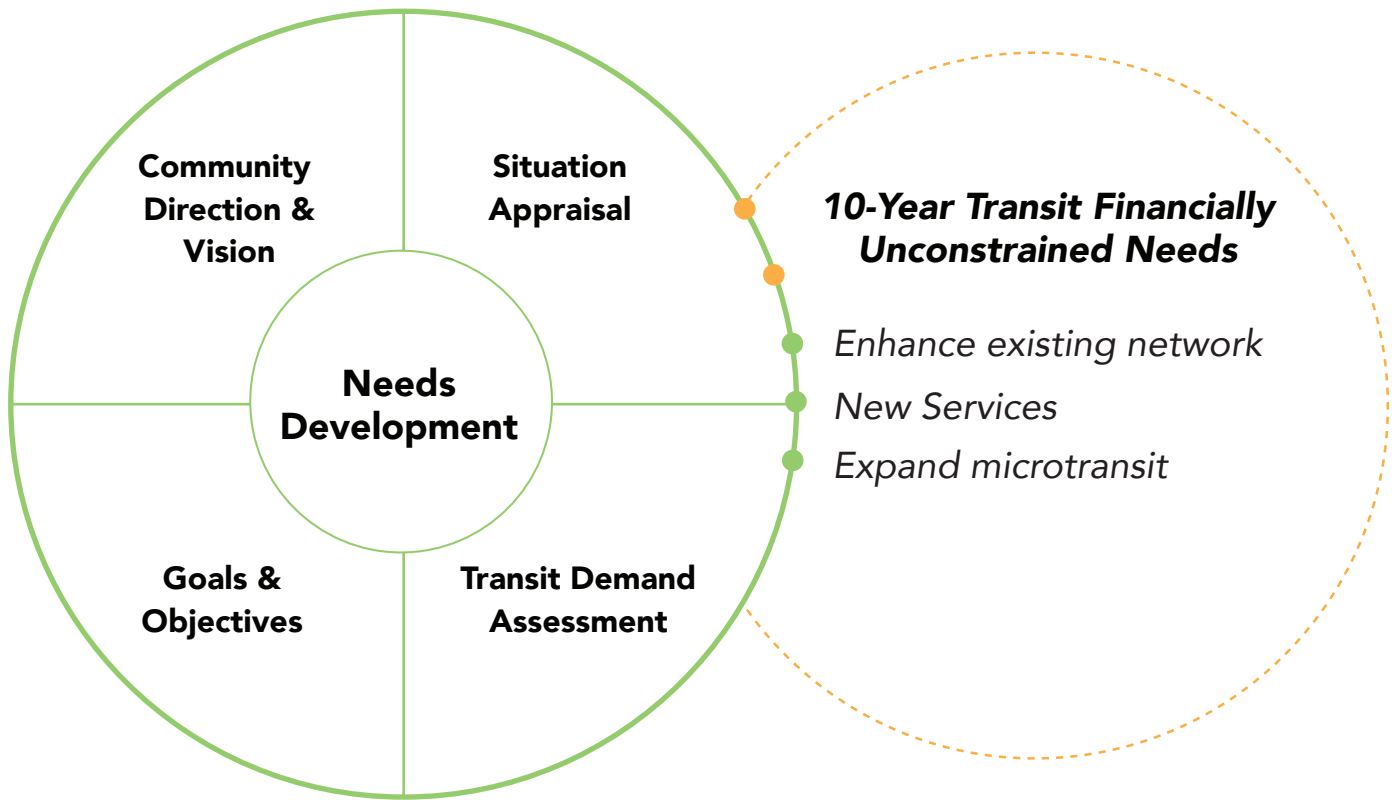


Top Transit Priorities



10-Year Transit Needs

Prior to developing the *Reimagine Transit* network, transit service needs for the next 10 years were identified based on findings from data analyses, input from the public and key stakeholders, and staff input. These needs were developed without consideration of funding constraints to reimagine transit and improve access to mobility options in St. Lucie County. In addition to service needs, capital/infrastructure, technology, and policy needs also were identified.



Service Needs

Enhance Existing Fixed-Route Bus Route Network

30-minute service on Routes 1 & 3

Create a high-frequency network by increasing headways on Routes 1 and 3, which are the most productive ART routes today, to 30 minutes. Routes 1 and 3 also connect with other ART routes at the Fort Pierce Intermodal Center.

