



**St. Lucie**

Transportation  
Planning  
Organization

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953  
772-462-1593 www.stlucietpo.org

## REGULAR BOARD MEETING

Wednesday, April 8, 2015, 2:00 pm

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### AGENDA

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Approval of Minutes**
  - *February 4, 2015 Regular Board Meeting*
5. **Comments from the Public**
6. **Comments from Advisory Committee Members (TAC/CAC/BPAC)**
7. **Approval of Agenda**
8. **Consent Agenda**
  - 8a. **Appointments to the St. Lucie TPO Advisory Committees:**  
Appointments of representatives to the St. Lucie TPO advisory committees to fill vacancies.  
  
*Action: Appoint or do not appoint.*
9. **Action Items**
  - 9a. **2040 Long Range Transportation Plan (2040 LRTP) Growth Projections:** Presentation of the growth projections for the St. Lucie TPO area that are proposed to be used in the development of the 2040 LRTP. *(Action was postponed from the February 4th meeting)*  
  
*Action: Accept the 2040 LRTP growth projections, accept with conditions, or do not accept.*
  - 9b. **Transportation Alternatives Program (TAP) Grant Applications for 2015:** Review and prioritization of applications for the 2015 TAP grant cycle.  
  
*Action: Prioritize the 2015 TAP grant applications, prioritize with conditions, or do not prioritize.*

- 9c. St. Lucie Freight Network (SLFN):** Review and designation of the proposed SLFN.

*Action: Designate the proposed SLFN, designate with conditions, or do not designate.*

**10. Discussion Items**

- 10a. Avenue J Pedestrian Bridge:** An update and discussion of the issues pertaining to the Avenue J Pedestrian Bridge in Fort Pierce.

*Action: Discuss and provide comments.*

**11. FDOT Comments**

**12. Recommendations/Comments by Members**

**13. TPO Staff Comments**

- 14. Next Meeting:** The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, June 3, 2015.

**15. Adjourn**

**NOTICES**

The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcome without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at lathoum@stlucieco.org.

Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Marceia Lathou, 772-462-1593, at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Items not included on the agenda may also be heard in consideration of the best interests of **the public's health, safety, welfare, and as necessary to protect every person's right of access.** If any person decides to appeal any decision made by the St. Lucie TPO with respect to any matter considered at this meeting, that person shall need a record of the proceedings, and for such a purpose, that person may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based.

Kreyol Ayisyen: Si ou ta rinmin recevoua information sa en crèole si l bous plait rèlè 772-462-1593.

Español: Si usted desea recibir esta información en español, por favor llame al 772-462-1593.



Coco Vista Centre, Suite 111  
466 SW Port St. Lucie Blvd.  
(772) 462-1593  
www.stlucietpo.org

## REGULAR BOARD MEETING

**DATE:** Wednesday, January 4, 2015  
**TIME:** 2:00 PM  
**LOCATION:** St. Lucie TPO  
Coco Vista Centre  
466 SW Port St. Lucie Boulevard, Suite 111  
Port St. Lucie, Florida

### MINUTES

**1. Call to Order**

Chairman Drummond called the January 4, 2015 regular meeting of the St. Lucie Transportation Planning Organization (TPO) Board to order at 2:00 pm.

**2. Pledge of Allegiance**

Chairman Drummond led the Pledge of Allegiance.

**3. Roll Call**

The roll was called and a quorum was confirmed with 10 members present.

**Members present:**

Darrell Drummond, Chairman  
Kathryn Hensley, Vice Chair  
Vice Mayor Linda Bartz  
Councilman Ron Bowen  
Commissioner Chris Dzadovsky  
Mayor Linda Hudson  
Commissioner Paula Lewis  
Councilwoman Shannon Martin  
Commissioner Tod Mowery  
Mayor Gregory Oravec

**Representing:**

Community Transit  
St. Lucie Co. School Board  
City of Port St. Lucie  
City of Port St. Lucie  
St. Lucie County  
City of Fort Pierce  
St. Lucie County  
City of Port St. Lucie  
St. Lucie County  
City of Port St. Lucie

**Others present:**

Peter Buchwald  
 Ed DeFini  
 Yi Ding  
 Marceia Lathou  
 Mary Holleran  
 Howard Tipton  
 Crystal Wilson  
 Roxanne Chesser  
 Heather Young  
 Darci Mayer

**Representing:**

St. Lucie TPO  
 St. Lucie TPO  
 St. Lucie TPO  
 St. Lucie TPO  
 Recording Specialist  
 St. Lucie Co. Administrator  
 Consultant  
 City of Port St. Lucie  
 St. Lucie County Attorney  
 FDOT

**4. Approval of Minutes**

\* December 3, 2014 Regular Board Meeting

\* **MOTION – MOVED** by Commissioner Lewis to approve the minutes of the Regular TPO Board meeting held on December 3, 2014.

\*\* **SECONDED** by Councilman Bowen Carried **UNANIMOUSLY**

**5. Comments from the Public – None**

Chairman Drummond introduced Howard Tipton, the new St. Lucie County Administrator, and welcomed him to the Board Meeting.

Mr. Tipton thanked the Board members and recognized their service on the TPO Board as one of the most important boards they will serve on because of the long range impact on the community and region. He spoke of his past experience with other large statewide transportation systems, and confirmed that building a connected community starts with transportation. He appreciated the opportunity to work with the TPO Board and Peter Buchwald, that his door is always open, he welcomed involvement and offered his support.

**6. Comments from Advisory Committee Members (TAC/CAC/BPAC)- None****7. Approval of Agenda**

Prior to approval of the agenda, Mr. Buchwald requested that agenda item #8a. be held until the arrival of the consultant's presentation from Tinsdale-Oliver. He asked the Board to hear agenda item #8b., first.

\* **MOTION – MOVED** by Ms. Hensley to approve the agenda as amended by Mr. Buchwald.

**\*\* SECONDED** by Mayor Hudson Carried **UNANIMOUSLY**

## **8. Action Items**

### **8b. Congestion Management Process (CMP) Annual Report**

Mr. Buchwald provided background for the CMP, which identifies and evaluates areas with congestion or safety issues and prioritizes those projects which address those issues. The CMP Annual Report was developed to evaluate the effectiveness of the CMP and its Implementation Plan.

Mr. Buchwald introduced Mr. Yi Ding, TPO Livability Planner, who presented a detailed analysis of the Report. Mr. Ding provided the status of changes of the projects in the adopted 2013 CMP, and a review of the revised CMP Implementation Plan for 2015. At the January meetings of the TPO TAC, CAC, and BPAC, the CMP Annual Report was recommended for acceptance.

There were no comments or questions from the Board.

**\* MOTION – MOVED** by Commissioner Mowery to approve the Congestion Management Process Annual Report.

**\*\* SECONDED** by Councilman Bowen Carried **UNANIMOUSLY**

### **8a. 2040 Long Range Transportation Plan (2040 LRTP) Growth Projections**

Mr. Buchwald presented the 2040 Long Range Transportation Plan Growth Projections on behalf of the consultants, Tinsdale-Oliver. Part of the development projected in 2040 includes a travel demand model that is used to project future throughput traffic volumes, and includes two primary components -- population and employment, and their relationship to the development in the projections.

Developing future estimates were displayed on two maps showing density changes from 2010 through 2040 for future population and employment growth for industrial, commercial and service. In 2040 population growth is projected in the SW annexation area, with some along the Jenkins Road Corridor, and South of Orange Avenue.

Employment is also projected in the SW annexation area, with some along the Kings Highway Corridor. Industrial is projected in the Airport area, and commercial is projected throughout the TPO area. Service is projected as the largest component of the employment growth.

Growth forecasts in population and employment from 2010 to 2040 were allocated across the St. Lucie TPO area and based on: Review of future land use densities; vacant land; approved development (DRIs, site plans, S/F,

M/F housing and PUDs) and support of economic development. Vacant lots around the TPO area are also being considered for development.

Funding allocations are based on future land use designations by each of the local jurisdictions (shown on the maps). The Advisory Committees recommended changes which are provided as part of the 2040 Socioeconomic Data Review and Revisions. Conversations were held with County Planning staff and Port St. Lucie Planning staff for input on the changes to the data as shown.

After review and acceptance by the Board the projections will be used to identify the transportation improvement needs in 2040, and the 2040 Needs Plan will be presented to the Board for review and acceptance at a future meeting.

Following the review, comments and questions from the Board and are summarized below.

Commissioner Lewis:

Mentioned concerns the Board should be aware of - as to where the City of Port St. Lucie is with regards to the projections. Some projections haven't been determined whether they are going to take place. Prima Visa Corridor hasn't been addressed, staff has done some work but it hasn't come to the Board.

Commissioner Mowery:

Would like to have studied the project information along with the presentation, as only one graphic (the map) was provided. Would like to take all the information back and walk it through it his staff before approving and taking action. He is interested in finding out what other communities feel about what was shown, how it changes Port St. Lucie, its relation to Riverland and modifications to Southern Groves. He wanted to concur on some of the items to make sure they were correct on what was being shown.

Councilwoman Martin:

Confirmed with Mr. Buchwald that all of this information came back to their staffs to help develop this information.

Mr. Buchwald said that staffs were presented with this information at the Advisory Committee meetings, and the consultant was present to clarify additional input. Commissioner Lewis is correct, the changes may not have been formally adopted by their respective commissions or councils. If the Board desires, the changes can be reverted back to the original. Port St. Lucie staff indicated at this point the Riverland DRI does not allow for industrial development, the designation is commercial services and residential, and that's why it was moved.

Commissioner Dzadozsky's concerns:

The Airport is not being identified as a future growth potential. The County moved forward with the Master Plan Update that identifies the commercial and business park activities as a jobs corridor.

Midway Road area is in the process of being widened, and that path should be identified as a jobs corridor, those two specific areas seem to be under-represented in this presentation.

The area of the TVC is largely ignored, its 39,000 units were indicated in the award winning Master Plan process.

The North County side is not being looked at in the future planning expansion process. Fort Pierce is on the rise, things are happening and from a growth standpoint that jobs corridor needs to be identified.

Kings Highways has been slated for expansion and widening with lots of commercial property along that corridor. The Plan shows very little future growth.

He also wanted to take this back to have a conversation with their Commission, as some things are unfolding in North County that can be beneficial which haven't been codified by the BoCC. When planning this far out, and opportunities yet to be determined, he wanted to make sure they didn't miss anything.

North Beach is preparing for the building of a commercial resort area and we'll be meeting with FDOT on how to manage that North Bridge, and looking to move that up.

With the possibility or onset of All Aboard Florida we have to have a flyover instead of the current bridge construction as it sits on the maintenance list. That should be pushed forward, if the train happens, we have to be able to get people on and off the North Island.

Our money should be focused on getting that flyover on US #1 to the Island. Because of the future development of a 300 to 500 room hotel and tourism, it is going to be important to get people across the railroad tracks. He wasn't sure that's being delivered in this report, and the AAF is problematic for many of us in the region.

Chairman Drummond asked how time-sensitive this item was.

Mr. Buchwald said this was the first step in the process and it is precisely the type of conversation that should be conducted about these projections. It is unfortunate it wasn't conducted more at the staff level.

Mr. Buchwald addressed Commissioner Dzadvosky's comments and why there isn't any allocation to the TVC area, it's because there hasn't been any development applications from the TVC area. We have six DRIs ready to go from the southwest annexation area, only one DRI has come out of the ground, and that's Tradition. We have to have some basis on where we think future growth is going to go. There is some employment along Kings Highway Corridor and some in the Airport, and in the absence of any approved plan or some greater foundation, we need to have a basis for that growth and projection.

Commissioner Mowery:

This Plan is projected going to 2040, and many things will come along in that 25-year time period. Perhaps more time was spent with Port St. Lucie staff because Port St. Lucie seems to be covered for projections and population growth. A workshop was held with their Board and they discussed everything off Midway and Okeechobee Roads out by the Fairgrounds, and creating a massive entertainment center with hotels and various interactive activities. Staff made a presentation, and this 2040 LRTP shows no employment growth there, and this could be a massive utility/employment hub based on what is being projected.

Mr. Buchwald confirmed that just as much time was spent with the County staff as with the City of Port St. Lucie staff for input. Today's discussion has been healthy and it is the reason why we do it every five years.

As local jurisdiction's vision becomes more refined and more developed other than thoughts and wish lists, it will provide more definite plans, such as a DRI, and applications. Our funds are limited, we don't want to over-allocate, or dilute them over a greater variety of needs than necessary for transportation. Being conservative in our estimates will avoid having a big gap in the Needs and Cost Feasible Plan.

