



9.0 TDP Alternatives and Strategies

Recommended transit service enhancements for the next ten years were determined based on public and stakeholder input, an evaluation of transit needs and consideration of financial resources anticipated to be available. Table 9.1 summarizes modified and new service characteristics for the recommended ten-year TDP. Capital improvements such as vehicle purchases are expected to be implemented consistent with the implementation of these service improvements. Transit enhancements included in the ten-year TDP include: modifications to existing bus routes, new bus routes (new service), and capital improvements. Figures 9.1 - 9.3 illustrate TDP service enhancements.

Table 9.1 Ten-Year Service Enhancements

	Bus Line	Service Enhancement	Implementation Year	Modified or New Service		
				Weekday Frequency	Weekday Service Span	Days of Service
First Five Years (Years 2017 - 2021)						
1	Orange, Blue, Red and Green	Increase weekday frequency and service span	2018-2019	Every 100 minutes	Add up to 2 hours	---
2	Green	Extend Green Line to Sea Grove Main Street Area	2018	Every 100 minutes	Add up to 2 hours	---
3	New	Add new St. Augustine/St. Augustine Beach Line	2019	Every 30 minutes	15 hours	Monday to Sunday
4	Purple	Split Purple Line; Extend to Durbin Park and Nocatee Town Center; Increase weekday frequency	2022	Every 150 minutes	Add up to 2 hours	---
5	New	Add new Outlet Mall/World Golf Village Line	2022	Every 150 minutes	13 hours	Monday to Saturday
6	Teal	Restructure Teal Line	2022	---	---	---
Second Five Years (Years 2022 - 2026)						
	All	Add Sunday Service	2024	---	---	Monday to Sunday



9.1 Ten-Year TDP Service and Capital Enhancements (Deviated Fixed Route)

Several service and capital enhancements are proposed over the TDP's ten-year horizon as described below. Implementation details for these improvements (found in Table 9.1 and the Financial Plan, Section 10) serve as a monitoring program to track performance over the next five to ten years.

Additionally, completion of an on-going comprehensive operations analysis is expected during the first year of the TDP. It is recommended that these TDP service enhancements be reviewed for consistency with findings of the comprehensive operations analysis.

9.1.1 Modifications to Existing Bus Routes

- *Increase Service Levels* - Public involvement feedback from existing riders, agency stakeholders, bus drivers/staff and the general public indicate that better service levels are needed to improve customer service and to help attract new riders. Additionally, better service levels are expected to attract additional customers. The ten-year TDP includes more frequent service on weekdays, improved service hours and Sunday service.
- *Modify the Green Line* – An extension of the Green Line to the Sea Grove Main Street area is proposed. This extension will provide transit service to additional government services and offices such as the Anastasia Library and Post Office, and the St. Augustine Beach City Hall. It will also provide additional transit coverage to surrounding residential areas.
- *Reconfigure the Purple Line* – Reconfigure the Purple Line to primarily serve the US 1 corridor and provide more direct service to and from Jacksonville. Additionally, extending the Purple Line to serve the first phase of the Durbin Park retail center and the Nocatee Town Center is proposed. The extensions to Durbin Park and Nocatee could initially occur for selected bus runs, during certain times of the day.
- *Split the Teal Line* – Consider splitting the Teal Line into two portions: an urban and a rural portion that connect with each other in the Elkton area, near SR-207. A transfer would be required to travel between the two portions. This change would decrease total run times in the urban area as the urban piece would be shorter, potentially attracting additional riders. The rural piece would continue to serve Hastings and Flagler Estates. Over time the County could explore opportunities to extend the rural portion to Putnam County, to serve transportation needs between St. Johns County and Putnam County.

9.1.2 Addition of New Bus Routes (new service)

- *New St. Augustine/St. Augustine Beach Service* – As part of the comprehensive operations analysis, the addition of a new bus route connecting St. Augustine and St. Augustine Beach is being developed. This new bus route would improve service to residents as well as visitors. The route is currently proposed to operate daily every 30 minutes, including Sunday. According to TBEST forecast results, the majority of new ridership will occur on this new route. It is recommended that the addition of this new circulator route be reviewed for consistency with findings of the comprehensive operations analysis.
- *New Outlet Mall/World Golf Village Service* - The addition of a new bus route to serve the Outlet Mall and World Golf Village area is proposed. This bus route would provide additional service to the West St. Augustine area, along Duval Street, Masters Drive and Woodlawn Road. It would begin and end at Seabridge Square and serve destinations such as the Solomon Calhoun Community Center, St. Johns River State College, Public Safety Campus of the First Coast Technical Institute and County Government Complex. It would also provide additional transit coverage to surrounding residential areas. The extension to the World Golf Village area, along



SR 16 and 9 Mile Road/International Golf Parkway will provide service to several destinations including large employers and Glenmoor (an assisted living facility and health center).

9.1.3 Capital Improvements

- *Vehicle replacement and purchase of new vehicles for increased/new services* – In addition to replacing vehicles, vehicle purchases will be consistent with the implementation of TDP service improvements.
- *Continue designating official bus stops in the more urbanized areas of the system as well as at other key locations, as appropriate* - The deviated fixed-route system will continue to incorporate fixed stops along portions of routes where it is safe for buses to stop. The installation of approximately 100 bus stop signs is anticipated over the next couple of years as the Sunshine Bus Company continues to convert much of the system from the current flag down system. Following the installation of these bus stops, bus stop signs will continue to be installed or replaced at an average of 20 per year over the next three years.
- *Continue installing bus shelters and other bus stop amenities throughout the system* - Continue installing bus shelters at an average of 5 per year over the next 5 years, as needed.
- *Enhance communication systems and amenities on vehicles* – Continue to install, as feasible, mobile data terminals and real time mobile technology to provide enhanced communication and information throughout the transit system. Consider incorporating universal design features on buses (and at bus stops) that will improve service to persons with disabilities, the visually impaired, elderly and the general public. Example design considerations include onboard annunciators and variable message signs to announce upcoming stops or an audible sound when bus doors open.
- *Continue to provide and enhance bus schedule information* – Continue to provide bus schedule and service information. Enhance written materials and website information, as feasible, to make schedules easier to understand. Coordinate these efforts with any enhanced communication efforts to provide real-time information to customers.
- *Continue coordinating with JTA to construct a park and ride bus bay and amenities* - Continue coordinating with JTA to construct a park and ride location within the County Government Complex serving express bus service between St. Johns County and Jacksonville.

9.2 Paratransit Services

TD services will continue to be provided at current levels. Over the next ten years, County and SJCCOA staff will implement strategies to train and encourage paratransit bus riders (those who are able) to utilize the deviated fixed-route system. The SJCCOA will continue to purchase Sunshine Bus passes and issue them to TD eligible individuals for use on the deviated fixed-route system.



9.3 Additional Study and Coordination

- *Evaluate new transit services in northern St. Johns County* – During the TDP development process public transportation needs and interests were identified for the northeast and northwest areas of the County, such as the Ponte Vedra and Fruit Cove areas. The provision of transit services to these areas will require additional coordination between St. Johns County, JTA, CareerSource, large employers and potentially other stakeholders. Specific services, as well as service delivery and funding arrangements will need to be determined.
- *Evaluate the need for an additional bus maintenance and/or storage facility* - Due to problems with transmissions as well as engines requiring replacement, maintenance for some Sunshine Bus vehicles has been costly in recent years. In addition, the capacity of the current bus facility (on Old Moultrie Road) is increasingly not sufficient for the existing vehicle fleet. The SJCCOA has discussed the need for another vehicle lift and more space for vehicles. As the transit system transitions to providing a greater level of service, covering more areas of the County and operating more vehicles in maximum service, the County and SJCCJOA will need to evaluate and address bus facility requirements.

Figure 9.1 Existing and Future Bus Routes

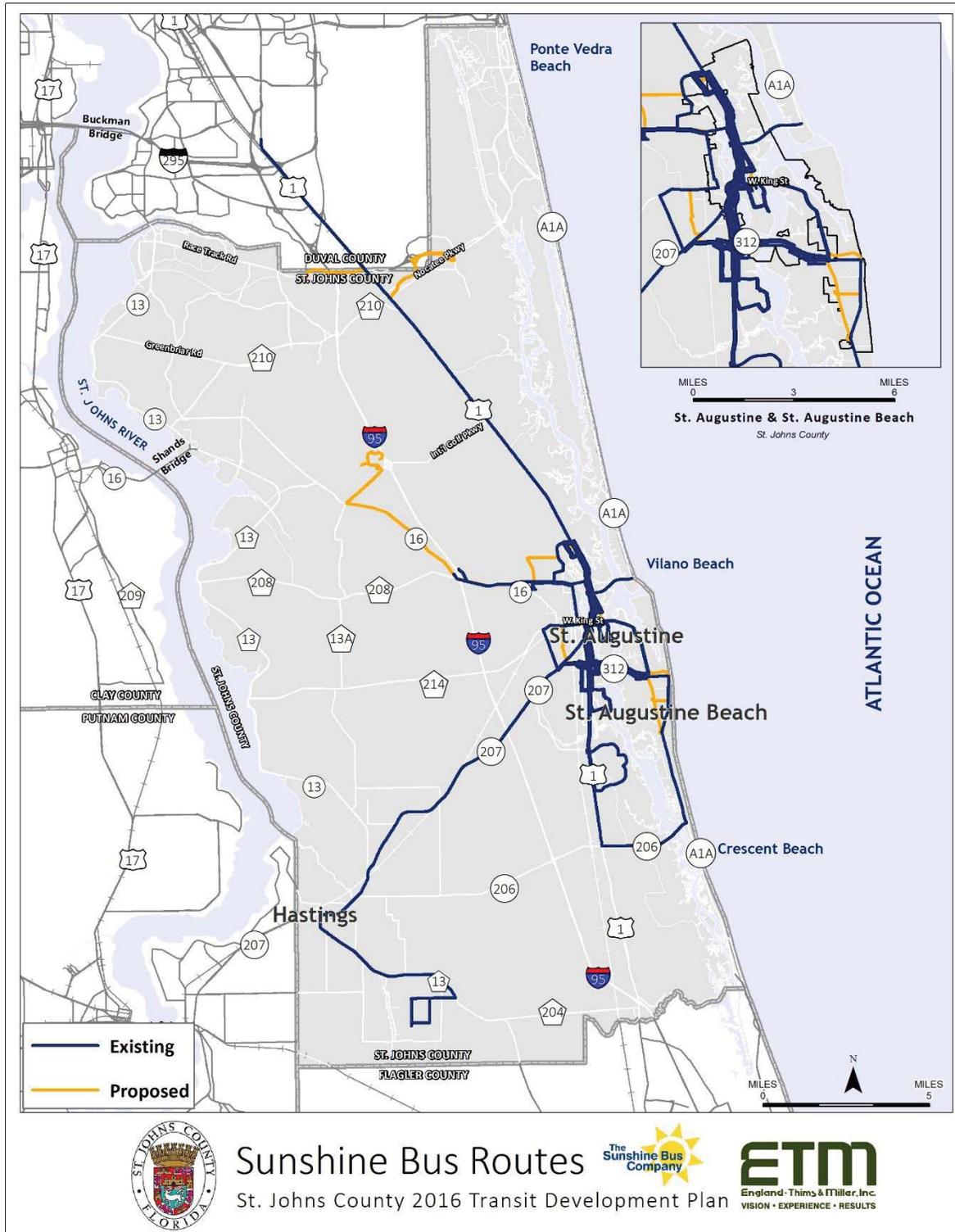


Figure 9.2 TDP Bus Routes

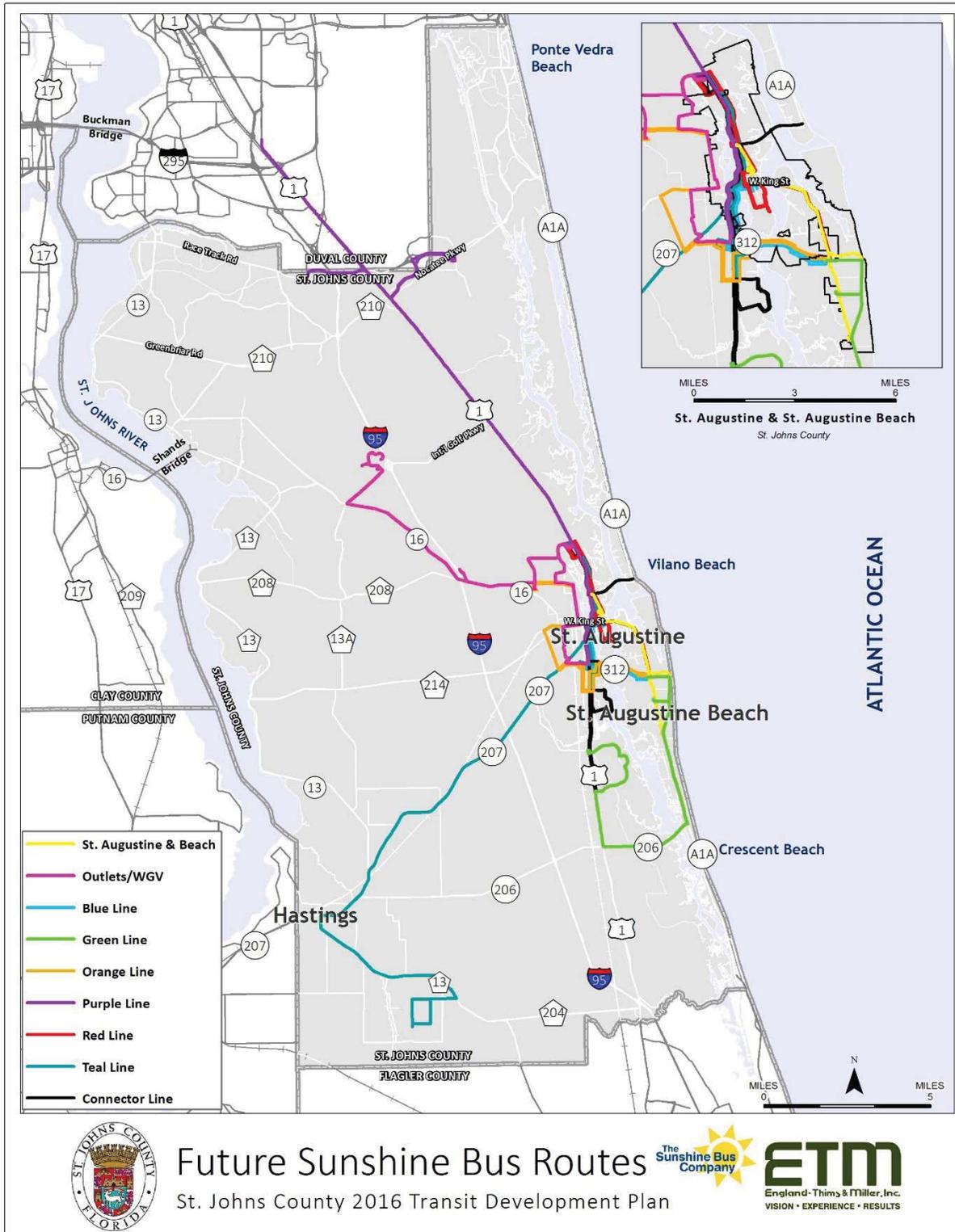


Figure 9.3 TDP Level of Service