Add Sunday Service on Routes 1, 2, 3, 4

Add limited Sunday service on Routes 1, 2, 3, and 4 to provide riders who utilize these highly productive routes with daily service to key locations and corridors.

Repurpose Route 5

Discontinue Route 5 and repurpose resources to extend Route 8.

Repurpose Route 6

Discontinue Route 6 and repurpose resources into expanding ART On Demand microtransit within the Route 6 service area.

Streamline Route 7

Realign segments of Route 7 to better serve residents in north St. Lucie County by creating north and south connectivity on Turnpike Feeder Road and US 1.

Extend Route 8

Use repurposed resources from Route 5 to extend Route 8 from its current terminus at the Port St. Lucie Intermodal Center to the Tradition area. This route will then provide a one-seat ride between Fort Pierce and Tradition as well as to the Jobs Express Park & Ride, which is served by the new regional bus service from Palm Beach County.

Add Saturday Service on Route 8

Add Saturday service on extended Route 8 will provide a direct weekend connection from Fort Pierce to the Tradition area.

Extend Evening Service Span

The ART fixed-route network will provide service until 10:00 PM to extend transit service/access to later hours on weekdays.



Service Needs

Add New Services

Port St. Lucie Express

Regional connection from Jobs Express Park & Ride in Port St. Lucie to Palm Beach County, linking ART to the Palm Tran bus network.

Downtown/Rail Station/Beach Shuttle

Quick and high-frequency downtown-based service that will connect downtown Fort Pierce to Fort Pierce Intermodal Center, beaches on Hutchinson Island, and any future passenger rail station in Fort Pierce (location to be determined).

Dual Enrollment Shuttle

Shuttle service that will connect selected high schools in St. Lucie County to multiple Indian River State College (IRSC) campuses.

Establish Vanpool Program

A collaborative effort led by ART with South Florida Commuter Services to establish a well-coordinated vanpool program, providing another commute alternative in St. Lucie County.



Service Needs

Expand On-demand Microtransit Services

The most significant improvement in the *Reimagine Transit* plan is to expand technology-based on-demand microtransit services in St. Lucie County in the next 10 years. In addition to continue operating the two popular ART On Demand zones in the north and south Port St. Lucie areas, the plan recommends expanding ART On Demand microtransit services to substantially widen transit access in most of the populated areas in St. Lucie County. The recommended new microtransit service zones for the *Reimagine Transit* TDP listed below will offer an additional 121 square miles of transit access in St. Lucie County, compared to 71 square miles today.