Chairman Drummond suggested this was an opportunity for the Board to get back with their staff and to get their updates in to Mr. Buchwald as soon as possible and not dilute the process.

Mr. Buchwald agreed the Board could modify the process as they see fit, it was designed to be customized around this Board and could be brought back for the long range planning process.

Ms. Hensley was hopeful that all were comfortable with the way that Bebr numbers are arrived, as difficulties and positives go along with those numbers. She has spoken to her staff, they have no difficulties with the Bebr numbers and are using them for projections for schools and other projects.

\* **MOTION – MOVED** by Ms. Hensley to recommend that the 2040 Long Range Transportation Plan Growth Projections goes back to staff to talk to all from their departments and agencies to make sure that their staff has input and elicits their discussions.

\*\* **SECONDED** by Commissioner Dzadoovsky.

Commissioner Dzadoovsky commented that it was very important that Mr. Buchwald see the Airport Expansion Plan and would provide a copy to him. The population growth, wherever it may be, has to have transportation as the number one event that occurs. Corporations and employment are all related to transportation.



He reiterated his concern with the airport projections being minimized on this document. He believed there was great support Countywide to move in the direction of a commercial airport, to grow and service air and cargo and subsequent business opportunities. The airport has to be part of the future plans of St. Lucie County and Fort Pierce.

Commissioner Dzadovsky encouraged that this information go back to staff with the draft Business Plan of the Airport and seek their comments and bring it back for the next meeting.

Mayor Oravec confirmed with Mr. Buchwald the 2040 LRTP Growth Projections were peering 25 years into the future to identify projects and funding for those projects. He said there was a natural tension among the Board because it represents every geographic area in the County and they will all advocate for their positions. He believed there has to be a difference between a brainstorming session held by a body and DRIs approved by the State of Florida and local jurisdictions, otherwise it will be extremely difficult to look 25 years into the future. He questioned the need for accuracy at this point.

Mr. Buchwald confirmed the LRTP is updated every five years. Today's discussion was helpful to keep everyone on the same page consistent in terms of what each different jurisdiction vision is and where to allocate resources and placing those in the plan. Then the public and FDOT will be asking how serious the local jurisdictions are, is a business plan approved, a DRI approved, are resources allocated, has money been put towards it. This is what we need to know, the grants will be competitive, and all the other services around the country will be lining up for a limited amount of money. You have to show how serious you are getting this done.

Mayor Oravec said the City of Port St. Lucie had a unifying discussion and they are serious about efforts to develop the airport, and would appreciate a discussion about that as a body. Comparing TVC Traditions to Southern Grove, Riverland, Kennedy, it's on the Martin County line, 30 minutes within Palm Beach, and that is a different conversation and one he would advocate for strongly.

Mayor Hudson would also like time to discuss this with her staff, making decisions for the future will impact them, and she would like to make better informed decisions. She was concerned will all the growth to the south and would like to have more time to work with her staff and know what it is she is agreeing to.

Councilman Bowen concurred and thanked Commissioners Mowery and Dzadovsky for bringing up their concerns about the airport. It's been around for a long time, and bringing back a complete plan that's done right would be appreciated. The TVC should also be examined for people moving from the south to the north county, and that should be

recognized and included in the TVC study.

Councilwoman Martin supported plans for the airport and said she saw it happening in Westchester County, NY. She agreed with Mayor Oravec and wanted to make sure we have planned development in place for the projections. Growth is going to happen in these areas, we have to be realistic where the growth will occur and our efforts should be focused on that, especially with limited funds. We will all benefit from the growth that will happen.

\* **The MOTION was called and Carried UNANIMOUSLY.**

Mr. Buchwald confirmed the motion will postpone the acceptance of the 2040 LRTP Growth Projections for consideration until the next meeting. We'll bring it back in front of the TAC, which includes all of your staffs, and will recirculate it to staff beforehand and go from there.

Ms. Hensley asked Mr. Buchwald if it would be acceptable to report exactly what Bebr stands for and how they derive their numbers. She suggested having a broader explanation at the next meeting so the public will have a greater grasp on what it is we are talking about. Mr. Buchwald agreed.

**9. Discussion Items**

**9a. 2015 Transportation Grant Programs**

Mr. Buchwald provided background information announced for several transportation grant programs that included the Transportation Alternatives Program (TAP), the Transportation Regional Incentive Program (TRIP) and the County Incentive Grant Program (CIGP). These programs are starting earlier this year due to the acceleration of the FDOT Work Program development cycle caused by the advancement of the 2016 Florida Legislative Session. A detailed analysis of TAP, TRIP, and CIGP and those requiring 50% matching funds was provided. He looked forward to all jurisdictions submitting applications for these programs and noted the challenge for both CIGP and TRIP requiring the 50% local match and funds available.

There were no questions or comments from the Board.

**10. FDOT Comments - None**

**11. Recommendations/Comments by Members**

Commissioner Dzadovsky commented on information raised for staff to take back to their respective groups on the LRTP process. He discussed the shortage of sidewalks in St. Lucie Co., and the future of creating an MSTU, something that we can derive funding from as a match, and move

forward.

He asked the Board to go back to their respective Boards and staff to investigate whether each of the cities and the county would entertain the idea of a countywide MSTU to provide funds for our sidewalks. Sidewalk needs have been identified by the TPO and he asked that any information be given to the key representatives on the Board. It's important we have a conversation with staff and our Boards on the reauthorization of the gas tax.

Another topic he addressed was the walking bridge in Fort Pierce, around 45<sup>th</sup> & J, north of the Williams Center, and whether the grant that came through for access to the school, came from the TPO. He has been approached by residents in that area that it is being used as an escape route for gang members and those committing crimes. Residents asked if the grant was used to put it there and what the ramifications to remove it or replace it elsewhere, were. The Sheriff is providing statistics of crimes in that area, and those using the bridge as an escape route. He would like to have a discussion with Fort Pierce, the TPO, the School District and others and determine if it can be moved.

Ms. Hensley commented the School District didn't ask for that bridge, it came from the City of Fort Pierce and has been reprioritized because of safety issues. They may have gone through the grant process, and moved it around because of the request of Commissioner Nelson. Moving it from the grant process was discussed. The community has to be involved, and Mayor Hudson was asked to be involved to determine if it's something the community wants.

Mayor Hudson said it's called the Freedom Bridge, because of criminals using the bridge as an escape route when being chased by the Fort Pierce Police, who can not follow them across in a patrol car. She has been approached and said it's a problem both being there and not being there.

Mr. Buchwald indicated the grant did not come through during his tenure with the TPO but he can research whether it was applied for prior to his tenure. In terms of Sabal Palms suggestions, this Board did allocate transportation alternatives funding towards that but it has since been removed because of opposition from the community.

This brings up an interesting discussion on planning, because of two instances where the public is saying no, we want to remove the connection and the planners saying it's best for the public, and the public is saying no.

There are challenges in the County and TPO area, with not enough pedestrian facilities. We may have to start a campaign to have motorists

slow down and move over because pedestrians are forced to walk in the street. Should we have a sidewalk on every street, we could allocate additional or all of your funding for sidewalks, versus capacity improvements, but is that what the public wants. We need to continue this discussion for the LRTP. We will investigate the Freedom Bridge and where the source of that funding came from.

Commissioner Dzadoovsky congratulated the City of Port St. Lucie on the Bayshore sidewalks which generated lots of good comments from the public.

Ms. Hensley questioned whether the subject of an alternative for the gas tax was discussed at the last MPOAC meeting.

Mr. Buchwald said the discussion was on user fees, based on the number of miles driven, challenges of testing because of privacy issues, tourist's fees, and people just driving through. There was also discussion on the Trust Fund being insolvent at the end of this fiscal year, and how to address the gas tax sustainability issue, as there is not much action by Congress at this time. Many stakeholders are involved and want to see resolution as it has been identified for continuing infrastructure not only to the federal but to the local economy as well.

Chairman Drummond said the gas tax is an interesting discussion and commented on alternatives and other options.

## **12. TPO Staff**

Mr. Buchwald indicated the State Route A1A North Causeway Bridge replacement is programmed to start construction within the next five years for a total cost of about \$60 million.

He reminded everyone that the Project Development Environment Study (PD&E) for the North Causeway Bridge has started to evaluate the Bridge's replacement, including a fixed span, an elevated crossing of the adjacent FEC railroad tracks.

The first meeting for the Study is scheduled for local agencies on Thursday, Feb. 5<sup>th</sup>, at Fort Pierce Old City hall, with the public meeting scheduled in the evening. Formal presentations start at 6:00 pm., and all those interested are invited to attend.

**13. Next Meeting:** The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, April 1, 2015.

## **14. Adjourn**

The meeting was adjourned at 3:15 pm.

Respectfully submitted:

Approved by:

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Mary F. Holleran  
Recording Specialist

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Darrell Drummond, Chairperson  
Community Transit

DRAFT

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie TPO Board
<b>Meeting Date:</b>	April 8, 2015
<b>Item Number:</b>	8a
<b>Item Title:</b>	Appointments to the St. Lucie TPO Advisory Committees
<b>Item Origination:</b>	TPO By-Laws
<b>UPWP References:</b>	Task 6.1: Public Involvement
<b>Requested Action:</b>	Appoint or do not appoint
<b>Staff Recommendation:</b>	It is recommended that Mr. William Brooks be appointed as a Minority Representative to the Citizens Advisory Committee and that Ms. Lisa Fasnacht be appointed as a Resident Bicycling Representative to the Bicycle-Pedestrian Advisory Committee to fill the vacancies.

### Attachments

- Applications



St. Lucie Transportation Planning Organization

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953  
772-462-1593 www.stlucietpo.org

**APPLICATION FOR SERVING ON COMMITTEES/BOARD**

1. Name WILLIAM (BILL) BROOKS
  2. Home or Mobile Phone [REDACTED] Email Address [REDACTED]
  4. Home Address 549 SE Sunnybrook TERRACE PSL, FL 34983
  5. How long have you lived at this location? 19 YEARS
  6. Business Address (optional) RETIRED
  7. Business Phone (optional) \_\_\_\_\_
  8. Are you employed by a government agency? Yes \_\_\_\_\_ No
  9. Do you now serve on a government committee or board? Yes \_\_\_\_\_ No
  10. If Yes, which one(s)? \_\_\_\_\_
  11. Brief summary of your education ASSOCIATE Degree / Business Administration
  12. Brief summary of your experience HAVE BEEN IN MANAGEMENT MOST OF MY life. OWNED MY OWN PAINT STORE IN HOUSTON, TX 1986 - 1992
  13. Please select each St. Lucie Transportation Planning Organization (TPO) Board or Committee you are interested in serving on (more than one may be selected):  
**Transportation Disadvantaged Local Coordinating Board (LCB)** \_\_\_\_\_  
**Citizens Advisory Committee (CAC)**   
**Bicycle-Pedestrian Advisory Committee (BPAC)** \_\_\_\_\_
  14. May your application be submitted to the TPO Board whenever vacancies occur on the selected Board/Committee(s) until you are appointed? Yes  No \_\_\_\_\_
  15. Will you be able to attend quarterly LCB meetings, CAC meetings every other month, or BPAC meetings every other month? Yes  No \_\_\_\_\_
- SIGNATURE William Brooks Date 3/11/15

Submit completed application by mail, fax, or email to:  
 MAIL: St. Lucie Transportation Planning Organization  
 466 SW Port St. Lucie Boulevard, Suite 111  
 Port St. Lucie, FL 34953  
 FAX: 772-785-5839  
 EMAIL: TPOAdmin@stlucieco.org

**Note: Application is effective for two years from the date of completion**

TITLE VI STATEMENT: The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcomed without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at [lathoum@stlucieco.org](mailto:lathoum@stlucieco.org).

Crèole: Si ou ta rinmin recevua information sa en crèole si l bous plait rèlè 772-462-1777.  
 Español: Si usted desea recibir esta información en español, por favor llame al 772-462-1777.



JD Jennifer  
772 462-  
1684



St. Lucie Transportation Planning Organization

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
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772-462-1593 www.stlucietpo.org

APPLICATION FOR SERVING ON COMMITTEES/BOARD

- 1. Name List Fasnacht
  - 2. Home or Mobile Phone [REDACTED] Email Address [REDACTED]
  - 4. Home Address 1500 Mariner Bay Blvd #A 34949 Smith
  - 5. How long have you lived at this location? 5 yrs
  - 6. Business Address (optional) 1105 Security Dr #A 34949
  - 7. Business Phone (optional) 772 216 2820
  - 8. Are you employed by a government agency? Yes  No
  - 9. Do you now serve on a government committee or board? Yes  No
  - 10. If Yes, which one(s)? \_\_\_\_\_
  - 11. Brief summary of your education ILSC - accounting/marketing
  - 12. Brief summary of your experience very active
  - 13. Please select each St. Lucie Transportation Planning Organization (TPO) Board or Committee you are interested in serving on (more than one may be selected):  
 Transportation Disadvantaged Local Coordinating Board (LCB) \_\_\_\_\_  
 Citizens Advisory Committee (CAC) \_\_\_\_\_  
 Bicycle-Pedestrian Advisory Committee (BPAC)
  - 14. May your application be submitted to the TPO Board whenever vacancies occur on the selected Board/Committee(s) until you are appointed? Yes  No
  - 15. Will you be able to attend quarterly LCB meetings, CAC meetings every other month, or BPAC meetings every other month? Yes  No
- SIGNATURE List Fasnacht Date 3/13/15

Submit completed application by mail, fax, or email to:  
 MAIL: St. Lucie Transportation Planning Organization  
 466 SW Port St. Lucie Boulevard, Suite 111  
 Port St. Lucie, FL 34953  
 FAX: 772-785-5839  
 EMAIL: TPOAdmin@stlucieco.org

Note: Application is effective for two years from the date of completion

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Crèole: Si ou ta rinmin recevoua information sa en crèole si l bous plait rèlè 772-462-1777.  
Español: Si usted desea recibir esta información en español, por favor llame al 772-462-1777.



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie TPO Board
<b>Meeting Date:</b>	April 8, 2015
<b>Item Number:</b>	9a
<b>Item Title:</b>	2040 Long Range Transportation Plan (2040 LRTP) Growth Projections
<b>Item Origination:</b>	2040 LRTP Development Process
<b>UPWP Reference:</b>	Task 3.1 – Long Range Transportation Planning and MAP-21 Implementation
<b>Requested Action:</b>	Accept the 2040 LRTP growth projections, accept with conditions, or do not accept
<b>Staff Recommendation:</b>	Based on the 2040 LRTP growth projections being consistent with the zoning and land use policies of the local jurisdictions, on the recommendations of the TPO Advisory Committees, and on subsequent follow-up review activities with the City of Fort Pierce and St. Lucie County staffs, it is recommended that the proposed 2040 LRTP growth projections be accepted.

### **Attachments**

- Staff Report
- Socioeconomic Data Revisions Summary
- Map of 2040 Population Growth Projections
- Map of 2040 Employment Growth Projections

## MEMORANDUM

**TO:** St. Lucie TPO Board

**FROM:** Peter Buchwald  
Executive Director

**DATE:** March 30, 2015

**SUBJECT: 2040 Long Range Transportation Plan (2040 LRTP)  
Growth Projections**

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### BACKGROUND

As part of the development of the 2040 Long Range Transportation Plan (2040 LRTP), a travel demand model, known as the Greater Treasure Coast Regional Planning Model (GTCRPM), is used to project future throughput and traffic volumes. Inputs into this model include population and employment projections for the year 2040.

The resulting throughput and traffic projections then are used to identify the transportation improvement needs through 2040. The proposed amounts and locations of these projections within the St. Lucie TPO area have been developed and are being provided to the TPO Board for review and acceptance.

At the meeting on February 4, 2015, the TPO Board initially reviewed the 2040 LRTP growth projections, and the TPO Board postponed acceptance of the projections until the April meeting so that TPO Board members representing St. Lucie County and the City of Fort Pierce could further discuss the growth projections with their staffs. The projections now are being returned to the TPO Board for review and acceptance.

### ANALYSIS

The population control totals are derived from the population projections developed by the University of Florida, Bureau of Economic and Business Research (BEBR) for the year 2040. At the TPO Board meeting on

February 4th, it was requested that background information be provided regarding BEBR.

Founded within the University of Florida, BEBR has produced Florida’s official state and local population estimates and projections since 1972 when BEBR received the first of a continuous series of annual contracts from the State of Florida. These estimates are used for State revenue-sharing and many other planning, budgeting, and analytical purposes. The program also produces estimates of households and average household size and projections by age, sex, race, and Hispanic origin for the State and each county. BEBR is Florida's representative to the Federal-State Cooperative Programs for Population Estimates and Projections and works closely with the U.S. Census Bureau to improve the quality of demographic data in Florida.

BEBR estimated in 2014 that the population of the TPO area will increase as follows:

	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>
Population	293,800	330,500	364,700	396,600	426,600	454,200

After the population control totals are received from BEBR, employment control totals then are developed that are proportional with the population control totals. The following employment control totals for the year 2040 have been derived for the St. Lucie TPO area:

	<b>2010</b>	<b>2040</b>	<b>Growth</b>	<b>Percent</b>
Population	275,598	454,200	178,602	64.81%
Employment	94,891	150,360	55,469	58.46%

The above-listed growth in population and employment from 2010 to 2040 is divided further into the following land use subcategories:

<b>Residential Land Use Subcategory</b>	<b>2010</b>	<b>2040</b>	<b>Growth</b>	<b>Percent</b>
Single Family Population	238,652	397,331	158,679	66.49%
Multi-Family Population	29,876	49,741	19,865	66.49%
Mobile Home Population	7,128	7,128	0	0.00%
<b>Total Population</b>	<b>275,598</b>	<b>454,200</b>	<b>178,602</b>	<b>64.81%</b>

<b>Non-Residential Land Use Subcategory</b>	<b>2010</b>	<b>2040</b>	<b>Growth</b>	<b>Percent</b>
Hotel Units	3,052	5,030	1,978	64.81%
Industrial Employment	18,260	29,550	11,290	61.83%
Commercial Employment	23,897	38,088	14,191	59.38%
Service Employment	52,902	82,723	29,821	56.37%
<b>Total Employment</b>	<b>95,059</b>	<b>150,361</b>	<b>55,302</b>	<b>58.18%</b>

The above-listed forecasts then are allocated across the St. Lucie TPO area based on the following reviews:

- **Review of land use densities:** identifies the amount of future growth on a given parcel depending on the allowed maximum zoning densities adjusted for the historical average consistent with the Future Land Use Elements of the local comprehensive plans.
- **Review of vacant land:** identifies the opportunity to build on a given parcel guided by Future Land Use and zoning designations excluding wetlands and environmentally sensitive lands.
- **Review of approved development:** considers the build out timeframes and current level of build out for developments of regional impact (DRI), site plans, and planned unit developments.
- **Support of economic development:** considers local government comments and direction pertaining to where development should be targeted and encouraged to occur.

A parcel-based land use allocation model, known as ULAM, is used that considers the results of the above-listed reviews to assist in the allocation of the 2040 population and employment projections consistent with the zoning and land use policies of the local jurisdictions. The allocation results are depicted in maps that identify the projected amounts and locations of the population and employment growth by 2040 within the St. Lucie TPO area.

The 2040 LRTP growth projections and maps were presented to the TPO Advisory Committees at their meetings the week of January 12th for review. The Advisory Committees recommended the acceptance of the 2040 growth projections subject to addressing their comments which are captured in the attached Socioeconomic Data Revisions Summary. The 2040 LRTP growth projections and maps were revised accordingly to address the comments received from the TPO Advisory Committees. In addition, TPO staff further discussed the revised maps with City of Fort Pierce and St. Lucie

County staffs pursuant to the Board's direction at the February 4th meeting. Both the City of Fort Pierce and St. Lucie County staffs confirmed their recommendations of acceptance of the growth projections. The revised maps are attached.

Upon review and acceptance by the TPO Board, the projections will be input into the GTCRPM to identify the transportation improvement needs in 2040, also known as the Needs Plan. The 2040 Needs Plan subsequently will be presented to the TPO Board at a future meeting for review and acceptance.

### **RECOMMENDATION**

Based on the 2040 LRTP growth projections being consistent with the zoning and land use policies of the local jurisdictions, on the recommendations of the TPO Advisory Committees, and on subsequent follow-up review activities with the City of Fort Pierce and St. Lucie County staffs, it is recommended that the proposed 2040 LRTP growth projections be accepted.

# 2040 Socioeconomic Data Review and Revisions

The 2040 socioeconomic data was presented to the CAC and TAC on January 13, 2015 and the BPAC on January 15, 2015. An overview was presented and discussion followed about approved developed and changes to DRIs. In the cases of the TAC and CAC, the forecasts were approved with conditions. The BPAC approved the forecasts as presented.

Subsequent conversations were held with County planning staff and Port St. Lucie planning staff to get input on the changes to the data. The changes to the data are as follows:

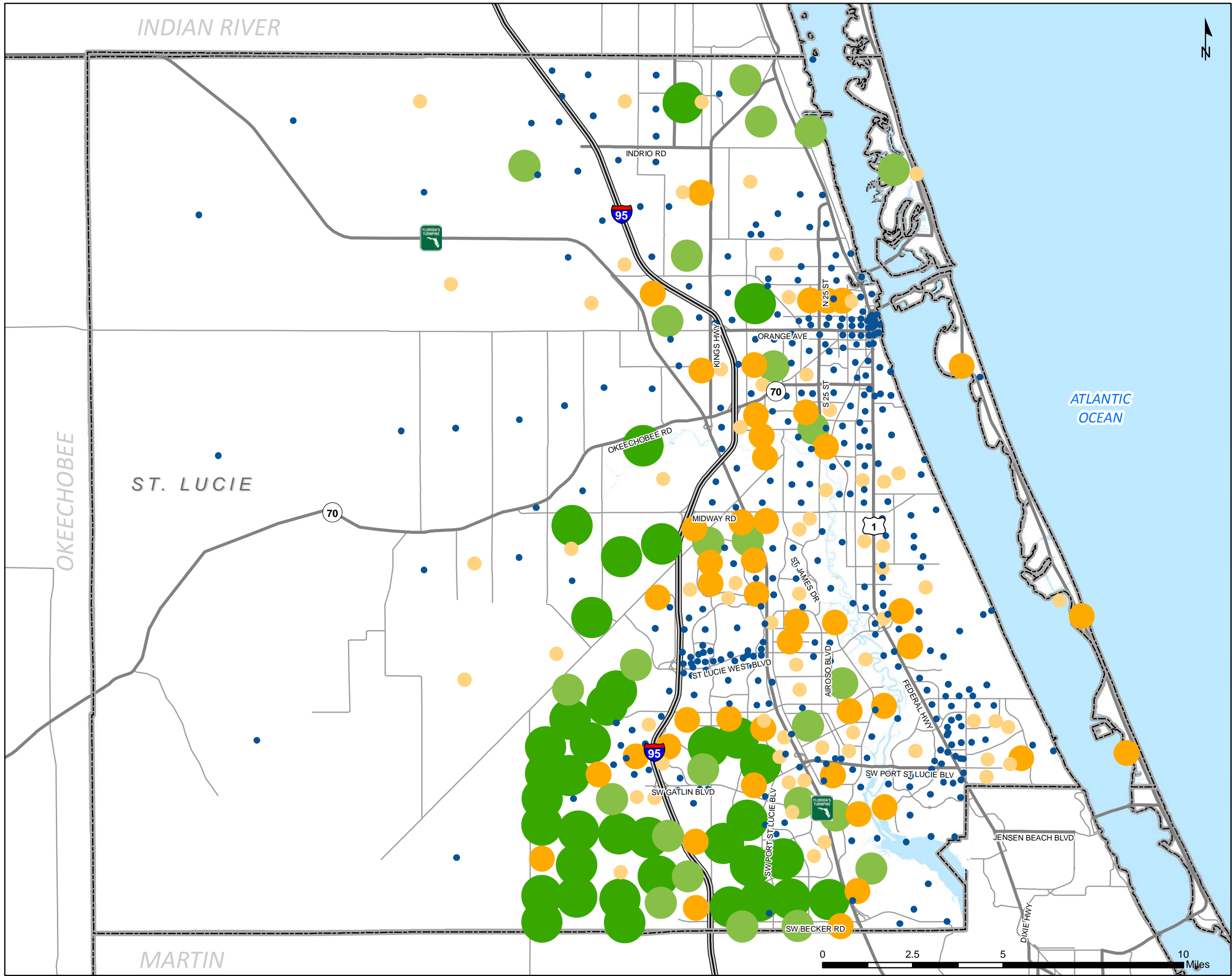
**TAZ 72(along A1A):** 400 Service employees were added because of a new hotel being developed.

**Jenkins Road corridor:** with the revised overlay, is envisioned to be more commercial. This the residential units originally allocated to the TAZs have been reduced.

**Prima Vista Corridor:** The corridor is envisioned as increasing in commercial activity. Low density commercial employment was added to the TAZs along this corridor.

**Riverland/Southern Grove:** The industrial employment, envisioned as part of a mixed-use development, was relocated to be closer to the I-95 corridor. The plan has residential land uses where the industrial units were originally shown.

The submitted maps reflect the changes noted above and show the employment growth as well as the changes in employment density between 2010 and 2040.



## St. Lucie 2010 - 2040 LRTP Population Growth

**Legend**

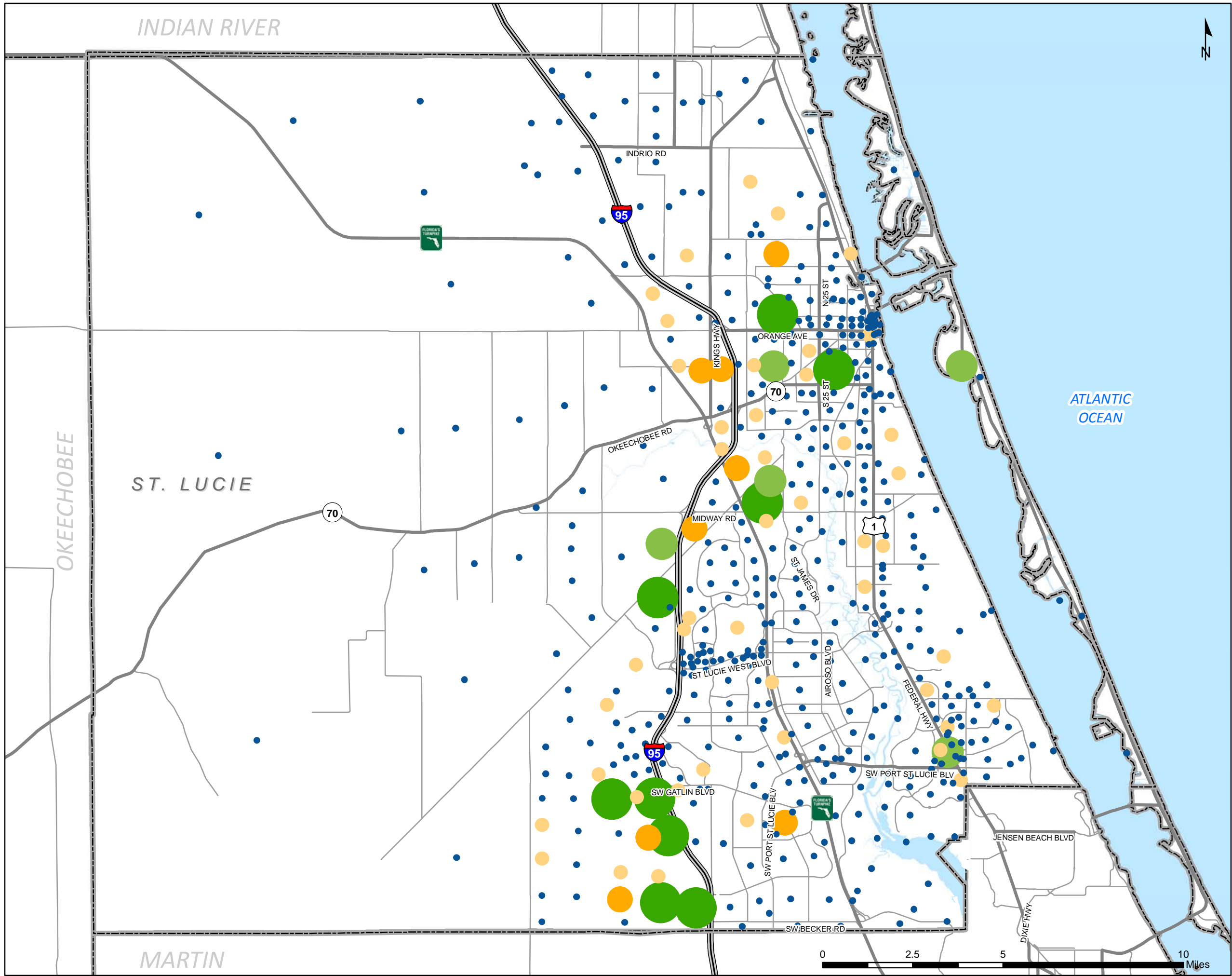
- 0 - 200
- 201 - 400
- 401 - 800
- 801 - 1,200
- 1,201 +

County Boundary  
 Major Road  
 State Road  
 Interstate

2010 - 2040  
 Population Growth = 177,601

**Go2040**  
 St. Lucie TPO  
 Long Range Transportation Plan





### St. Lucie 2010 - 2040 LRTP Employment Growth

#### Legend

- 0 - 250
- 251 - 500
- 501 - 750
- 751 - 1,000
- 1,001 +

- County Boundary
- Major Road
- State Road
- Interstate

2010 - 2040  
Employment Growth = 54,405

# Go2040

St. Lucie TPO  
Long Range Transportation Plan



**AGENDA ITEM SUMMARY**

- Board/Committee:** St. Lucie TPO Board
- Meeting Date:** April 8, 2015
- Item Number:** 9b
- Item Title:** Transportation Alternatives Program (TAP) 2015 Grant Applications
- Item Origination:** Moving Ahead for Progress in the 21st Century
- UPWP Reference:** Task 3.3– Transportation Improvement Program  
 Task 3.5– Bicycle/Pedestrian/Greenway Planning
- Requested Action:** Prioritize the 2015 TAP grant applications, prioritize with conditions, or do not prioritize.
- Staff Recommendation:** Based on the Paar Drive Sidewalk Project being ranked higher than the Oleander Avenue Sidewalk Improvements Project in the TPO’s TA Priority Project List, it is recommended that the Paar Drive Sidewalk Project be prioritized for TAP funding over the Oleander Avenue Sidewalk Improvements Project. In addition, it is recommended that the Oleander Avenue Sidewalk Improvements Project receive the remainder of the TAP funding for 2015 and any excess TAP funding allocated by FDOT District 4.

**Attachments**

- Staff Report
- 2014/15 TA Priority Project List
- Oleander Avenue Sidewalk Improvements Project Application Excerpts
- Paar Drive Sidewalk Project Application Excerpts

## **MEMORANDUM**

**TO:** St. Lucie TPO Board

**FROM:** Peter Buchwald  
Executive Director

**DATE:** March 31, 2015

**SUBJECT:** **Transportation Alternatives Program (TAP)  
2015 Grant Applications**

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### **BACKGROUND**

The TAP was authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and provides funding for the following:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized modes.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized modes.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
  - inventory, control, or removal of outdoor advertising;
  - preservation and rehabilitation of historic transportation facilities;
  - vegetation management practices in transportation rights-of-way to improve safety, prevent against invasive species, and provide erosion control; and
  - archaeological activities relating to impacts from the implementation of a transportation project.
- Environmental mitigation activities, including pollution prevention and abatement activities, to:
  - address stormwater management and pollution prevention and abatement activities related to highway construction or runoff; or
  - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

- The Recreational Trails Program
- The Safe Routes to School Program
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The funding available for the 2015 TAP grant cycle for the St. Lucie TPO is \$654,152 that will be programmed by the Florida Department of Transportation (FDOT) in Fiscal Year 2018/19. The TPO Board prioritizes the TAP grant applications for submittal to FDOT, and the TPO advisory committees recommend prioritizations of the applications to assist the TPO Board. Candidate TAP Projects originate from the 2014/15 TA Priority Project List which is attached.

## **ANALYSIS**

The following two TAP grant applications (attached), listed in alphabetical order, were submitted for consideration for the 2015 TAP grant cycle:

<b>Project Name</b>	<b>Project Location/Limits</b>	<b>Project Description</b>	<b>Project Cost</b>	<b>Funding Requested</b>	<b>Project Sponsor</b>	<b>2014/15 Priority Ranking</b>
Oleander Avenue Sidewalk Improvements	Midway Road to South Market Avenue	~1.3-mile long, 6-foot wide, concrete sidewalk	\$917,653	\$772,604	St. Lucie County	16
Paar Drive Sidewalk Project	SW Darwin Boulevard to SW Port St. Lucie Boulevard	~0.8-mile long, 6-foot wide, concrete sidewalk	\$569,984	\$389,182	City of Port St. Lucie	8

Both projects are included in the TPO's TA Priority Project List and ranked in the list as identified above based on the TA Project Prioritization Methodology.

At their meetings during the week of March 9th, the TPO advisory committees were split with regard to their recommendations for prioritization of the projects. The Citizens Advisory Committee recommends that the Paar Drive Sidewalk Project be prioritized for TAP funding over the Oleander Avenue Sidewalk Improvements Project. On the contrary, the Technical Advisory Committee and the Bicycle-Pedestrian Advisory Committee recommend that the Oleander Avenue Sidewalk Improvements Project be prioritized for TAP funding over the Paar Drive Sidewalk Project.

**RECOMMENDATION**

Based on the Paar Drive Sidewalk Project being ranked higher than the Oleander Avenue Sidewalk Improvements Project in the TPO's TA Priority Project List, it is recommended that the TAP grant applications for 2015 be prioritized for funding as follows:

<b>2015 TAP Project Rank</b>	<b>2014/15 Priority Ranking</b>	<b>Project Name</b>	<b>Project Sponsor</b>	<b>Funding Requested</b>
1	8	Paar Drive Sidewalk Project	City of Port St. Lucie	\$389,182
2	16	Oleander Avenue Sidewalk Improvements Project	St. Lucie County	\$772,604

In addition, it is recommended that the Oleander Avenue Sidewalk Improvements Project receive the remainder of the TAP funding for 2015 and any excess TAP funding allocated by FDOT District 4.

## Transportation Alternatives (TA) Projects

2014/15 Priority Ranking	Score <sup>1</sup>	Facility	Project Limits		Project Description	Project Source	Estimated Cost <sup>2</sup>	2013/14 Priority Ranking
			From	To				
1	46.5	Tulip Boulevard <sup>3</sup>	Cherry Hill Road	College Park Road	Sidewalk-3.3 miles	2014 TA Grant Application	\$940,343	3
2	46.5	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	St. Lucie County School District	\$483,000	3
3	43.5	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	2010/11 LOPP	\$170,000 <sup>4</sup>	5
4	43.0	Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	St. Lucie County School District	\$168,000	6
5	42.0	Torino Parkway	Peacock Apartments	C-106 Canal	Sidewalk-0.3 miles	2013 TA Grant Application	\$207,730	2
6	41.5	North Macedo Boulevard	Selvitz Road	St. James Drive	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$525,220	7
6	41.5	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.8 miles	2010/11 LOPP	\$337,920 <sup>5</sup>	7
8	40.0	Parr Drive	Port St. Lucie Boulevard	Darwin Boulevard	Sidewalk-1.0 miles	2014 TA Grant Application	\$648,058	9
9	38.5	Thornhill Drive	Bayshore Boulevard	Airosa Boulevard	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$594,820	10
10	36.5	Parr Drive	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List	\$344,050	11
10	36.5	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	2010/11 LOPP	\$50,000 <sup>4</sup>	11
10	36.5	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	2010/11 LOPP	\$80,000 <sup>4</sup>	11
13	36	Floresta Drive	Port St. Lucie Boulevard	Streamlet Avenue	Sidewalk-1.0 mile	Port St. Lucie Sidewalk List #7		14
14	35.5	Curtis Street	Prima Vista Boulevard	Floresta Drive	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List	\$461,620	15
15	34.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	St. Lucie County School District	\$226,000	16
16	34.0	Oleander Avenue	Midway Road	Market Avenue	Sidewalk-1.3 miles	St. Lucie County School District	\$554,400	17
16	34.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	St. Lucie County School District	\$672,000	17
16	34.0	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 miles	St. Lucie County School District	\$441,840	17
19	32.5	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	2010/11 LOPP	\$10,000 <sup>4</sup>	20
20	31.5	Alcantarra Boulevard	Port St. Lucie Boulevard	Savona Boulevard	Sidewalk-0.8 miles	St. Lucie County School District	\$357,000	21
21	29.5	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	Port St. Lucie Sidewalk List #8		22
22	28.5	Rosser Boulevard	Newport Isle	Bamberg Street	Sidewalk-2.1 miles	Port St. Lucie Sidewalk List #1		23

2014/15 Priority Ranking	Score <sup>1</sup>	Facility	Project Limits		Project Description	Project Source	Estimated Cost <sup>2</sup>	2013/14 Priority Ranking
			From	To				
23	25.5	Import Drive	Gatlin Boulevard	Savage Boulevard	Sidewalk-2.0 miles	Port St. Lucie Sidewalk List #3		24
24	21.5	Paar Drive	Bamberg Street	Savona Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #2		25
24	21.5	Southbend Boulevard	Oakridge Drive	Eagle Drive	Bridge and Sidewalk- 0.2 miles	Port St. Lucie Sidewalk List #13		25
26	20.5	Savage Boulevard	Import Drive	Gatlin Boulevard	Sidewalk-1.7 miles	Port St. Lucie Sidewalk List #4		27
26	20.5	Bayshore Boulevard	Mountwell Street	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #6		27
26	20.5	Emil Avenue	Oleander Avenue	U.S. Highway 1	Sidewalk-0.4 miles	2014 TA Grant Application	\$347,487	27
29	20.0	Traffic Signal Preemption Technology	Various	Various	50 Intersections 55 Fire/EMS vehicles	St. Lucie County Fire District	\$750,000	30
30	19.5	Oakridge Drive	Southbend Drive	Mountwell Street	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #5		31
30	19.5	Tiffany Avenue	Lennard Road	Grand Drive	Sidewalk-0.9 miles	Port St. Lucie Sidewalk List #9		31
30	19.5	Selvitz Road	Floresta Drive	Bayshore Boulevard	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List #10		31
30	19.5	Cashmere Boulevard	Charter School	Westgate K-8 School	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List #11		31
30	19.5	Idol Drive	Charter School	Savona Boulevard	Sidewalk-0.7 miles	Port St. Lucie Sidewalk List #12		31
35	17.0	Bicycle Facilities Improvement Program	Various	Various	Install various bicycle facilities	2011 TE Grant Application	\$401,353	36
36	5.0	West Cedar Pedestrian Mall	2nd Street	FEC Railroad	Streetscape improvements	2011 TE Grant Application	\$440,756	37

<sup>1</sup>Scoring is based on the St. Lucie TPO TA Project Prioritization Methodology

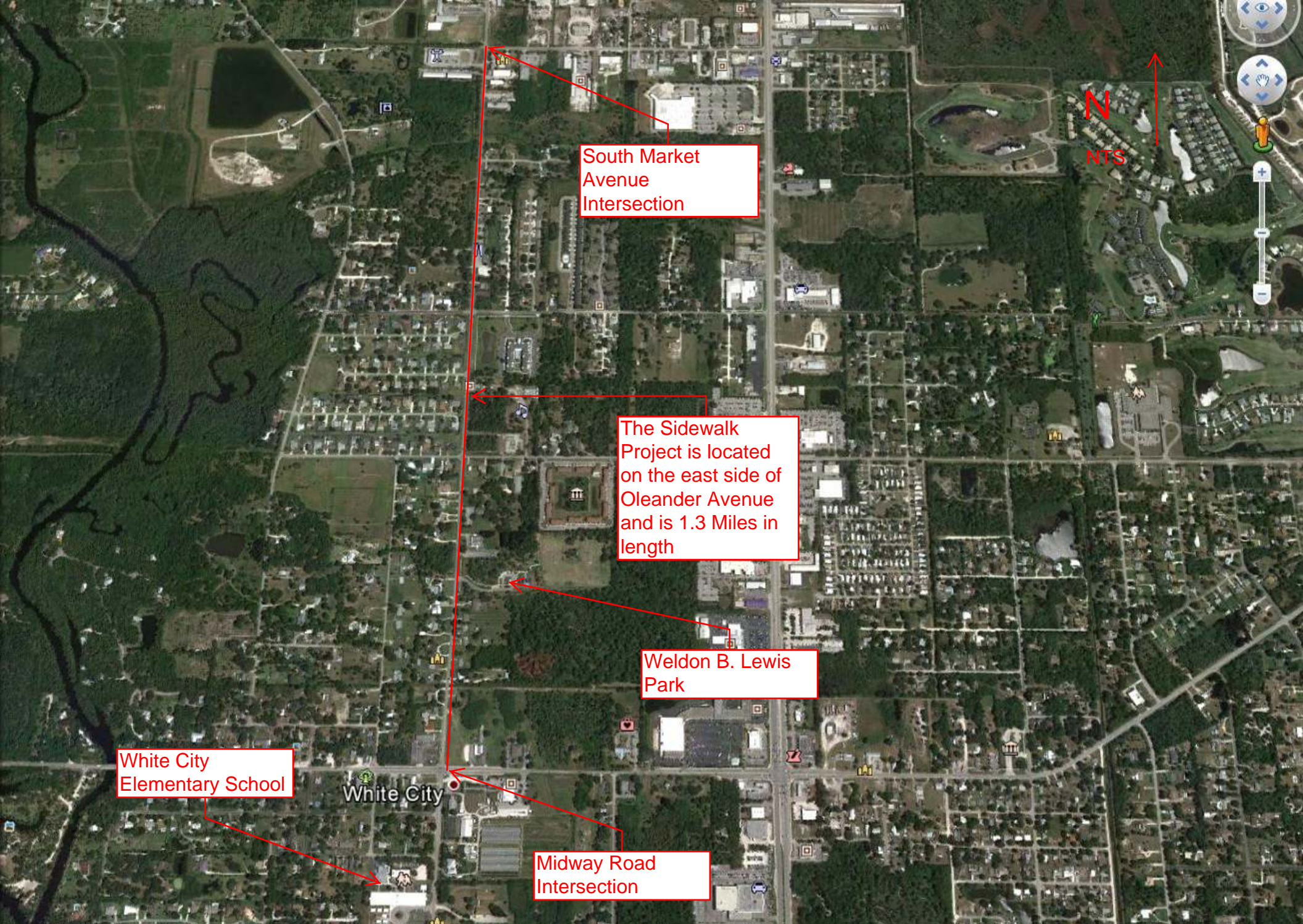
<sup>2</sup>Source of Estimated Cost: Project Source, unless otherwise noted

<sup>3</sup>Construction is anticipated to be programmed in the upcoming FDOT Tentative Work Program as a result of the 2014 TA Grant Cycle

<sup>4</sup>Estimated cost is based on an assumed cost of \$100,000 per mile

<sup>5</sup>Source: City of Port St. Lucie Engineering Department





South Market Avenue Intersection

The Sidewalk Project is located on the east side of Oleander Avenue and is 1.3 Miles in length

Weldon B. Lewis Park

White City Elementary School

Midway Road Intersection

White City

N  
NTS

TAP Grant Application FY 18/19  
Oleander Avenue Sidewalk  
From Midway Road to South Market Avenue







**ENGINEERS COST ESTIMATE**

**Project Description: Oleander Ave Sidewalk from Midway Road to South Market Avenue, Ft. Pierce Florida (St. Lucie County)**

Pay Item Number*	Pay Item Description*	FHWA Eligible				FHWA non-participating (Local funds)				Total Quantity	Total Engineer's Cost
		Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost		
101-1A	Mobilization/Demobilization	1	LS	\$ 25,000.00	\$ 25,000.00			\$ -	\$ -	1	\$ 25,000.00
102-1A	Maintenance of Traffic	1	LS	\$ 16,500.00	\$ 16,500.00			\$ -	\$ -	1	\$ 16,500.00
104-2A	Prevention, Control & Abatement of Erosion & Water Pollution	1	LS	\$ 6,500.00	\$ 6,500.00			\$ -	\$ -	1	\$ 6,500.00
108-1	Construction Layout and Record Drawings	1	LS	\$ -	\$ -	1	LS	\$ 10,000.00	\$ 10,000.00	2	\$ 10,000.00
110-1-2A	Clearing and Grubbing (Select)	1	LS	\$ 12,500.00	\$ 12,500.00			\$ -	\$ -	1	\$ 12,500.00
110-7-1A	Mailbox (Remove, Protect & Reset)	33	EA	\$ 75.00	\$ 2,475.00			\$ -	\$ -	33	\$ 2,475.00
120-1A	Regular Excavation /Embankment	1	LS	\$ 25,000.00	\$ 25,000.00			\$ -	\$ -	1	\$ 25,000.00
285-704	Cemented Coquina Base (LBR100) (4")	1000	SY	\$ 9.10	\$ 9,100.00			\$ -	\$ -	1000	\$ 9,100.00
285-718	Cemented Coquina Base (LBR100) (18")	275	SY	\$ 27.40	\$ 7,535.00			\$ -	\$ -	275	\$ 7,535.00
334-1-13	Superpave Asphaltic Concrete (Traffic C) (SP-12.5) (1.5")	10	TN	\$ 200.00	\$ 2,000.00			\$ -	\$ -	10	\$ 2,000.00
337-7-32	Asphalt Concrete (Traffic C) (SP 9.5) (1")	75	TN	\$ 185.00	\$ 13,875.00			\$ -	\$ -	75	\$ 13,875.00
400-90A	Dewatering for Construction Operations	1	LS	\$ 9,500.00	\$ 9,500.00			\$ -	\$ -	1	\$ 9,500.00
400-1-X	Concrete Class I (End Walls)	3	EA	\$ 5,000.00	\$ 15,000.00			\$ -	\$ -		
400-4-X	Extension of Platt's Creek Box Culvert	24	LF	\$ 1,000.00	\$ 24,000.00			\$ -	\$ -	24	\$ 24,000.00
400-4-2X	Concrete, Class IV Endwalls (Includes Steel)	25	CY	\$ 1,000.00	\$ 25,000.00			\$ -	\$ -	25	\$ 25,000.00
425-1-XXX	Inlets & Manholes (<10')	12	EA	\$ 2,200.00	\$ 26,400.00			\$ -	\$ -	12	\$ 26,400.00
430-174-XXX	Pipe Culvert (24" to 36" RCP)	2700	LF	\$ 75.00	\$ 202,500.00			\$ -	\$ -	2700	\$ 202,500.00
430-982-XXX	Mitered End Section (4:1)	54	EA	\$ 850.00	\$ 45,900.00			\$ -	\$ -	54	\$ 45,900.00
515-2-302	Pedestrian / Bicycle Railing (Aluminum) (54" Picket Rail)	120	LF	\$ 42.50	\$ 5,100.00			\$ -	\$ -	120	\$ 5,100.00
522-1	Concrete Sidewalk (4" Thick)	3460	SY	\$ 30.00	\$ 103,800.00			\$ -	\$ -	3460	\$ 103,800.00
522-2	Concrete Sidewalk (6" Thick) (Driveway/Sidewalk)	1300	SY	\$ 35.00	\$ 45,500.00			\$ -	\$ -	1300	\$ 45,500.00
527-1	Detectable Warning Surface	16	EA	\$ 350.00	\$ 5,600.00			\$ -	\$ -		
570-1-2	Performance Turf (Sod) (Match Existing)	11500	SY	\$ 2.50	\$ 28,750.00			\$ -	\$ -	11500	\$ 28,750.00
700-20-60X	Single Post Sign (Remove Protect and Reset)	22	AS	\$ 175.00	\$ 3,850.00			\$ -	\$ -	22	\$ 3,850.00
711-11-123	Thermoplastic (Standard) (White) (Solid) (12")	800	LF	\$ 2.00	\$ 1,600.00			\$ -	\$ -	800	\$ 1,600.00
711-11-125	Thermoplastic (Standard) (White) (Solid) (24")	120	LF	\$ 3.00	\$ 360.00			\$ -	\$ -	120	\$ 360.00
999.01	Utility Coordination	1	LS	\$ -	\$ -	1	LS	2500	\$ 2,500.00	2	\$ 2,500.00
					\$ -				\$ -	0	\$ -
					\$ -				\$ -	0	\$ -
					\$ -				\$ -	0	\$ -

TAP Funds for Construction				\$ 663,345.00	Local Funds for Construction				\$ 12,500.00	Subtotal	\$ 655,245.00
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FDOT IN-HOUSE DESIGN SUPPORT	1	LS	\$5,000	\$ 5,000.00	FDOT In-House Support must be included as an FHWA Participating Item				
ADDITIONAL FDOT IN-HOUSE DESIGN SUPPORT FOR CRITICAL PROJECTS	0	LS	\$2,000	\$ -					
FDOT IN-HOUSE CONSTRUCTION SUPPORT	1	LS	\$5,000	\$ 5,000.00					
ADDITIONAL FDOT IN-HOUSE CONSTRUCTION SUPPORT FOR CRITICAL PROJECTS	0	LS	\$2,000	\$ -					
LOCAL FUNDS FOR DESIGN									
CONTINGENCY (REQUIRED)					1	LS		\$ -	
TRANSIT RELATED PROJECTS (10% FTA ADMINISTRATIVE FEE)					1	LS	20%	\$ 131,049.00	
CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) NO MORE THAN 12% OF ELIGIBLE ITEMS (Phase 68) (Optional)	1	LS	12%	\$ 79,601.40	0	LS	10%	\$ -	
FDOT OVERSIGHT CEI (3% OF TOTAL CONSTRUCTION COST ESTIMATE) (REQUIRED)	1	LS	3%	\$ 19,657.35	1	LS	12%	\$ 1,500.00	
				\$ 772,603.75				\$ -	
								\$ 145,049.00	

Subtotal FHWA Eligible				\$ 772,603.75	Subtotal FHWA Non-Participating				\$ 145,049.00	Total Construction Cost Estimate	\$ 917,652.75
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\*Projects on the State Highway System and Critical Projects SHALL utilize FDOT pay items numbers and descriptions.

Non-participating items:  
 Mowing & Litter removal  
 \*\*Engineering work; Optional services; Survey; Video Inspection; MOT plans preparation; As-builts/record drawings  
 \*\*Utility work--this includes, but is not limited to: valve adjustments, utility relocations, FPL power pole relocations, AT&T directional bore, etc..

Other elements are non-participating; the ones listed above are the commonly used pay items that are non-participating. If you have any questions regarding an eligible or non-participating item, please contact us.

Estimate Prepared by: Craig A. Hauschild  
 PE Number: 56109 Date: 2/12/2015



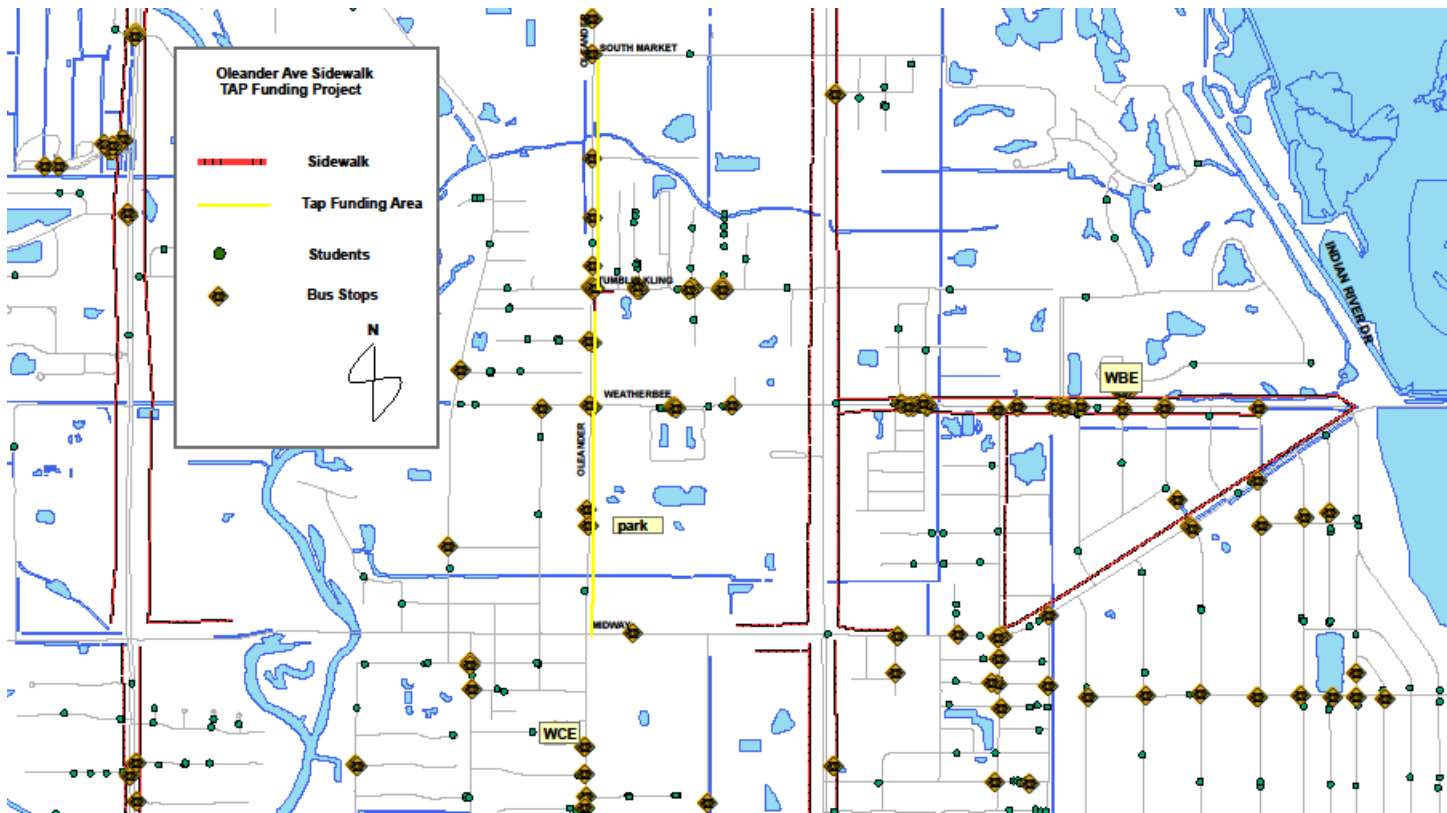
2-9-15

Tawonna Johnson

St Lucie County BOCC

Oleander Avenue from Midway Road to Market Avenue Sidewalk-1.3 miles project would help the students and residents reach White City Elem, bus stops, shopping center and the park in a safe manner. Sidewalk should be located on the east side of Oleander Ave to allow future connection to West Weatherbee Rd and Midway Rd.

St Lucie School District has 24 Stops from South Market to Midway Rd on Oleander Ave. with 50 students walking to those stops.



Phil Vitale

St Lucie School District

Mapping Spec.





TAP Grant Application FY 18/19

Paar Drive Sidewalk

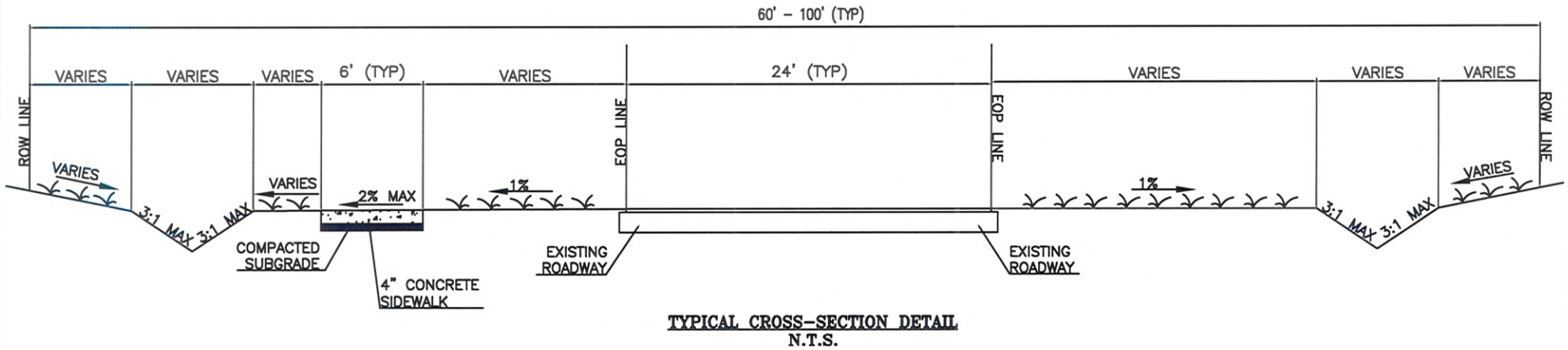
Darwin Boulevard to Port St. Lucie Boulevard





"A City for All Ages"

PUBLIC WORKS DEPARTMENT



TAP Grant Application FY 18/19

Paar Drive Sidewalk

Darwin Boulevard to Port St. Lucie Boulevard



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie TPO Board
<b>Meeting Date:</b>	April 8, 2015
<b>Item Number:</b>	9c
<b>Item Title:</b>	St. Lucie Freight Network (SLFN)
<b>Item Origination:</b>	Unified Planning Work Program (UPWP)
<b>UPWP Reference:</b>	Task 3.6 – Freight Planning
<b>Requested Action:</b>	Review and designate the SLFN designation with conditions, or do not designate do not designate.
<b>Staff Recommendation:</b>	Based on comments from the TPO advisory committees and the consistency of the draft SLFN with the objectives for designating a freight network, it is recommended that the TPO Board approve the draft SLFN for designation.

### **Attachments**

- Staff Report
- USDOT Primary Freight Network Map
- FDOT Regional Trucking Corridors Map
- Truck Traffic Volume 2013 Map
- Draft Designated St. Lucie Freight Network Map



Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953  
772-462-1593 www.stlucietpo.org

## **MEMORANDUM**

**TO:** St. Lucie TPO Board

**FROM:** Peter Buchwald  
Executive Director

Ed DeFini  
GIS Program Manager

**DATE:** April 8, 2015

**SUBJECT: St. Lucie Freight Network (SLFN)**

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### **BACKGROUND**

In response to recently-enacted Federal and State legislation and policies, the U.S. Department of Transportation (USDOT) and the Florida Department of Transportation (FDOT) are emphasizing the planning for freight movement and the investing in freight infrastructure. The USDOT has designated a Primary Freight Network (PFN), a map of the Florida portion of which is attached. FDOT maintains geographic information about Truck Average Annual Daily Trips (AADT) and has developed a map of Regional Trucking Corridors which also is attached.

Consistent with these efforts, the Unified Planning Work Program (UPWP) of the St. Lucie TPO has a task (Task 3.6) dedicated to freight planning. As part of the TPO's freight planning efforts, a draft SLFN has been developed for designation. It is proposed that the designated SLFN would be incorporated into the 2040 Long Range Transportation Plan and the plans of the local jurisdictions.

### **ANALYSIS**

Based on the review of data including the 2013 Truck Traffic Volumes as depicted on the attached map, there is an active freight network within the St. Lucie TPO area. The network consists of major roads that connect regional activity centers such as Downtown Fort Pierce, St. Lucie West, Tradition, and the City of Port St. Lucie's Community Redevelopment Area (CRA).

Most freight is transported in and out of the TPO area via I-95, US-1, and the Florida Turnpike. Freight from I-95 travels east along major corridors such as Gatlin Boulevard, St. Lucie West Boulevard, Prima Vista Boulevard, Midway Road, Okeechobee Road, Orange Avenue, and Indrio Road. These east-west roadways connect to US-1, and US-1 connects Downtown Fort Pierce and the CRA. Freight from the Florida Turnpike (Port St. Lucie Boulevard Exit) travels east and west via Port St. Lucie Boulevard or north via Bayshore Boulevard to connect to St. Lucie West Boulevard or Prima Vista Boulevard.

Emerging freight routes include Becker Road (with Turnpike and I-95 Interchanges) and Village Parkway in the Southern Groves area. Crosstown Parkway is a large part of the emerging east-west freight network currently connecting I-95 with Bayshore Boulevard's industrial areas on South Macedo Boulevard and Biltmore Street. Crosstown Parkway will eventually connect to the CRA on US-1 via the Crosstown Parkway Bridge.

The objectives of designating a SLFN are to reflect the active freight network, identify corridors most suitable for the movement of freight, discourage the movement of freight along corridors not suited for freight movement due to the characteristics of the corridors and/or local policies, and identifying locations most appropriate for investments in freight projects.

The draft SLFN was developed based on the USDOT Primary Freight Network Map, the FDOT Regional Trucking Corridors Map, the active freight network, and corridor characteristics. Corridors with characteristics such as two-lane roadways through primarily residential areas are not proposed to be included in the designated SLFN.

At their meetings during the week of March 9, 2015, the TPO Advisory Committees all recommended adoption of the SLFN with the following conditions:

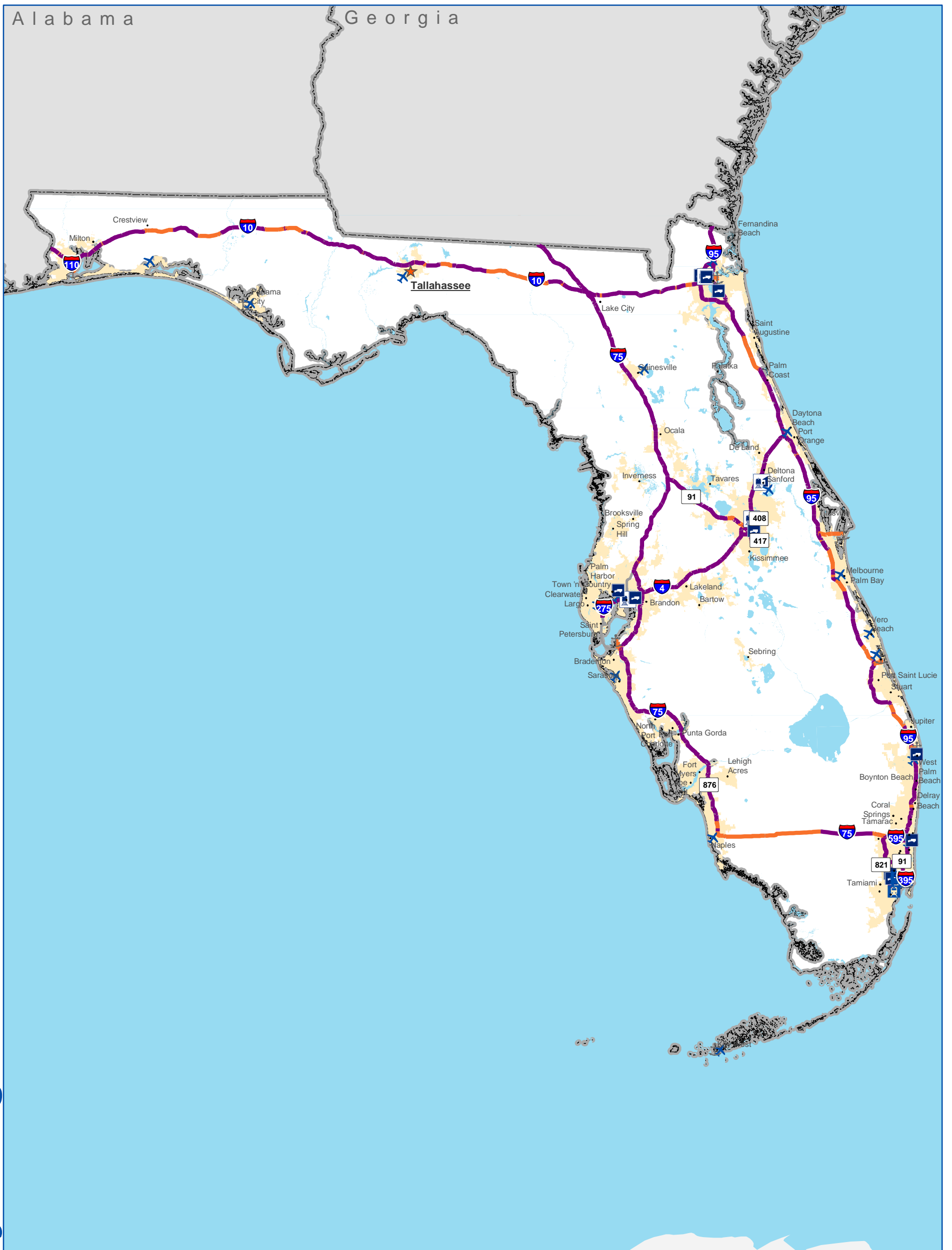
- That Avenue A, Indian River Drive and, Orange Avenue east of 25<sup>th</sup> Street not be included in the SLFN.
- That Peacock Boulevard, Cashmere Boulevard (north of St. Lucie West Blvd.), Airoso Boulevard (south of Prima Vista), Village Parkway (north of Tradition Parkway), and Veteran's Memorial Parkway not be included in the SLFN.
- That roads included in St. Lucie County Code Sec. 1-20-3. "Truck weight limits established for certain roads" be noted, and that Selvitz Road (south of Glades Cut-Off Road) not be included in the SLFN.



**RECOMMENDATION**




Based on comments from the TPO advisory committees and the consistency of the draft SLFN with the objectives for designating a freight network, it is recommended that the TPO Board approve the draft SLFN for designation.


# Draft Primary Freight Network: Florida




## LEGEND


### PFN Features

-  Primary Freight Network (PFN) of 27,000 miles (based on statutory cap and criteria)
-  Comprehensive PFN (approx. 41,000 miles based on statutory criteria)
-  Remainder of the Interstate System (not part of PFN)

 Border Crossings

 Cities

 State Capital

 Census Urbanized Areas


 Water

 AMTRAK Station


 Airport

 Ferry Terminal

 Intercity Bus Terminal

 Multipurpose Passenger Facility

 Port Terminal

 Public Transit Station

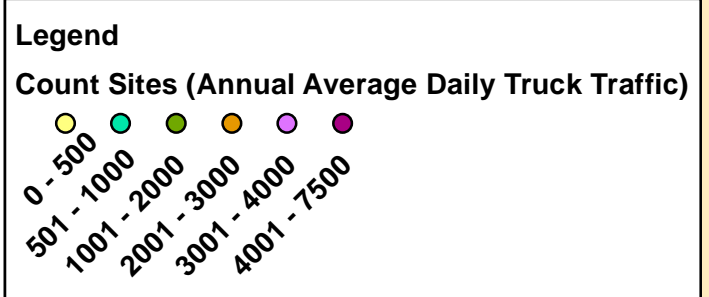
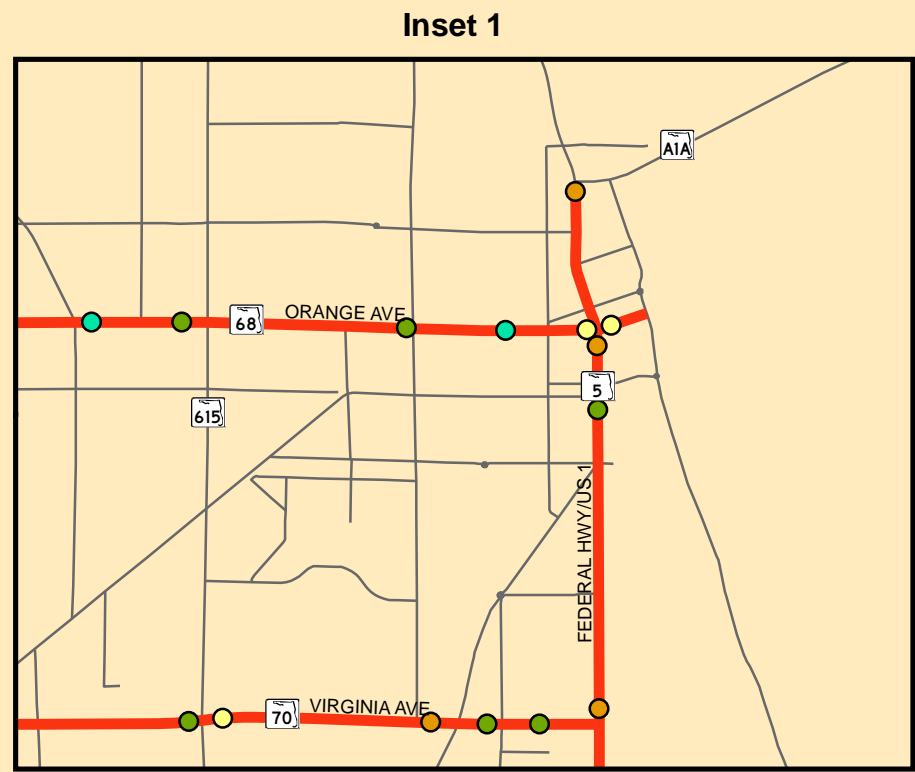
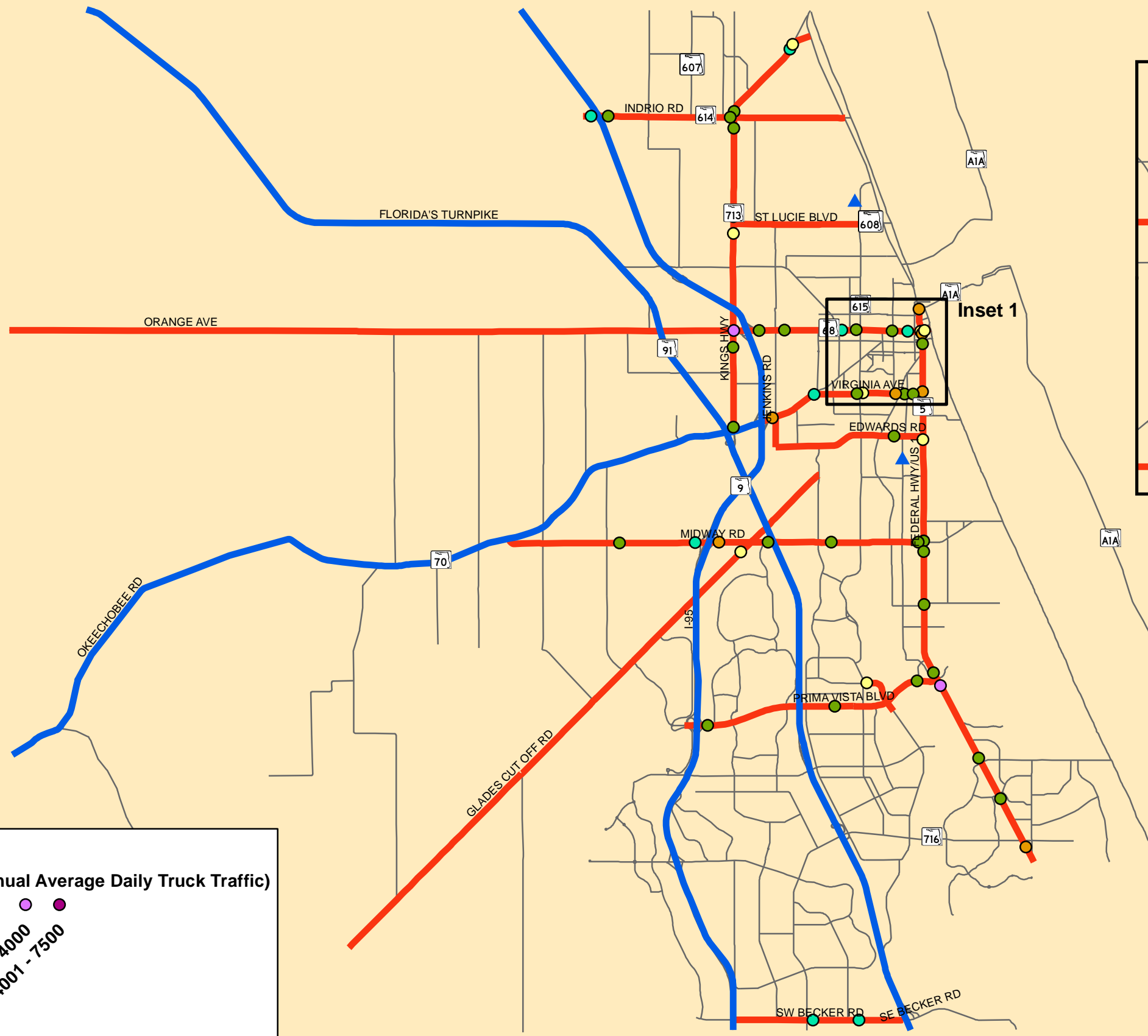
 Truck/Pipeline Terminal

 Truck/Rail Facility



0 50 100 Miles

0 110 220 Kilometers



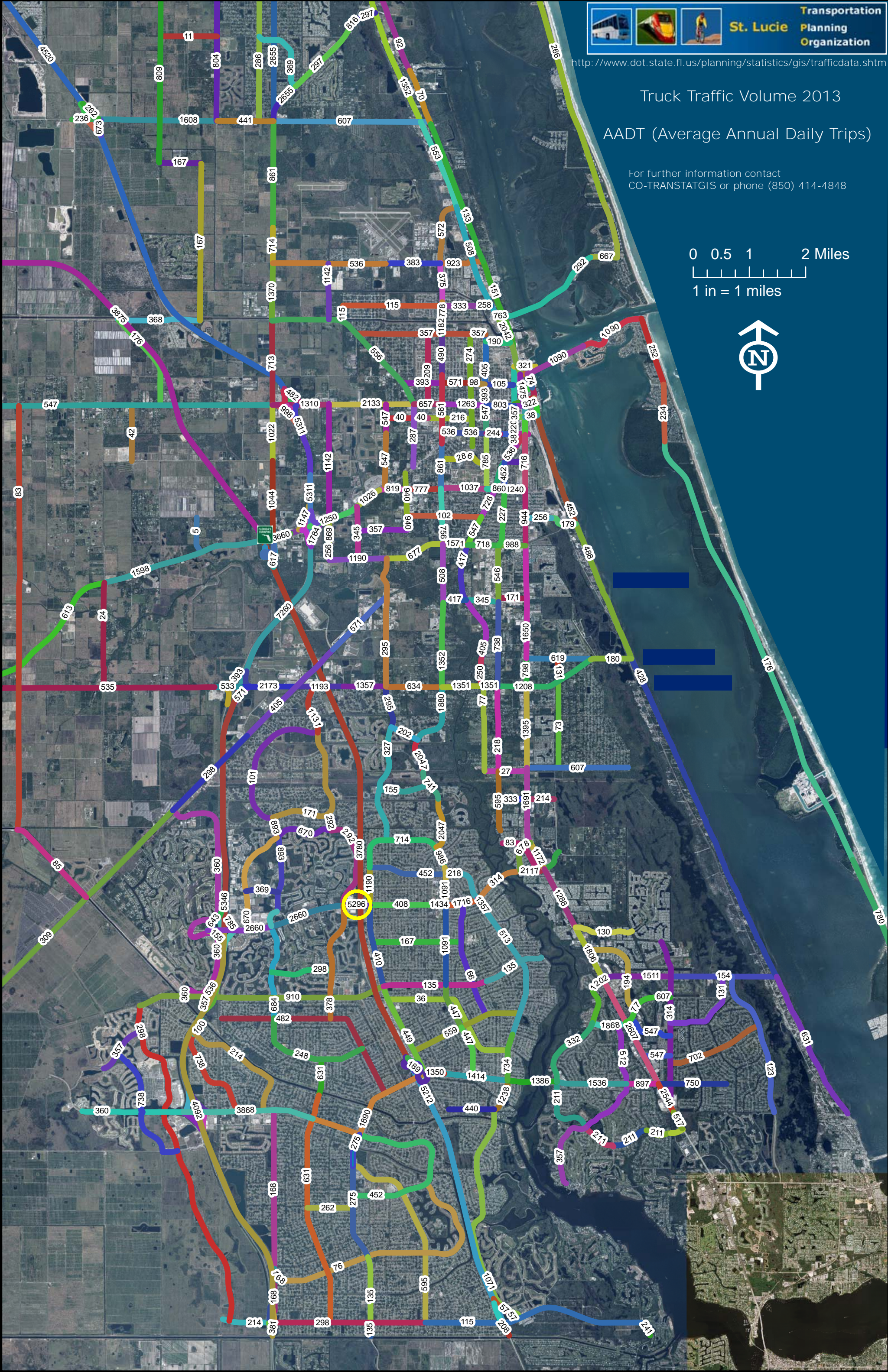
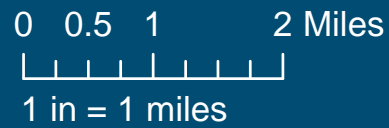




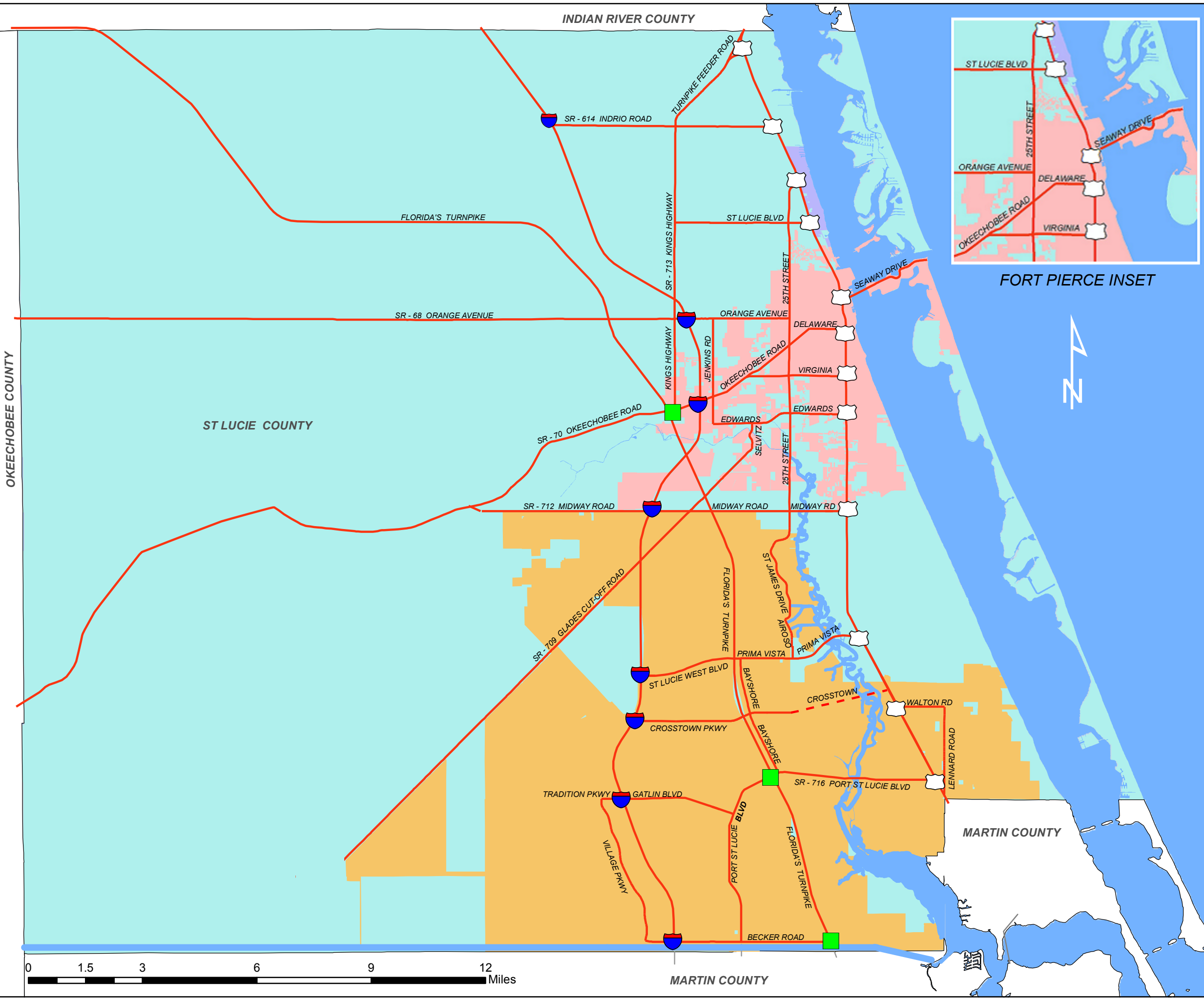
# Truck Traffic Volume 2013

## AADT (Average Annual Daily Trips)

For further information contact  
CO-TRANSTATGIS or phone (850) 414-4848
















FORT PIERCE INSET

# DRAFT DESIGNATED ST. LUCIE FREIGHT NETWORK

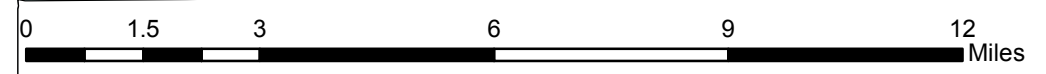


## LEGEND

-  I - 95 INTERCHANGE
-  TURNPIKE INTERCHANGE
-  US 1 MAJOR INTERSECTION
-  PORT ST. LUCIE CITY LIMITS
-  FORT PIERCE CITY LIMITS
-  UNINCORPORATED ST. LUCIE COUNTY
-  ST. LUCIE VILLAGE
-  TRUCK ROUTES
-  FUNDED FOR CONSTRUCTION



**St. Lucie** Transportation Planning Organization



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie TPO Board
<b>Meeting Date:</b>	April 8, 2015
<b>Item Number:</b>	10a
<b>Item Title:</b>	Avenue J Pedestrian Bridge
<b>Item Origination:</b>	TPO Board
<b>UPWP Reference:</b>	Task 3.5 – Bicycle/Pedestrian/Greenway Planning
<b>Requested Action:</b>	Discuss and provide comments
<b>Staff Recommendation:</b>	Based on the conclusion that the Federal funding provided in the past would require reimbursement and removing access for a neighborhood contradicts livability/sustainability planning principles, it is recommended that the Avenue J Pedestrian Bridge not be removed. On the contrary, it is recommended that the bridge be expanded to allow vehicles to cross the canal at that location thereby increasing access and the livability/sustainability of a bifurcated neighborhood.

### **Attachments**

- Staff Report

## MEMORANDUM

**TO:** St. Lucie TPO Board

**FROM:** Peter Buchwald  
Executive Director

**DATE:** March 31, 2015

**SUBJECT:** **Avenue J Pedestrian Bridge**

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### BACKGROUND

At the TPO Board meeting on February 4, 2015, an issue was identified pertaining to the Avenue J Pedestrian Bridge, depicted below, located in the northwestern portion of Fort Pierce.



At the February 4th TPO Board meeting, a safety and security issue was identified to be associated with the pedestrian bridge. It was identified that suspects are using the bridge to flee from pursuit by local law enforcement. Law enforcement in vehicles in pursuit of suspects have to detour to Avenue Q to the north or to Avenue D to the south to cross the canal and continue pursuit. Because of the detour and the change in jurisdictions from one side of the canal to the other side, the suspects reportedly are successful at evading the pursuit.

It was requested at the February 4th meeting that TPO staff research the Avenue J Pedestrian Bridge to identify the source of funding, the manner in which the funding was allocated, and the consequences of removing and/or relocating the bridge to address the issue.

**ANALYSIS**

It appears that the original intent of the bridge was to increase pedestrian access and provide a connection from residences on the west side of the canal to park and school facilities on the east side of the canal. East-west access to and from the community generally is obstructed by the canal which bifurcates the community and results in an inadequate transportation network. Prior to the installation of the bridge, residents traveled north to Avenue Q or south to Avenue D to cross the canal, and unsafe makeshift structures, such as wooden pallets, were placed to enable pedestrians to cross the bridge near Avenue J to access the park and school facilities.

TPO staff researched the TPO records with regard to the Avenue J Pedestrian Bridge. As identified in the below excerpt from the FY 2006/07 – FY 2010/11 Transportation Improvement Program (TIP), a total of \$77,500 of Federal funding was programmed in FY 2006/07 through the Transportation Enhancement Program, now known as the Transportation Alternatives Program (TAP).

03/02/2006 11.23.52		FLORIDA DEPARTMENT OF TRANSPORTATION										PAGE 3	
03/02/2006 03.00.03		STATE TRANSPORTATION IMPROVEMENT PROGRAM										WEPAJ93 (II)	
ST. LUCIE MPO		FISCAL YEARS: 2007 THRU 2011											
TENTATIVE PLAN		COUNTY: 94 ST. LUCIE											
**HIGHWAYS**													
ITEM NO	DESCRIPTION	TYPE OF WORK	EXIST/IMPROVE/ADD	2007	2008	2009	2010	2011					
FEDERAL AID NUMBER	RDWY ID	LENGTH	BEG PT	END PT	PHASE	FUND							
4141691	ST. JAMES DRIVE												
	OXBOW ENVIRONMENTAL CTR	RIVER'S EDGE	ELEM SCH										
	ST. LUCIE	BIKE PATH/TRAIL											
	.000	.000	.000	0	0	0	200,000	0	0	0	0	0	
				CST	SE								
4141691	AVENUE J												
	CROSSING OVER CANAL	80											
	ST. LUCIE	PEDESTRIAN OVERPASS											
	94000000	.010	.000	.010	2	2	77,500	0	0	0	0	0	
					CST	SE							



However, the project was not identified in the TPO's files pertaining to the portion of the TE Program that was administered by the TPO since 2003. Therefore, the manner in which the funding was allocated or programmed cannot be determined from these files.

According to the Florida Department of Transportation (FDOT) District 4, the pedestrian bridge has not reached its useful life of around 20 or more years. Therefore, the Federal funding would have to be reimbursed if the bridge were to be removed and/or moved to another location.

Based on discussions regarding the bridge with the TPO Technical Advisory Committee (TAC) at its meeting on March 10th, while removal of the bridge would aid law enforcement, it would have the consequence of reducing neighborhood connections and contradict the intent of increasing access to a neighborhood isolated by a canal. According to livability/sustainability planning principles, it would be more appropriate to increase access to the neighborhood by expanding the bridge to allow vehicles, in addition to pedestrians, to cross the canal at that location rather than removing the bridge.

## **RECOMMENDATION**

Based on the conclusion that the Federal funding provided in the past would require reimbursement and removing access for a neighborhood contradicts livability/sustainability planning principles, it is recommended that the Avenue J Pedestrian Bridge not be removed. On the contrary, it is recommended that the bridge be expanded to allow vehicles to cross the canal at that location thereby increasing access and the livability/sustainability of a bifurcated neighborhood.