



CITIZENS ADVISORY COMMITTEE (CAC)

Regular Meeting

Tuesday, January 17, 2023
10:30 am

Public Participation/Accessibility

Participation in Person: Public comments may be provided in person at the meeting. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact the St. Lucie TPO at 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.

Participation by Webconference (not intended for Committee Members): Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/4339450666151394137>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to TPOAdmin@stlucieco.org; by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 10:00 am on January 17, 2023.

AGENDA

1. Call to Order
2. Roll Call
3. Comments from the Public
4. Approval of Agenda
5. Approval of Meeting Summary
 - *September 20, 2022 Regular Meeting*
6. Action Items
 - 6a. Annual Officer Elections: Election of a Chairperson and a Vice Chairperson for the CAC for 2023.

Action: Nominate and Elect a Chairperson and a Vice Chairperson for the CAC.

- 6b. 2023 Meeting Dates: Approval of the proposed meeting dates for the remainder of 2023 for the St. Lucie TPO CAC.

Action: Approve the proposed remaining 2023 meeting dates, approve with conditions, or do not approve.

- 6c. Amendments to the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP): Review of amendments to add funding for Paratransit Demand Response Service and Transit Travel Training to the TIP.

Action: Review and recommend adoption of the TIP Amendments, recommend adoption with conditions, or do not recommend adoption.

- 6d. Public Participation Plan (PPP) 2022 Annual Evaluation: Review of the PPP 2022 Annual Evaluation.

Action: Recommend acceptance of the Evaluation, recommend acceptance with conditions, or do not recommend acceptance.

- 6e. 2023 Safety Performance Targets: Review of the 2023 Safety Performance Targets and Interim Benchmarks for adoption by the TPO.

Action: Review and recommend adoption of the 2023 Safety Performance Targets and the 2023 Interim Benchmarks, recommend adoption with conditions, or do not recommend adoption.

- 6f. East Midway Road Corridor Study Scope of Services: Review of the draft Scope of Services to conduct the East Midway Road Corridor Study.

Action: Recommend approval of the draft Scope of Services, recommend approval with conditions, or do not recommend approval.

7. Discussion Items

- 7a. Tradition Area Post Office Siting: Presentation of information requested by the CAC pertaining to the potential siting of a post office in the Tradition area.

Action: Discuss and provide comments to Staff.

8. Recommendations/Comments by Members

9. Staff Comments

10. Next Meeting: The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, March 21, 2023.

11. 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.

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 Advisory Committees with respect to any matter considered at a 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 renmen resevwa enfòmasyon sa a nan lang Kreyòl Aisyen, tanpri rele nimewo 772-462-1593.

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



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

CITIZENS ADVISORY COMMITTEE (CAC) REGULAR MEETING

DATE: Tuesday, September 20, 2022
 TIME: 10:30 am
 LOCATION: St. Lucie TPO
 Coco Vista Centre
 466 SW Port St. Lucie Boulevard, Suite 111
 Port St. Lucie, Florida

MEETING SUMMARY

1. Call to Order

Chairwoman Niemczyk called the meeting to order at 10:35 am.

2. Roll Call

The roll was conducted via sign-in sheet, and the following members were present:

Members Present

Carolyn Niemczyk, Chairwoman
 Mike Keleher
 Marvin Mendelson
 Richard Silvestri
 Mazella Smith
 Bertha Sullivan
 Anthony Walker

Representing

At Large
 Port St. Lucie
 At Large
 Unincorporated County
 Fort Pierce
 Minority Residents
 Fort Pierce

Others Present

Kyle Bowman
 Peter Buchwald

Representing

St. Lucie TPO
 St. Lucie TPO

Yi Ding	St. Lucie TPO
Marceia Lathou (via web)	St. Lucie TPO
Rachel Harrison	Recording Specialist
James Brown	Florida's Turnpike Enterprise
Stewart Robertson	Kimley-Horn
Patty Walker	St. Lucie TPO Bicycle-Pedestrian
	Advisory Committee
Victoria Williams	Florida's Turnpike

Chairwoman Niemczyk welcomed Ms. Smith as a new member of the committee.

3. Comments from the Public – None.

4. Approval of Agenda

* MOTION by Mr. Keleher to approve the agenda.

** SECONDED by Mr. Silvestri Carried UNANIMOUSLY

5. Approval of Meeting Summary

• July 19, 2022 Regular Meeting

* MOTION by Mr. Mendelson to approve the Meeting Summary.

** SECONDED by Ms. Smith Carried UNANIMOUSLY

6. Action Items

6a. Spot Speed Studies Scope of Services: Review of the draft Scope of Services to conduct Spot Speed Studies on Airoso Boulevard, Port St. Lucie Boulevard, and St. Lucie West Boulevard.

Mr. Buchwald introduced the agenda item and invited Mr. Ding to continue. Mr. Ding explained that Spot Speed Studies had been planned for three high-crash locations within the TPO area to improve roadway safety through speed management. Using a map of local high-crash locations, Mr. Ding identified the three roadway segments to be studied. He then concluded with an overview of the Study's consultant, timeline, and cost.

DRAFT

In answer to Chairwoman Niemczyk's question, Mr. Ding provided details on accident history for St. Lucie West Boulevard. She further questioned whether past fatal accidents had occurred in connection with vehicles making left turns, considering that, in her experience, roadway congestion often prevented drivers from attaining high speeds. Mr. Ding indicated that staff would investigate the matter further, while Mr. Buchwald explained how higher speeds contributed to increased danger for drivers. Mr. Mendelson expressed doubt that reducing the posted speed for St. Lucie West Boulevard would result in fewer accidents, and Mr. Buchwald explained that the improvement of safety conditions would require a holistic approach. Mr. Buchwald also noted that the Spot Speed Studies would provide more information about how people are actually driving on the corridors under scrutiny.

Mr. Mendelson noted his confusion regarding how to navigate intersections managed by yellow, blinking left-turn lights. He also opined on the need for traffic cameras on local roadways to prevent long wait times at red lights.

In response to Ms. Smith's question, Mr. Ding identified the two high-crash locations on U.S. 1 and explained the request made to FDOT to have those segments studied.

Chairwoman Niemczyk requested that TPO staff address the congestion caused by the construction of the bridge overpass at the intersection of St. Lucie West Boulevard and I-95. Mr. Buchwald explained that there were multiple jurisdictions operating the traffic lights in that vicinity and that he would contact the relevant agencies to try to coordinate a response. Chairwoman Niemczyk remarked upon the increased traffic, particularly at the intersection of Peacock and St. Lucie West Boulevards, caused by the school district administration building, the post office, and FedEx all being located nearby.

Mr. Walker inquired about the accident history for the North and South Causeway Bridges. Mr. Ding indicated that there had been no bicycle/pedestrian crashes from 2011-2021, noting that he would investigate the matter further and report back.

* MOTION by Mr. Silvestri to recommend approval of the draft Scope of Services.

* * SECONDED by Mr. Keleher Carried UNANIMOUSLY

- 6b. Treasure Coast Regional Planning Model (TCRPM) Land Use Data Update Scope of Services: Review of the draft Scope of Services to update the land use data of the TPO area for the TCRPM.

Mr. Buchwald explained that the Treasure Coast Regional Planning Model (TCRPM), which was used by the TPO as the basis for various planning and programming efforts, needed to be updated to reflect increased population and employment projections for 2045 caused by unexpectedly high levels of development and population growth in the TPO area in recent years. He noted that the TCRPM Land Use Data Update would utilize bottom-up and top-down approaches to research and analysis and include the development of a database, the creation of a methodology for the reallocation of land use data, and the conversion of the new information into a format usable by the TCRPM. Mr. Buchwald indicated that the TCRPM would subsequently be operated to identify any differences between the new traffic volume projections and those included in the SmartMoves 2045 Long Range Transportation Plan (LRTP), concluding with information about the Study's consultant, cost and timeline.

In answer to Chairwoman Niemczyk's question, Mr. Buchwald clarified that 2045 was the horizon year for the current LRTP, noting that the Plan was updated every five years unless amendments were needed in the interim. Chairwoman Niemczyk requested a schedule of the TPO's annual activities. Mr. Buchwald described the cyclical nature of the TPO's various plans and documents, indicating that staff would provide the members with a summary of such activities.

Mr. Silvestri expressed concern at the cost incurred by the need to revise the projections so soon after their initial adoption by the TPO Board. Mr. Buchwald explained the extensive LRTP development process, commenting that the present need for an update was an anomaly partially caused by the impacts of the COVID-19 Pandemic. Chairwoman Niemczyk likewise remarked on the unprecedented nature of St. Lucie County's recent growth, sharing observations based on her various community involvement activities. Mr. Walker opined on the need to promote opportunities for individuals and not just corporations. Chairwoman Niemczyk suggested he become involved in the organization recently started by several Orange Avenue business owners, and discussion ensued regarding the bus route she has repeatedly advocated for on Kings Highway.

* MOTION by Ms. Sullivan to recommend approval of the draft Scope of Services.

* * SECONDED by Ms. Smith Carried UNANIMOUSLY

6c. SR-A1A South Causeway Bridge Bicycle Lane Pilot Project: Review of the proposed SR-A1A South Causeway Bridge Bicycle Lane Pilot Project and potential funding source for the project.

Mr. Buchwald summarized the history of efforts to implement a bike lane on South Causeway Bridge before introducing Mr. Robertson, the consultant engaged to prepare the necessary documentation for the pilot project. Mr. Robertson outlined the purpose of the pilot project, described the existing conditions on the bridge, and presented with the aid of several diagrams the existing and proposed lane configurations. He provided examples of the proposed configuration and explained the results of the traffic study conducted for the bridge. Mr. Buchwald subsequently continued by detailing a number of options for funding the pilot project.

Mr. Keleher expressed concern over the effectiveness of the flexible barriers proposed to separate the new bike lane from vehicle lanes. Mr. Robertson indicated that the barriers would be sufficient on a temporary basis, noting several cases of their use elsewhere.

Mr. Mendelson expressed concern at the potential for congestion on the bike lane due to its bidirectional design. Mr. Walker opined that cyclists would work it out amongst themselves, noting that he would be comfortable using it. Mr. Robertson then provided examples of locations where the configuration had been used.

In response to Ms. Smith's question, Mr. Robertson clarified the timeline for the pilot project.

In response to Mr. Mendelson's question, Mr. Robertson clarified the directional configuration of the bike lane. Mr. Walker then remarked on several safety considerations surrounding the configuration. He emphasized his support for the pilot project, stating his intent to promote it on the ground and on social media, before commenting on the project's potential to address a number of equity issues in the community.

Discussion ensued regarding ways to fund the project, with Chairwoman Niemczyk expressing support for the use of Coronavirus

Response and Relief Supplemental Appropriations Act (CRRSAA) funding.