- Central Fort Pierce
- North St. Lucie
- Indian River Estates
- South St. Lucie

Capital/Policy/Technology Improvements

Construct New ART Operations & Maintenance Facility

Construct New Port St. Lucie Intermodal Center

Continue bus stop infrastructure and accessibility program

Expand transit marketing and education campaign

Enhanced performance monitoring program

Deploy traffic signal/infrastructure prioritizing transit at intersections

Conduct Fare Policy/Structure Evaluation Study

Continue fleet replacement and acquisition program

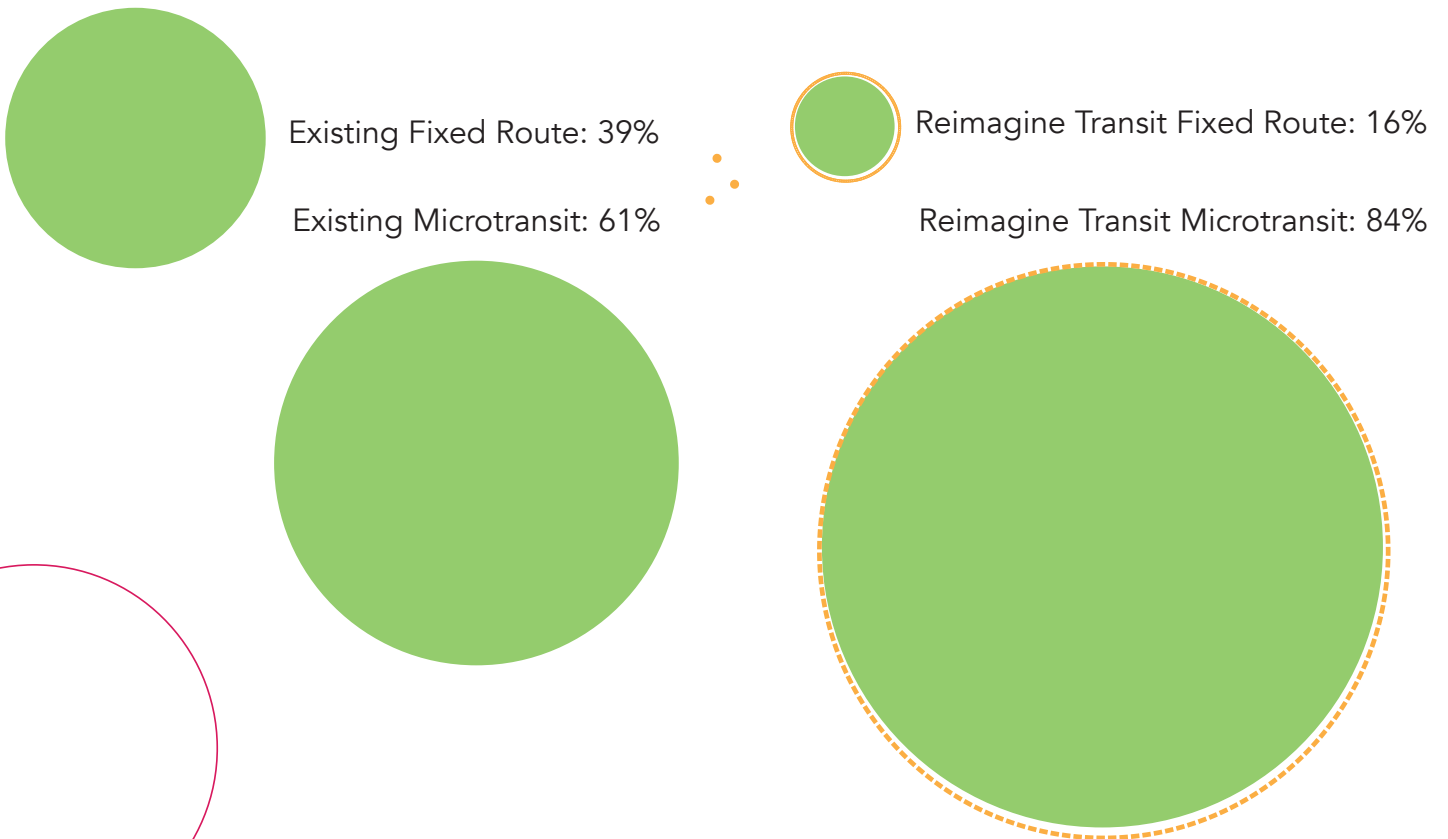


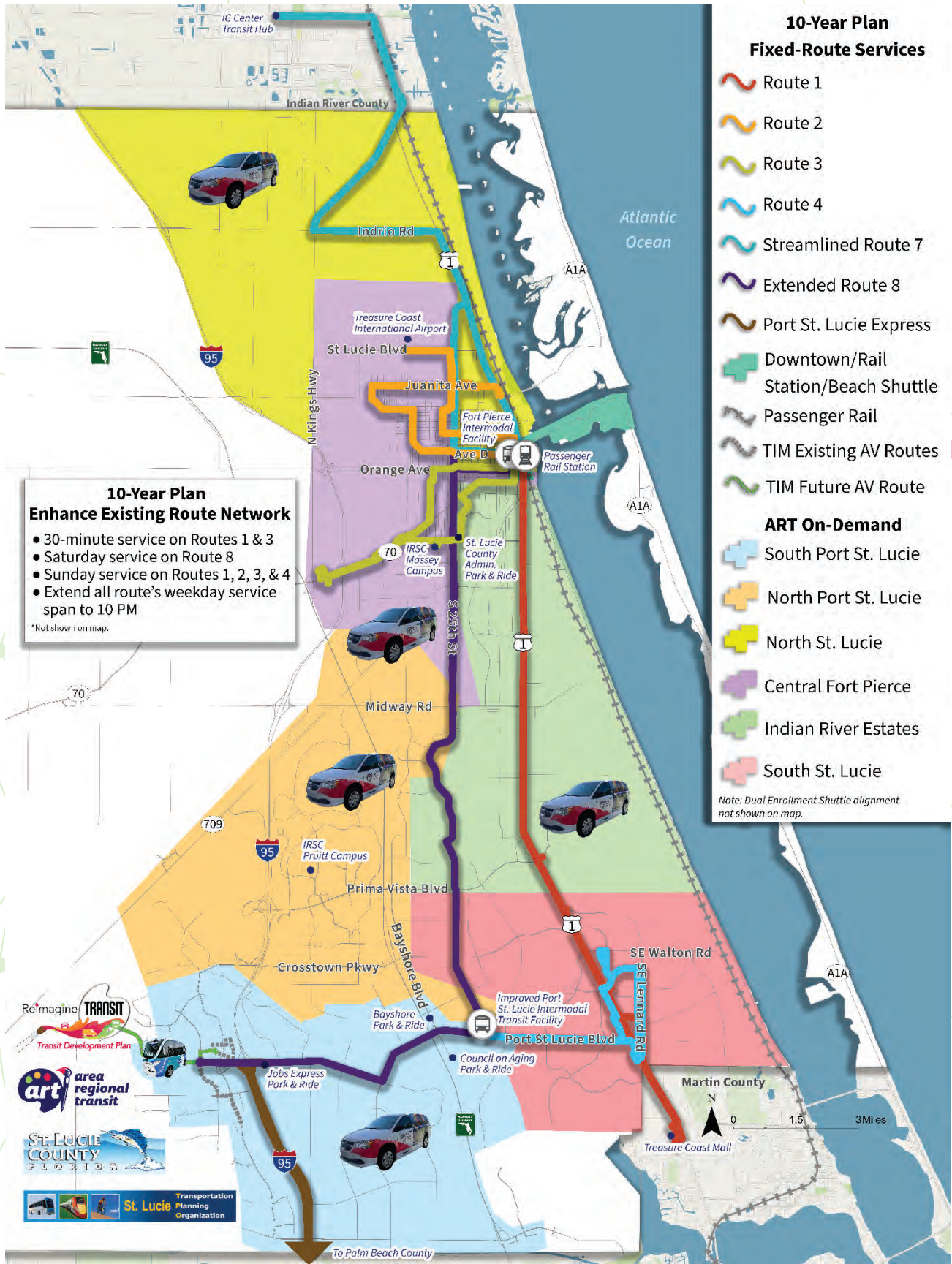
Transit Reimagined!

Based on a quantitative/qualitative evaluation of the 10-year needs identified previously and guidance and direction from St Lucie TPO and ART, the *Reimagine Transit* TDP was developed to rethink transit options in the county. By reconfiguring and repurposing the traditional fixed-route bus network and expanding technology-based on-demand microtransit services significantly, transit in St Lucie will serve more areas and a greater number of people and trip purposes.

The transit service coverage in St Lucie County would increase by 96% by 2034 with the implementation of this TDP, providing the residents and visitors of St Lucie County a mix of transit services to connect locally and regionally, including an app- and phone-based microtransit system, fixed-route bus service on major roadway and in high demand areas, express buses to connect regionally, and a vanpool program.

96% Increase in Service Coverage





10-Year Plan Enhance Existing Route Network

- 30-minute service on Routes 1 & 3
- Saturday service on Route 8
- Sunday service on Routes 1, 2, 3, & 4
- Extend all route's weekday service span to 10 PM

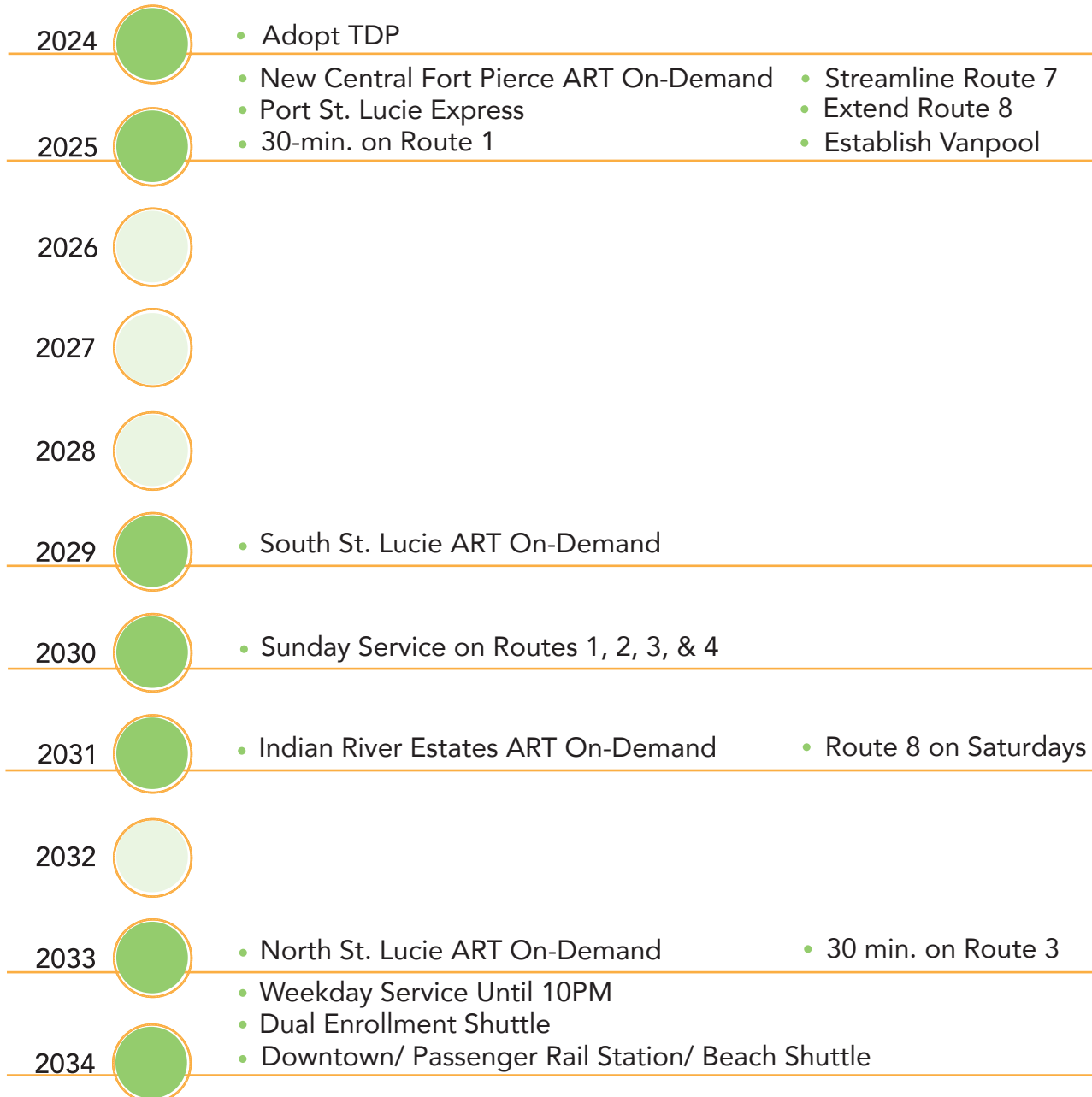
*Not shown on map.

- 10-Year Plan Fixed-Route Services**
- Route 1
 - Route 2
 - Route 3
 - Route 4
 - Streamlined Route 7
 - Extended Route 8
 - Port St. Lucie Express
 - Downtown/Rail Station/Beach Shuttle
 - Passenger Rail
 - TIM Existing AV Routes
 - TIM Future AV Route
- ART On-Demand**
- South Port St. Lucie
 - North Port St. Lucie
 - North St. Lucie
 - Central Fort Pierce
 - Indian River Estates
 - South St. Lucie
- Note: Dual Enrollment Shuttle alignment not shown on map.