In answer to Mr. Silvestri's question, Mr. Robertson explained that the pilot project could be implemented without any changes to the roadway on the eastern side of the bridge other than additional signage and pavement markings.

Mr. Walker inquired as to what role the Fort Pierce mayor's office might play in creating a bike-friendly community, and Mr. Buchwald explained how the City Commission would have to take action on the project for it to move forward. Mr. Buchwald indicated that FDOT would likewise need to support the project despite its concerns over potential negative impacts on the bridge's level of service, but noted that the project had been a grassroots effort all along.

* MOTION by Mr. Mendelson to recommend approval of the proposed Pilot Project and potential funding source.

* * SECONDED by Ms. Smith Carried UNANIMOUSLY

7. Recommendations/Comments by Members – Mr. Mendelson speculated that the congestion near the intersection of St. Lucie West and Peacock Boulevards might be exacerbated by cars traveling to the St. Lucie West post office, suggesting that a substation be located in the vicinity of Tradition. Mr. Buchwald explained that it was not within the TPO's purview to locate post offices though it was appropriate for the TPO to consider creative ways to reduce carbon emissions, with recommendations on land use being one such strategy. He indicated that the matter might be placed on a future agenda for discussion.

Mr. Mendelson inquired about the effectiveness of the green roadway striping used on U.S. 1 and other corridors to alert drivers to the location of bike lanes. Discussion ensued regarding the ability of bright colors on artwork and clothing to increase the visibility of bicycle facilities and cyclists, thereby promoting safety. Ms. Walker recounted several personal anecdotes to that effect, remarking on her efforts to encourage cycling as not only a viable form of local transportation but a health-promoting activity. She cited an abundance of data from the Florida Bicycle Association in support of her comments, noted the importance of education as well as support from elected officials and business leaders, and expressed the need to pursue additional funding for bicycle facilities. Mr. Silvestri expressed agreement regarding the

economic impact of cycling, and Mr. Buchwald suggested that Ms. Walker attend a future TPO Board meeting to advocate for cycling.

- * MOTION by Mr. Mendelson to have staff research the potential placement of a post office in the Tradition area.

** SECONDED by Mr. Walker Carried UNANIMOUSLY

- 8. Staff Comments – Mr. Buchwald reminded the members of the Joint Advisory Committee meeting scheduled for November, noting that FDOT would be presenting the Draft Tentative Work Program.

- 9. Next Meeting: The next St. Lucie TPO CAC meeting is a joint meeting with the Technical Advisory Committee and the Bicycle-Pedestrian Advisory Committee scheduled for 1:30 pm on Tuesday, November 29, 2022.

- 10. Adjourn – The meeting was adjourned at 11:40 am.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Carolyn Niemczyk
Chairwoman



AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: January 17, 2023

Item Number: 6a

Item Title: Annual Officer Elections

Item Origination: TPO By-Laws, Rules, and Procedures

UPWP Reference: Task 6.1 -Public Involvement

Requested Action: Nominate and elect a Chairperson and a Vice Chairperson for the CAC. In 2022, the Chairperson was Carolyn Niemczyk, and the Vice Chairperson was Bud Wild.

Staff Recommendation: Not applicable

Attachments

- None



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	January 17, 2023
Item Number:	6b
Item Title:	2023 Meeting Dates
Item Origination:	Annual administrative business
UPWP Reference:	Task 1.1 - Program Management
Requested Action:	Approve the proposed remaining 2023 meeting dates, approve with conditions, or do not approve.
Staff Recommendation:	It is recommended that the proposed remaining 2023 meeting dates be approved.

Attachments

- CAC Proposed 2023 Meeting Dates



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Citizens Advisory Committee (CAC)

PROPOSED

2023 Meeting Dates

(Approved: _____)

Tuesday, January 17, 2023, 10:30 am

Tuesday, March 21, 2023, 10:30 am

Tuesday, May 16, 2023, 10:30 am

Tuesday, July 18, 2023, 10:30 am

Tuesday, October 17, 2023, 1:30 pm
(Joint Meeting with the Technical Advisory Committee
and the Bicycle-Pedestrian Advisory Committee)

Tuesday, November 14, 2023, 10:30 am

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AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	January 17, 2023
Item Number:	6c
Item Title:	Amendments to the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP)
Item Origination:	Florida Department of Transportation (FDOT)
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Review and recommend adoption of the TIP Amendments, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Because the proposed TIP amendments are consistent with the SmartMoves 2045 Long Range Transportation Plan and do not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendments to add funding for Paratransit Demand Response Service and Transit Travel Training be recommended to the TPO Board for adoption.

Attachments

- Staff Report
- TIP Amendment Request
- Draft TIP Amendment Summaries



Coco Vista Centre
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Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: January 10, 2023

SUBJECT: Amendments to the FY 2022/23 – FY 2026/27
Transportation Improvement Program (TIP)

BACKGROUND

The FY 2022/23 – FY 2026/27 TIP was adopted by the TPO Board on June 1, 2022. Florida Department of Transportation (FDOT) District 4 recently added two new transit projects to its Work Program subsequent to the TPO's adoption of the TIP and requests amendments to add the projects to the TPO's TIP.

ANALYSIS

As summarized in the attached request from FDOT District 4, the purposes of the projects are to provide operating assistance to St. Lucie County to provide Paratransit Demand Response Service and Transit Travel Training to seniors and individuals with disabilities. These funds are being awarded to the County under the Federal Transit Administration (FTA) Section 5310 Grant Program.

St. Lucie County applied for FTA Section 5310 operating funds to assist with the cost of its Paratransit Service and to provide Transit Travel Training for seniors and individuals with disabilities because the County does not receive enough funds from the Florida Commission for the Transportation Disadvantaged to cover all of the Transportation Disadvantaged trips and the cost of the training.

As identified in the attached draft TIP Amendment Summary, the project to provide Paratransit Demand Response Service will cost a total of \$491,558, with FDOT and St. Lucie County splitting the funding of the cost. The project to provide Transit Travel Training will cost a total of \$318,914 with FDOT

funding all of the cost except for \$31,892 which will be funded by St. Lucie County.

Because new funding sources will be added to the TIP that equal the cost of the projects, the projects will not impact the fiscal constraint of the TIP. The TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP) identifies on page 3-13 one of its objectives to be "Provide for transportation needs of transportation disadvantaged". Therefore, the TIP amendments are consistent with the SmartMoves 2045 LRTP.

RECOMMENDATION

Because the proposed TIP amendments are consistent with the SmartMoves 2045 LRTP and do not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendments to add funding for Paratransit Demand Response Service and Transit Travel Training be recommended to the TPO Board for adoption.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

January 9, 2023

Mr. Peter Buchwald, MPO Executive Director
St. Lucie Transportation Planning Organization
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, FL 34953

**SUBJECT: St. Lucie Transportation Planning Organization
TIP Amendment Request FY 2022/23 – 2026/27
FM # 452479-1 and FM # 452479-2**

Dear Mr. Buchwald:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2022/23 – 2026/27 Transportation Improvement Program. This amendment is required because a new project has been added to the work program and needs to be reflected in the TIP.

The purposes of the projects are to provide operating assistance to the County to provide paratransit demand response service to seniors and individuals with disabilities (452479-1) and to provide travel training to senior and individuals with disabilities (452479-2). These funds were awarded under the section 5310 grant program.

This Transportation Improvement Program Amendment should be consistent with the Adopted Long-Range Transportation Plan. The adopted TIP remains financially constrained. The TIP amendment is as follows:

PROPOSED	FM#	Project Title	Type of Work
	452479-1	5310 OPERATING - PORT ST LUCIE UZA - ST LUCIE BOCC	84-01 = OPERATING ASSISTANCE
	Phase	Fund	FY 2023
	OPS	DU	245,779
	OPS	LF	245,779
	TOTAL		491,558

PROPOSED	FM#	Project Title	Type of Work
	452479-2	5310 OPERATING - PORT ST LUCIE UZA - ST LUCIE BOCC	94-01 = MOBILITY MANAGEMENT
	Phase	Fund	FY 2023
	OPS	DPTO	31,892
	OPS	DU	255,130
	OPS	LF	31,892
	TOTAL		318,914

If you have any questions or need additional information, please contact Kurt Lehmann at (954) 777-4365
Sincerely,

Kurt Lehmann

Kurt Lehmann
Interim MPO Liaison
District Four

The above TIP amendment was authorized to be included in the FY 2022/23-2026/27 Transportation Improvement Program.

MPO Chairman or Designee

Date

Signature

**Transportation Improvement Program (TIP) Amendment
FY 2022/23 - FY 2026/27**



TIP Amendment Number: 4
Current TIP Page Number: N/A
New TIP Page Number (if applicable): C 3-10

____ Is a STIP amendment needed for this TIP Amendment? (check if yes)

STIP Page Number (if applicable): _____

On February 1, 2023, the St. Lucie Transportation Planning Organization (St. Lucie TPO) authorized the Executive Director to amend the St. Lucie TPO TIP that was developed and adopted in compliance with U.S.C. Title 23 and Title 49 in a continuing, cooperative, and comprehensive transportation planning process, as a condition to the receipt of federal assistance, and to approve the associated STIP amendments.

This TIP Amendment is consistent with the SmartMoves 2045 Long Range Transportation Plan (LRTP) and does not change financial constraints.

2045 LRTP Page Number (if applicable): 3-13

TIP Amendment Criteria:

- A The change adds new individual projects to the current TIP
B The change adversely impacts financial constraint
C The change results in major scope changes
D The change removes or deletes an individually listed project from the TIP
E The change results in a cost increase that is greater than 20 percent and greater than \$2 million.

----- **PROJECT INFORMATION** -----

Project Name: Paratransit Demand Response Service (5310 Operating - Port St. Lucie UZA - St. Lucie BOCC)

TIP Amendment Criteria: A

Reason for Change/Notes: To add a project under the Federal Transit Administration Section 5310 Grant Program that was not included in the FDOT Work Program materials provided to the TPO at the time of FDOT Draft Tentative Work Program Endorsement and TIP adoption. St. Lucie County applied for 5310 operating funds to assist with the cost of its Paratransit Service for seniors and individuals with disabilities as the County does not receive enough funds from the Florida Commission for the Transportation Disadvantaged to cover all of the Transportation Disadvantaged trips.

Status	FPN	Limits	Description	Phase	Fund	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Current										
Proposed	452479-1	St. Lucie TPO Areawide	Paratransit Service for seniors and individuals with disabilities	OPS OPS	DU LF	\$245,779 \$245,779				
Net Change						\$491,558				

This TIP Amendment has been prepared in accordance with Federal requirements.

Authorized Signature:

St. Lucie TPO Chairperson or Executive Director

**Transportation Improvement Program (TIP) Amendment
FY 2022/23 - FY 2026/27**



TIP Amendment Number: 5
Current TIP Page Number: N/A
New TIP Page Number (if applicable): C 3-11

_____ Is a STIP amendment needed for this TIP Amendment? (check if yes)

STIP Page Number (if applicable): _____

On February 1, 2023, the St. Lucie Transportation Planning Organization (St. Lucie TPO) authorized the Executive Director to amend the St. Lucie TPO TIP that was developed and adopted in compliance with U.S.C. Title 23 and Title 49 in a continuing, cooperative, and comprehensive transportation planning process, as a condition to the receipt of federal assistance, and to approve the associated STIP amendments.

This TIP Amendment is consistent with the SmartMoves 2045 Long Range Transportation Plan (LRTP) and does not change financial constraints.

2045 LRTP Page Number (if applicable): 3-13

TIP Amendment Criteria:

- A The change adds new individual projects to the current TIP
B The change adversely impacts financial constraint
C The change results in major scope changes
D The change removes or deletes an individually listed project from the TIP
E The change results in a cost increase that is greater than 20 percent and greater than \$2 million.

----- **PROJECT INFORMATION** -----

Project Name: Transit Travel Training (5310 Operating - Port St. Lucie UZA - St. Lucie BOCC)

TIP Amendment Criteria: A

Reason for Change/Notes: To add a project under the Federal Transit Administration Section 5310 Grant Program that was not included in the FDOT Work Program materials provided to the TPO at the time of FDOT Draft Tentative Work Program Endorsement and TIP adoption. St. Lucie County applied for 5310 operating funds to assist with the cost of providing Transit Travel Training for seniors and individuals with disabilities as the County does not receive enough funds from the Florida Commission for the Transportation Disadvantaged to cover the cost of the training.

Status	FPN	Limits	Description	Phase	Fund	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Current										
Proposed	452479-2	St. Lucie TPO Areawide	Transit Travel Training for seniors and individuals with disabilities	OPS OPS OPS	DU LF DPTO	\$255,130 \$31,892 \$31,892				
Net Change						\$318,914				

This TIP Amendment has been prepared in accordance with Federal requirements.

Authorized Signature:

St. Lucie TPO Chairperson or Executive Director



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AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	January 17, 2023
Item Number:	6d
Item Title:	Public Participation Plan (PPP) 2022 Annual Evaluation
Item Origination:	Unified Planning Work Program (UPWP) and Federal and State requirements
UPWP Reference:	Task 5.1 - Public Participation, Education & Outreach
Requested Action:	Recommend acceptance of the Evaluation, recommend acceptance with conditions, or do not recommend acceptance.
Staff Recommendation:	Because the PPP 2022 Annual Evaluation analyzes the effectiveness of the PPP in improving public access to transportation planning decision-making, it is recommended that the PPP 2022 Annual Evaluation be recommended for acceptance by the TPO Board.

Attachments

- Staff Report
- Draft 2022 PPP Annual Evaluation
- Plan, Program, and Project Development Cycles Memo
- Public Participation Brochure
- Public Participation Plan Excerpt



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MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit/ACES Program Manager

DATE: January 5, 2023

SUBJECT: Public Participation Plan (PPP) 2022 Annual Evaluation

BACKGROUND

The TPO's Unified Planning Work Program (UPWP) includes substantial public involvement efforts within a continuous and ongoing task which includes compliance with all Title VI/Environmental Justice and nondiscrimination requirements. These efforts are advanced through the TPO's Public Participation Plan (PPP). Annual evaluations of the PPP quantify the effectiveness in meeting or implementing the PPP outreach strategies.

A major update to the PPP was adopted by the TPO Board in February 2020. A 2020 evaluation of the PPP was conducted which initially served as the base year for subsequent annual evaluations.

Shortly after the PPP Major Update adoption, the COVID-19 Pandemic disrupted planned public involvement activities nationwide. Although Pandemic concerns continued to linger, the TPO conducted an effective public participation process in 2022.

ANALYSIS

Major outreach efforts during 2022 were conducted during the development of the Micro-Mobility Study, Unified Planning Work Program, Comprehensive Safety Action Plan, and Electric Vehicle Charging Station Plan Update. The

attached 2022 Public Participation Plan Evaluation table demonstrates the effectiveness of outreach for these projects and other efforts.

The Public Participation Plan Evaluation table uses both 2020 and 2021 data for the baseline data. If in 2021, a baseline 2020 target was met then the 2021 data became the new baseline data. If in 2021, a baseline 2020 target was not met, then the 2020 data remained the baseline data. It should be noted that the 2020 baseline data may be skewed by the major public participation efforts of the SmartMoves 2045 Long Range Transportation Plan. Nevertheless, public participation in 2022 exceeded the 2020 or 2021 efforts in numerous categories. Highlights of the 2022 PPP Evaluation include:

- 906% increase, Environmental Justice/Title VI participation rate for online activities (5% target)
- 250% increase, eblasts sent (5% target)
- 125% increase, online survey engagements (5% target)
- 4,780% increase, social media engagements (5% target)
- 43% increase, interactions at events hosted by other organizations (5% target)
- 30% increase, in-person survey engagements (5% target)
- 940% increase, public comments at TPO gallery and kiosks (5% target)

In response to comments received during the Citizens Advisory Committee Meeting on September 20, 2022, attached is a memo describing the TPO's Plan, Program, and Project Development Cycles, a public participation brochure, and an excerpt from the adopted Public Participation Plan. These materials summarize the schedule of the TPO's annual activities and the opportunities for public input into these activities.

RECOMMENDATION

Because the PPP 2022 Annual Evaluation analyzes the effectiveness of the PPP in improving public access to transportation planning decision-making, it is recommended that the PPP 2022 Annual Evaluation be recommended for acceptance by the TPO Board.

2022 Public Participation Plan Annual Evaluation

Environmental Justice/Title VI Participation

Participation Method	Tracking Method	Baseline Performance Measures ^{1,2,3}	2022 Targets	2022 Actual ⁴	2022 % Change
Online Activities	Electronic Tracking	16 engagements from targeted zip codes with significant EJ/Title VI populations ²	5% increase	161 engagements from targeted zip codes with significant EJ/Title VI populations	906%
In-Person Activities	Manual Tracking	116/502 (23%) EJ/Title VI attendees ³	5% increase	99/408 (24%)	+4%

¹If in 2021 a target for a particular activity category was met, then 2021 became the new baseline data year. If in 2021 a target for a particular activity category was not met, the performance metrics from 2020 remained the baseline for calculating the 2022 metrics.

²2020 Baseline Measure

³2021 Baseline Measure

⁴In 2022, EJ/Title VI populations were targeted exclusively for certain online engagements.

Online Activities

Participation Method	Tracking Method	Baseline Performance Measures	2022 Targets	2022 Actual	2022 % Change
Community Engagement Dashboard	Electronic Tracking	51 visitors ³	400% increase	11	-78%
Eblasts	Electronic Tracking	266 subscribers 42% opens for 2 eblasts sent ³	5% increase	261 subscribers 33% opens for 7 eblasts sent	-2% subscribers -21% opens +250% eblasts sent
Email	Electronic Tracking	6 ³	400% increase	26	+333%

Participation Method	Tracking Method	Baseline Performance Measures	2022 Targets	2022 Actual	2022 % Change
Interactive Maps	Electronic Tracking	625 visitors 136 comments ²	5% increase	301 visitors 18 comments	-52% visitors -87% comments
Online Surveys	Electronic Tracking	68 engagements ³	5% increase	153 engagements	+125%
Social Media	Facebook Twitter YouTube	11,007 Facebook users reached 10 Twitter mentions ²	5% increase	7,483 Facebook reached, 468 engaged, 5 boosted posts, 15 Twitter likes	-32% reach +4,780% engagements
Virtual Workshop	Electronic Tracking	29 attendees ²	5% increase	Not applicable	N/A
Website	Electronic Tracking	16,000 page views 13,332 unique page views ³	5% increase	13,395 page views 8,660 unique page views	-16% page views -35% decrease unique page views

In-Person Activities

Participation Method	Tracking Method	Baseline Performance Measures	2022 Targets	2022 Actual	2022 % Change
Mail, Telephone, In-Person	Manual Tracking	206 inquiries ³	5% increase	97 inquiries	-53%
Events	Manual Tracking	291 interactions ³	5% increase	416 interactions	+43%
Surveys	Completed Surveys	228 completed surveys ³	5% increase	297 completed surveys	+30%

Participation Method	Tracking Method	Baseline Performance Measures	2022 Targets	2022 Actual	2022 % Change
Gallery & Kiosks	Attendance Records, Sign-in Sheets	10 public comments ³	5% increase	104 public comments	940%
Public events/ presentations	Attendance Records, Meeting Summaries, Sign-in Sheets	207 attendees ³	Maintain	95 attendees	-54%
Public Meetings	Attendance Records, Meeting Summaries, Sign-in Sheets	482 attendees ³	5% increase	408 attendees	-15%
Press Releases	Manual Tracking	1 press release ²	Not applicable	Not applicable	Not applicable
Radio & Television	Manual Tracking	3 shows/interviews ²	Not applicable	Not applicable	Not applicable
Workshops, Forums, Open Houses	Attendance Records, Meeting Summaries, Sign-in Sheets	140 attendees ²	5% increase	0 attendees	-100%



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MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit/ACES Program Manager

DATE: January 5, 2023

SUBJECT: Plan, Program, and Project Development Cycles

BACKGROUND

Plans lead to programs and projects. At the September 2022 CAC meeting, members requested a summary of the TPO's plan, program, and project development cycles. The TPO's plans and programs include the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), List of Priority Projects (LOPP), Congestion Management Process (CMP), Unified Planning Work Program (UPWP), and special projects and programs such as the Electric Vehicle Charging Station Plan. The timing of the development and presentation of these documents is based on Federal and State requirements and the TPO's Public Participation Plan (PPP) which is summarized in the following analysis.

ANALYSIS

Planning

The TPO's primary planning document is the Long Range Transportation Plan (LRTP) which guides the development of transportation improvements in the TPO planning area, all of St. Lucie County, over the next 25 years. The LRTP is updated every five years and involves a comprehensive public involvement process including presentations to the TPO Advisory Committees. In addition to the LRTP, the TPO develops short-range plans, all of which must be consistent with the LRTP.

Programming

Programming focuses on short-term planning priorities and commits funds to be spent. Once projects and programs are programmed for funding, they are incorporated by the Florida Department of Transportation (FDOT) into its Draft Tentative Work Program. FDOT staff present the Draft Tentative Work Program to the TPO Advisory Committees annually. While most Florida MPOs only schedule FDOT Work Program presentations to their technical advisory committees, the St. Lucie TPO schedules a Joint Advisory Committee meeting to provide all Advisory Committee members the opportunity to review and comment on the Work Program.

Congestion Management Process (CMP)

A Congestion Management Process (CMP) is a systematic approach for managing congestion that is required in metropolitan areas with populations exceeding 200,000. The CMP provides the information necessary to identify areas with congestion or safety issues and to prioritize projects which address these issues. CMP projects typically do not involve the widening of roadway segments and are intended to be implemented more quickly than roadway widening projects. The primary element of the CMP is the CMP Implementation Plan that prioritizes CMP projects. Implementation Plan projects are added to the TPO's List of Priority Projects (LOPP) for future funding considerations.

List of Priority Projects (LOPP)

The TPO is required to develop a List of Priority Projects (LOPP), in coordination with FDOT District Four, and to submit the list to the District by September 1st of each year. The LOPP represents those projects that have not yet been programmed but are considered high priorities by the TPO. Projects from the LOPP are included in the FDOT Work Program to the maximum extent feasible. The LOPP is presented to the TPO Advisory Committees annually.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) identifies transportation system projects within the TPO area. Projects are selected by matching available funds with prioritized projects that meet the criteria for that funding stream. TIP projects must be consistent with the LRTP and the TIP must contain a minimum of four years' worth of projects. The TPO's TIP is updated annually and presented to the TPO Advisory Committees at that time.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a business plan which identifies funds that will be directly expended by the TPO over the next two years. This differs from the TIP, which shows projects that will be funded using TPO funds and other agencies' funds (transit operators, FDOT, etc.). The UPWP includes staff costs, materials purchases, contracting, studies, and programs offered

directly by the TPO. The UPWP is updated every two years and is presented to the TPO Advisory Committees twice: once as a Call for UPWP Projects and again for review and recommendation to the TPO Board.

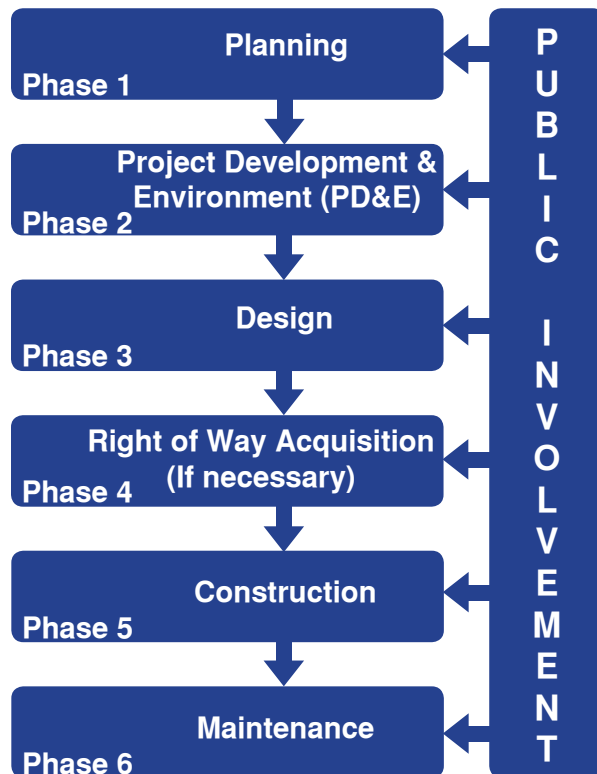
Public Participation

Plan, program, and project development is a continuous process summarized in the attached public participation brochure and excerpt from the TPO's Public Participation Plan. The TPO website and social media sites are additional sources of information on opportunities to influence the transportation planning decision-making process.

Attachments: Public Participation Brochure
Public Participation Plan Excerpt

The Life of a Transportation Project

How do roadway projects, bike paths, and sidewalks move from idea to reality? A federally-funded transportation project begins at the TPO where the project is conceived, planned and prioritized in the TPO's LRTP. Selected projects from the LRTP are included on the TPO's LOPP. Each year, the LOPP is submitted to the Florida Department of Transportation (FDOT) for inclusion in the State's Work Program. A project goes through six phases, as displayed below, with each phase dependent on public involvement.



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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.

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

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

Get Involved!



Where do you need to go?
We want to hear from you!



WHAT IS TRANSPORTATION PLANNING?

Transportation planners evaluate the best ways to move around in a community. In the process, planners help preserve communities and protect the environment. Planners work both on current and future problems. The “future” could be 5, 10, and even 25 years away. To develop the best transportation choices, planners reach out and involve others in the decision-making process.

Here’s an example. If you want a sidewalk or bike lane on your street, how do you get it? Start by being involved with the St. Lucie Transportation Planning Organization (TPO).

WHAT IS THE ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO) AND WHY SHOULD YOU GET INVOLVED?

The St. Lucie TPO is a “metropolitan planning organization,” a local agency tasked with planning, project selection, and prioritizing of State and Federal funding for transportation improvements. These decisions are made by the TPO Board which consists of local elected officials and a representative from public transportation. The TPO Board makes these decisions after considering input from the planners, TPO advisory committees, and the public. The TPO also supports activities such as walking and bicycling that result in the reduction of vehicle trips.

To help in selecting projects, the TPO develops a List of Priority Projects (LOPP) based on TPO long and short range plans. This is where you come in. If enough people tell the TPO a certain project is needed, that project could be

placed in the long range transportation plan or the LOPP. The LOPP then becomes part of the Transportation Improvement Program (TIP) **which identifies the projects to be developed over the next five years.**

YOUR ROLE IN THE TPO PROCESS

The more the public is involved in the transportation decision-making process, the more certain that the transportation system **will be safe, efficient, and responsive to public needs.** You may know information that is more current or see things in a different way. You may have ideas about better ways to reach out to the community. If you live, have an interest in, or do business in St. Lucie County, the TPO wants to hear from you!

GET INVOLVED!

There are many ways to connect with the TPO.

- Connect with us on Facebook and/or Twitter to receive updates and other information
- Attend TPO meetings and workshops.
- Provide your comments on TPO plans and programs by postal mail, email, phone calls, social media or visits to the TPO office.
- Volunteer to serve on a focus group or advisory committee. The TPO Citizens Advisory Committee and Bicycle-Pedestrian Advisory Committee meet every other month. The TPO Local Coordinating Board for the Transportation Disadvantaged (LCB) meets quarterly. All TPO Board and advisory committee meetings are held at the St. Lucie TPO Office.
- Ask a TPO planner to attend a meeting in your community to discuss the TPO process.

PLANS AND DOCUMENTS

Long range transportation plans and short range plans such as transportation improvement programs, unified planning work programs, and transit development plans are the key documents produced by the TPO during the transportation planning process.

Long Range Transportation Plan (LRTP)

The LRTP is used by transportation decision-makers to guide the spending of transportation dollars for improvements over a 20-year period.

Transportation Improvement Program (TIP)

The TIP is a summary of local, county, State and Federally-funded transportation projects that covers a five-year period. The State and Federal transportation projects within the TIP must either be funded or have identified future funding sources.

Unified Planning Work Program (UPWP)

The UPWP is the TPO’s two-year business plan. The UPWP identifies activities to be completed by the TPO and the funding sources for these activities.

Transit Development Plan (TDP)

The TDP is the public transportation provider’s blueprint for future bus service. Information from the TDP is used in the TPO planning process.



5.0 Interested Party Consultation and Public Comment

As an agency, the TPO serves its primary function as the coordinator for multi-modal transportation project planning and funding. Planning tasks of the TPO include regional coordination, bicycle and pedestrian planning, mobility management, demographic data collection, and PPP processes and



plan updates. These efforts are conducted throughout the TPO area and in cooperation with various state, regional, and local agencies responsible for transportation and land use planning. The TPO also works closely with the Martin and Indian River MPOs and collaborates with the MPOs of Palm Beach, Broward, and Miami-Dade in larger regional

discussions of transportation and mobility.

The TPO develops and distributes numerous documents throughout the year and participates in a variety of public outreach activities. All of these publications, reports, and activities are designed to make the transportation planning process as accessible and transparent as possible.

Effective outreach requires timely notice of the TPO's activities to allow the public adequate opportunity to review and comment at key decision points, from development of the plan/activity to meetings of the TPO's boards and committees.

A public review and comment period is conducted prior to the adoption of major TPO plans or programs by the TPO Board. During comment periods, draft documents are available on the TPO's website. Hard copies are made available for public review and comment at the TPO Offices. The TPO may provide hard copy draft documents for public review and comments at other locations as well.

In its communications to the public, the TPO adheres to the "plain language" principles required by Federal and State government. As outlined

in FDOT's Public Involvement Handbook (April 2018), specific requirements include:

- Use of common language instead of technical jargon,
- Providing only the pertinent information in an organized manner,
- Use of short sentences and active voice, and
- Layout and design that are user friendly.

Visit the TPO's website: stlucietpo.org

5.1 Planning Documents/Programs, Key Decision Points, and Public Comment Periods

The following recurring documents and programs result from the TPO's planning process with the identified key decision points and public comment periods:

Long Range Transportation Plan (LRTP)

The LRTP identifies transportation improvements necessary to maintain mobility due to anticipated growth in the TPO area. The LRTP identifies needed and cost affordable highway, transit, pedestrian, bicycle, trail, and Intelligent Transportation System projects for the next 25 years.

Key Decision Points: Scoping adoption, needs assessment, alternatives development, project prioritization, draft document and amendments

Target Public Comment Review Period: 14 days

Review Meetings: Workshops, TPO Board, LCB, and advisory committees

Transportation Improvement Program (TIP)

The TIP is updated annually and is used as a short-term transportation programming document. The TIP contains a list of upcoming transportation projects over the next five years. The TPO must coordinate these priority transportation projects with Federal, State, and local governments.

Key Decision Points: Project prioritization, draft document, and amendments

Target Public Comment Review Period: 14 days

Review Meetings: TPO Board and advisory committees

Public Participation Plan (PPP)

The Public Participation Plan (PPP) is a resource document that guides public participation for all TPO activities and events with a comprehensive approach to public outreach methods and monitoring. The PPP's development is based on public input including a survey summarized in Appendix C. The development of the PPP is an important step in clarifying the TPO's commitment to public input and impact into the transportation planning process.

Key Decision Points: Draft document

Target Public Comment Review Period: 45 days

Review Meetings: Workshops, TPO Board, LCB, and advisory committees

Congestion Management Process (CMP)

The CMP identifies areas of significant congestion and provides recommendations for improvements to mitigate those concerns. Recommendations from the CMP typically include operational improvements, measures to reduce single occupancy vehicle (SOV) travel and encourage high occupancy vehicle (HOV) use, public transit investments, and alternatives to improve other modes such as pedestrian and bicycle facilities. While not specifically part of the CMP plan, land use considerations are increasingly part of the CMP process discussion.

Key Decision Points: Needs assessment, alternatives development, project prioritization, and draft document

Minimum Public Comment Review Period: 14 days

Review Meetings: TPO Board and advisory committees

Unified Planning Work Program (UPWP)

The UPWP defines the planning activities to be undertaken by the TPO, the sources of revenue for the TPO, and the estimated budget for each fiscal year. The UPWP is developed every two years and is revised as needed. The work program describes the planning tasks to be fulfilled in the specific year, costs associated with each activity, and the responsible agencies.

Key Decision Points: Call for Planning Projects, draft document, and amendments

Target Public Comment Review Period: 14 days

Review Meetings: TPO Board, LCB, and advisory committees

Title VI Plan

Title VI of the Civil Rights Act of 1964, mandates non-discrimination by race, color, or national origin in connection with programs and activities receiving federal financial assistance. The TPO values diversity and both welcomes and actively seeks input from all interested parties, regardless of race, color, national origin, age, sex, income, disability, religion, or family status. The TPO has developed a Title VI/ Nondiscrimination Policy, Plan and Program to provide an opportunity for all persons to participate in the planning process. The Policy and Plan includes Americans with Disabilities Act (ADA) and Limited English Proficiency (LEP) plan components.

The Limited English Proficiency (LEP) Plan, a component of the TPO's Title VI Plan, outlines the basis for which the TPO will provide language assistance to members of the public who speak little or no English. At this time, the TPO has determined that language assistance may be necessary primarily in Spanish and Haitian-Creole. The TPO will take reasonable steps to provide language assistance in these languages; however, the TPO does not intend that its LEP Plan exclude anyone requiring language assistance and will attempt to accommodate all requests for assistance.

Key Decision Points: Draft document

Target Public Comment Review Period: 14 days

Review Meetings: TPO Board, LCB, and advisory committees

TDSP Transportation Disadvantaged Service Plan (TDSP)

The TDSP provides for the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons in the community. The TDSP is developed jointly by TPO staff and St. Lucie County transit staff.

Key Decision Points: Draft document

Target Public Comment Review Period: 14 days

Review Meetings: LCB

Transit Development Plan (TDP)

The TDP is the public transportation provider's strategic guide for public transportation over the next 10 years. The TDP identifies public transportation service improvement priorities, determines the operating and capital costs to implement these service improvement priorities, and outlines a strategy for implementation.

Key Decision Points: Needs assessment, alternatives development, project prioritization, and draft document

Target Public Comment Review Period: 14 days

Review Meetings: Workshops, TPO Board, LCB, and advisory committees

Special Projects and Programs

In addition to plans, programs, and activities that address Federal and State planning requirements, the TPO often undertakes one-time planning studies in order to investigate and better understand specific transportation problems and to help define the best possible solutions. Examples are corridor analyses and interested party requests to address specified local needs and issues.

Key Decision Points: Scoping, draft document, and various according to the project/issue

Target Public Comment Review Period: 14 days

Review Meetings: Varies according to the project/issue

5.2 Consideration of Public Comments

The TPO demonstrates explicit consideration and response to public input received during the development of the LRTP and the TIP. The TPO provides additional opportunities for public comment if the final LRTP or TIP differs significantly from the version that was made available for public comment by the TPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts. When written and oral comments are received on the draft plans or programs,

such as the LRTP and TIP, as a result of the participation process, a summary report on the disposition of comments is included in the final LRTP and TIP. An example of the comment summary is provided in Appendix F.





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AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	January 17, 2023
Item Number:	6e
Item Title:	2023 Safety Performance Targets
Item Origination:	Unified Planning Work Program (UPWP), Federal Requirements, and the Florida Department of Transportation (FDOT)
UPWP Reference:	Task 2.4 - Performance Management
Requested Action:	Review and recommend adoption of the 2023 Safety Performance Targets and the 2023 Interim Benchmarks, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Based on sharing the understanding with FDOT that the death or injury of any person is unacceptable, it is recommended that the same targets as FDOT's 2023 Safety Performance Targets and the 2023 Safety Performance Interim Benchmarks be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Excerpt from FDOT's FY 2023 Highway Safety Plan



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MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: January 11, 2023

SUBJECT: 2023 Safety Performance Targets

BACKGROUND

Federal Transportation Performance Management (TPM) requirements ensure that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) choose the most efficient investments for Federal transportation funds. To comply with the requirement, State DOTs are required to establish statewide targets annually for the safety performance measures, and MPOs have the option to support the statewide targets or adopt their own quantifiable targets for the MPO's planning area. The St. Lucie TPO (TPO) incorporated TPM into its planning process by dedicating a task to it in the FY 2022/23-FY 2023/24 Unified Planning Work Program.

Since 2017, the Florida Department of Transportation (FDOT) has adopted "0" annually for all five safety performance measures to reflect its goal of zero deaths and injuries, and the TPO Board has adopted the same target as the FDOT's Safety Targets every year. For calendar year 2023, FDOT continues to stay with its Vision Zero targets for all five safety performance measures. Consequently, to comply with the Federal requirements, the TPO must support the FDOT Safety Performance Targets or establish its own targets by February 27, 2023.

ANALYSIS

As meeting the target of zero deaths and injuries is a tremendous challenge, FDOT publishes every year a safety performance forecast that is statistically probable as they strive to drive down fatalities and serious injuries with an ultimate vision of zero. The TPO has been setting interim benchmarks to monitor the progress toward meeting the final "0" targets. The safety performance results for both FDOT and the TPO, which include the newly released 2021 results, compared to the 2021 FDOT forecasts and TPO interim benchmarks are provided as follows:

2021 Safety Performance Results												
	Fatality	%D	VMT (100 million)	%D	Fatality Rate*	%D	Serious Injury	%D	Serious Injury Rate*	%D	Non- Motorized Fatality and Serious Injuries	%D
Statewide												
2014 5-Year Rolling Average	2,433		1,944.41		1.243		20,519		10.48		3,109.6	
2015 5-Year Rolling Average	2,531	4.0%	1,966.34	1.1%	1.277	2.7%	20,505	-0.1%	10.36	-1.2%	3,207.6	3.2%
2016 5-Year Rolling Average	2,684	6.0%	2,011.91	2.3%	1.329	4.1%	20,833	1.6%	10.35	-0.1%	3,289.0	2.5%
2017 5-Year Rolling Average	2,825	5.3%	2,067.86	2.8%	1.361	2.4%	20,917	0.4%	10.13	-2.2%	3,286.0	-0.1%
2018 5-Year Rolling Average	2,972	5.2%	2,126.09	2.8%	1.398	2.7%	20,727	-0.9%	9.77	-3.5%	3,308.8	0.7%
2019 5-Year Rolling Average	3,109	4.6%	2,175.46	2.3%	1.420	1.6%	20,170	-2.7%	9.22	-5.6%	3,287.4	-0.6%
2020 5-Year Rolling Average	3,189	2.6%	2,177.22	0.1%	1.450	2.1%	18,992	-5.8%	8.64	-6.3%	3,192.0	-2.9%
2021 5-Year Rolling Average	3,283	3.0%	2,183.07	0.3%	1.517	4.6%	18,634	-1.9%	8.25	-4.5%	3,190.4	-0.1%
2021 Forecast	3,192				1.52		17,720		8.32		3,143	
St. Lucie TPO												
2014 5-Year Rolling Average	30		30.56		0.97		174		5.69		28	
2015 5-Year Rolling Average	31	4.0%	30.84	0.9%	1.00	3.0%	167	-4.3%	5.40	-5.0%	27	-4.2%
2016 5-Year Rolling Average	34	8.4%	31.53	2.2%	1.07	6.3%	165	-1.0%	5.21	-3.5%	24	-10.3%
2017 5-Year Rolling Average	36	7.7%	32.23	2.2%	1.12	5.5%	164	-0.5%	5.10	-2.1%	27	9.8%
2018 5-Year Rolling Average	38	5.0%	33.29	3.3%	1.14	1.6%	162	-1.2%	4.91	-3.7%	29	9.0%
2019 5-Year Rolling Average	38	0.5%	34.35	3.2%	1.11	-2.6%	146	-9.9%	4.29	-12.8%	26	-10.3%
2020 5-Year Rolling Average	41	6.8%	34.64	0.8%	1.18	6.1%	145	-0.7%	4.21	-1.7%	28	6.1%
2021 5-Year Rolling Average	44	7.4%	35.10	1.3%	1.25	6.0%	148	1.9%	4.23	0.5%	32	15.8%
2021 Interim Safety Performance Benchmarks	35.0				1.04		151		4.05		24	

Data Source: FDOT Safety Office, FDOT Transportation Data and Analytics Office

*Rate per 100 million Vehicle Miles Traveled (VMT)

The data above indicates that the Statewide vehicle fatalities and fatality rate trended upward while vehicle serious injury and serious injury rate and non-motorized fatality and serious injuries trended downward in 2021. It also shows that in the TPO area all five safety performance measures trended upward in 2021 meeting the interim benchmarks for serious injury while missing the other four benchmarks.

Although the TPO's 2021 safety performance results do not meet all the 2021 interim performance benchmarks, the table below shows the TPO serious injuries, serious injury rate, and non-motorized fatality and serious injuries continue to outrank the MPOs/TPOs with populations between 250,000 and 400,000 while fatalities and fatality rate rank second.

2021 Safety Performance Results						
MPO/TPO	Fatality	Fatality Rate *	Serious Injury	Serious Injury Rate *	Non-motorized Fatality and Serious Injury	Population **
Heartland Regional TPO	86	2.84	433.7	13.10	39	266,000
St Lucie TPO	44	1.25	148.0	4.23	32	322,300
Hernando/Citrus MPO	64	1.78	527.8	14.22	48	341,600
Ocala/Marion County TPO	89	2.02	386.3	8.50	56	368,100
Capital Region TPA	63	1.35	241.2	5.37	40	380,200
Collier County MPO	40	1.08	225.3	6.05	41	387,500
Data Source: FDOT Safety Office, FDOT Transportation Data and Analytics Office						
*Rate per 100 million Vehicle Miles Traveled (VMT)						
** 2020 population						

According to the attached excerpt from FDOT's FY 2023 Highway Safety Plan, Florida's five-year rolling average for fatalities will increase while fatality rate and serious injury will decrease in 2023. As a result, FDOT has established the following 2023 forecasts along with the final "0" targets:

2023 Safety Performance Forecast, Statewide					
	Fatality	Fatality Rate*	Serious Injury	Serious Injury Rate*	Non-Motorized Fatality and Serious Injuries
2018 Forecast	3,052	1.65	20,861	11.06	3,447
2019 Forecast	3,117	1.63	21,107	10.85	3,801
2020 Forecast	3,175	1.6	19,123	9.44	3,283
2021 Forecast	3,192	1.52	17,720	8.32	3,143
2022 Forecast	3,233	1.57	16,724	7.95	3,077
2023 Forecast	3,445	1.53	16,330	n/a	n/a
Final Performance Targets	0	0	0	0	0

Data Source: Signal Four Analytics, FDOT Safety Office, FDOT Transportation Data and Analytics Office

*Rate per 100 million Vehicle Miles Traveled (VMT)

Because TPO's all five safety performance measures trended upward in 2021 it appears to be appropriate to keep the safety performance interim benchmarks the same as 2022 for 2023 as identified in the following table:

2023 Safety Performance Targets, St. Lucie TPO					
	Fatality	Fatality Rate*	Serious Injury	Serious Injury Rate*	Non-Motorized Fatality and Serious Injuries
2018 Interim Safety Performance Benchmarks	38	1.10	159	4.64	25
2019 Interim Safety Performance Benchmarks	35	1.04	154	4.24	24
2020 Interim Safety Performance Benchmarks	35	1.04	154	4.24	24
2021 Interim Safety Performance Benchmarks	35	1.04	151	4.05	24
2022 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
2023 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
Final Performance Targets	0	0	0	0	0

After examining all fatal crashes that occurred in 2021 within the TPO area, TPO staff did not identify any crash clusters. However, it is noted that among the total of 50 fatal crashes, 17 fatal crashes involved impaired driving and 18 fatal crashes involved senior drivers. And even more significant, 80 percent of the fatal crashes occurred on roadways with posted speeds of 40 miles per hour or greater.

To improve roadway safety through speed management, the TPO staff conducted a Speed Kills Analysis in 2021 to further examine the link between vehicle speed and crash severity and identify high crash locations within the TPO area. Subsequently, Spot Speed Studies for three high crash locations on the local roadway network were included in the Unified Planning Work Program (UPWP) and are expected to be completed by April 2023. The TPO staff also coordinated with FDOT District 4 to conduct the Spot Speed Studies for two high crash locations on the State roadway system.

Understanding that meeting the “0” targets is a comprehensive effort and cannot be achieved within a short period, it is expected that the speed management projects chosen for funding will ultimately reduce the number of traffic fatalities and injuries.

It appears to be appropriate for the TPO to continue to share FDOT’s approach to safety that the death or injury of any person is unacceptable and to partner with FDOT in meeting the safety targets to optimize the use of Federal funds. Therefore, it appears to be appropriate for the TPO to adopt the same targets as FDOT’s 2023 Safety Performance Targets of “0” and for the TPO to adopt the 2023 Safety Performance Interim Benchmarks to monitor the TPO’s progress in meeting the “0” targets.

RECOMMENDATION

Based on sharing the understanding with FDOT that the death or injury of any person is unacceptable, it is recommended that the same targets as FDOT’s 2023 Safety Performance Targets and the 2023 Safety Performance Interim Benchmarks be recommended for adoption by the TPO Board.

TARGETS

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our own version of the national vision, “Target Zero Fatalities & Serious Injuries,” in 2021. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.



DATA FORECASTS

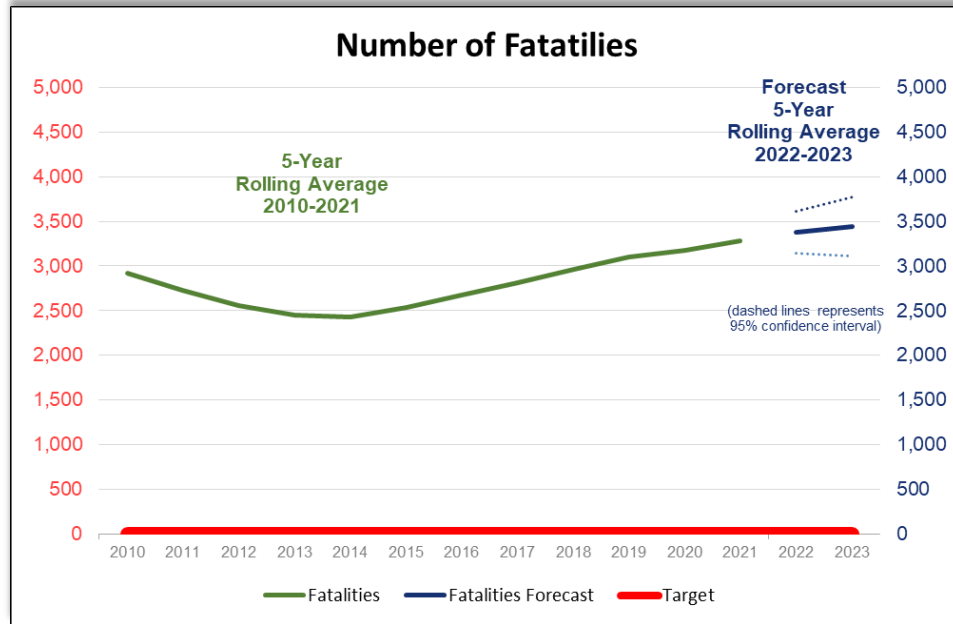
Understanding that zero fatalities cannot be reached within the HSP FY 2023 year, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including vehicle miles traveled (VMT), gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only Vehicle Miles Traveled (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five-year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2022 and 2023 are based on monthly data from 2006 through 2021 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2022 and 2023 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to COVID-19 anomalies.

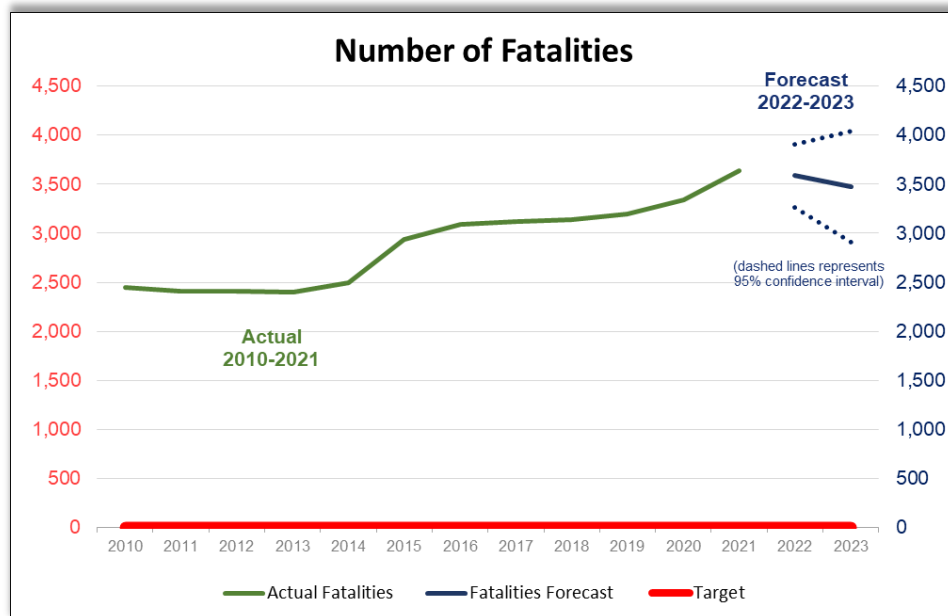
C1 - NUMBER OF FATALITIES

- **Target:** Florida's target for fatalities is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted as 3,445 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatalities could slowly trend upward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend upward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will reduce the upward trend to ultimately reduce the number of traffic fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecast for 2022 and 2023.



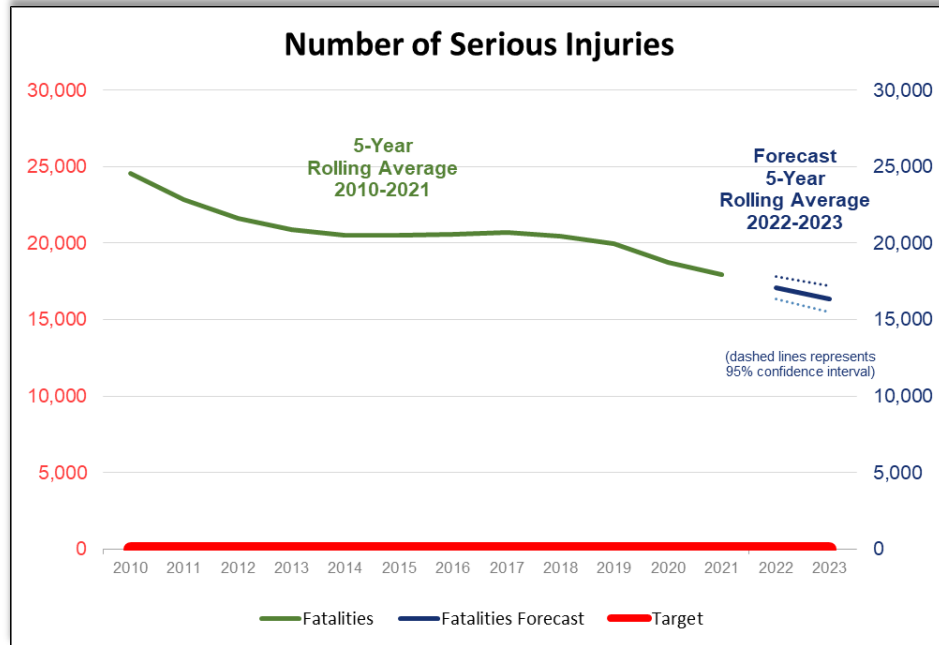
- **Actual Annual Graph:** The chart below reflects the annual traffic fatalities for each year and the data forecast for 2022 and 2023.



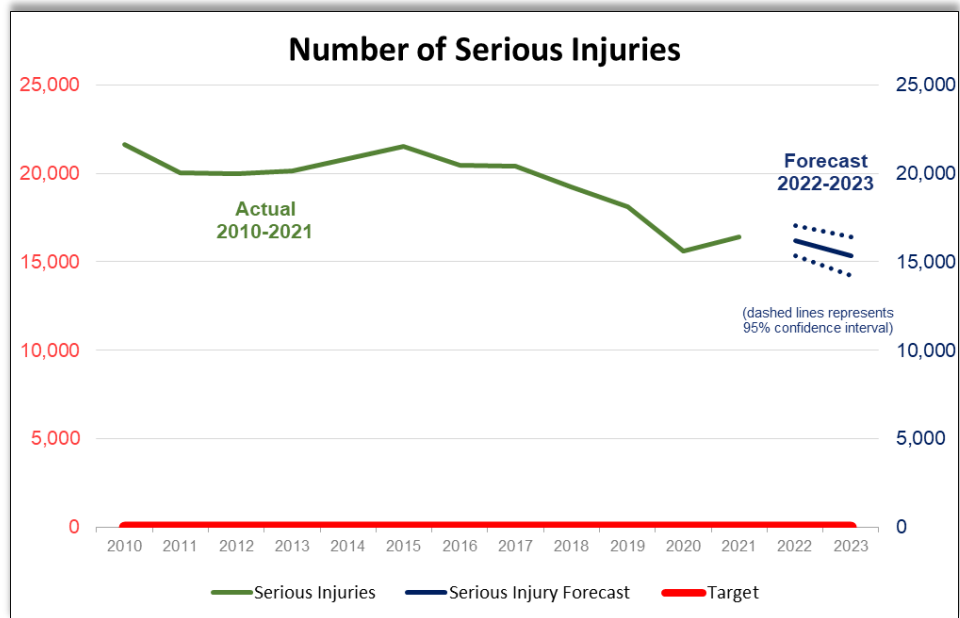
C2 - NUMBER OF SERIOUS INJURIES

- **Target:** Florida's target for serious injuries is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted as 16,330 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for serious injuries could slowly trend downward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could trend downward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the downward trend to ultimately reduce the number of serious injuries.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of serious injuries for each year and the data forecast for 2022 and 2023.



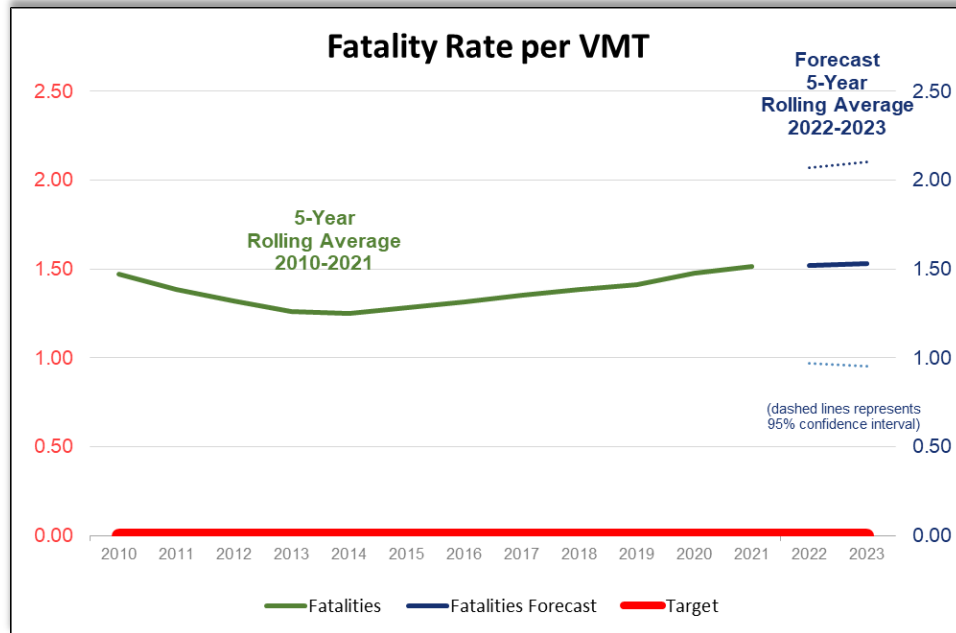
- **Actual Annual Graph:** The chart below reflects the annual serious injuries for each year and the data forecast for 2022 and 2023.



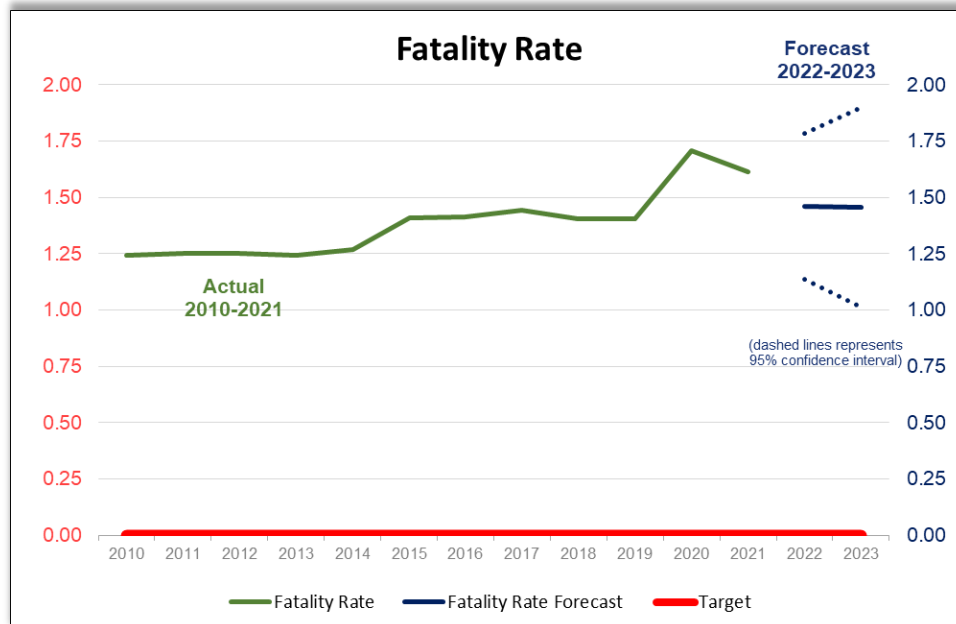
C3 - FATALITY RATE PER 100M VMT

- **Target:** Florida's target for fatality rate is zero in 2023.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for fatality rate per 100M VMT on Florida's roads is forecasted as 1.53 in 2023. This forecast was made with historical and current state data from 2005 to 2021 to predict probable outcomes for 2022 and 2023.
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatality rate could slowly trend upward in 2022 and 2023. The FDOT State Safety Office intends to execute the subgrants identified in this annual HSP in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatality rate could trend upward in 2022 and 2023, the FDOT State Safety Office expects the projects chosen for funding and included in this HSP will enhance the upward trend to ultimately reduce the fatality rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP – with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables – the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

- **Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average for fatality rate per 100M VMT for each year and the data forecast for 2022 and 2023.



- **Actual Annual Graph:** The chart below reflects the annual fatality rate per 100M VMT for each year and the data forecast for 2021 and 2022.





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AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	January 17, 2023
Item Number:	6f
Item Title:	East Midway Road Corridor Study Scope of Services
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.7 – Safety and Security Planning
Requested Action:	Recommend approval of the draft Scope of Services, recommend approval with conditions, or do not recommend approval.
Staff Recommendation:	Because the East Midway Road Corridor Study responds to public and local agency input regarding safety issues on East Midway Road and the Scope of Services is consistent with Task 3.7 of the UPWP, it is recommended that the draft Scope of Services for the East Midway Road Corridor Study be recommended for approval by the TPO Board.

Attachments

- Staff Report
- East Midway Road Corridor Study Scope of Services



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MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: January 10, 2023

SUBJECT: East Midway Road Corridor Study Scope of Services

BACKGROUND

During the development of the TPO's Unified Planning Work Program (UPWP), public and local agency input identified the presence of safety issues on Midway Road from U.S. Highway 1 to Indian River Drive. These safety issues were identified to pertain to excessive speeding, inadequate bicycle and pedestrian infrastructure, the intersection at Wetherbee Road, and the entrance to the St. Lucie County Savannas Recreation Area. In addition, this segment of Midway Road will include a future crossing of the East Coast Greenway/Florida Shared-Use Network (SUN) Trail which may exacerbate the issues.

Therefore, Task 3.7, *Safety and Security Planning*, of the UPWP includes the completion of the East Midway Road Corridor Study to evaluate the issues. The attached draft Scope of Services for the East Midway Road Corridor Study has been prepared for review and recommendation by the TPO Advisory Committees.

ANALYSIS

The draft Scope of Services consists of an operational and safety analyses for East Midway Road between U.S. Highway 1 and Indian River Drive. As part of the Scope of Services, goals and objectives will be developed in a collaborative effort with local agency partners, traffic and crash data will be collected within the corridor, intersection turning movement counts will be collected at three intersections, and a field review will be completed. The results from these efforts will be summarized and evaluated to determine the existing traffic

patterns, operational issues, and the magnitude of the speeding concerns. Based on the evaluation of the results, a set of recommendations will be developed to improve traffic operations and safety and accommodate multimodal needs along the corridor.

The attached Scope of Services will be completed by Kimley-Horn, one of the TPO's General Planning Consultants. The Study will be completed by August 2023 at a cost of \$50,000 which is consistent with the UPWP.

RECOMMENDATION

Because the East Midway Road Corridor Study responds to public and local agency input regarding safety issues on East Midway Road and the Scope of Services is consistent with Task 3.7 of the UPWP, it is recommended that the draft Scope of Services for the East Midway Road Corridor Study be recommended for approval by the TPO Board.

St. Lucie TPO East Midway Road Corridor Study

Project Understanding:

The St. Lucie TPO desires to conduct an operational analysis and safety study for East Midway Road between US-1 and Indian River Drive. According to FDOT's Systemwide Provisional Context Classification (SPCC), East Midway Road is identified as a C4-Urban General context from US-1 to Buchanan Street and C3R-Suburban Residential from Buchanan Street to Indian River Drive. East Midway Road provides connectivity between US-1 and Indian River Drive, and in fact is one of only three roadways that provides connectivity to Indian River Drive between Jensen Beach and Fort Pierce.

East Midway Road also connects to Wetherbee Road/Sunset Boulevard in an intersection with an odd geometry as Wetherbee Road curves adjacent to the East Midway Road intersection. East Midway Road provides access to the S. Lucie County Savannas Recreation Area and will include a future crossing of the East Coast Greenway corridor.

Task 1: Goals and Objectives

In a collaborative effort with local government partners, the TPO will identify a set of goals and objectives to achieve desired outcomes for the East Midway Road Corridor Study.

Deliverable: Goals and objectives memorandum.

Task 2: Data Collection

Traffic data will be collected to establish existing traffic conditions at four (4) key locations within the corridor. Traffic data collection will include continuous 24-hour weekday (Tuesday, Wednesday, or Thursday) roadway volume and speed classification counts. Traffic counts will be collected when schools are in session. All traffic counts will be adjusted to account for seasonal variation using the appropriate Florida Department of Transportation (FDOT) seasonal adjustment factors to represent peak season traffic conditions.

Intersection turning movement counts (TMCs) will be collected at three (3) intersections – East Midway Road @ US-1, East Midway Road at Wetherbee Road, and East Midway Road at Indian River Drive.

In addition to the above listed traffic data, a field review of the study area will be conducted to help identify operational issues. The field review will evaluate operational issues during the weekday A.M. and P.M. peak hours as well as lighting conditions during the evening hours.

Deliverable: Data collection plan, traffic data collection for speed and volume, intersection turning movement counts (TMCs).

Task 3: Safety Analysis

Traffic crash data will be collected using readily available information from Signal Four Analytics.

Crash data will be analyzed to provide a safety review including type, frequency, and severity of crashes that have occurred within the prior five (5) years.

Deliverable: Safety analysis memorandum.

Task 4: Traffic Analysis

Results from the data collection efforts will be summarized and evaluated to determine the existing traffic conditions including traffic patterns, operational issues, and an evaluation of the magnitude of any speeding concerns that may be identified. Graphics will be prepared depicting traffic volumes, 50th percentile speeds, 85th percentile speeds, and speeds exceeding posted speed limit by five (5) or more miles per hour.

Based on the results of the traffic analysis and safety analysis, the TPO will identify a set of recommendations to improve traffic operations, improve safety outcomes, and accommodate multimodal needs along the corridor.

Deliverable: Recommendations memorandum.

Task 5: Documentation

Develop a brief report for documentation purposes that analyzes the results of the East Midway Road Corridor Study. Prepare the draft report documentation. Develop a summary presentation and present to the TPO Committees and TPO Board.

Prepare the Final East Midway Road Corridor Study documentation after presenting to the TPO Committees and TPO Board.

Deliverable: Final Report documentation; presentation slide deck; meeting summaries.

Schedule

The project will be completed by August 2023.

Fee

The following task items represent a breakdown of the lump sum amount for reference.

Task Name		Total
Task 1	Goals and Objectives	\$5,000.00
Task 2	Data Collection	\$8,000.00
Task 3	Safety Analysis	\$10,000.00
Task 4	Traffic Analysis	\$20,000.00
Task 5	Documentation	\$7,000.00
TOTAL FEE		\$50,000.00



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AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: January 17, 2023

Item Number: 7a

Item Title: Tradition Area Post Office Siting

Item Origination: Unified Planning Work Program (UPWP)

UPWP Reference: Task 5.1 - Public Participation, Education & Outreach

Requested Action: Discuss and provide comments to Staff

Staff Recommendation: Because the siting of a post office in the Tradition area has the potential to reduce traffic congestion and carbon emissions generated by postal-related travel in the St. Lucie West area, it is recommended that the CAC discuss opportunities for postal expansion in the Tradition area and provide comments to Staff.

Attachments

- Staff Report



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MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Rachel Harrison
TPO Supporting Consultant/CAC Recording Specialist

DATE: January 5, 2023

SUBJECT: Tradition Area Post Office Siting

BACKGROUND

The September 20, 2022 meeting of the Citizens Advisory Committee included a discussion of congestion being experienced by drivers near the intersection of I-95 and Northwest Peacock Boulevard, with members speculating that the high concentration of businesses and government entities nearby might be contributing to the increase in traffic. The United States Post Office located on Northwest Peacock Boulevard was cited as one such entity. It was noted during the meeting that establishing a postal substation in the Tradition area might alleviate some of the traffic generated by the Peacock Boulevard Post Office, and Staff indicated that the matter would be investigated as part of the TPO's initiative to reduce carbon emissions.

ANALYSIS

The United States Postal Service (USPS) either operates or contracts several different types of postal facilities, each of which offers a different range of services. Those that are operated directly by USPS as part of its own network include Post Offices, Self-Service Kiosks, USPS Collection Boxes, and Gopost units. Facilities that are operated by third-party entities as part of the Postal Service's Approved Postal Provider Network include Village Post Offices, Contract Postal Units, and National Retailers. Descriptions for each type of facility are provided below.ⁱ

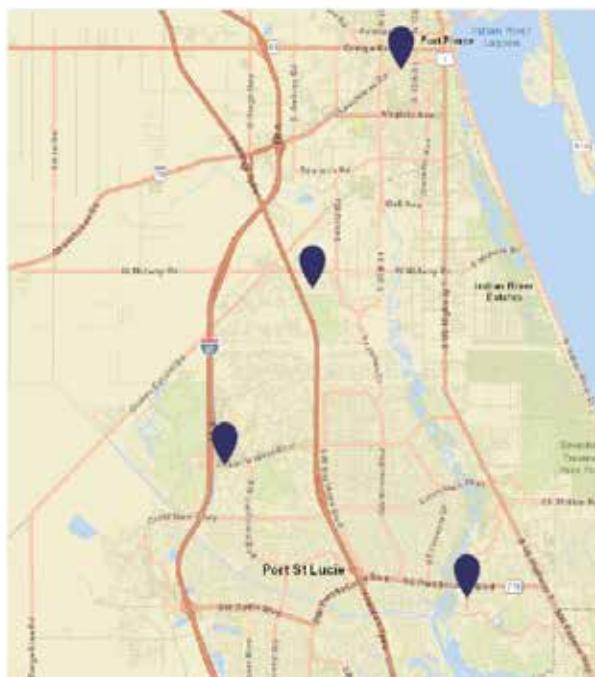
Post Office:	Post Offices offer a full range of postal services, including shipping, mailing, and the purchasing of retail products like stamps. These full-service facilities are staffed by Postal Service employees and have window service hours. They often also have extended-hours lobbies with self-service kiosks and access to PO Boxes.
Self-Service Kiosk:	Self-Service Kiosks offer many of the same services available at the counter of a full-service Post Office, such as buying stamps, weighing packages, and printing shipping labels. They are typically located in the lobby of Post Offices but can also be found in large commercial spaces like shopping malls.
Collection Box:	Most of the Collection Boxes are freestanding mailboxes like the USPS Blue Boxes for general mail and white mailboxes for Priority Mail Express items. Some collection boxes consist of lobby drop-off slots or office building mail chutes, but the pickup times are posted on the box label.
Gopost:	Gopost units are self-service parcel lockers that can be used for the pickup or shipping of packages. They are automated, secured, and placed in locations intended to be convenient for the public, such as grocery stores, pharmacies, transportation hubs, and shopping centers. They are currently in the testing phase.
Village Post Office:	Village Post Offices (VPOs) offer a range of the most popular products and services, such as PO Boxes, stamps, and Pre-paid Priority Mail Flat Rate envelopes. They are not standalone buildings but located within existing businesses like convenience stores, and they are operated by the management of these locations. VPOs are placed in locations where there is no existing Post Office or where an existing Post Office has reduced operating hours, so they tend to be sited in more rural communities.
Contract Postal Unit:	Contract Postal Units (CPUs) provide a full range of USPS retail products and services at regular USPS prices. They are located inside private businesses,

such as pharmacies, gift shops or supermarkets, and are operated by the retailer's employees.

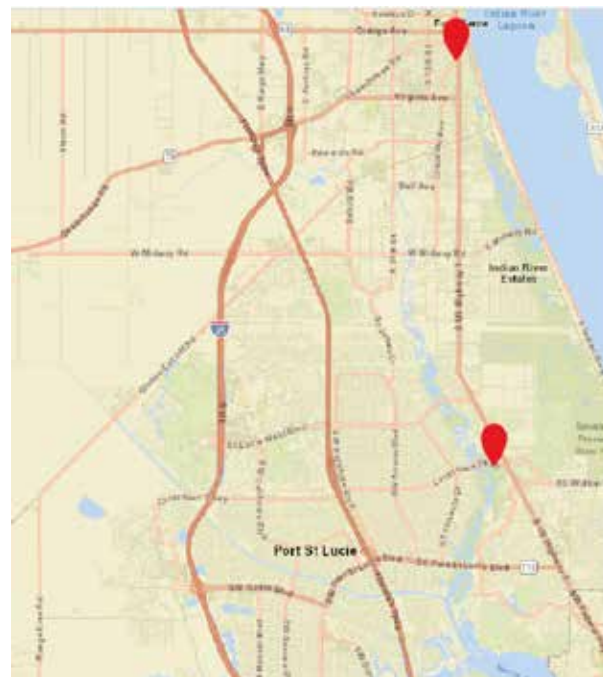
National Retailer: National Retailers sell stamps and sometimes provide shipping and mailing services. As implied by their name, National Retailers include big-box stores, grocery stores, and pharmacies. Postal services and products are provided by the retailer's employees.

Not all of these types of postal facilities are offered locally. There are four traditional Post Offices within St. Lucie County (see Map 1), located respectively on Orange Avenue in Fort Pierce, on Midway Road in Fort Pierce, on Northwest Peacock Boulevard in Port St. Lucie, and on Southeast Veterans Memorial Parkway in Port St. Lucie. With the exception of the Orange Avenue location, all of these have Self-Service Kiosks in their lobbies. There are 29 Collection Boxes scattered throughout the County, and there are currently no Gopost units.

In terms of Approved Postal Providers, there are two Contract Postal Units in the County. One is located within Mervis Café and Grill on South 5th Street in Fort Pierce, and the other within the Print House on South U.S. 1 in Port St. Lucie (see Map 2). There are no Village Post Offices, but there are numerous National Retailers. These latter facilities include all local Walgreens pharmacies, Publix supermarkets, Sam's Clubs, Winn-Dixie supermarkets, Walmart stores, BJ's Wholesale Clubs, and Office Depot stores.



Map 1: Post Office Locations in St. Lucie County.



Map 2: Contract Postal Units in St. Lucie County.

The facilities operated as part of the Postal Service's own network are sited according to zoning and locality considerationsⁱⁱ with the purpose of facilitating the USPS mission of providing "prompt, reliable, and efficient services to patrons in all...communities" (USPS Comprehensive Statement 2010). Facilities belonging to the Approved Postal Provider Network are intended to complement these efforts and are sited accordingly, but the public's interest and convenience are also taken into account during the approval process. When interviewed, local postmasters were not aware of any upcoming changes to the USPS network in St. Lucie County. Nevertheless, it may be possible to extend the Approved Postal Provider Network in the Tradition vicinity.

Contract Postal Units are the only type of private facility to offer a full range of USPS products and services, but there are currently none in southwestern Port St. Lucie. Because they offer additional postal outlets to the public without increasing the physical footprint of the USPS network, CPUs are considered a cost-effective way for USPS to expand postal access. Bids for CPUs may be solicited by USPS when additional postal access points in a given community are determined to be necessary, but businesses interested in operating a CPU may also contact USPS to inquire about potential contracts. There are a number of requirements that potential CPU partners must meet before being approved, such as refraining to sell services competitive with those of USPS, but CPU operation also comes with several benefits. These include increased foot traffic for the host business and performance-based compensation. Given the lack of full-service USPS outlets in the area, it may be beneficial for Tradition retailers, especially small businesses, to pursue a CPU.

RECOMMENDATION

Because the siting of a post office in the Tradition area has the potential to reduce traffic congestion and carbon emissions generated by postal-related travel in the St. Lucie West area, it is recommended that the CAC discuss opportunities for postal expansion in the Tradition area and provide comments to Staff.

ⁱ Information sourced from the "USPS Location Glossary."

ⁱⁱ Information provided by postal service employees.