Implementation Timeline

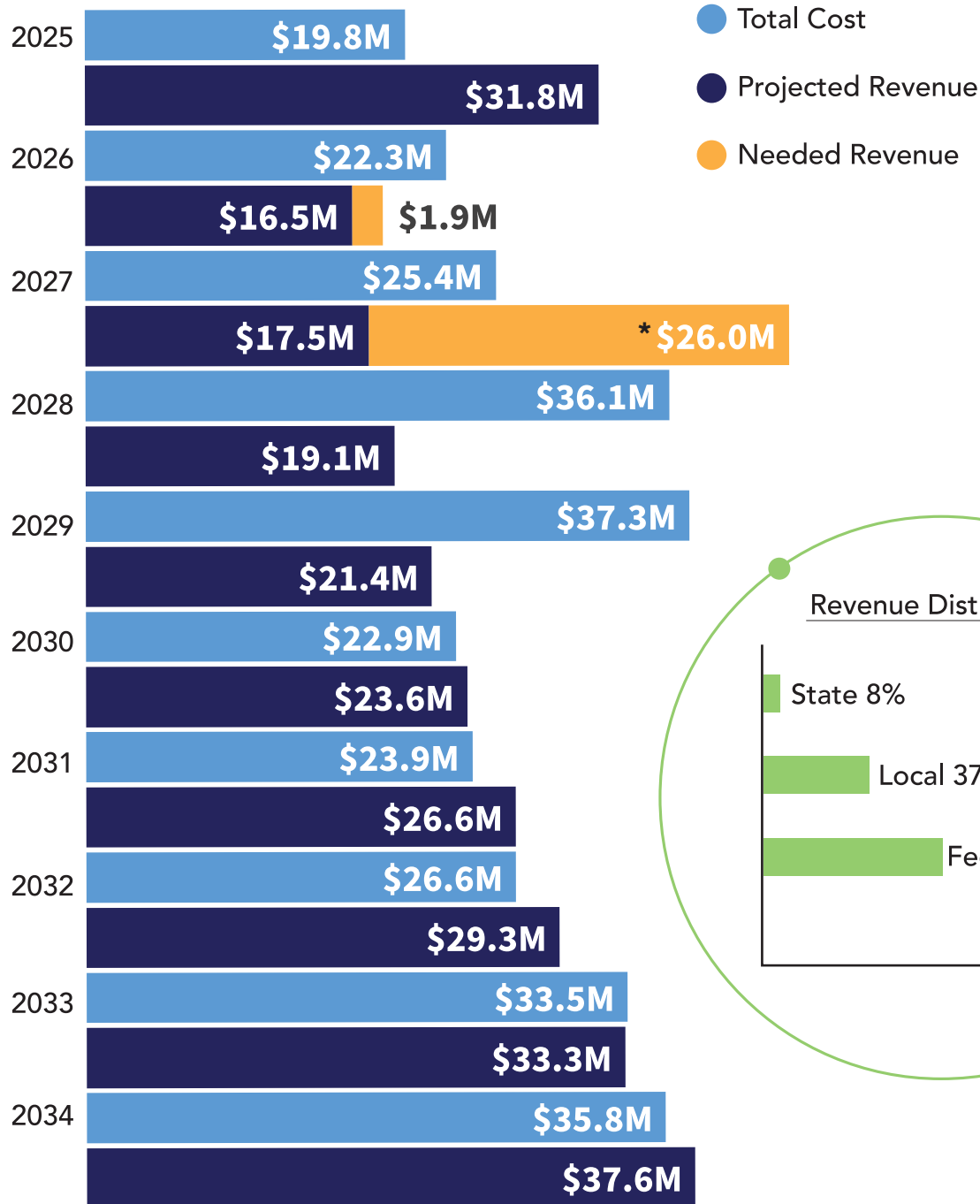
The implementation timeline for the *Reimagine Transit* network, as presented below, outlines the service improvements that are funded in the 10-Year TDP. However, it should be noted that the schedule shown in the table does not preclude the opportunity to delay or advance any projects. As priorities change, funding assumptions do not materialize, and/or more funding becomes available, this project implementation schedule can and should be adjusted.



Costs and Revenues

The annual costs and supporting revenues for *Reimagine Transit* TDP are summarized in the chart below. As shown, it would cost \$18.6 million annually, on average, to operate the recommended transit plan over the next 10 years, with approximately another \$9.7 million in capital/technology/policy framework costs each year to support those services. The costs will continue to be funded primarily with a mix of federal, local, and state sources. The plan has projected approximately \$28.4 million in revenues each year, on average, for the next 10 years to cover the costs of the plan.

Fiscal Year



*New local or grant funding, totaling \$28 million, is needed to fund the new operations and maintenance facility and the Port St. Lucie Intermodal Facility.

Plan Implementation & Next Steps

The goal of this TDP is to develop an implementable transit plan for ART that reimagines the current transit network, potentially making it a viable and accessible option to all. The next step is identifying the need for coordination so the vision can be communicated appropriately. Specific key action items to successfully put plan communication and implementation into motion include the following:

