



CITIZENS ADVISORY COMMITTEE (CAC)

Regular Meeting

Tuesday, March 21, 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/7347539658946920800>. 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 March 21, 2023.

AGENDA

1. Call to Order
2. Roll Call
3. Comments from the Public
4. Approval of Agenda
5. Approval of Meeting Summary
 - *January 17, 2023 Regular Meeting*
6. Action Items
 - 6a. Unified Planning Work Program (UPWP) Amendments: Reviews of Amendments to the UPWP to add Fort Pierce passenger rail station planning and replace the Transit Center Visioning Workshop with an Airport Connector Planning & Conceptual Engineering (PACE) Study.

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

- 6b. Amendment #6 to the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP): Review of Amendment #6 to the TIP to increase the project cost and advance the construction of the Midway Road Widening Project from Selvitz Road to Jenkins Road to FY 2023/24 from FY 2025/26 using local funding that will be reimbursed.
- Action: Review and recommend concurrence of TIP Amendment #6, recommend concurrence with conditions, or do not recommend concurrence.*
- 6c. Amendment #7 to the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP): Review of Amendment #7 to add a rumble strips installation project to the TIP.
- Action: Review and recommend adoption of TIP Amendment #7, recommend adoption with conditions, or do not recommend adoption.*
- 6d. Spot Speed Studies: Review of the Spot Speed Studies conducted on Airoso Boulevard, Port St. Lucie Boulevard, and Midway Road.
- Action: Recommend acceptance of the Spot Speed Studies, recommend acceptance with conditions, or do not recommend acceptance.*
- 6e. Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) Update: Review of the draft update to the SIS CFP.
- Action: Recommend endorsement of the draft update to the SIS CFP, recommend endorsement with conditions, or do not recommend endorsement.*
- 6f. Treasure Coast Regional Planning Model #5 (TCRPM5) Land Use Data Update: Review of the TCRPM5 Land Use Data Update for adoption.
- Action: Recommend adoption of the TCRPM5 Land Use Data Update, recommend adoption with conditions, or do not recommend adoption.*
- 6g. Special Events Congestion Management and Parking Plan (SECMAPP): Review of the SECMAPP for the St. Lucie TPO area.
- Action: Recommend adoption of the SECMAPP, recommend adoption with conditions, or do not recommend adoption.*
- 6h. Transportation Alternatives Program (TAP) 2023 Grant Application: Review of a TAP grant application for the 2023 cycle.
- Action: Recommend endorsement of the TAP grant application, recommend endorsement with conditions, or do not recommend endorsement.*
7. Recommendations/Comments by Members
8. Staff Comments
9. Next Meeting: The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, May 16, 2023.
10. 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.



CITIZENS ADVISORY COMMITTEE (CAC)

REGULAR MEETING

DATE: Tuesday, January 17, 2023
 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

Vice Chairman Wild called the meeting to order at 10:40 am.

2. Roll Call

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

Members Present

Bud Wild, Vice Chairman
 Consuelo Cruz
 Mike Keleher
 George Saylor
 Richard Silvestri
 Mazella Smith
 Anthony Walker

Representing

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

Others Present

Kyle Bowman

Representing

St. Lucie TPO

Peter Buchwald	St. Lucie TPO
Yi Ding	St. Lucie TPO
Marceia Lathou	St. Lucie TPO
Rachel Harrison	Recording Specialist
James Brown	FDOT/Florida's Turnpike
Patty Walker	St. Lucie TPO BPAC

3. Comments from the Public – None.

4. Approval of Agenda

* MOTION by Mr. Keleher to approve the agenda.

** SECONDED by Ms. Smith Carried UNANIMOUSLY

5. Approval of Meeting Summary

• September 20, 2022 Regular Meeting

* MOTION by Ms. Smith to approve the Meeting Summary.

** SECONDED by Mr. Silvestri Carried UNANIMOUSLY

6. Action Items

6a. Annual Officer Elections: Election of a Chairperson and a Vice Chairperson for the CAC for 2023.

Mr. Buchwald invited the CAC secretary to conduct the elections.

* MOTION by Mr. Silvestri to nominate Ms. Niemczyk to serve as CAC Chairwoman for 2023.

** SECONDED by Mr. Keleher

There were no other nominations and the nominations were closed.

** MOTION to elect Ms. Niemczyk as Chairwoman of the CAC for 2023.
Carried UNANIMOUSLY

The CAC secretary was invited to continue the elections.

* MOTION by Mr. Keleher to nominate Mr. Wild to serve as CAC Vice Chairman for 2023.

** SECONDED by Ms. Smith

There were no other nominations and the nominations were closed.

** MOTION to elect Mr. Wild as Vice Chairman of the CAC for 2023.
Carried UNANIMOUSLY

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

Mr. Buchwald presented the proposed dates and times for CAC meetings in 2023.

* MOTION by Mr. Keleher to approve the proposed CAC meeting dates for the remainder of 2023.

** SECONDED by Mr. Silvestri Carried UNANIMOUSLY

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.

Mr. Buchwald explained that FDOT had added two new transit projects to its Work Program after the TPO's current Transportation Improvement Program (TIP) had been adopted and was therefore requesting that the TPO amend the TIP. He described the purposes of the projects as providing Paratransit Demand Response Service and Transit Travel Training to seniors and individuals with disabilities. Mr. Buchwald summarized the funding considerations for each of the projects and clarified that the addition of the projects would not impact the fiscal constraint of the TIP.

In response to Ms. Smith's question, Mr. Buchwald confirmed that federal funding for the projects was already in place along with a local match.

* MOTION by Mr. Keleher to recommend adoption of the TIP Amendments.

** SECONDED by Ms. Smith Carried UNANIMOUSLY

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

Mr. Buchwald introduced the agenda item and invited Ms. Lathou to continue. Ms. Lathou provided an overview of the TPO's public participation efforts and their intended outcomes. She explained the rationale and methodology for reviewing their effectiveness as compared with the baseline figures from 2020 or 2021 and then presented the results of the evaluation with respect to the online, in-person, and Title VI/Environmental Justice outreach activities conducted during 2022. Ms. Lathou noted the performance targets to be used for the 2023 evaluation and concluded with an overview of the TPO's plan, program, and project development cycles.

Mr. Walker initiated a discussion regarding the importance of public involvement and how the members might promote increased participation in CAC meetings. He elaborated on the value of feedback within the TPO's culture and described how he and his wife became involved in the Advisory Committees, recommending that the members adopt a target of having two more attendees at the January 2024 CAC meeting.

Vice Chairman Wild inquired about the type of input received from the public and whether that input typically took the form of complaints. Ms. Lathou replied in the affirmative and indicated that she regularly monitors social media sites for comments regarding local issues, noting that topics often centered on increased traffic congestion and overdevelopment.

Members proposed various strategies for increasing public awareness of and interest in the TPO, with Mr. Silvestri remarking on the viability of a campaign like the World War II-era Uncle Sam "I Want You" posters and Mr. Walker asking about the use of refreshments at outreach events. Mr. Buchwald explained that public funding could not be used in Florida to serve refreshments and then elaborated on the challenges associated with increasing public participation in the TPO's activities, citing in particular the difficulty of scheduling meetings at a time that would promote attendance. He noted that online methods of outreach typically resulted in the greatest response, commenting that the TPO pursued many types of outreach formats and continuously evaluated their effectiveness to maximize its reach. Mr. Buchwald then emphasized the importance of the CAC's input, remarking that many plans had been improved thanks to the CAC's identification of issues. Ms. Lathou then described the TPO's involvement in several community events, requesting that the members inform her of any other suitable opportunities for outreach.

DRAFT

Vice Chairman Wild noted that the Joint Advisory Committee meeting had been well attended by the local jurisdictions.

Mr. Silvestri suggested that CAC members speak at local meetings, such as those of homeowners' associations, the Board of County Commissioners, and the two City governments, to advertise the schedule for CAC meetings.

* MOTION by Ms. Smith to recommend acceptance of the Evaluation.

** SECONDED by Mr. Walker Carried UNANIMOUSLY

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

Mr. Buchwald introduced Mr. Ding, who explained that State DOTs must annually establish statewide targets for safety performance measures according to Federal Transportation Performance Management requirements. Mr. Ding noted that FDOT had renewed its commitment to zero deaths and serious injuries for 2023 by setting Vision Zero targets for all five safety performance measures, indicating that the TPO could either support them or establish its own targets. He described how interim benchmarks were used to demonstrate progress toward the final targets and presented the 2021 safety performance results for both FDOT and the TPO. Mr. Ding then presented the 2023 Safety Performance Interim Benchmarks being recommended for adoption, explaining how they had been developed based on both historical and projected safety performance data. He concluded with an overview of local efforts at promoting roadway safety, which included the undertaking of Spot Speed Studies for several high-crash locations.

In response to Ms. Smith's question, Mr. Ding described the two high-crash locations on U.S. 1.

Vice Chairman Wild inquired about the Spot Speed Studies, and Mr. Ding explained how the locations had been determined and when the results could be expected. In response to Mr. Keleher's question, Mr. Buchwald provided more details regarding the Midway Road location.

* MOTION by Mr. Silvestri to recommend adoption of the 2023 Safety Performance Targets and the 2023 Interim Benchmarks.

** SECONDED by Ms. Cruz Carried UNANIMOUSLY

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

Mr. Buchwald explained that public and local agency input had previously identified several safety issues pertaining to the segment of Midway Road from U.S. 1 to Indian River Drive, including excessive speeding, inadequate bicycle and pedestrian infrastructure, unsafe turning conditions at the entrance to the St. Lucie County Savannas Recreation Area and the intersection with Weatherbee Road, and potential conflicts arising from the future crossing of the East Coast Greenway/Florida Shared-Use Network (SUN) Trail. He described the operational and safety analyses to be conducted as part of the Study, noting that a set of recommendations would be developed to improve traffic operations and safety while also accommodating multimodal needs along the corridor. Mr. Buchwald concluded with the Study's timeline, consultant, and cost.

Vice Chairman Wild initiated a discussion regarding the prevalence of speeding on Midway Road, noting that a previous speed study by the Sherriff's Office indicated that the average speed was 10 miles per hour above the limit. He recounted instances of drivers traveling at 90 miles per hour when approaching the railroad tracks and the limited law enforcement presence he had seen on that segment, remarking that he had offered to pay off-duty officers to patrol there. He then suggested several potential strategies to reduce speeds along the corridor, such as a roundabout or speed table at the intersection of Weatherbee Road, commenting that the segment was a wildlife crossing area.

Mr. Silvestri opined on the inadequate bicycle infrastructure along the segment and the need for additional speed limit signage, expressing his personal concerns over the potential for getting rear-ended by speeding drivers.

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

** SECONDED by Mr. Silvestri Carried UNANIMOUSLY

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.

Mr. Buchwald introduced Ms. Harrison, who provided an overview of the types of postal facilities either operated or contracted by the United States Postal Service (USPS). She described the locations of existing full-service postal locations in St. Lucie County as well as the criteria used to site the various USPS facilities. Ms. Harrison then explained that it might be possible to site a Contract Postal Unit (CPU) in the Tradition area due to the minimal cost of their operation for USPS and the benefits for the contracting business.

In answer to Mr. Silvestri's question, Ms. Harrison indicated that there were no plans to expand the USPS network to Tradition, explaining that the current USPS Strategic Plan was very cost-constrained. Mr. Silvestri opined that USPS should acquire land before real estate values increased further. Mr. Buchwald then elaborated on the current USPS Master Plan's focus on efficiency, noting that the primary initiative was modernizing the fleet rather than expanding the USPS footprint.

Discussion ensued regarding the viability of siting a CPU in the Tradition area considering the benefits to the contractor. Ms. Smith noted that she had previously utilized the CPU located in Mervis Café in downtown Fort Pierce. Mr. Silvestri inquired about UPS or FedEx acting as a CPU, and Ms. Harrison explained that no competing postal provider could operate a CPU for USPS. Ms. Harrison then elaborated on the postal service's push toward automation, describing the development and siting of automated postal lockers known as GoPost units.

8. Recommendations/Comments by Members – Ms. Smith expressed her concern regarding pedestrian safety on U.S. 1 south of Edwards Road. She noted that there had been several accidents along that segment in recent years, including one resulting in the death of the son of the Days Inn owner, who had been crossing the street on foot. She cited several factors that were contributing to unsafe conditions in that vicinity, including high traffic volume, a significant school bus presence, and a bidirectional turning lane with no raised median. Ms. Smith then inquired about the possibility of installing safety measures like raised medians or flashing lights.

Mr. Buchwald described past meetings with FDOT and Representative Trabulsy regarding the installation of a midblock crossing on that segment of U.S. 1, noting that the members could request a presentation on safety measures from FDOT. In response to Vice Chairman Wild’s comment, Mr. Buchwald explained that the potential midblock crossing would be the first of its kind in St. Lucie County.

* MOTION by Ms. Smith to request that FDOT provide a presentation on its efforts to promote pedestrian safety on U.S. 1 south of Edwards Road, including an update on the progress of the midblock crossing.

** SECONDED by Mr. Silvestri Carried UNANIMOUSLY

9. Staff Comments – None.

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 – The meeting was adjourned at 11:55 am.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Carolyn Niemczyk
Chairwoman



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 21, 2023
Item Number:	6a
Item Title:	Unified Planning Work Program (UPWP) Amendments
Item Origination:	TPO Board
UPWP Reference:	Task 1.2 – UPWP Development
Requested Action:	Review and recommend adoption of the UPWP Amendments, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Based on the proposed UPWP Amendments adding planning projects that support the UPWP Planning Priorities, it is recommended that the proposed UPWP Amendments be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Draft Amended UPWP Pages



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
 Executive Director

DATE: March 15, 2023

SUBJECT: Unified Planning Work Program (UPWP) Amendments

BACKGROUND

At the meeting on February 1st, the TPO Board discussed potential new projects that may be added to the TPO's UPWP because of available funding and changes in local agency transportation priorities. As a result of the discussion, the Board moved to amend the UPWP to add an Airport Connector Corridor Alignment Study and Fort Pierce Passenger Rail Station Planning. The proposed amendments to the FY 2022/23 – FY 2023/24 UPWP to add these two new planning projects are being presented for review and recommendation.

ANALYSIS

The UPWP is proposed to be amended, as indicated by strikethroughs and underlines in the draft amended UPWP pages that are attached, to add the following projects:

- Airport Connector Corridor Alignment Study: As part of Task 3.1, *Long Range Transportation Planning*, of the UPWP, a study will be completed of alignment alternatives, known as a Planning & Conceptual Engineering (PACE) Study, for a new roadway connecting the proposed I-95 and Turnpike Interchanges to the St. Lucie International Airport in northern St. Lucie County. The project will be completed in partnership with St. Lucie County with the TPO contributing \$60,000 of Surface Transportation Block Grant Funding (SU) toward the project that became available when the Transit Center Visioning Workshop was cancelled as explained in the next project summary. The Study is planned to be completed by June 2024.

- **Fort Pierce Passenger Rail Station Planning:** As part of Task 3.2, *Transit Planning*, of the UPWP, an initial site plan and conceptual design will be prepared for a future passenger rail station in downtown Fort Pierce. This project replaces the Transit Center Visioning Workshop that was identified by St. Lucie County Community Services Staff to not be needed because the vision for the Transit Operations Center is already established, and it is under design. The project will be funded with approximately \$356,000 of Coronavirus Response and Relief Supplemental Appropriations Act Funding (GFSU) that was allocated to the TPO. The project will be completed in cooperation with the City of Fort Pierce and is planned to be completed by June 2024.

The proposed projects are consistent with one or more of the following UPWP Planning Priorities:

- Project Advancement: Support the local agencies in advancing the implementation of projects in the 2045 LRTP, 2045 RL RTP, and TIP
- Alternative Transportation Facilities: Support the development and implementation of alternative transportation facilities including sidewalks, bike paths/lanes, and transit, port, airport and ACES infrastructure
- Livability and Sustainability: Enhance the livability and sustainability of the local communities

Scopes of Services for these projects subsequently will be developed and presented to the TPO Advisory Committees and Board for review and approval.

RECOMMENDATION

Based on the proposed UPWP Amendments adding planning projects that support the UPWP Planning Priorities, it is recommended that the proposed UPWP Amendments be recommended for adoption by the TPO Board.

Task 3.1 Long Range Transportation Planning		
Purpose:		
To implement the SmartMoves 2045 Long Range Transportation Plan (LRTP) and the Treasure Coast Regional LRTP (RLRTP) which provide for the development, management, and operation of multimodal transportation systems and considers and/or integrates facilities that serve national, statewide, or regional transportation functions.		
Previous Work:		
The TPO continued to implement the Go2040 LRTP. The SmartMoves 2045 LRTP was adopted in February 2021 which incorporated livability initiatives to improve mobility and quality of life through improvements that support multiple transportation modes. The Plan also incorporated Safety, Security, and Congestion Elements that inform other tasks of the UPWP.		
Performance measures developed for the Go2040 LRTP and SmartMoves 2045 LRTP were monitored and reviewed on an annual basis. Federal performance measures were reviewed, and Federal requirements with the corresponding rules promulgated were analyzed.		
Coordination occurred with state, regional, and local agencies to identify and prioritize projects which increase mobility options as part of the RL RTP.		
The TPO participated with FDOT in the major update process for the Strategic Intermodal System (SIS) Unfunded Needs and Cost Feasible Plans.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • SmartMoves 2045 LRTP amendment and implementation • Participation in FTP and SIS Plan implementation and updates 		
End Product:	Completion Date:	Performed by:
TIP/LRTP Performance Report 2023	June 2023	St. Lucie TPO
I-95/Northern Connector Interchange Justification Report	June 2023	St. Lucie TPO
TIP/LRTP Performance Report 2024	June 2024	St. Lucie TPO
<u>Airport Connector Corridor Alignment Study</u>	<u>June 2024</u>	St. Lucie TPO <u>St. Lucie County</u>

Task 3.1 Long Range Transportation Planning Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	PL ¹	SU	Private Developer	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$10,000	\$0	\$60,000	\$0	\$70,000
Subtotal:		\$10,000	\$0	\$60,000	\$0	\$70,000
B. Contract/Consultant Services:						
I-95/Northern Connector Interchange Justification Report		\$0	\$0	\$500,000	\$0	\$500,000
Airport Connector Corridor Alignment Study		\$0	\$60,000	\$0	\$0	\$60,000
Subtotal:		\$0	\$0 \$60,000	\$500,000	\$0	\$500,000 \$560,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$10,000	\$0 \$60,000	\$560,000	\$0	\$570,000 \$630,000

¹Federal funds are soft matched by the FDOT non-cash match explained on page 3.

Task 3.1 Long Range Transportation Planning Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	PL ¹	SU	FCTD	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$20,000	\$0	\$0	\$0	\$20,000
Subtotal:		\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$20,000	\$0	\$0	\$0	\$20,000

¹Federal funds are soft matched by the FDOT non-cash match explained on page 3.



Task 3.2 Transit Planning

Purpose:

To provide technical assistance and guidance to local and regional transit providers, to support public transportation planning and transit grant administration activities, and to develop and implement analytical methods to identify gaps in the connectivity of the transportation system and develop infrastructure and operational solutions that provide the public, especially traditionally underserved populations, with adequate access to essential services.

Previous Work:

Intermodal planning and coordination was supported through transit planning activities in cooperation with Martin and Indian River MPOs and South Florida Commuter Services (SFCS). The St. Lucie County Origin and Destination Big Data Analysis was completed, a key step to identify areas for transit infrastructure development and improvements. The TPO Board adopted the PTASP Performance Targets for the St. Lucie TPO. The TPO Board accepted the Transit Route Optimization Study Draft Choices Report which is the first phase of a study to optimize the bus route network. TPO Staff assisted St. Lucie County in preparing its Transit Development Plan (TDP) Annual Progress Reports. The Micro-Mobility Study was conducted.

The TPO coordinated and facilitated a Park & Ride Lot Program by building upon the results of previous planning efforts. Construction of the Jobs Express Terminal was completed. Coordination with Palm Tran and FDOT resulted in commitments from those agencies to respectively operate and fund express bus service from St. Lucie County to Palm Beach County via the Jobs Express Terminal.

Other transit planning activities that were continued included providing technical and planning assistance to St. Lucie County **in order to maintain the County’s eligibility for the continued receipt of federal and state transit grant funds.** The performance of the transit system was monitored. Potential impacts caused by the extension of passenger rail service were monitored. The coordination of specialized transportation services continued through transit meetings.

Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):

- Provision of technical assistance to the transit providers
- Bus-related planning activities performed by St. Lucie County with its Section 5307 funds
- Continue coordination with FDOT, St. Lucie County Transit, and Palm Tran on the express bus service from the Jobs Express Terminal to the West Palm Beach Intermodal Center
- Transit Development Plan (TDP) Major Update
- TDP Annual Progress Reports
- Transit Center Visioning Workshop
- Support of intermodal planning, travel demand management, and transit planning coordination including implementation of the SFCS Workplan
- Park and ride lot program planning
- Passenger rail service program planning

End Product:	Completion Date:	Performed by:
Transit Center Visioning Workshop Fort Pierce Passenger Rail Station Planning (Consultant scope of services in Appendix F to be utilized.)	December 2022 June 2024	St. Lucie TPO City of Fort Pierce
TDP Annual Progress Report	September 2022	St. Lucie TPO
TDP Annual Progress Report	September 2023	St. Lucie TPO
TDP Major Update (Consultant scope of services in Appendix F.)	June 2024	St. Lucie TPO



Task 3.2 Transit Planning Estimated Budget Detail for FY 2022/23							
Budget Category	Budget Category Description	PL ¹	SU ¹	FTA 5305D	FCTD GFSU	TPO Local	Total
Contract Number:				G1477 G2170			
A. Personnel Services:							
TPO Staff Salaries, fringe benefits, and other deductions		\$10,000	\$35,000	\$70,541	\$0	\$0	\$115,541
Subtotal:		\$10,000	\$35,000	\$70,541	\$0	\$0	\$115,541
B. Contract/Consultant Services:							
Transit Center Visioning Workshop Fort Pierce Passenger Rail Station Planning		\$0	\$60,000 \$0	\$0	\$0	\$0	\$60,000
Subtotal:		\$0	\$60,000 \$0	\$0	\$0 \$356,183	\$0	\$60,000 \$356,183
C. Travel:							
		\$0	\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:							
		\$0	\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0	\$0
Total:		\$10,000	\$95,000 \$35,000	\$70,541	\$0 \$356,183	\$0	\$175,541 \$471,724

¹Federal funds are soft matched by the FDOT non-cash match explained on page 3.

Task 3.2 Transit Planning Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	PL ¹	SU ¹	FCTD	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$25,000	\$85,000	\$0	\$0	\$110,000
Subtotal:		\$25,000	\$85,000	\$0	\$0	\$110,000
B. Contract/Consultant Services:						
TDP Major Update		\$0	\$150,000	\$0	\$0	\$150,000
Subtotal:		\$0	\$150,000	\$0	\$0	\$150,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$25,000	\$235,000	\$0	\$0	\$260,000

¹Federal funds are soft matched by the FDOT non-cash match explained on page 3.



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 21, 2023
Item Number:	6b
Item Title:	Amendment #6 to the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP)
Item Origination:	Florida Department of Transportation (FDOT) District 4
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Review and recommend concurrence of TIP Amendment #6, recommend concurrence with conditions, or do not recommend concurrence.
Staff Recommendation:	Because TIP Amendment #6 is consistent with the SmartMoves 2045 LRTP and does not impact the fiscal constraint of the TIP and was completed in compliance with Resolution MPO 06-04, it is recommended that concurrence of the TIP amendment be recommended to the TPO Board.

Attachments

- Staff Report
- TIP Amendment Request
- Draft TIP Amendment Summary
- Revised TIP Project Page
- Original TIP Project Page



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
 Executive Director

DATE: March 14, 2023

SUBJECT: Amendment #6 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, and includes the widening of Midway Road from Jenkins Road to Selvitz Road. Subsequent to the adoption of the TIP, the project cost increased, and St. Lucie County requested to advance the construction of the project to FY 2023/24 from FY 2025/26 using local funding that will be reimbursed with TPO funding. Florida Department of Transportation (FDOT) District 4 requests an amendment to reflect the changes in the TPO's TIP.

ANALYSIS

As identified in the attached TIP Amendment Summary, the Railroad Utility and Construction phases of Midway Project will be advanced by two years to FY 2023/24 with the total cost increased by almost \$9 million. The revised and original TIP project pages are also attached.

Because new funding will be added to the TIP that equals the cost of the project, the project will not impact the fiscal constraint of the TIP. The project and the funding are identified in the Cost Feasible Plan of the TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP). Therefore, the TIP amendment is consistent with the SmartMoves 2045 LRTP.

FDOT District 4 requested that the TIP be amended as soon as possible in order to maintain the project schedule so that construction can be started at the start of FY 2023/24. Therefore, through Resolution MPO 06-04, the Executive Director was authorized to amend the TIP, to approve the

associated State TIP amendments, and to report the amendments to the TPO Advisory Committees and Board.

RECOMMENDATION

Because TIP Amendment #6 is consistent with the SmartMoves 2045 LRTP and does not impact the fiscal constraint of the TIP and was completed in compliance with Resolution MPO 06-04, it is recommended that concurrence of the TIP amendment be recommended to the TPO Board.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

March 8, 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 # 231440-5**

Dear Mr. Buchwald:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Program (STIP and TIP) of the work program instructions*, the Florida Department of Transportation requests your processing and approval of the attached amendment to the FY 2022/23 – 2026/27 Transportation Improvement Program.

This amendment is required because the project cost has increased by more than 20% AND \$2 million and needs to be reflected in the TIP.

The purpose of this project is to widen west Midway Rd from two lanes to four lanes based on PD&E design completed under 231440-3 and right-of-way on 231440-3. Phase groups include Railroad & Utilities, Construction and Local Advancement Reimbursement. This amendment is necessary due to significant project cost increase and advancement of the Construction Phase to FY2024.

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:

EXISTING	FM#	Project Title			Type of Work		
	231440-5	MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD			ADD LANES & RECONSTRUCT		
	Phase	Fund	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	RRU	LF	0	0	0	542,148	0
	RRU	SU	0	0	50,000	0	0
	CST	CIPG	0	0	0	6,819,704	0
	CST	LF	0	0	0	7,445,036	0
	CST	SA	0	0	0	4,882,592	104,150
	CST	SU	0	0	0	2,879,832	0
	CST	TRIP	0	0	0	847,805	0
TOTAL		0	0	50,000	23,417,117	104,150	

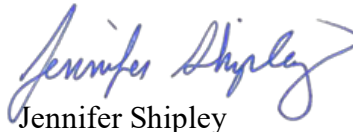
PROPOSED	FM#	Project Title			Type of Work		
	231440-5	MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD			ADD LANES & RECONSTRUCT		
	Phase	Fund	FY 2023	FY 2024*	FY 2025	FY 2026**	FY 2027
	RRU	LF	0	828,110	0	0	0
	CST	CIPG	0	1,700,494	0	0	0
	CST	LF	0	10,476,173	0	0	0
	CST	LFR	0	19,370,393	0	0	0
	CST	SU	0	51,400	0	0	0
	LAR	CIPG	0	0	0	7,094,463	0
	LAR	SA	0	0	0	3,643,102	0
	LAR	SU	0	0	0	3,917,247	0
	LAR	TRIP	0	0	0	3,276,644	0
LAR	TRWR	0	0	0	1,438,937	0	
TOTAL		0	32,426,570	0	19,370,393	0	

*Local funds advancement by St. Lucie County. Reimbursement in FY 2026.

**LAR (Local Advancement Reimbursement) phase was not in the approved STIP but is being added for transparency and consistency.

If you have any questions or need additional information, please contact me at (954) 777-4365.

Sincerely,



Jennifer Shipley

Interim MPO Liaison
District Four

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

Peter Buchwald
MPO Chairman or Designee

March 15, 2023
Date

Peter Buchwald
Signature

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



TIP Amendment Number: 6
 Current TIP Page Number: C 1-28
 New TIP Page Number (if applicable): _____
 STIP Page Number (if applicable): _____

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

Through Resolution MPO 06-04, 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, to approve the associated STIP amendments, and to report the amendments to the St. Lucie TPO Advisory Committees and Board.

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): 8-2

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: Midway Road from West of Jenkins Road to Selvitz Road

TIP Amendment Criteria: E

Reason for Change/Notes: To advance the construction and revise the funding sources and cost of the project.

Status	FPN	Limits	Description	Phase	Fund	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Existing	231440-5	West of Jenkins Road to Selvitz Road	Add Lanes & Reconstruction	RRU	LF	\$0	\$0	\$0	\$542,148	\$0
				RRU	SU	\$0	\$0	\$50,000	\$0	\$0
				CST	CIGP	\$0	\$0	\$0	\$6,819,704	\$0
				CST	LF	\$0	\$0	\$0	\$7,445,036	\$0
				CST	SA	\$0	\$0	\$0	\$4,882,592	\$104,150
				CST	SU	\$0	\$0	\$0	\$2,879,832	\$0
				CST	TRIP	\$0	\$0	\$0	\$847,805	\$0
Total						\$0	\$0	\$50,000	\$23,417,117	\$104,150
Proposed	231440-5	West of Jenkins Road to Selvitz Road	Add Lanes & Reconstruction	RRU	LF	\$0	\$828,110	\$0	\$0	\$0
				CST	CIGP	\$0	\$1,700,494	\$0	\$0	\$0
				CST	LF	\$0	\$10,476,173	\$0	\$0	\$0
				CST	LFR	\$0	\$19,370,393	\$0	\$0	\$0
				CST	SU	\$0	\$51,400	\$0	\$0	\$0
				LAR	CIGP	\$0	\$0	\$0	\$7,094,463	\$0
				LAR	SA	\$0	\$0	\$0	\$3,643,102	\$0
				LAR	SU	\$0	\$0	\$0	\$3,917,247	\$0
				LAR	TRIP	\$0	\$0	\$0	\$3,276,644	\$0
				LAR	TRWR	\$0	\$0	\$0	\$1,438,937	\$0
Total						\$0	\$32,426,570	\$0	\$19,370,393	\$0

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

Authorized Signature: Peter Buchwald
 St. Lucie TPO Chairperson or Executive Director

Date: March 15, 2023

**Local Funds
Reimbursement
to St. Lucie
County**

**MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD
2314405 Non-SIS**



Prior Year Cost: 4,851,546
Future Year Cost: 0
Total Project Cost: 32,426,570
LRTP: Page 8-2

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2022 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES. BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-01: UTILITIES RELOCATION 56-02: UWHCA WITH CITY OF PORT ST. LUCIE
Lead Agency: MANAGED BY FDOT **From:**
County: ST. LUCIE **To:**
Length: 0.785
Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
RRU	LF	0	828,110	0	0	0	828,110
CST	CIGP	0	1,700,494	0	0	0	1,700,494
CST	LF	0	10,476,173	0	0	0	10,476,173
CST	LFR	0	19,370,393	0	0	0	19,370,393
CST	SU	0	51,400	0	0	0	51,400
LAR	CIGP	0	0	0	7,094,463	0	
LAR	SA	0	0	0	3,643,102	0	
LAR	SU	0	0	0	3,917,247	0	
LAR	TRIP	0	0	0	3,276,644	0	
LAR	TRWR	0	0	0	1,438,937	0	
		32,426,570			19,370,393		32,426,570

Local Funds Reimbursement
to St. Lucie County

**MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD
2314405 Non-SIS**



Prior Year Cost: 4,851,546
Future Year Cost: 0
Total Project Cost: 29,891,313
LRTP: Page 8-2

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2022 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES. BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-01: UTILITIES RELOCATION 56-02: UWHCA WITH CITY OF PORT ST. LUCIE
Lead Agency: MANAGED BY FDOT **From:**
County: ST. LUCIE **To:**
Length: 0.785
Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total	
RRU	LF	0	0	0	542,148	0	542,148	
RRU	SU	0	0	50,000	0	0	50,000	
CST	CIGP	0	0	0	6,819,704	0	6,819,704	
CST	LF	0	0	0	7,445,036	0	7,445,036	
CST	SA	0	0	0	4,882,592	104,150	4,986,742	
CST	SU	0	0	0	2,879,832	0	2,879,832	
CST	TRIP	0	0	0	847,805	0	847,805	
					50,000	23,417,117	104,150	23,571,267



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 21, 2023
Item Number:	6c
Item Title:	Amendment #7 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 TIP Amendment #7, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Because the proposed TIP amendment is consistent with the SmartMoves 2045 Long Range Transportation Plan and does not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendment to add the Rumble Strips Installation Project be recommended to the TPO Board for adoption.

Attachments

- Staff Report
- TIP Amendment Request
- Draft TIP Amendment Summary
- New TIP Project Page



Coco Vista Centre
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MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: March 14, 2023

SUBJECT: Amendment #7 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. The Florida Department of Transportation (FDOT) recently added a Statewide Rumble Strips Installation Project, known as SWRS – System Rumble Strips to its Work Program subsequent to the TPO's adoption of the TIP and requests an amendment to add the project to the TPO's TIP.

ANALYSIS

As summarized in the attached request from FDOT District 4, the purpose of the proposed project is to install rumble strips on the shoulders of high-speed State roadways (50 mph and above). The proposed project will install 44.7 miles of rumble strips on the shoulders of various segments of the following roadways in the St. Lucie TPO area:

- Emerson Ave
- US-1
- Kings Highway
- Okeechobee Road
- S. Ocean Drive.

As identified in the attached TIP Amendment Summary, the Preliminary Engineering phase that is proposed to be added to the TIP will cost a total of \$25,000 to be funded by a Federal Advance Construction source for the Highway Safety Program (ACSS). The TIP page to be added for the new project is attached.

Because a new funding source will be added to the TIP that equals the cost of the project, the project will not impact the fiscal constraint of the TIP. The TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP) identifies on page 3-14 one of its objectives to be to "Improve Safety and Security on the Highway System". Therefore, the TIP amendment is consistent with the SmartMoves 2045 LRTP.

RECOMMENDATION

Because the proposed TIP amendment is consistent with the SmartMoves 2045 LRTP and does not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendment to add the Rumble Strips Installation Project be recommended to the TPO Board for adoption.

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



TIP Amendment Number: 6
 Current TIP Page Number: N/A
 New TIP Page Number (if applicable): C 1-50

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

STIP Page Number (if applicable): _____

On April 12, 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): 3-14

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: SWRS - System Rumble Strips

TIP Amendment Criteria: A

Reason for Change/Notes: Add a project that is 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.

Status	FPN	Limits	Description	Phase	Fund	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Current										
Proposed	452227-1	Emerson Ave US-1 Kings Highway S. Ocean Drive Okeechobee Road	Statewide Initiative to install 44.7 miles of rumble strips on the shoulders of 72 roadway segments of Emerson Ave, US-1, Kings Highway, Okeechobee Road, and S. Ocean Drive.	PE	ACSS	\$25,000				
Net Change						\$25,000				

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

Authorized Signature:

 St. Lucie TPO Chairperson or Executive Director

**SWRS - SYSTEM RUMBLE STRIPS
4522271 SIS**

Project Description: INSTALL RUMBLE STRIPS

Extra Description: Statewide Initiative to install 44.7 miles of rumble strips on the shoulders of 72 roadway segments of Emerson Ave, US-1, Kings Highway, Okeechobee Road, and S. Ocean Drive.

Lead Agency: MANAGED BY FDOT

From:

County: ST. LUCIE

To:

Length: 44.716

Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACSS	25,000	0	0	0	0	25,000
		25,000					25,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 25,000

LRTP: Page 3-14



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 21, 2023
Item Number:	6d
Item Title:	Spot Speed Studies
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.7- Safety and Security Planning
Requested Action:	Recommend acceptance of the Spot Speed Studies, recommend acceptance with conditions, or do not recommend acceptance.
Staff Recommendation:	Because the Spot Speed Studies will assist in improving local roadway safety in the TPO area, it is recommended that the Spot Speed Studies be recommended for acceptance by the TPO Board.

Attachments

- Staff Report
- Spot Speed Studies



Coco Vista Centre
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 772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: March 14, 2023

SUBJECT: Spot Speed Studies

BACKGROUND




According to the National Highway Traffic Safety Administration (NHTSA), one of the top reasons for traffic accidents and fatalities is driving too fast for the road conditions. In 2021, the TPO staff conducted a Speed Kills Analysis to examine the link between vehicle speed and crash severity and identify high crash locations within the TPO area. The Speed Kills Analysis identified that 75 percent of all fatal crashes in the TPO area occur on roadways with posted speeds of 40 miles per hour or higher. The Speed Kills Analysis further identified high crash locations on the local roadway network where the posted speeds are 40 miles per hour or higher. To improve roadway safety through speed management, Spot Speed Studies are included in the Task 3.7, *Safety and Security Planning*, of the Unified Planning Work Program (UPWP).

ANALYSIS

The attached Spot Speed Studies were conducted by Kimley-Horn and Associates, one of the TPO's General Planning Consultants, for the following three roadway segments:

- Airoso Boulevard from Lakehurst Drive to Prima Vista Boulevard
- Port St. Lucie Boulevard from Cameo Boulevard to Dalton Avenue
- Midway Road from Okeechobee Road (State Road 70) to McCarty Road

In the studies, operating speeds and speed limits on selected roadway segments were collected and analyzed. The results of the studies and the recommendations contained in the studies are summarized as follows:

Location	Current Speed Limit (MPH)	Target Speed (MPH)	Recommended Speed Limit (MPH)	Recommendations
Airosa Boulevard from Lakehurst Drive to Prima Vista Boulevard	40	35	40	<p>Recommend maintaining a 40 MPH regulatory speed limit. Install electronic speed feedback signs in both directions within the study limits. Electronic speed feedback signs, also known as dynamic speed displays, provide drivers with feedback about their speed in relationship to the posted speed limit. When appropriately complemented with enforcement efforts, these signs have been shown to be effective at reducing vehicular operating speeds (Spatial Effectiveness of Speed Feedback Signs, Transportation Research Record [TRR] 2281, 2012).</p> 
SW Port St Lucie Blvd from SW Dalton Avenue to SW Cameo Boulevard	45	40	45	<p>Recommend maintaining a 45 MPH regulatory speed limit. Install a warning advisory speed of 40 MPH for the horizontal curve that exists between SW Sultan Drive and SW Aster Drive. This recommendation can be implemented using a yellow warning speed advisory plaque (W13-1 [40]) mounted to the CURVE (W1-2) warning sign.</p> 
CR 712/Midway Road from SR-70/Okeechobee Road to CR 712A/McCarty Road	50	45	50	<p>Recommend maintaining a 50 MPH regulatory speed limit. Install electronic speed feedback signs in both directions within the study limits. Install centerline rumble strips to the double yellow centerline, which are grooves within the double yellow centerline that produce noise and vibration when the tires of a vehicle come into contact with them. The noise and vibration alert the driver that they have departed from their lane and give the driver an opportunity to recover. Centerline rumble strips have an additional benefit of helping drivers navigate during poor weather conditions such as fog and rain.</p> 

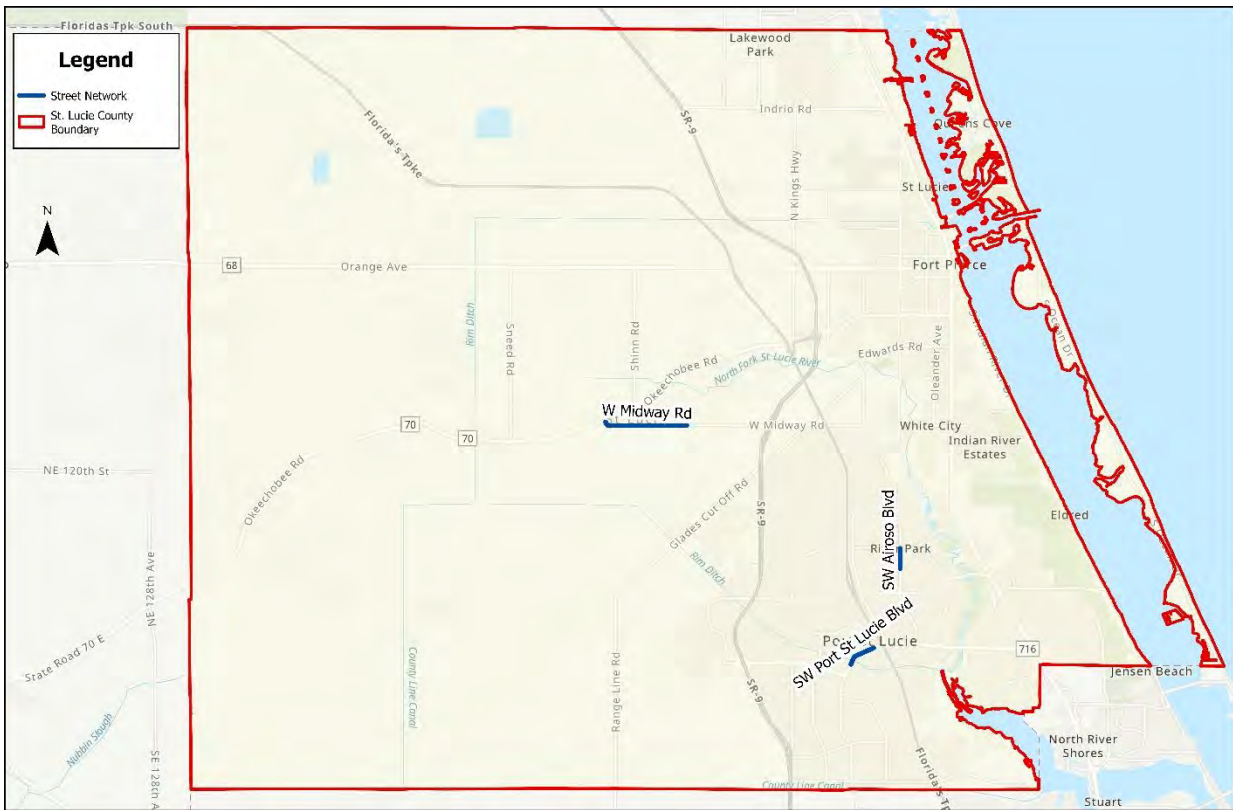
RECOMMENDATION

Because the Spot Speed Studies will assist in improving local roadway safety in the TPO area, it is recommended that the Spot Speed Studies be recommended for acceptance by the TPO Board.



Spot Speed Studies

St. Lucie County, Florida



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February 2023
042504025



*Spot Speed Studies
for Submittal to
St. Lucie TPO*

Spot Speed Studies

Prepared for:
St. Lucie TPO



Prepared by:
Kimley-Horn and Associates, Inc.



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February 2023
042504025

Executive Summary

Kimley-Horn was retained by the St. Lucie TPO to conduct *Spot Speed Studies* to evaluate speed limits and travel speeds for three (3) arterial roads within St. Lucie County.

According to the National Highway Traffic Safety Administration (NHTSA), one of the top reasons for traffic crashes and fatalities is driving too fast for the roadway conditions. In 2021, the St. Lucie TPO staff conducted a *Speed Kills Analysis* to examine the link between vehicle speed and crash severity and identify high crash locations within the TPO area. The *Speed Kills Analysis* identified that 75 percent of all fatal crashes in the TPO area occur on roadways with posted speeds of 40 miles per hour (MPH) or higher. The *Speed Kills Analysis* identified high crash locations on the roadway network where the posted speeds are 40 MPH or higher.

The analysis described in this report follows the speed zoning policy contained within Florida Statutes (F.S.) 316.189. Local governments may set speed limits after investigation determines such a change is reasonable and in conformity to criteria promulgated by the Florida Department of Transportation (FDOT) consistent with Section 316.189, F.S, published in the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (August 2018). The FDOT manual also includes information on Target Speed. Target speed is the highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a safe environment for pedestrians, bicyclists, and public transit users. If measured speeds are significantly exceeding the Target Speed of a roadway, physical changes to the roadway may be necessary to bring actual travel speeds more in line with the Target Speed.

Continuous 24-hour weekday (Tuesday, Wednesday, or Thursday) spot speed data and volume counts were collected within the County for two (2) arterial roads identified in the TPO's *Speed Kills Analysis* (Airosa Boulevard and Port St. Lucie Boulevard) and one (1) arterial road that the TPO Technical Advisory Committee (TAC) recommended, and the Board approved (Midway Road) due to ongoing construction on St. Lucie West Boulevard. Recommendations are made for speed management strategies based on the results of the data analysis.

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Introduction

Spot speed studies were completed to evaluate operating speeds and speed limits on three (3) arterial roads within St. Lucie County. Two (2) of the locations were identified by the St. Lucie TPO in the *Speed Kills Analysis* and one (1) location was identified by the TPO TAC.

The study area is shown in Figure 1 and is comprised of three (3) roadway segments. Figure 2 shows the segment of Airoso Boulevard from Lakehurst Drive to Prima Vista Boulevard. Figure 3 shows the segment of Port St. Lucie Boulevard from Cameo Boulevard to Dalton Avenue. Figure 4 shows the segment of Midway Road from Okeechobee Road (State Road 70) to McCarty Road. Six (6) locations on the three (3) arterial roads were selected to gather speed and volume counts. Data collection locations are written available in Table 1 under the "Location" column.

The study methodology is based on criteria promulgated by FDOT consistent with Section 316.189, F.S. This analysis follows the process established in the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (August 2018) and is consistent with comparable efforts recently performed in other municipalities.

The Federal Highway Administration (FHWA) Safe Systems Approach aims to eliminate fatal and serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

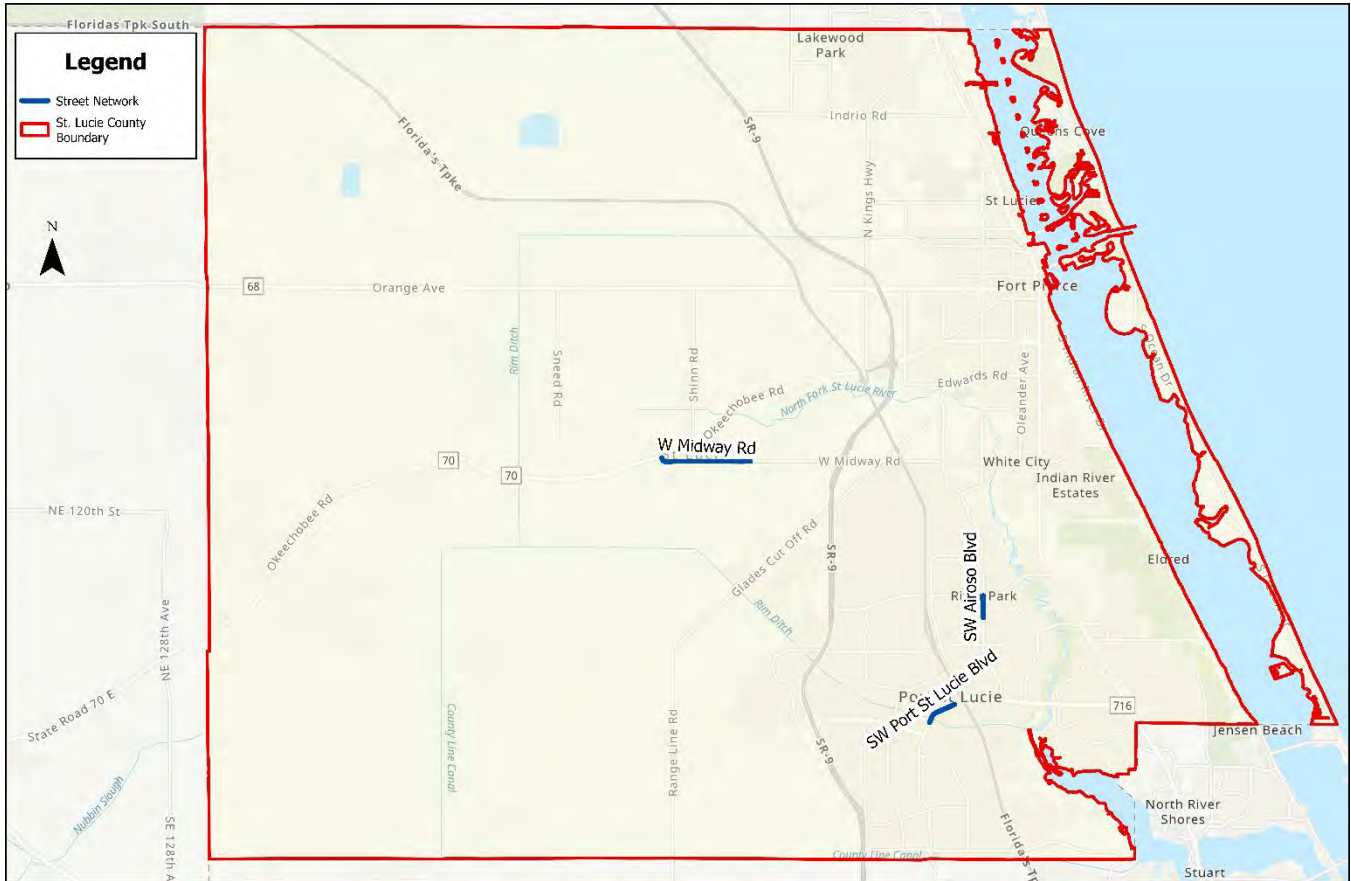


Figure 1: Study Roadway Segments
(See also Appendix A)



Figure 2: Airoso Boulevard Segment Limits
(See also Appendix A)



Figure 3: Port St. Lucie Boulevard Segment Limits
(See also Appendix A)

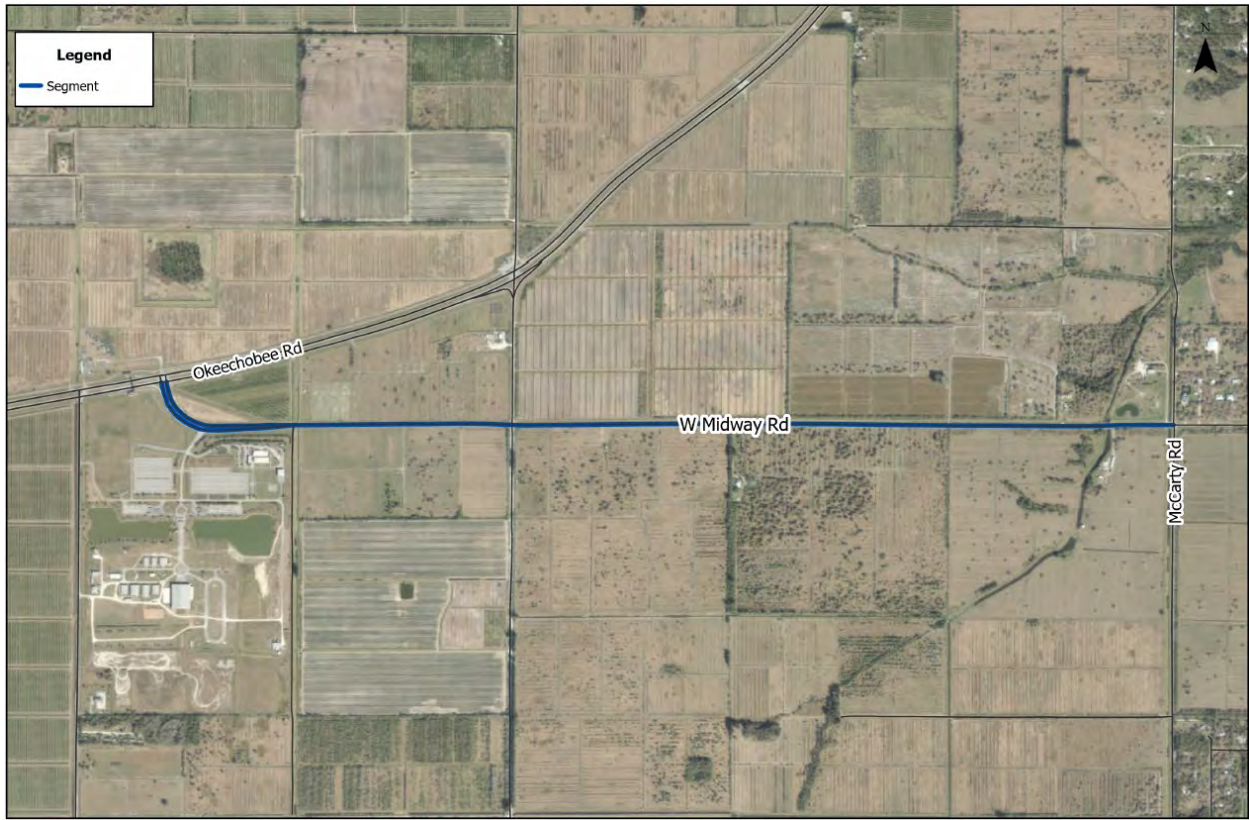


Figure 4: Midway Road Segment Limits
(See also Appendix A)

Data Collection

Traffic data were collected for the selected arterial roads within St. Lucie County. The data collection included continuous 24-hour weekday (Tuesday, Wednesday, or Thursday) roadway volumes, speed classifications, and 10-MPH pace data for six (6) locations. Data collection locations were selected along the arterial road segments throughout the County. Map figures illustrating the roads included in the analysis are included in Appendix A. Detailed traffic data are included in Appendix B.

Existing speed limit data were also collected for each arterial roadway included in the analysis and were used as a guide for recommending speed management techniques.

Data Analysis

The collected traffic data were evaluated in accordance with the guidance provided in the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (2018). The following provides definitions for the traffic engineering values used in the analysis.

85th Percentile Speed

The 85th percentile speed is the speed at which 85 percent of vehicles travel at or below. The 85th percentile speed was included for all locations. A summary of the calculated 85th percentile speeds is presented in Table 1.

10-MPH Pace

The 10-MPH pace is the 10-MPH range of travel speeds containing the largest number of vehicles observed within the speed data collected for the study. The 10-MPH pace data were included for all locations. A summary of the calculated 10-MPH pace speeds is presented in Table 1.

The FDOT *Speed Zoning for Highways, Roads, and Streets* manual (2018) guidance indicates the following conditions consistent with Section 316.189, F.S.:

Condition 1

The posted speed limit should not differ from the 85th percentile speed or the upper limit of the 10-MPH pace (whichever is less) by more than three (3) MPH.

Condition 2

A posted speed limit of more than eight (8) MPH below the 85th percentile speed is not authorized. Furthermore, a speed limit of four (4) to eight (8) MPH less than the 85th percentile speed shall be authorized if supported by a supplemental investigation which identifies the following:

- There are road or roadside features not readily obvious to the typical driver such as length of section, alignment, roadway width, surface condition, sight distance, traffic volume, crash experience, maximum comfortable speed in curves, side friction (roadside development), or signal progression;
- Other standard sign and markings have been tried but found ineffective; or
- To support a context classification target speed as defined in the FDOT Design Manual.

A speed limit of five (5) MPH below the current posted speed limit at each data collection location was used as the target for evaluating a speed limit reduction. For example, at the data collection location of SW Airoso Blvd from SE Calmoso Drive and SE Selva Court, the current posted speed limit is 40 MPH, making the targeted reduced speed limit 35 MPH. The 85th percentile speed and 10-MPH pace were then evaluated against Conditions 1 and 2 to determine if reducing the speed limit to 35 MPH was authorized at that location.

Table 1 provides a summary of the 85th percentile and 10-MPH pace average speeds for the six (6) data collection locations. One (1) location met Condition 2 because the desired speed limit was not more than eight (8) MPH below the 85th percentile speed. A supplemental investigation assessing traffic volumes, speeds, surrounding land use characteristics, and roadway characteristics was conducted for the one (1) location to evaluate a speed limit reduction between four (4) to eight (8) MPH below the 85th percentile speed.

Table 1: Average Speed and 10-MPH Pace

Location	Posted Speed Limit (MPH)	Context Classification (Systemwide Provisional) ⁽¹⁾	Average 85 th Percentile Speed (MPH)	Average 10-MPH Pace	Meets Conditions for Speed Limit Reduction ^(2, 3)	Target Speed Evaluated (MPH)
Airoso Blvd from SE Calmoso Dr & SE Selva Ct	40	C3R – Suburban Residential	48	35-44	No	35
Airoso Blvd from SE Bonita Ct & SE Lucero Dr	40	C3R – Suburban Residential	47	35-44	No	35
SW Port St Lucie Blvd from SW Greco Ln & SW Aster Rd	45	C4 – Urban General	49	35-44	No	40
SW Port St Lucie Blvd from SW Chestnut Ln & SW Del Rio Blvd	45	C4 – Urban General	48	35-44	Yes (Condition 2)	40
CR 712/Midway Rd west of CR 609A/Shinn Rd	50	C2 - Rural	55	45-54	No	45
CR 712/Midway Rd from CR 609A/Shinn Rd to CR 712A/McCarty Rd	50	C2- Rural	58	45-54	No	45
6 Total Locations						

Notes: ⁽¹⁾ Context Classification Source: FDOT District Four

⁽²⁾ “Yes (Condition 1)” indicates locations where the lesser of the 85th percentile speed or upper limit of the 10-MPH pace is within three (3) MPH of the desired speed limit (5 MPH below the current posted speed limit); “Yes (Condition 2)” indicates locations where targeted speed limit was not more than 8 MPH below the 85th percentile speed.

⁽³⁾ A supplemental investigation to justify a speed limit of 4 to 8 MPH less than the 85th percentile speed was conducted for the one (1) location only meeting Condition 2.

Findings

A speed limit study was completed to evaluate speed limits and travel speeds on three (3) arterial roads within St Lucie County.

Continuous 24-hour weekday (Tuesday, Wednesday, or Thursday) roadway volumes, speed classifications, and 10-MPH pace data were collected at six (6) locations along three (3) roadways. Table 2 provides a summary of the 85th percentile, 10-MPH pace average speeds, current posted speed limit, and potential speed limit for the one (1) arterial road that met the supplemental condition to consider for a speed limit reduction.

Table 2: Locations Eligible to be Considered for a Speed Limit Reduction

Location	Average 85 th Percentile Speed (MPH)	Average 10-MPH Pace	Current Speed Limit (MPH)	Potential Speed Limit Reduction (MPH)	Needs Supplemental Consideration?
SW Port St Lucie Blvd from SW Chestnut Ln & SW Del Rio Blvd	48	35-44	45	40	Yes
1 Total Location					

Results and findings from the supplemental investigation for consideration of a speed limit reduction are provided below for the one (1) arterial road listed in Table 2.

SW Port St Lucie Blvd from Dalton Avenue to Cameo Boulevard

Current Posted Speed Limit: 45 MPH

Potential Speed Limit Reduction: 40 MPH

Supplemental Analysis and Recommendation:




- High traffic volume at the data collection location resembles a major arterial road.
- Three-lane divided roadway with direct connections to residential neighborhood side streets.
- Sidewalks present on north and south sides of corridor with little or no separation from the road.

- There is a horizontal curve that exists between SW Sultan Drive and SW Aster Drive.
- This study recommends maintaining a 45 MPH regulatory speed limit, but adding warning speed advisory signs for the horizontal curve of 40 MPH. This can be implemented using the yellow warning speed advisory plaque (W13-1[40]) added to the CURVE (W1-2) warning signs in both directions.
- The W13-1 advisory plaque may be used to supplement a warning sign to indicate the advisory speed for a condition. If the difference between the speed limit and the advisory speed is 5 MPH, the advisory speed plaque should be used. The advisory speed plaque shall only be used to supplement a warning sign and shall not be installed as a separate sign installation according to the Manual on Uniform Traffic Control Devices (MUTCD).

Conclusion

The results of the Spot Speed Studies analysis supported by data and supplemental considerations is shown in Table 3.

Table 3: Summary of Recommendations

Location	Current Speed Limit (MPH)	Target Speed (MPH)	Recommended Speed Limit (MPH)	Recommendations
Airoso Boulevard from Lakehurst Drive to Prima Vista Boulevard	40	35	40	<p>Recommend maintaining a 40 MPH regulatory speed limit. Install electronic speed feedback signs in both directions within the study limits. Electronic speed feedback signs, also known as dynamic speed displays, provide drivers with feedback about their speed in relationship to the posted speed limit. When appropriately complemented with enforcement efforts, these signs have been shown to be effective at reducing vehicular operating speeds (Spatial Effectiveness of Speed Feedback Signs, Transportation Research Record [TRR] 2281, 2012).</p> 
SW Port St Lucie Blvd from SW Dalton Avenue to SW Cameo Boulevard	45	40	45	<p>Recommend maintaining a 45 MPH regulatory speed limit. Install a warning advisory speed of 40 MPH for the horizontal curve that exists between SW Sultan Drive and SW Aster Drive. This recommendation can be implemented using a yellow warning speed advisory plaque (W13-1 [40]) mounted to the CURVE (W1-2) warning sign.</p> 
CR 712/Midway Road from SR-70/Okeechobee Road to CR 712A/McCarty Road	50	45	50	<p>Recommend maintaining a 50 MPH regulatory speed limit. Install electronic speed feedback signs in both directions within the study limits. Install centerline rumble strips to the double yellow centerline, which are grooves within the double yellow centerline that produce noise and vibration when the tires of a vehicle come into contact with them. The noise and vibration alert the driver that they have departed from their lane and give the driver an opportunity to recover. Centerline rumble strips have an additional benefit of helping drivers navigate during poor weather conditions such as fog and rain.</p> 

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AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 21, 2023
Item Number:	6e
Item Title:	Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) Update
Item Origination:	Florida Department of Transportation District 4 (FDOT)
UPWP Reference:	Task 3.1 - Long Range Transportation Planning
Requested Action:	Recommend endorsement of the draft update to the SIS CFP, recommend endorsement with conditions, or do not recommend endorsement.
Staff Recommendation:	Because of the disproportionately smaller share of SIS funding being allocated to the St. Lucie TPO and Treasure Coast areas compared to Broward and Palm Beach Counties, it is recommended that the SIS CFP Update not be recommended to the TPO Board for endorsement.

Attachments

- Staff Report
- FDOT District 4 SIS CFP Update Table
- FDOT District 4 SIS CFP Update Map
- SIS CFP Update Presentation



MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: March 15, 2023

SUBJECT: Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) Update

BACKGROUND

The SIS is Florida's statewide network of high priority transportation facilities which include airports, highways, railroads, seaports, spaceports, and transit facilities. The Florida Department of Transportation (FDOT) plans for the SIS in coordination with Metropolitan Planning Organizations and other partners. FDOT is updating the SIS CFP from the current horizon year of 2045 to the year 2050. The SIS CFP was last updated and presented to the TPO in May/June 2018.

The SIS CFP Update covers the period of FY 2032/33 to FY 2049/50 and is based on 2050 revenue estimates. FDOT District 4 will present the draft SIS CFP Update for review, comment, and endorsement.

ANALYSIS

The draft SIS CFP Update for District 4 is attached in both table and map forms. As identified in the attached presentation, the projects in the St. Lucie TPO area in the SIS CFP Update only consist of the following:

- Construction of a new Florida's Turnpike interchange at Midway Road in FY 2032/33 – FY 2034/35;
- Design of the widening of I-95 from the Martin County Line to State Route 70/Okeechobee Road in FY 2035/36 – FY 2039/40; and,
- Project Development & Environment Study (PD&E) for a new I-95 interchange at St. Lucie Boulevard in FY 2045/46 – 2049/50.

It is very fortunate that the construction of the new Florida's Turnpike interchange at Midway Road is proposed by Governor DeSantis to be advanced as part of his proposed Moving Florida Forward Program. The other two projects are limited to preliminary activities in the later intervals of the CFP that are 10 to 20 years in the future.

The draft version of the SIS CFP Update appears to allocate only about \$46.6 million of SIS funding to the St. Lucie TPO area over approximately 20 years out of a total of \$3.84 billion of SIS funding across District 4 in the CFP Update. This equates to approximately \$2.3 million of SIS funding being allocated annually to the St. Lucie TPO area despite its rapid growth.

When compared to the entire draft SIS CFP for District 4, the St. Lucie TPO area is receiving only approximately one percent of the funding despite having approximately eight percent of the population of District 4. The vast majority of the SIS funding in the CFP is allocated to Broward and Palm Beach Counties with the Treasure Coast Counties receiving a disproportionately smaller share.

RECOMMENDATION

Because of the disproportionately smaller share of SIS funding being allocated to the St. Lucie TPO and Treasure Coast areas compared to Broward and Palm Beach Counties, it is recommended that the SIS CFP Update not be recommended to the TPO Board for endorsement.

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE	
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs			
1107	I-595	E. of I-75	W. of I-95								902,909	2033	12		MGLANE
3671	Copans Road	at SFRC		2,000	5,199	7,199	23,630	26,513	50,143						GRASEP
3934	Florida Turnpike	at Midway Rd						20	20						N-INCH
3937	I-595 and Davie Rd at SR 84/I-595	S. of SR 84	SR 84	2,000	2,147	4,147	2,204		2,204						HWYCAP
3939	I-595 and Flamingo Rd at SR 84/I-595	NW 8th St	S. of Broward Blvd	2,000	2,301	4,301									HWYCAP
3936	I-595 and NW/SW 136th Ave at SR 84/I-595	SW 5th St	NW 2nd St	2,000	6,373	8,373									HWYCAP
3938	I-595 and Pine Island Rd at SR 84/I-595	N. of Nova Rd	SR 84	2,000	5,567	7,567									HWYCAP
3940	I-595 and University Drive at SR 84/I-595	S. of SR 84	N. of SR 84	2,000	6,644	8,644									HWYCAP
3409	I-95	Miami-Dade/Broward C/L	N. of Hollywood Blvd				64,817	189,010	253,827						M-INCH
3399	I-95	S. of Linton Boulevard	6th Ave South		33,646	33,646		377,508	377,508						MGLANE
3670	I-95	at SR 714 / Martin Hwy			196	196		2,159	2,159						M-INCH
3404	I-95	Martin/St. Lucie C/L	SR 70		23,552	23,552									MGLANE
3665	I-95	High Meadow Ave	Martin/St. Lucie C/L		6,726	6,726									MGLANE
3664	I-95	CR 708 / Bridge Rd	High Meadow Ave		9,985	9,985									MGLANE
3403	I-95	Martin/Palm Beach C/L	CR 708/Bridge Rd		6,516	6,516									MGLANE
3401	I-95	Okeechobee Blvd	S. of Indiantown Road	3,000	36,225	39,225									MGLANE
3416	I-95	at Belvedere Rd			3,431	3,431									M-INCH
3402	I-95	Indiantown Road	Martin/Palm Beach C/L		4,412	4,412									MGLANE
3398	I-95	SR-84	S. of Broward Blvd	3,000	33,526	36,526									HWYCAP
3400	I-95	6th Ave South	N. of Okeechobee Blvd		83,956	83,956	2,484	941,988	944,472						MGLANE
3415	I-95	at Commercial Blvd					46,052	8,226	54,278						M-INCH
3414	I-95	at Oakland Park Blvd					10,698	42,765	53,463						M-INCH
3669	I-95	at CR 512			126	126		451	451						M-INCH
3413	I-95	at Davie Blvd						28,154	28,154						M-INCH
3412	I-95	Miami-Dade/Browad C/L	N. of Griffin Road				180,049		180,049						HWYCAP
3397	I-95	N. of Broward Blvd	Sunrise Blvd	2,000	4,757	6,757	2,000		2,000						HWYCAP
3944	I-95	at 53rd St		3,000	6,000	9,000									N-INCH
3945	I-95	at St. Lucie Blvd		3,000		3,000									N-INCH
3942	SR 710	Congress Ave	Palm Beach/Martin C/L		2,300	2,300									ITS
3394	SR 80	W. of Royal Palm Beach Blvd	I-95	3,000		3,000									HWYCAP
3943	SR 80 Bypass/US 27 Connector	US 27	US 441/SR 715	2,750	4,313	7,063									NR
3673	SR 814 / Atlantic Blvd	at SFRC		2,000	3,443	5,443	3,382	38,631	42,013						GRASEP
3935	SR 834 / Sample Road	at FEC Railway		2,000	5,199	7,199									GRASEP
3672	SR 834 / Sample Road	at SFRC		2,000	6,938	8,938	177,844	77,849	255,693						GRASEP
3405	SR-710	Martin/Okeechobee C/L	Martin Powerplant Road				7,700	84,067	91,767						A2-4
3417	SR-714/Monterey Road	at FEC Railway			7,357	7,357	4,742	80,925	85,667						GRASEP
3393	SR-80	Binks Forest Dr	Royal Palm Beach Blvd	1,500	2,587	4,087									HWYCAP
3396	SR-80	US 27	I-95		1,576	1,576		17,687	17,687						ITS
3941	University Dr	S. of SW 30th St.	S. of SR 84	1,500	5,160	6,660									HWYCAP
3391	US 27	Krome Avenue (Miami-Dade County)	Evercane Road (Hendry County)		2,217	2,217		25,612	25,612						ITS
3392	US 27	Pembroke Road	SW 26th Street (N. of Griffin Rd)	3,000	17,515	20,515									SERVE
3390	US 27	Broward/Palm Beach C/L	Evercane Road (Hendry County)	2,000	39,341	41,341									FRTCAP
3389	US 27	Krome Avenue (Miami-Dade County)	Broward/Palm Beach C/L	2,000	29,009	31,009									FRTCAP
3667	US-27	Broward/Palm Beach C/L	S. of SW 2nd St (South Bay)		819	819		9,456	9,456						ITS

Funded CFP Totals

456,809

2,476,623

902,909

Total CFP Funds= 3,836,341

LEGEND

NOTES

IMPROVEMENT TYPES

(A) FY 2032/2033 - 2034/2035	Mega Projects Phased Over Time
(B) FY 2035/2036 - 2039/2040	
(C) FY 2040/2041 - 2044/2045	
(D) FY 2046/2047 - 2049/2050	

- (1) All values in thousands of Present Day Dollars (2023).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.
- (8) This is a DRAFT and revisions will be made based on further coordination.

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A2-8: Add 2 Lanes to Build 8
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxilliary Lane
- A4-SUL: Add 4 Special Use Lanes

- ACCESS: Access
- BRIDGE: Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- PTERM: Passenger Terminal
- ITS: Intelligent Transp. System
- MGLANE: Managed Lanes

- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan

2050 COST FEASIBLE PLAN

District 4

State of Florida Department of Transportation
Systems Implementation Office

FY 2032/2033 - FY 2049/2050

LEGEND

Bridge, Interchange, Intersection Improvements (Highest phase funded shown)








- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

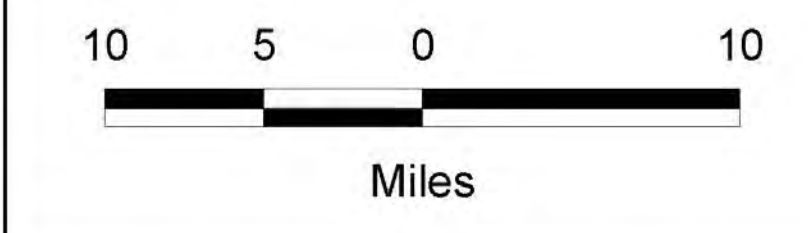
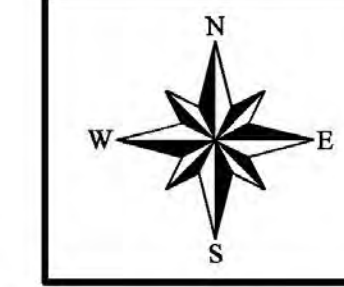
Corridor Improvements (Highest phase funded shown)

- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

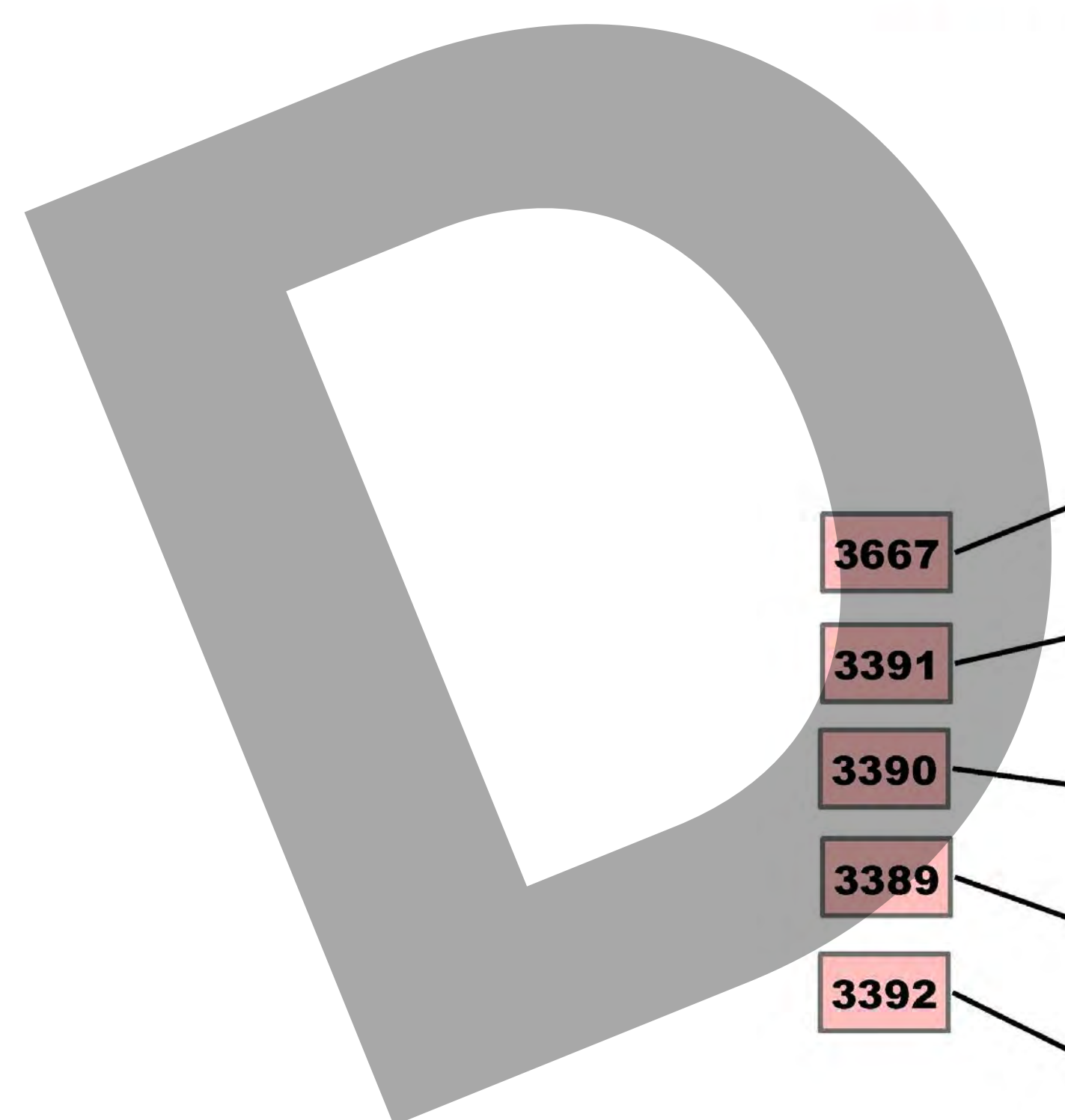
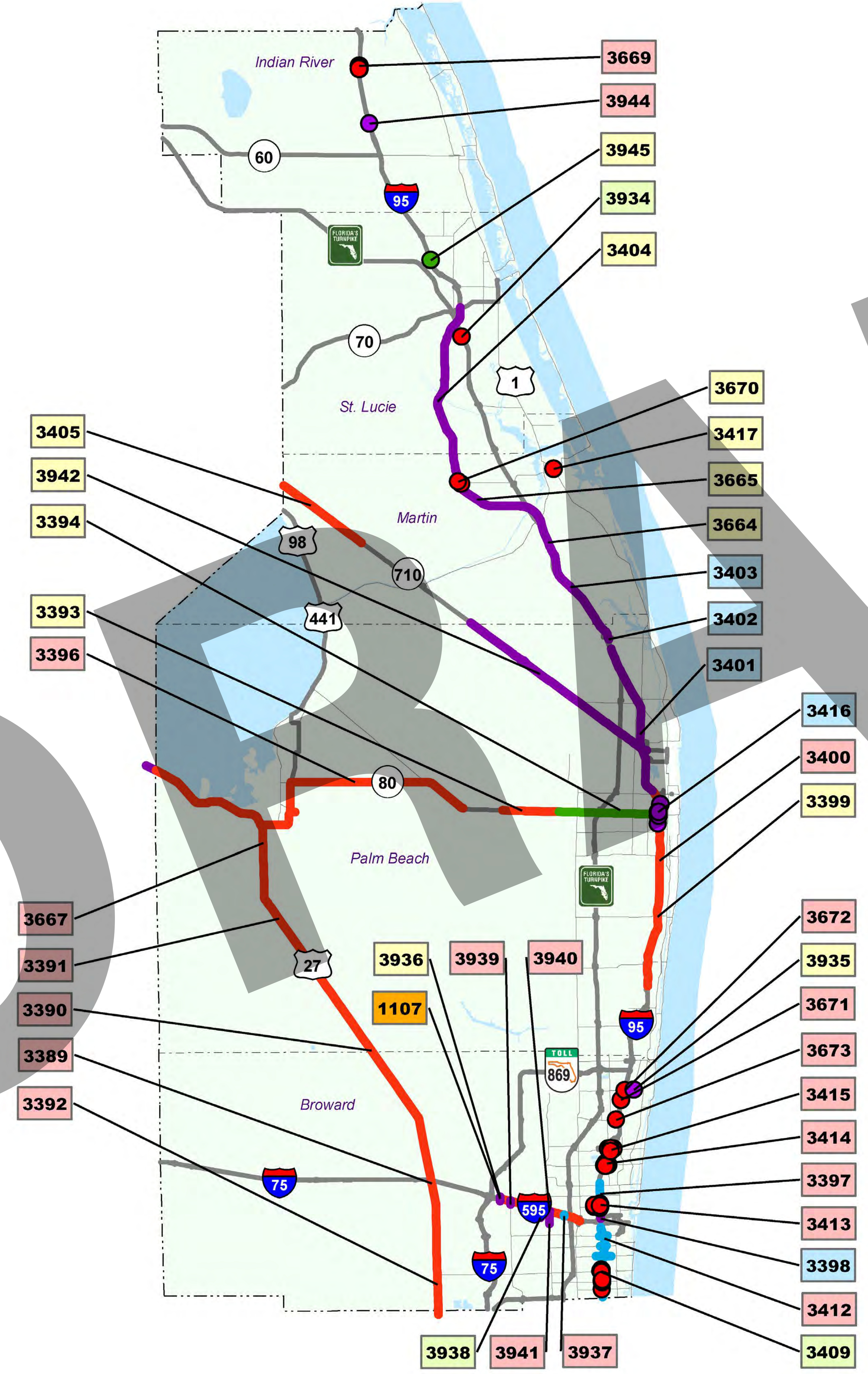
Funding Band Tag (Highest phase funded shown)

- 1234 Green (Band A) - FY 2032/2033 to FY 2034/2035
- 1234 Yellow (Band B) - FY 2035/2036 to FY 2039/2040
- 1234 Blue (Band C) - FY 2040/2041 to FY 2044/2045
- 1234 Red (Band D) - FY 2045/2046 to FY 2049/2050
- 1234 Mega Projects Phased Over Time

-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Toll Roads
-  SIS Highways
-  Other State Roads
-  Future SIS Highways



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STRATEGIC INTERMODAL SYSTEM COST FEASIBLE PLAN (Highway Mode) UPDATE

Florida Department of Transportation



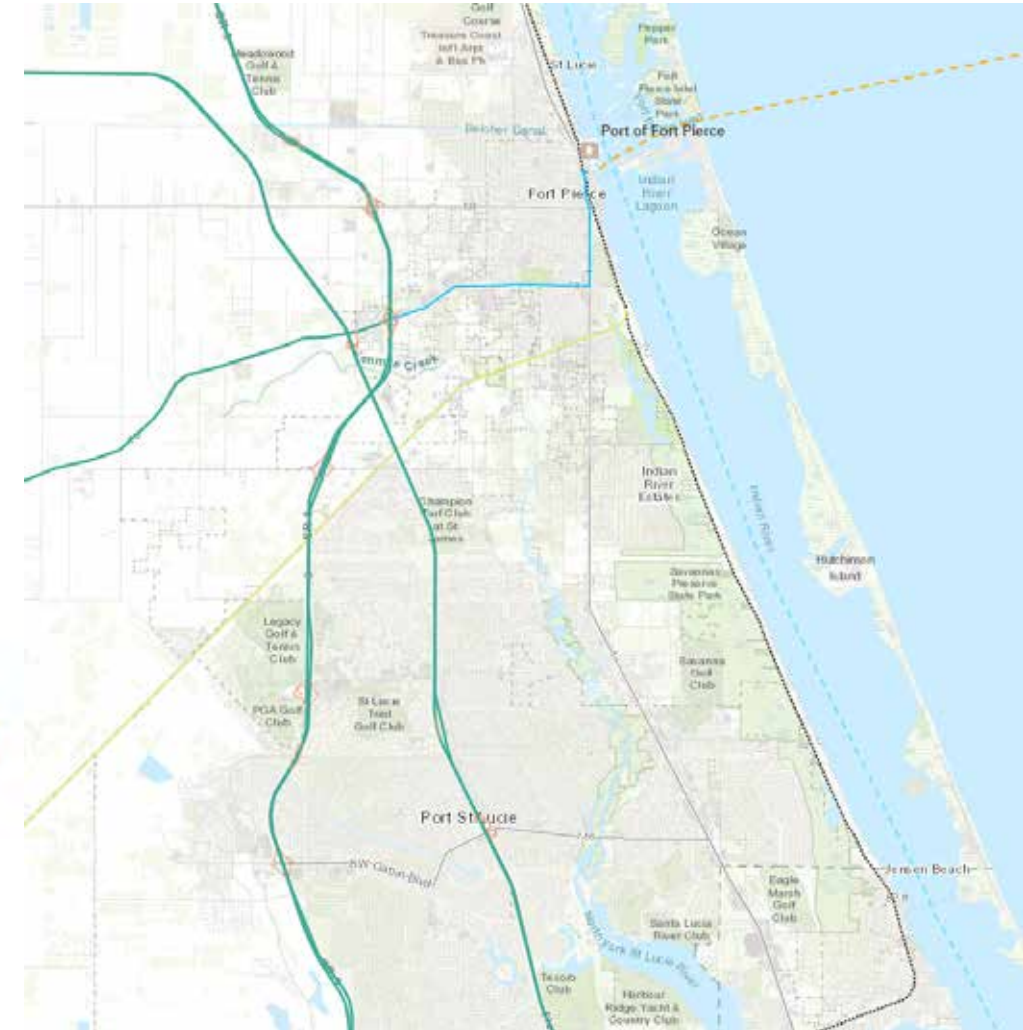
March/April 2023

AGENDA

- Background and Purpose
- SIS Project Programming
- Previous Coordination
- Draft Cost Feasible Plan
- Schedule
- Safety Message and Questions

BACKGROUND AND PURPOSE

- The Strategic Intermodal System (SIS)
 - Focuses resources on transportation facilities and services that support critical interregional, interstate, and international trips
 - High priority network of transportation facilities important to the state's economy and mobility
- 2050 Cost Feasible Plan (Highway Mode)
 - Ensures consistency with the goals of the Florida Transportation Plan (FTP) and the objectives of the SIS Policy Plan
 - Evaluate SIS highway capacity needs based on future revenues
 - Develops a phased plan for cost feasible improvements to SIS highways
 - Does not include other SIS Modes (Freight and Passenger Rail, Airports, Seaports, Spaceports, and Urban Fixed Guideways)



SIS PROJECT PROGRAMMING

SIS Funding Strategy

- 1st Five Year Work Program
 - Funded (year 1)
 - Programmed for funding (years 2-5)
- 2nd Five Year Plan
 - Planned for funding (years 6-10)
- **Cost Feasible Plan**
 - Considered financially feasible (years 11-25)
- Multi-Modal Unfunded Needs Plan (MMUNP)
 - Transportation projects that meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy.



Long-Range Planning

[SIS OVERVIEW](#)

PREVIOUS COORDINATION

- Joint Virtual Workshop
 - Held on August 5th, 2022
 - Agenda Included:
 - Intent of the SIS CFP
 - Tentative Schedule
 - Input from Partners Regarding:
 - FDOT Proposed Projects
 - Recommendations for Additional Projects



DRAFT COST FEASIBLE PLAN (SAINT LUCIE COUNTY)

ID	FACILITY	FROM	TO	Design			Right of Way and Construction			Improvement
				PDE	PE	TOTAL	ROW	CON	TOTAL	TYPE
3404	I-95	Martin/St. Lucie County Line	SR-70		\$ 23,552	\$ 23,552	\$ 11,000	\$ 264,258		MGLANE
3945	I-95	at St. Lucie Blvd.		\$ 3,000	\$ 6,000	\$ 3,000		\$ 67,320		N-INCH
3934	Florida's Turnpike	at Midway Road				\$ -		\$ 20,000	\$ 20,000	N-INCH

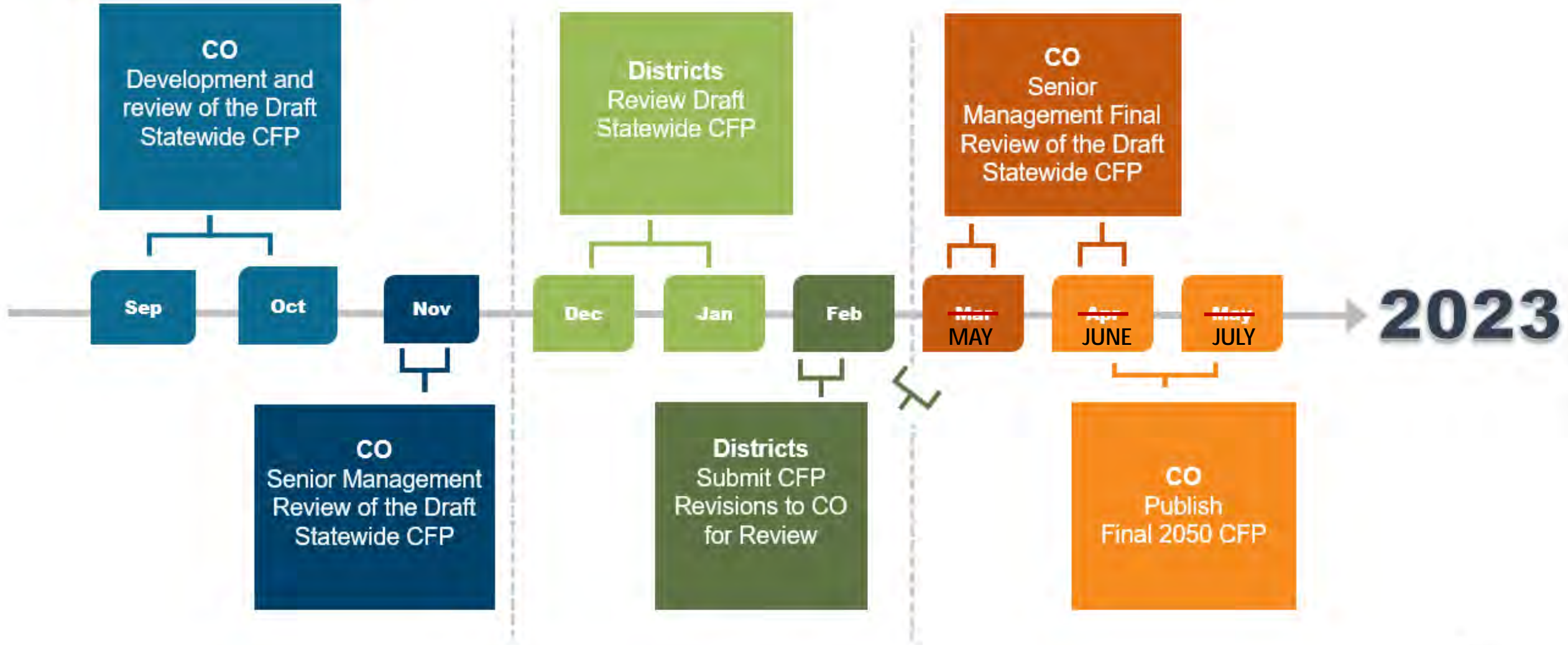
LEGEND

FY 2032/2033 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
FY 2045/2046 - 2049/2050
Requested, But Not Feasible

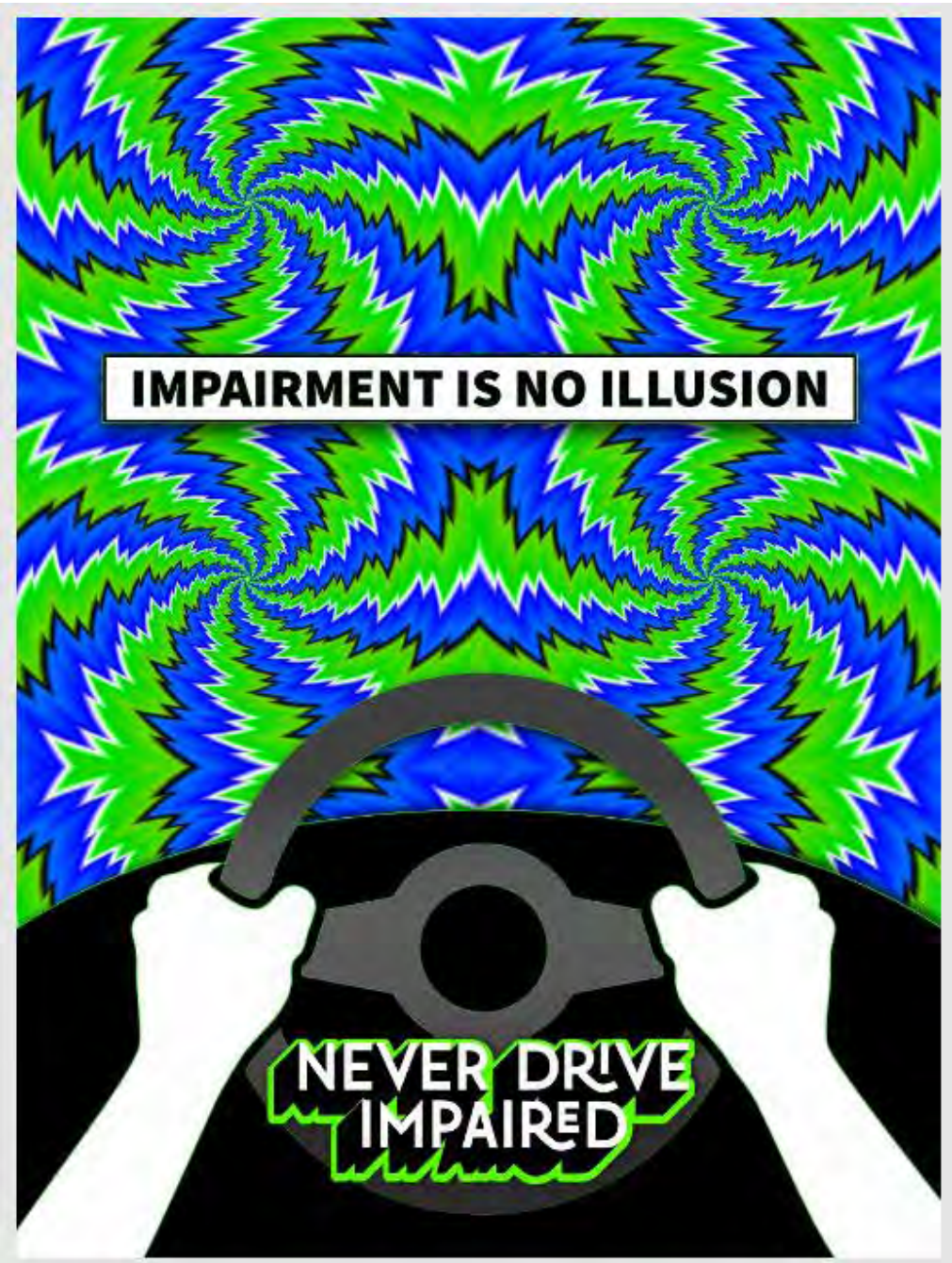
NOTES

- (1) All values in thousands of Present Day Dollars (2023).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (6) This is a DRAFT and revisions will be made based on further coordination.

SCHEDULE



QUESTIONS?





AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 21, 2023
Item Number:	6f
Item Title:	Treasure Coast Regional Planning Model #5 (TCRPM5) Land Use Data Update
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 2.1 – Travel Demand Modeling
Requested Action:	Recommend adoption of the TCRPM5 Land Use Data Update, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Because the TCRPM5 Land Use Data Update responds to the increased 2045 growth projections and the unexpected recent development activity occurring in the TPO area, it is recommended that the TCRPM5 Land Use Data Update be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- TCRPM5 Land Use Data Update



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: March 14, 2023

SUBJECT: Treasure Coast Regional Planning Model #5
 (TCRPM5) Land Use Data Update

BACKGROUND

The TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP) relies on the TCRPM5 for estimating the 2045 roadway traffic volume projections which assist to identify the project needs in the LRTP. The TCRPM5 relies on the 2045 growth projection adopted by the TPO for the TPO area that is based on the 2045 growth projections provided by the Bureau of Economic and Business Research (BEBR) at the University of Florida.

Since the SmartMoves 2045 LRTP was adopted in February 2021, BEBR increased its High Growth Projection for the TPO area from 525,100, which was adopted by the TPO, to 566,000, and the TPO area has experienced tremendous development activity that was unexpected. Therefore, Task 2.1, *Travel Demand Modeling*, of the TPO's Unified Planning Work Program (UPWP) includes an update to review and adjust, as necessary, the 2045 land use data, consisting of the population and employment projections, that the TCRPM5 uses to estimate the 2045 roadway traffic volume projections. Subsequently, the project needs in the SmartMoves 2045 LRTP may be revised to reflect the 2045 roadway traffic volume projections.

ANALYSIS

The attached TCRPM5 Land Use Data Update report was completed by the Corradino Group, one of the TPO's General Planning Consultants. The Update

incorporated both bottom-up and top-down approaches to adjust the 2045 land use data as below:

	Population	Household	Employment
Adopted	525,100	211,538	183,349
Revised	581,710	234,143	216,355

Subsequently, revised 2045 land use data was input into the TCRPM5 to model the 2045 roadway traffic volume projections and compare them to the projections in the SmartMoves 2045 LRTP.

Based on the comparison, it was identified that daily traffic volumes increased on most major arterials with the greatest increases on Crosstown Parkway, Tradition Parkway, Village Parkway, Southwest Becker Road, and Glades Cut Off Road resulting in an increase of 7.8 percent in total Vehicle Miles Traveled (VMT) in the TPO area. This analysis reinforces the need for the Southwest Annexation Area Roadway Network to be completed as it was planned and for the widening of Glades Cut Off Road to be prioritized.

It should be noted that the analysis also identified that despite the increased 2045 roadway traffic volumes in the TPO area, the impacts of these increased volumes on the Indian River County and Martin County roadway systems is insignificant. This suggests that the travel patterns across County lines are successfully changing from those in the past which can be attributed to the land use decisions by the local jurisdictions that have resulted in more mixed uses being developed in the TPO area. These mixed uses provide the residents with opportunities to live, work, shop, play, etc. without having to leave the TPO area.

It should also be noted that if the TPO Board adopts the revised 2045 land use data, it will be used immediately in Project Development and Environment (PD&E) Studies that are underway such as for the widening of Glades Cut Off Road and Florida's Turnpike from Okeechobee Road to State Route 60.

RECOMMENDATION

Because the TCRPM5 Land Use Data Update responds to the increased 2045 growth projections and the unexpected recent development activity occurring in the TPO area, it is recommended that the TCRPM5 Land Use Data Update be recommended for adoption by the TPO Board.

2045 Revised Land Use Data Development for St. Lucie County

Contract C19-09-696



March 9, 2023

PREPARED FOR
ST LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO)



St. Lucie Transportation
Planning
Organization

SUBMITTED BY

THE CORRADINO GROUP

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Introduction

The Treasure Coast Regional Planning Model (TCRPM) uses the population and employment projections (land use data) for estimating the 2045 roadway traffic volume forecasts. This model scenario was developed using the 2045 Long Range Transportation Plan (LRTP) Cost Feasible roadway network and the 2045 approved land use data. The current 2045 land use data used in the model was developed based on the 2045 control totals adopted by the St. Lucie Transportation Planning Organization (TPO) at the March 2019 Board Meeting. The basis for this approval was the Bureau of Economic and Business Research (BEBR) at the University of Florida growth projections. BEBR publishes low, medium, and high population projections for all counties in the State of Florida, annually. The TPO adopted the BEBR high population projections to be used in the 2045 LRTP development. The TPO area is experiencing significant growth and development in recent years. In addition, BEBR has proposed changes to its 2045 growth projections since the development of the earlier population projections in 2019.

The most recent BEBR 2045 projections for St. Lucie County are compared below in Table 1.

Table 1: BEBR 2045 Estimates Comparison for St. Lucie County

BEBR 2045 Projections	Low	Medium	High
Using 2021 Estimate, Published February 2022	373, 400	469,700	566,000
Using 2017 Estimate, Published January 2018	360,400	431,200	525,100

The purpose of this project is:

1. To add the approved projects lists between 2015-2022 to the model’s TAZ data.
2. To revise/reallocate the 2045 land use data based on the recent control totals (based on BEBR high/TPO adopted control totals).

1. Data Gathering and Mapping

1.1 Data Gathered from the Local Agencies

The consultant researched and gathered the approved developments database from the city of Port St. Lucie, the city of Fort Pierce, and St. Lucie County. After initial filtering of the data, it was observed that out of the total approved projects shared by respective organizations, some projects were considered relevant, and some projects were considered extraneous for socioeconomic revisions. The projects that would result in population/employment changes are considered relevant in this case, while the projects such as landscaping and parking lot improvements, etc. are considered non-relevant. Table 2 shows the distribution of projects that were considered for data revisions.

Table 2: Project Distribution Relevant to Socioeconomic Data Revisions

Agency	Total Approved Projects (2016-2022)	Relevant Projects (to TCRPM5)	Non-Relevant Projects (to TCRPM5)
City of Fort Pierce	92	91	1
City of Port St. Lucie	195	91	104
St. Lucie County	370	115	255

The development data was then linked geographically one by one to intersecting TAZs (Travel Analysis Zones). This was done by cross-referencing their details like the parcel numbers (using the parcel shapefile), street addresses (using Google maps) and/or X and Y coordinates in some cases (Appendix A) for each development.

The assessed database was then used to estimate the preliminary population, households, and employment numbers (Appendix B). Household estimates were calculated by first identifying them as Single Family\Multi-Family and then adding the total number of units by development for each TAZ. Corresponding population numbers for household developments, such as new single family\multi-family units were calculated by taking the product of the number of units with the average household size (2.48) of St. Lucie County.

Employment Estimates were calculated by first identifying the type of employment that the development would incur. Once the type/category was identified, the nonresidential square footage in the development database was used to calculate the number of jobs by dividing the space required for each job, using Table 3. Appendix B shows the preliminary estimates developed using the above methodology for each TAZ by the development data source. Table 4 shows the total number of TAZs, household units, and non-residential square footage that were considered.

Once the preliminary estimates were developed, they were overlaid on the official 2045 data (used in TCRPM) using GIS (Geographic Information Systems). TAZ-level population and employment comparisons were made for the TAZs encompassing all of the approved developments between 2016 and 2022 (Appendix C).

Table 3: Employment Development Data (Sq Ft) to Employee Estimate for St. Lucie County

Source: FDOT D4 Research on Average Working Spaces (Sq ft/Employee) by Employment Category

Employment Category	Space Required (Sq ft/ Employee)
Retail Activity	981
Amusement Services	
Restaurants and Bars	122
Wholesale Trade and Warehousing	1613
Manufacturing	1042
Agriculture	
Construction	
Utilities	
Transportation	1296
Education Elementary K-12	
Education Postsecondary	
Hotels and Motels	2408
Federal, State, and Local Government	778
Professional and Business Services	402
Personal Services	769

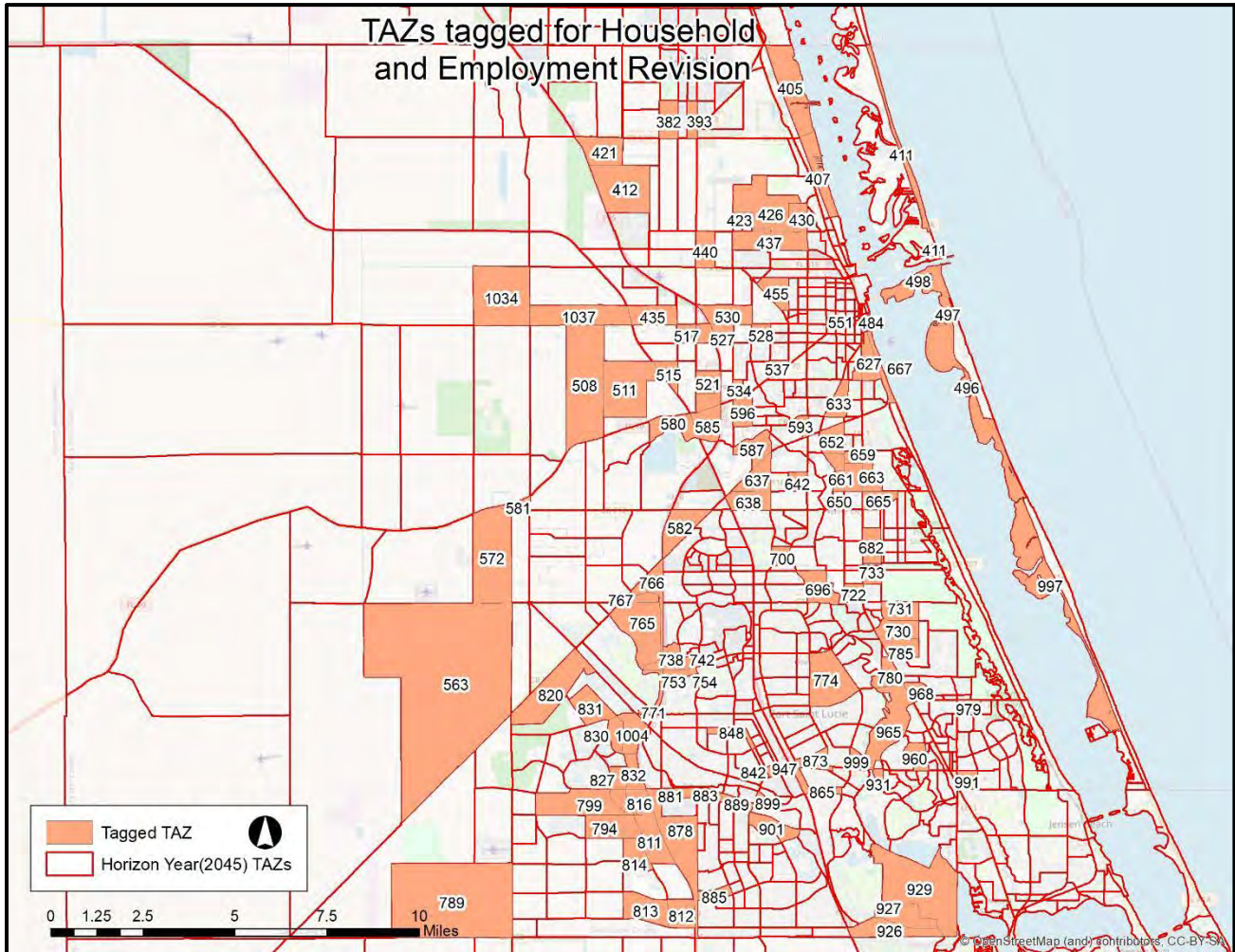
Table 4: Total Household Units and Employment Square Footage Considered for the Data Revision

Data Source	Relevant Approved Projects	Number of TAZs Impacted	Households (Units)	Non-Residential (Sq Ft)	Employee Estimate
St. Lucie County	91	84	5,124	8,026,679	7,551
City of Fort Pierce	91	41	3,604	4,598,021	4,318
City of Port St. Lucie	115	75	1,991	5,438,422	3,140
Other Considered Projects	3	4	16,966	1,650,042	1,682
Overall		132	27,685	19,713,164	16,691

If the current 2045 TAZ data (e.g., population, households, and employment) were less than the development-produced population/employment estimates, the TAZs were flagged as potential candidates for data revisions (see Figure 1). The difference between the development-produced data and the current TAZ data (delta) was then allocated to the TAZs to produce the revised population/employment data. Figure 1 shows the TAZs that were used for data edits based on

the project database shared by the city of Fort Pierce, the city of Port St. Lucie, and St. Lucie County.

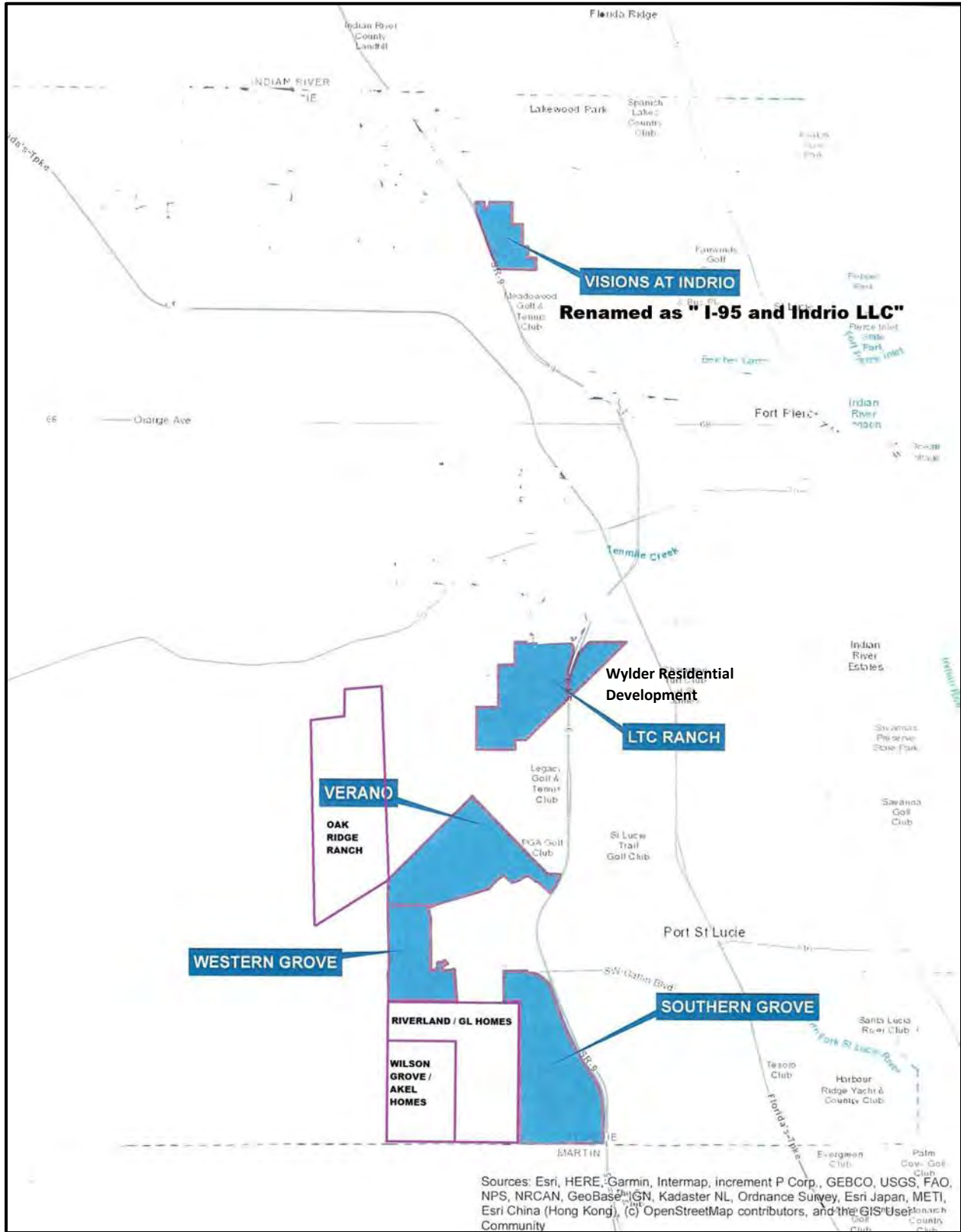
Figure 1: TAZs Tagged for Household and Employment Revisions Based on the Development Locations



1.2. Data Gathered from Development Regional Impact (DRI) Projects

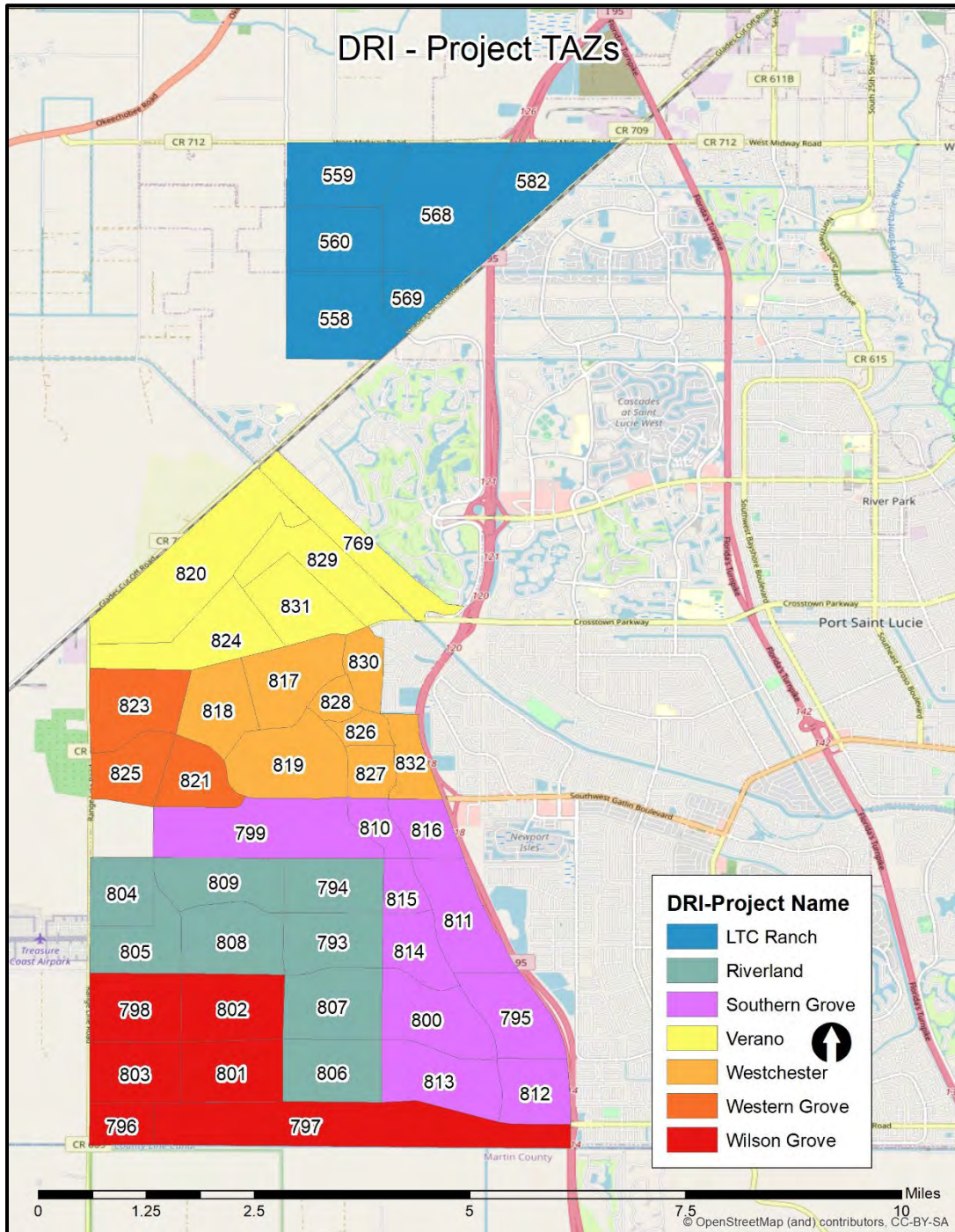
Florida Turnpike Enterprise, as part of their Project Development & Environment (PD&E) analysis projects reviews, provided a list of Development of Regional Impact (DRI) projects that included development names, household units, and future built areas of development. The consultant coordinated with the City of Fort Pierce, Port St. Lucie, and St. Lucie County on inputs from the developments. These inputs helped in delineating the projects that were approved (Figure 2) and could be considered for data revisions. The projects that were not approved were taken out from the list of consideration (Appendix D).

Figure 2: Approved Projects for DRI



The consultant did extensive research on gathering the relevant information on DRI projects. The tasks included searching for site plans, traffic impact studies, and any external data sources that can provide relevant additional information for allocating the right growth to the right TAZs. After gathering and manually filtering out the relevant information, appropriate TAZs were marked for data revisions (Figure 3).

Figure 3: TAZs Tagged for DRI Project Consideration



The assessed data was then used to estimate the preliminary population, households, and employment numbers (Table 4). Employment Estimates were calculated by first identifying the type of employment that the development would incur. Once the type/category was identified, the employment type square footage in the development database was used to calculate the number of jobs by dividing the space required for each job, using Table 2.

Once the preliminary estimates were developed, they were overlaid on the revised 2045 socioeconomic data (computed above) using GIS (Geographic Information Systems). TAZ-level population and employment comparisons were made for the TAZs encompassing the DRI projects (Table 4). If the current rolled-up 2045 TAZ data (e.g., households, and employment) were less than the development-produced population/employment estimates, the TAZs were flagged as potential candidates for data revisions (see Table 4).

The difference between the DRI development-produced data and the revised TAZ data (delta) was then allocated to the TAZs to produce the revised population/employment data. Various site plans that were researched and gathered by the consultant were cross-referenced to distribute the households and employment data. If the site plan has an area\TAZ zoned exclusively as residential, then only households were allocated to those TAZs using proportions based on total area.

Satellite Imagery was also referenced to inspect the reasonableness of the TAZ-level population and employment distribution.

Table 5 shows the comparison of the additional growth from the DRI projects (DRI HH, DRI EMP) compared to the original project-level analysis conducted in section 1.1 (HH45 Revised and Emp45 Revised). Red highlighted cells indicate the additional growth from the DRIs that is needed to be added to the TAZ system, as a result of the DRI projects reviews. Appendix E contains the final TAZ-level distribution of the data as a result of the DRI reviews and analysis.

Table 5: Development Intensities Needed to Adjust for DRIs

Development Name	City	Approval Year	TAZs	DRI HH Estimate	Commercial (Sq ft)	Industrial (Sq ft)	Other Offices (Sq ft)	DRI EMP Estimate	HH45 Revised	EMP45 Revised	Growth HH (HH 45 Revised - HH15)	Growth Emp (Emp 45 Revised - Emp15)	Adjust HH to the official data	Adjust EMP to the official data
LTC Ranch	Port St. Lucie	1993	582;568;569;558;560;559	2,500			980,100	1,275	7038	764	6986	475	-	511
Indrio & I95 LLC	St. Lucie	2022	412; 421	2,683	1,088,000			1,109	5922	2,114	5683	2048	-	-
TC International Airport	St. Lucie	2021	422; 426			55,053		53	421	4218	353	3247	-	-
Westchester	Port St. Lucie	2002	817; 818; 819; 826; 827; 828; 830; 832	6,245			1,295,567	1,685	4993	3559	2985	1782	1,252	-
I-95/Midway Road Industrial Center	Port St. Lucie	NA	582			3,500,000		3,359	0	0	0	0	-	-
Verano	Port St. Lucie	2002	769; 829; 831; 820; 824	7,200	848500			865	1136	11	704	11	6,064	854
Western Grove	Port St. Lucie	2002	823; 825; 821			213,444	164,567	419	3369	1553	3368	1480	-	-
Southern Grove	Port St. Lucie	2005	816; 810; 811; 795; 799; 812; 797; 815; 814; 800; 813	7,388	1,831,465	8,745,000	2,929,737	14,069	5769	7867	5268	6440	1,619	6,202
Riverland	Port St. Lucie	2005	794; 793; 809; 807; 806; 797; 808; 804; 805	11,700	892,668	1,361,250	1,688,577	4,412	1439	301	1439	301	10,261	4,111
Wilson Grove	Port St. Lucie	2005	797;801;802;796;803;798	7,700	765,000	1,361,250	1,966,122	4,643	2485	6	2485	1	5,215	4,637
													24,411	16,315

2. Revised 2045 TAZ Data in TCRPM5 Format

2.1 Balancing Top-Down and Bottom-up Approaches:

In February 2022, the BEBR released its latest population projection for St. Lucie County, predicting a high population of 566,000 by 2045 and 601,400 by 2050 based on April 1, 2021 estimate. The St. Lucie County control total estimates continue to grow each year after 2019. In coordination with St. Lucie TPO, a new control total of 581,710 was established based on the official model 2045 population of 525,100 and considering the growing trend of the population control totals 56,610 in the future.

The bottom-up approach of TAZ-level population growth of 117,149 additions to the adopted control total of 525,100 resulted in a total population of 642,249. A balancing effort was conducted to match the top-down control total of 581,710, by reducing the growth of the population in the TAZs that did not have immediate approved projects.

To accommodate the above number as the total population of the region, a population reallocation procedure was developed to reallocate the growth of the TAZs in St. Lucie County. Growth in households of different TAZs influenced by the above developments (both DRIs and developments database from the local agencies) were fixed. For the TAZs without any immediate approved projects, the growth between the base year (2015) and horizon year (2045) was reduced proportionately, to match the newly established county control totals.

Table 6 shows the summary of the total population, household, and employment numbers revised for St. Lucie County. It also shows the difference between the official 2045 scenario and the final revised scenario, with its effect on total control totals for the Treasure Coast Region.

Table 6: Socioeconomic Data Comparison by County Between Official and Revised Scenario

COUNTY	Official Model 2045 SE Data			Revised 2045 SE Data		
	Population	Household	Employment	Population	Household	Employment
Indian River	201,839	86,077	94,626	201,839	86,077	94,626
St. Lucie	525,100	211,538	183,349	581,710	234,143	216,355
Martin	181,312	81,127	98,986	181,310	81,126	98,986
Regional	909,060	379,018	377,541	964,859	401,346	409,967
St. Lucie Changes				+56,610	+22,605	+33,006

Figure 4 shows the population difference between the official 2045 scenario and the revised 2045 scenario. Figure 5 shows the household difference between the official 2045 scenario and the revised 2045 scenario. Figure 6 shows the employment difference between the official 2045 scenario and the revised 2045 scenario. Employment numbers are mainly positive because the land allocation procedure does not revise the existing employment growth. Figure 4 and Figure 5 show negative ranges for TAZs because these are the ones from where the growth is extracted to balance the new growth of population and household numbers.

Figure 4: Population Comparison Between Revised and Official Scenario

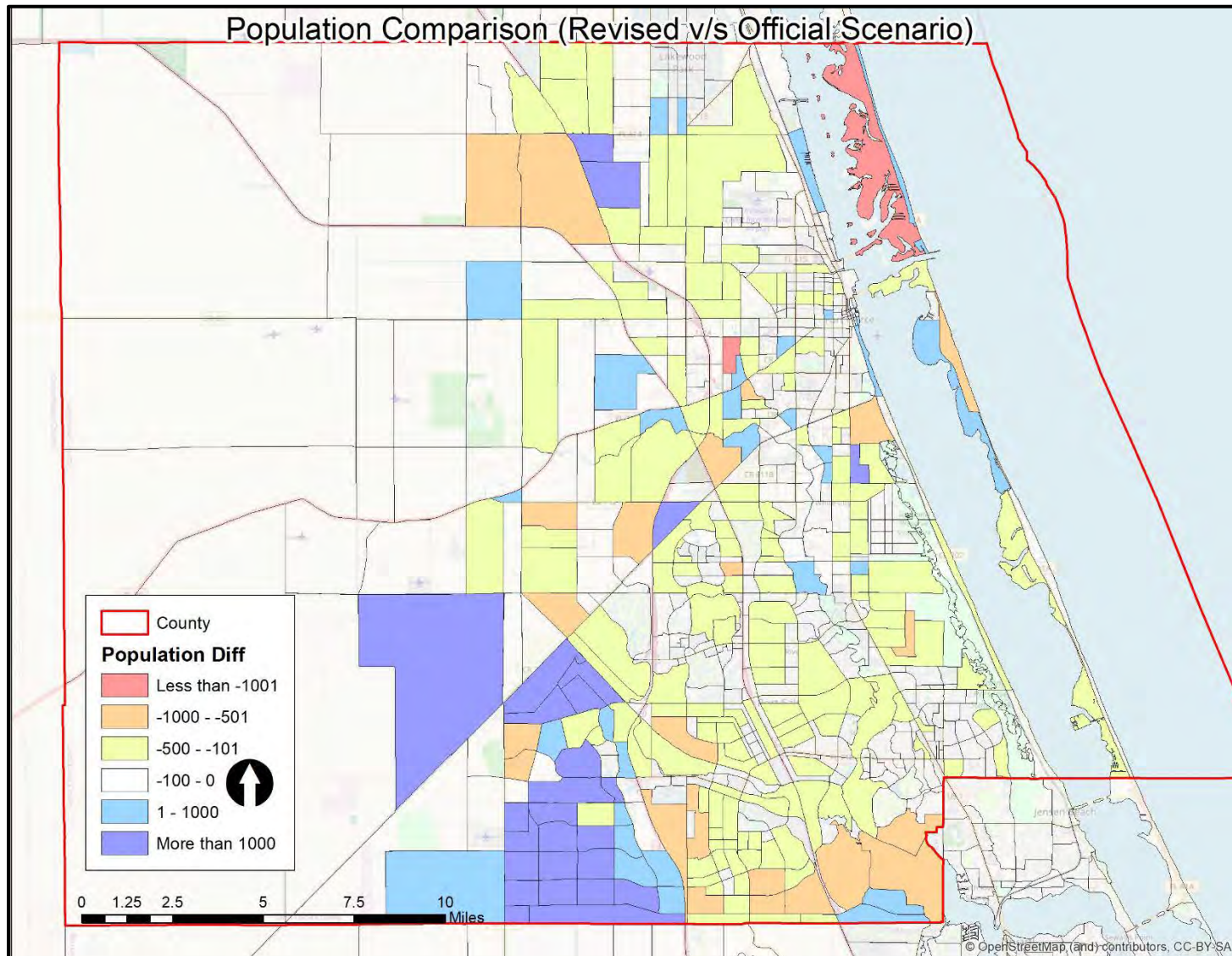


Figure 5: Household Comparison Between Revised and Official Scenario

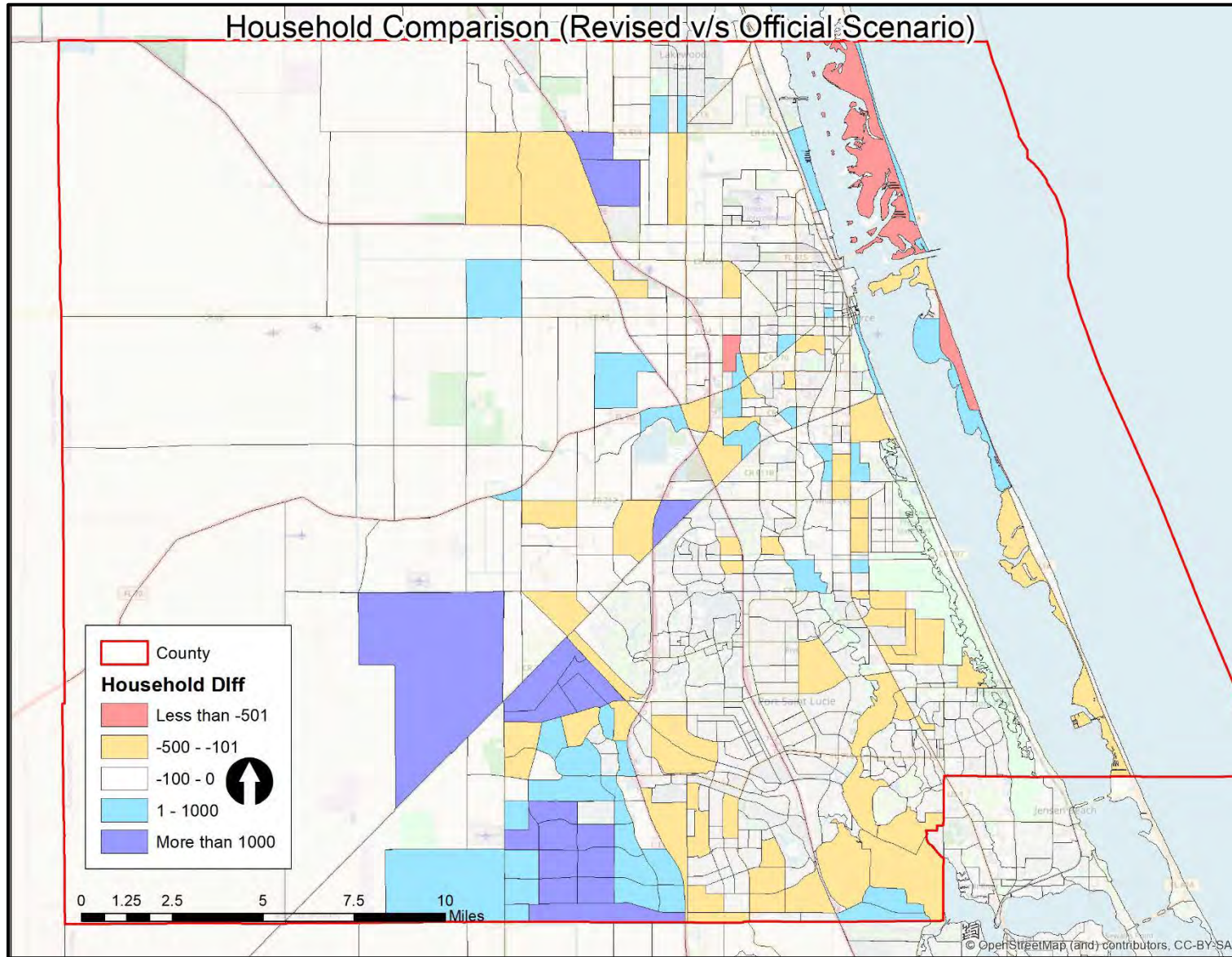
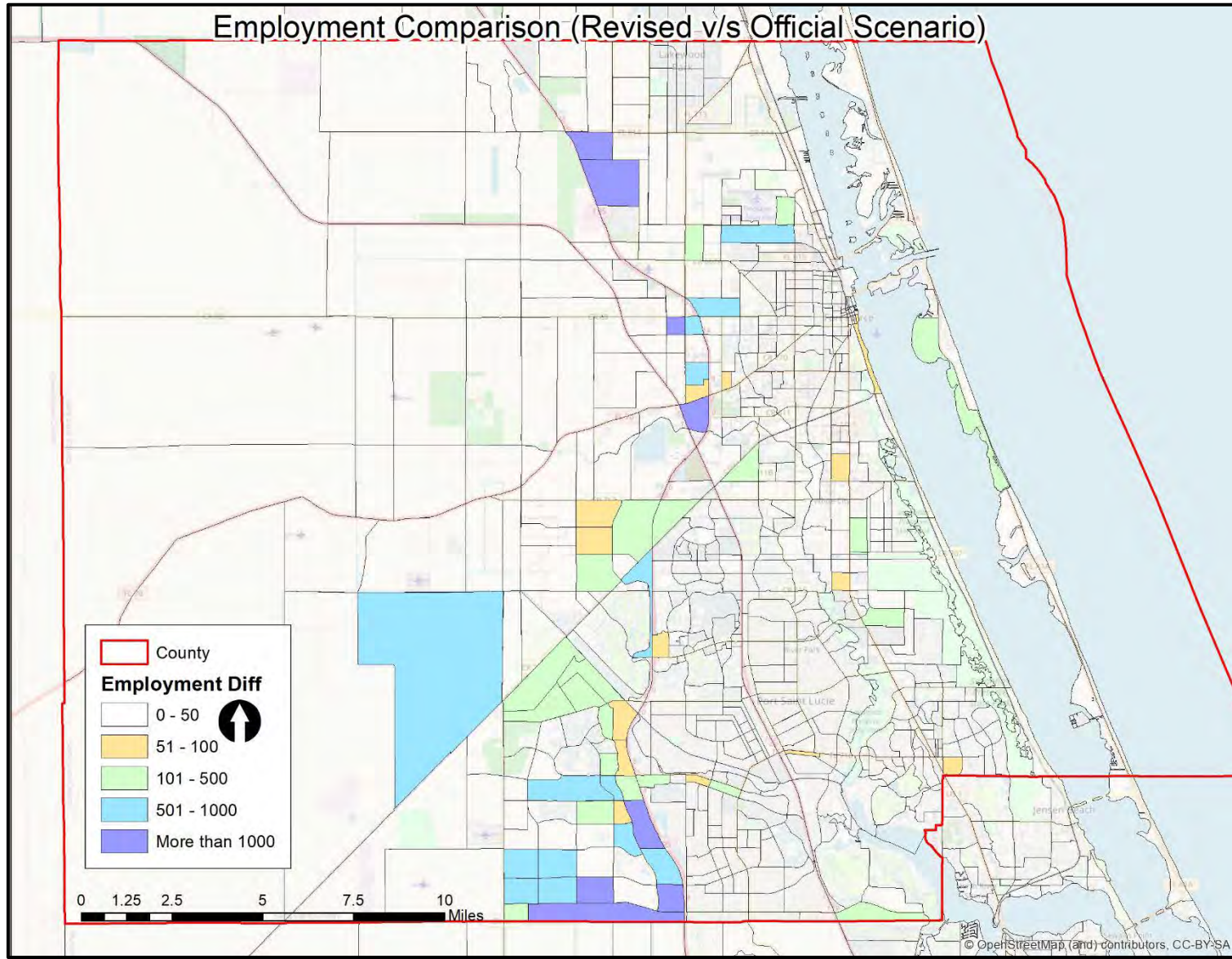


Figure 6: Employment Comparison Between Revised and Official Scenario



2.2 Assessment of System-wide Impact on the Roadway System

Using the revised 2045 socioeconomic data, the 2045 TCRPM5 Cost-Feasible Scenario was run. Key performance metrics summaries were compared with the current 2045 model results. Table 6 documents the impact of the new developments on the roadway network. In St. Lucie County there was an increase of 1 million Vehicle Miles Traveled (VMT), that corresponds to a 7.8% increase from the officially adopted model.

Table 7: Highway Evaluation Statistics by County Between Official and Revised Scenario

Statistics	2045 Official Model			2045 Revised Model			% Difference (St. Lucie)
	Indian River	St. Lucie	Martin	Indian River	St. Lucie	Martin	
Total Number of Directional Links	2,416	4,256	1,795	2,416	4,256	1,795	
Total Lane Miles	1,134	2,011	1,161	1,134	2,011	1,161	
Total Directional Miles	741	1,293	751	741	1,293	751	
Total Volume All Links	16,827,546	36,108,371	17,611,194	16,729,144	38,205,044	17,694,240	5.80%
Average (Directional) Volumes of All Links	6,965	8,484	9,811	6,924	8,978	9,858.00	5.80%
Total VMT All Links	6,230,756	11,455,991	8,128,595	6,239,644	12,351,172	8,270,887	7.80%
Total VHT All Links	134,964	304,572	190,245	134,184	328,333	191,349	7.80%
Original Speed (VMT/Free flow VHT)	51.62	48.41	53.31	51.75	48.4	53.5	
Congested Speed (VMT/Congested VHT)	46.17	37.61	42.73	46.5	37.6	43.2	

The model output volumes on major roads in the vicinity of the new developments in the county were also evaluated (see Table 7 to Table 11).

Table 8: Model Volumes West of I-95 at Major Roadways in the Study Area

Location (West of I-95)	2045 Official Model	2045 Revised Model	% Difference
Okeechobee Road	32,007	33,651	5.1%
Midway Road	23,538	24,645	4.7%
Glades Cut-off Road	11,002	18,514	68.3%
St. Lucie West Blvd	18,747	21,535	14.9%
Crosstown Parkway	31,024	44,837	44.5%
Tradition Parkway	56,243	80,556	43.2%
SW Becker Road	22,335	59,230	165.2%

Table 9: Model Volumes East of I-95 at Major Roadways in the Study Area

Location (East of I-95)	2045 Official Model	2045 Revised Model	% Difference
Okeechobee Road	61,306	61,192	-0.2%
Midway Road	23,336	26,270	12.6%
St. Lucie West Blvd	63,804	67,970	6.5%
Crosstown Parkway	45,327	53,021	17.0%
Tradition Parkway	57,015	61,903	8.6%
SW Becker Road	39,657	47,198	19.0%

Table 10: Model Volumes on I-95 & Turnpike at Major Roadways in the Study Area

Location (South of)	I-95			Turnpike		
	2045 Official Model	2045 Revised Model	% Difference	2045 Official Model	2045 Revised Model	% Difference
Okeechobee Road	118,497	124,594	4.90%	54,725	55,473	2.00%
Midway Road	124,343	130,933	5.00%	57,423	57,765	1.60%
St. Lucie West Blvd	131,707	141,619	7.50%	57,423	57,765	1.60%
Crosstown Parkway	130,552	139,623	6.20%	57,423	57,765	1.60%
Tradition Parkway	109,538	114,088	4.10%	61,205	59,547	-2.30%
SW Becker Road	114,082	121,195	6.30%	72,082	70,456	-1.70%

Table 11: Model Volumes on US 1 at Major Roadways in the Study Area

US 1 (South Of)	2045 Official Model	2045 Revised Model	% Difference
Virginia Avenue	48,222	47,020	-2.5%
Edwards Road	48,430	47,425	-2.1%
Midway Road	56,712	54,903	-3.2%
E Prime Vista Blvd	62,722	59,754	-4.7%
Crosstown Pkwy	72,415	71,057	-1.9%
SE Port St. Lucie Blvd	88,022	85,208	-3.2%

Table 12: Model Volumes for Village Parkway at Major Roadways in the Study Area

Village Parkway (South of)	2045 Official Model	2045 Revised Model	% Difference
Crosstown Parkway	17,500	24,756	41.5%
Tradition Parkway	35,494	60,269	69.8%
North of SW Becker Road	10,405	26,177	151.6%

Based on the comparison between the revised 2045 model outputs and the currently adopted model outputs, it was observed that St. Lucie County VMT increased by 7.8% using the revised 2045 data. It is noted that most of the high-intensity developments are situated in Southwest St. Lucie County/City of Port St. Lucie. The major arterials in the area, such as Cross-Town Parkway, Traditions Parkway, Village Parkway, Southwest Becker Road, and Glades Cut-off Road have increased daily volumes (AADTs). Since the assessment of the level of service to the roadway system is beyond the scope of this study, it is recommended to evaluate the traffic operations and level of service and congestion analyses in more refined subarea/corridor forecasting processes. It was also observed that the impact on Indian River and Martin County roadway systems is insignificant.



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 21, 2023
Item Number:	6g
Item Title:	Special Events Congestion Management and Parking Plan (SECMAPP)
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.4 – Congestion Management Process (CMP)
Requested Action:	Recommend adoption of the SECMAPP, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Because SECMAPP would address congestion, parking, and safety issues associated with special events in the TPO area as part of the TPO's CMP, it is recommended that the SECMAPP be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- SECMAPP



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: March 14, 2023

SUBJECT: Special Events Congestion Management and Parking Plan (SECMAPP)

BACKGROUND

Congestion and parking issues are occurring at special events in the TPO area such as in Downtown Fort Pierce and South Hutchinson Island, the Fenn Center and Lawnwood Regional Park, Clover Park, the Port District and Botanical Gardens of Port St. Lucie, and the McCarty Ranch Preserve. These issues are likely to increase with the tremendous growth that the TPO area is experiencing. Therefore, Task 3.4, *Congestion Management Process (CMP)*, of the Unified Planning Work Program (UPWP), includes the development of a SECMAPP for the TPO area.

ANALYSIS

The SECMAPP was prepared by Kimley-Horn, one of the TPO's General Planning Consultants. As part of the SECMAPP, interviews first were conducted with representatives of each of the local agencies with responsibility for management of the special events to initially identify any congestion, parking, and safety issues associated with the special events from the perspectives of the local agencies. Subsequently, special events at each of the locations were observed, and congestion, parking, and safety issues associated with the events were identified. Recommendations for improvements to address the congestion, parking, and safety issues were then developed and prioritized.

Finally, potential grant funding opportunities for the proposed improvements were identified.

The attached SECMAPP report organizes the findings of the interviews and observations and the recommended improvements into the following sections:

- Special Event Location Evaluations – Evaluates and quantifies traffic congestion and parking issues at the Special Events locations.
- Special Event Needs Analysis – Evaluates existing roadway network and parking areas and identifies potential changes/improvements to the existing Special Events operations and area roadway network.
- Special Events Improvement Project Development – Determines potential future projects to address current Special Events traffic and parking deficiencies, grouped into services, technology, and infrastructure categories.
- Project Prioritization – Creates a prioritization list which is categorized into near-term (can be implemented within 1 year), mid-term (can be implemented in 1-5 years), and long-term (can be implemented in 5+ years).
- Funding Source Identification – Identifies applicable grant opportunities for the proposed improvements.

The SECMAPP provides detailed findings and a number of recommended improvements to address the congestion, parking, and safety issues that were identified. The improvements are to be implemented at the discretion of the local agencies. However, there is the potential for eligible improvements to be considered for CMP funding from the TPO.

RECOMMENDATION

Because SECMAPP would address congestion, parking, and safety issues associated with special events in the TPO area as part of the TPO's CMP, it is recommended that the SECMAPP be recommended for adoption by the TPO Board.



St. Lucie

Special Events Congestion Management and Parking Plan

March 2023

Prepared By:

Kimley»»Horn

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APPENDIX

A. Meeting Notes

INTRODUCTION

Kimley-Horn was retained by the St. Lucie TPO to establish a Special Events Congestion Management and Parking Plan (SECMAPP) for Special Events locations in the St. Lucie TPO area. The Special Events locations are as follows:

- (1) McCarty Ranch Preserve
- (2) Clover Park
- (3) Downtown Fort Pierce/South Beach
- (4) The Port District/Botanical Gardens/City Center
- (5) Fenn Center/Lawnwood Regional Park
- (6) St. Lucie County Fairgrounds/Emergency Operations Center

Figure 1 shows the special event locations. The Regional Partners include the City of Fort Pierce, City of Port St. Lucie, and St. Lucie County Area Regional Transit. Five (5) virtual meetings were held with regional partners, including:

- (1) City of Port St. Lucie Parks & Recreation (Paul Grives)
- (2) St. Lucie County (County Transit – Adolfo Covelli, Parks & Recreation – Willie Redden)
- (3) St. Lucie County Sheriff's Office (Sargent Matt Dietrich)
- (4) Botanical Gardens Staff (Jeff Chambers)
- (5) City of Fort Pierce (Fort Pierce Police Department – Sargent Fasanello)

This report serves as the documentation of the SECMAPP and summarizes the findings and recommended improvements into the following sections:

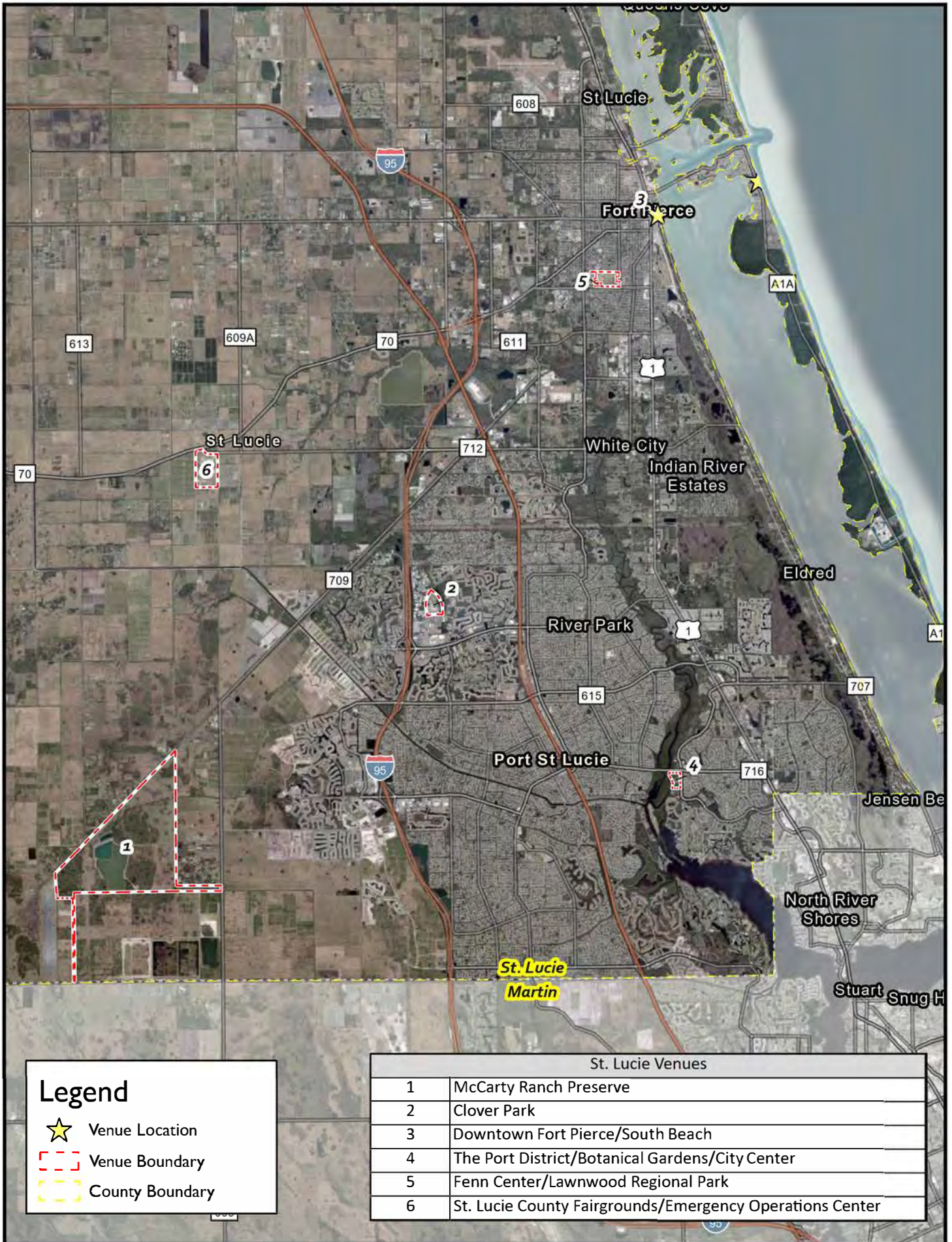
Special Event Location Evaluations – Evaluates and quantifies traffic congestion and parking issues at the Special Events locations.

Special Event Needs Analysis – Evaluates existing roadway network and parking areas and identifies potential changes/improvements to the existing Special Events operations and area roadway network.

Special Events Improvement Project Development – Determines potential future projects to address current Special Events traffic and parking deficiencies, grouped into services, technology, and infrastructure categories.

Project Prioritization – Creates a prioritization list which will be categorized into near-term (can be implemented within 1 year), mid-term (can be implemented in 1-5 years), and long-term (can be implemented in 5+ years).

Funding Source Identification – Identifies applicable State and Federal grant opportunities for the proposed improvements.



Legend

- ★ Venue Location
- [- - -] Venue Boundary
- [---] County Boundary

St. Lucie Venues	
1	McCarty Ranch Preserve
2	Clover Park
3	Downtown Fort Pierce/South Beach
4	The Port District/Botanical Gardens/City Center
5	Fenn Center/Lawnwood Regional Park
6	St. Lucie County Fairgrounds/Emergency Operations Center

REGIONAL PARTNER COORDINATION

Five (5) virtual meetings were held with the following regional partners:

- City of Port St. Lucie Parks & Recreation
- St. Lucie County (County Transit and Parks & Recreation)
- St. Lucie County Sheriff's Office
- Port St. Lucie Botanical Gardens
- City of Fort Pierce

The following summarizes the meetings. Detailed meeting notes are provided in **Appendix A**.

City of Port St. Lucie Parks & Recreation

A virtual meeting was held with the Special Events Coordinator, Paul Grives, from the City of Port St. Lucie Parks & Recreation, on Tuesday, December 13, 2022. Paul identified current problems with their congestion management and parking during special events. The main points from this meeting include:

- Mid Florida Events Center Events:
 - St. Patrick's Day (Friday & Saturday events)
 - Parking garage is available to park during parade, but no one uses it
 - Freedom Fest: 4th of July
 - Festival of Lights with fireworks
 - Close parking garage during this event
 - New officers were unaware of what roads to close, and resulted in chaotic traffic operations
- The City of Port St. Lucie has five (5) to six (6) Parks & Recreation officers assigned to each special event
 - Officers meet before event to plan
 - Sergeant Colin Duncombe started 3-4 months ago and runs things
- Downtown Fort Pierce
 - Wayfinding for garage does not mention the garage is always free
- McCarty Ranch Preserve
 - Land utilized for utilities; field is used for events with:
 - Pony rides
 - Food vendors
 - Stage
 - Only one entrance into the park (Range Line Road)
 - Parking is on the road leading into Park from Range Line Road
 - Vehicles on the park entry road have never parked all the way to park entrance
 - PVC was recently installed to organize in parking area
 - Rent portable lights for pedestrians during special events
 - Police presence is limited to the inside of the park
- Recommendations for McCarty Ranch Preserve
 - **Entrance to park could be improved**
 - **New road from Tradition Parkway to Range Line would cut travel time in half**
- Botanical Gardens would like to host River Nights but cannot while parking is under construction until possibly October 2023

St. Lucie County Transit

A virtual meeting was held with Adolfo Covelli from St. Lucie County Transit and Willie Redden from St. Lucie County Parks & Recreation on Tuesday, December 19, 2022. The main points from this meeting include:

- County Transit mostly does not provide the shuttling for special events
 - **Shuttling is recommended for future events to assist with loss of parking at venues such as the Botanical Gardens**
- Botanical Gardens
 - Has satellite parking and shuttling, but they are requesting large buses and there is a 2-year waitlist to provide this
 - Also, shortage of shuttle drivers
 - Overflow parking is currently at the Intermodal Transit Facility which will be upgraded within the next 4 years
 - The City of Port St. Lucie owns the Intermodal facilities to park and shuttle and are therefore in control of these services
- Clover Park
 - No observed traffic congestion but it was noted that the parking has changed which caused minor congestion but not of any major concern
 - The County does not have the authority over the Clover Park parking
 - Transit did provide service for "Citizen's Academy"
- St. Lucie County Fair is run by Fair Association

St. Lucie County Sherriff's Office

A virtual meeting was held with Sergeant Matt Dietrich from the St. Lucie Sheriff's Office on Friday, January 13, 2023. The main points from this meeting include:

- Clover Park holds the New York Mets
 - Mets hire Sheriff's Officer for security
 - Traffic builds up for these events
 - NW Peacock Blvd is particularly heavy with traffic
 - **Recommendation to have a pickle to help ease traffic and to have a signal timing plan for events to run as many people out of the event as possible**
- Fenn Center/Lawnwood Regional Park
 - Was utilized as a vaccine distribution center
 - Biggest issue is mix of pedestrian and vehicle traffic
 - East lot is westbound only
 - Up to 1,000 people at a time coming in. Pedestrians have to walk up from parking area and then having to cross the street
 - **Recommendation to stop vehicles to let pedestrians pass**
 - **Recommendation to add traffic sign at the 19th Street and Virginia Avenue intersection**
 - o Current limited lefts out
 - No marked pedestrian crossing except at Virginia Avenue
 - Multiple cones and message boards
- St. Lucie County Fairgrounds
 - Was utilized as a vaccine distribution center

- Issue is distance to walk in from parking area
 - **Recommend shuttles**
- No issue into Fairgrounds
- Employee Entrance on Peacock Road and main entrance on W Midway Road
- If planned well, this location could host large events
- Need more sign boards

Port St. Lucie Botanical Gardens

A virtual meeting was held with Volunteer Chair, Jeff Chambers, from the Port St. Lucie Botanical Garden on Thursday, December 15, 2022. The main points of this meeting include:

- Botanical Gardens Current Conditions
 - 170 parking spaces while park is under construction (originally 400 parking spaces)
 - Vendors are not able to park with reduced parking area
 - Three different events were cancelled leading to financial strain
 - Used to have events with 60-70 vendors and 400 + parking spots
- Shuttling
 - City has offered 4 shuttles: 1 for pickup, 1 for drop-off, and 2 in transit for the Botanical Gardens
 - Fort Pierce Police Department shuts down half of the parking area during events, which includes the area where shuttles turn around
 - Requesting a parking garage, but they are aware of the high cost and neighbors would likely object
- Operations for December Holiday Lights Event
 - Have police presence to help with congestion and crossing guards for safety on site
 - 4 police cars onsite to block off road
 - Crossing guards at Port St Lucie Boulevard & West Moreland
- Current congestion issue – West Moreland congestion builds up to Port St. Lucie Boulevard then west over the bridge

City of Fort Pierce

A virtual meeting was held with Sergeant Fasanello from the Fort Pierce Police Department on Tuesday, December 13, 2022. The main points of this meeting include:

- Past Events
 - Christmas Parade
 - Permitted event with road closures (34-35 roads) with no major concern
 - Message boards were set out to inform the public
 - Congestion when exiting events
 - To exit downtown events there is usually congestion since there are only two exit points US-1 or the beach
- **Recommendation to improve bike and pedestrian safety**
- Variable message boards
 - Currently, events have 2-3 boards
 - Lack of wayfinding in downtown
 - No social media awareness of events
 - **Recommendation to have more boards**

- **Recommendation to coordinate with Public Works and inform of road closures on social media**
- **Recommendation to get City of Fort Pierce Committee involved in event planning**

SPECIAL EVENT LOCATION EVALUATION

Field visits were conducted at the special event locations during special events. For more detailed field observations, see individual memorandums for each site visit. The following were documented for each of the Special Events:

- (1) Traffic operations at intersections/driveways in proximity to the Special Event Location
 - a. Traffic Signal Cycle Failures
 - b. Maximum Queues
 - c. Turn lane queue spill back into through lanes
- (2) Bicycle and Pedestrian operations
- (3) Parking ingress and operations including payment type (if applicable)
- (4) Parking egress operations
- (5) Wayfinding signage (including temporary/dynamic messaging signage)

McCarty Preserve – Bonfire Hayride

The event observed at McCarty Preserve was the Bonfire Hayride, which was held on Saturday February 4th, 2023, from 3:00 p.m. – 7:00 p.m. McCarty Ranch Preserve is located at 12525 Range Line Rd, Port St. Lucie, FL 34987. Arrivals and departures occurred throughout the event. **Figure 2** shows the roads in the vicinity of McCarty Preserve. Due to the rural location of the site, there is an absence of pedestrian paths and bike lanes.

Traffic Operations at Intersections/Driveways

Intersection 1: Glades Cut Off Road and Range Line Road

- Westbound Glades Cut Off Road is uncontrolled (Exhibit 1), Eastbound Glades Cut off Road is stop-controlled, and Range Line Road is stop-controlled
- No turn lanes are provided on any approach
- Groups of up to ten (10) vehicles coming northbound along Range Line Road would approach the stop-controlled intersection turning eastbound on Glades Cut Off Road
 - Queues cleared quickly as there was minimal opposing traffic
- Maximum queue was 10 vehicles northbound around the end of the event and had minimal delays



Exhibit 1: Glades Cut Off Road and Range Line Road Intersection

Intersection 2: Range Line Road and Park Entrance

- Range Line Road is uncontrolled, and the park driveway is stop-controlled
- No turn lanes on any approach
- Some speeding along Range Line Road was observed (no speed measurement collected)
- Consistent inbound vehicles, sometimes in groups
 - Sufficient gaps for vehicles to enter from Range Line Road without delay
- Closer to end of the event, there were groups of outbound vehicles because the park driveway was operating as a single lane requiring outbound vehicles to stop and queue while inbound vehicles parked
 - Queue of four to five (4-5) vehicles outbound with minimal delay due to low traffic volumes on Range Line Road (Exhibit 2)

**Exhibit 2: Parking Egress onto Range Line Road****Intersection 3: SW Martin Highway and SW Allapatah Road (Range Line Road)**

- SW Martin Highway and SW Allapatah Road (Range Line Road) operates as all-way stop (Exhibit 3)
- No turn lanes provided on any approach
- Most of the traffic was going east-west on SW Allapatah Road, (non-event related)
 - The maximum queue was 15 vehicles westbound around 3 p.m. (start of event)

**Exhibit 3: SW Martin Highway and SW Allapatah Road (Range Line Road) Intersection**

Bicycle and Pedestrian Operations

- No pedestrian or bicycle paths are provided on the park driveway where attendees park
- Due to the curved segment of park driveway just south off the parking lot, there is a blind spot for drivers for view of pedestrians walking in the road
 - Vehicles parked on this segment and pedestrians would unload (Exhibit 4)
- Two (2) trolleys, tractors with a covered trailer with seats, were provided to transport passengers who parked along park driveway
- Four (4) trolley stops were provided along the park driveway; however, the trolley would stop along park driveway to pick up and drop off pedestrians, blocking traffic
 - Trolley stops marked with sign and straw bale with a portable light nearby
 - Last trolley stop was about 1.1 miles from entrance on Range Line Road (Exhibit 5)
- Portable lights placed along park driveway giving visibility to pedestrians



Exhibit 4: Blind Spot with Trolley and Pedestrians Unloading



Exhibit 5: Trolley Stop

Parking Ingress Operations

- Free parking available on-site with parking staff throughout parking area to assist
 - Grassed parking lot using PVC pipe with string to designate rows (Exhibit 6)
 - Parking lot fits around 170 vehicles
 - Two members of parking staff were positioned outside of the main lot, with one directing vehicles to stop and the other directing them to the entrance of the main parking lot or disabled parking (Exhibit 7)
- Overflow parking was provided along the north side of the park driveway (Exhibit 8)
 - Staff directed attendees to park angled initially and then directed to them to park straight
 - Angled parking required exiting drivers to make a three point turn to turn around vehicle to exit
- Police car was parked at the entrance of the park, but did not assist traffic
- Event staff was giving conflicting messages to drivers at the main lot, and directing them to wait as they figured out next steps
- Internal communication amongst parking staff via walkie talkies to communicate open spots in the main parking lot as they became available



Exhibit 6: PVC, Poles, and Rope in Main Lot to Designate Parking Spots



Exhibit 7: Decision Point for Handicapped Parking and Main Parking Lot Driveway Parking



Exhibit 8: Parking Ingress for Overflow Parking on Park Driveway

Parking Egress Operations

- Police vehicle was parked at the entrance of the park, but was not directing traffic
- Blind spot posed more danger for pedestrians during nighttime conditions (Exhibit 9)
- Exiting vehicles would wait behind the stopped trolley as it was loading/unloading
 - Caused confusion among drivers as they did not have visibility of the pedestrians and would attempt to pass trolley on left while pedestrians crossed to get to parked cars
- Main lot was operating as one-way with no signage for drivers to know where the exit was



Exhibit 9: Main Lot Egress onto Park Driveway with Pedestrians

Wayfinding Signage

- Static signs with “McCarty Ranch Preserve” and an arrow pointing to direction located at:
 - Commerce Centre Drive directly south of Glades Cut Off Road facing northbound traffic
 - W Midway Road directly west of Glades Cut Off Road facing eastbound traffic
 - W Midway Road directly east of Glades Cut Off Road facing westbound traffic
 - Glades Cut Off Road directly east of Range Line Road facing westbound traffic
 - Range Line Road directly north of park entrance facing southbound traffic
 - Range Line Road 500 feet north of park entrance facing southbound traffic
 - Note that this sign says “McCarty Ranch 500” (Exhibit 10)
 - Range Line Road directly south of park entrance facing northbound traffic
- Variable message sign with the event “Bonfire Hayride” and the date and time of event “February 4th 3-7 PM” located at:
 - Glades Cut Off Road directly east of Range Line Road facing westbound traffic (Exhibit 11)
 - At park entrance, only facing vehicles once they turned into park entrance

- “Event Parking” sign with red arrow located near main parking lot to direct drivers (Exhibit 12)



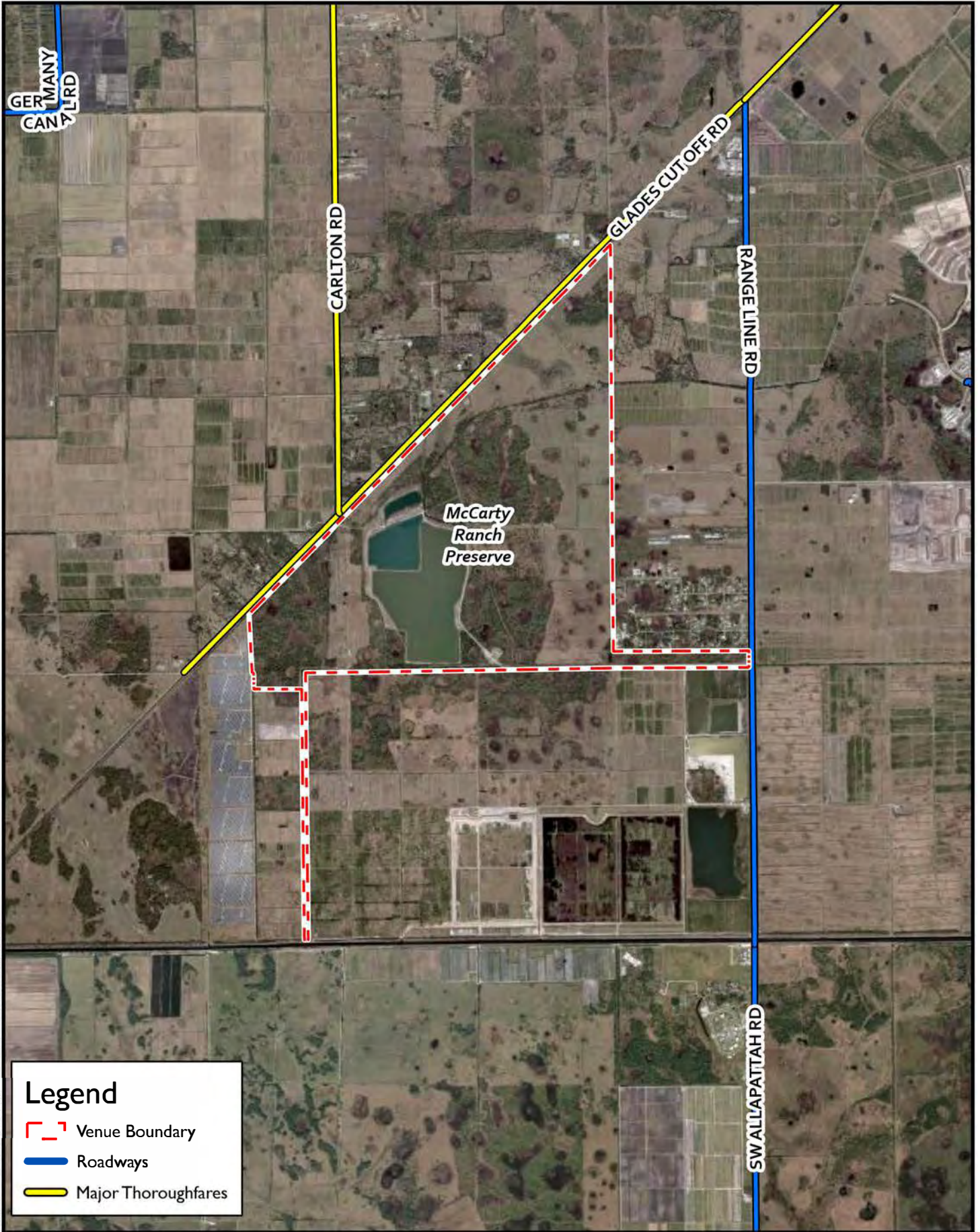
Exhibit 10: Static “McCarty Ranch 500” Sign on Range Line Road



Exhibit 11: Static “McCarty Ranch” Sign and Variable Message Board on Glades Cut off Road



Exhibit 12: Event Parking Sign on the Park Driveway



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Legend

- - - Venue Boundary
- Roadways
- Major Thoroughfares

Clover Park (Mets)

The event observed at Clover Park was the Mets Spring Training (New York Mets vs. Miami Marlins), which was held on Saturday February 25th, 2023, at 6:10 p.m.

Figure 3 shows the roads in the vicinity of Clover Park. **Figure 4** shows the pedestrian paths and bicycle lanes in the vicinity of the site.

Traffic Operations at Intersections/Driveways

Intersection 1: NW University Boulevard and Piazza Drive (East Entrance)

- Eastbound left on NW University Boulevard into Piazza Drive backed up onto NW Peacock Boulevard
- Significant queues from both the east and west on NW University Blvd (Exhibit 13)
 - Queue backed up all the way to NW Peacock Boulevard



Exhibit 13: NW University Boulevard and Piazza Drive

Intersection 2: NW Peacock Boulevard and Piazza Drive (West Entrance)

- Heavy backup on southbound left turn movement into Piazza Drive (Exhibit 14)
- Vehicles entering Piazza Drive would block opposing traffic
- At 6:20 p.m., entrance was still backed up (10 minutes after game time)
- Police presence at entrance on Piazza Drive during end of event to help direct traffic
- Westbound left vehicles (outbound) caused some northbound backup as they waited



Exhibit 14: Entrance to Clover Park on Piazza Drive

Intersection 3: NW Peacock Boulevard and NW University Boulevard

- 2 Police SUVs stationed from 4:45 to 5:00 p.m. with officer using traffic pickle to control signal timing (Exhibit 15)
- Major backups at this intersection
 - Northbound prior to the game
 - Southbound after the game
- Majority of inbound vehicles would continue straight toward NW Peacock Boulevard entrance instead of using entrance on NW University Boulevard (Exhibit 16)
- Inbound traffic started clearing at 6:30 p.m., and police SUV was no longer present
- Game ended at approximately 8:45 p.m., congestion lasted until approximately 9:30 p.m.
 - Consistent cycle failures due to spillback congestion from downstream NW Peacock Boulevard intersections



**Exhibit 15: Northbound queue on NW Peacock Boulevard and NW University Boulevard
(Before Game)**



**Exhibit 16: Northbound queue on NW University Boulevard past NW Peacock Boulevard
(Before Game)**

Intersection 4: NW Lake Whitney Place and NW Peacock Boulevard

- Prior to game, heavy northbound traffic queues (Exhibit 17)
- At 9:20 p.m., after the game, southbound through lanes spilled back from downstream
- By 9:25 p.m. traffic cleared



Exhibit 17: Northbound queue on Peacock Boulevard at NW Lake Whitney Place

Intersection 5: NW Courtyard Circle and NW Peacock Boulevard

- Prior to start of game observations:
 - Northbound left queue of 17 vehicles and 11 cleared (cycle failure) (Exhibit 18)
 - Northbound through queue of 5 vehicles
 - No queue for northbound right
 - Eastbound left queue of 1 vehicle and cleared
 - Eastbound through queue of 1 vehicle and cleared
 - No queues for eastbound right
 - Westbound left queue of 5 vehicles and 1 cleared (cycle failure)
 - Westbound through queue of 1 vehicle
 - Southbound left queue of 3 vehicles and 1 vehicle cleared
 - Southbound through queue of 3 vehicles and cleared
 - No queues for southbound right
- At 6:05/6:10 p.m., police officers posted at intersection
- After game observations:
 - All movements except southbound through clear
 - Northbound left queue of 3-6 vehicles
 - No queues for northbound through and northbound right
 - Southbound left queue of 1 vehicle
 - Southbound through queue of more than 20 vehicles
 - No queues for eastbound left
 - Eastbound through queue of 1-3 vehicles
 - Eastbound right queue of 3-7 vehicles
 - Westbound left queue of 1-5 vehicles
 - No queues for Westbound through and westbound right



Exhibit 18: Northbound queue on NW Peacock Boulevard at NW Courtyard Circle

Intersection 6: St Lucie W Boulevard and NW Peacock Boulevard

- I-95 at St. Lucie Boulevard is currently under construction, and causing some traffic congestion reaching this intersection
- At 5:10 p.m.:
 - Eastbound left queues ranged from 23 vehicles to 30 or more vehicles extending past end of taper
 - Two cycle failures were observed (Exhibits 19 and 20)
- At 5:30 p.m.:
 - Northbound queues from downstream intersection spilled back into the intersection
 - Caused eastbound left vehicles to get caught in intersection
 - Northbound queues minimal (3-4 vehicles) and cleared
 - Southbound queues minimal (4-5 vehicles) and cleared
 - Eastbound through queues minimal (4-5 vehicles) and cleared
 - Westbound queues cleared but westbound right impacted by northbound congestion
- At 5:40 p.m., westbound left and westbound right heavily blocked by spillback into intersection from NW Peacock Road northbound traffic
 - Initial queue cleared but capacity reduced by spillback
- Traffic from vehicles parking at Clover Park backed up all the way to this intersection
- At 5:50 p.m.:
 - Eastbound left had a 25-vehicle queue to taper, no spillback, only 17 vehicles cleared (cycle failure)
 - Eastbound through had a queue of 16 vehicles but cleared
- Eastbound U-turn decreasing efficiency for vehicles on the southbound right movement exiting Clover Park
- At 6:00 p.m., northbound queues from upstream significantly reduced
- At 8:30 p.m.:

- Signal timing changed to allow over 80 seconds of green time for the southbound movement
- Southbound right queue spilled back into through lanes extending back to the stadium
- All other movements were able to clear in one cycle
- Pedestrians observed crossing St. Lucie W Boulevard to the south
- Some vehicles were observed cutting through to NW Courtyard Circle to bypass queue along NW Peacock Boulevard
- Traffic from game cleared by 9:33 p.m.



Exhibit 19: Eastbound Left Queue at St Lucie W Boulevard and NW Peacock Boulevard



Exhibit 20: Eastbound Left Queue at St Lucie W Boulevard and NW Peacock Boulevard

Bicycle and Pedestrian Operations

- To avoid paying the parking fee, several eventgoers parked in the parking lots along the south side of NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Pedestrians would use the crosswalk located near the bus stop west of Piazza Drive to get across NW University Boulevard and into the stadium
 - No lighting is present at this bus stop or crosswalk (Exhibit 21)
 - Lack of street lighting leading to dangerous conditions for pedestrians crossing the street
- No lighting is present along the east side of NW Peacock Boulevard; no lighting for sidewalk
- Sidewalks not well lit along NW University Boulevard
- Pedestrians crossed NW Peacock Road at Piazza Drive to parked vehicles across the street on west side of NW Peacock Boulevard (Exhibit 22)
 - Pedestrians were able to stop inside cones in median to avoid traffic
- Consistent pedestrian activity along NW Peacock Boulevard observed after the end of the game (Exhibit 23)



Exhibit 21: Bus Stop and Crosswalk on NW University Boulevard



Exhibit 22: Pedestrians Walking Across NW Peacock Boulevard to Parked Vehicles



Exhibit 23: Pedestrians crossing at NW Peacock Boulevard and NW Courtyard Circle

Parking Ingress Operations

- Piazza Drive at NW Peacock Boulevard
 - Cashless parking signs at entrance
 - Drivers would argue with each other causing delays as some drivers would exit their vehicles to argue
 - Piazza Drive operating as a single lane until near pay station then it split into two
 - Staff directing vehicles where to park

- Parking fee at Clover Park was \$15 (cashless)
- Piazza Drive at NW University Boulevard entrance operates as two lanes into parking area
- Row of vehicles parked in right of way on NW Peacock Boulevard across from Piazza Drive

Parking Egress Operations

- Steady flow of vehicles exiting both exits by 8 p.m. (7th inning)
- Cones set up for exiting vehicles
- 2 exit lanes out of the west entrance (Piazza Drive and NW Peacock Boulevard)
- For rideshare, drivers were confused where pick-up location was after the roadblocks
 - Designated rideshare pickup location (at the bus shelter) was not lit up, and not accessible by cars after police blocked the road (Exhibit 24)



Exhibit 24: Rideshare Sign

Wayfinding Signage

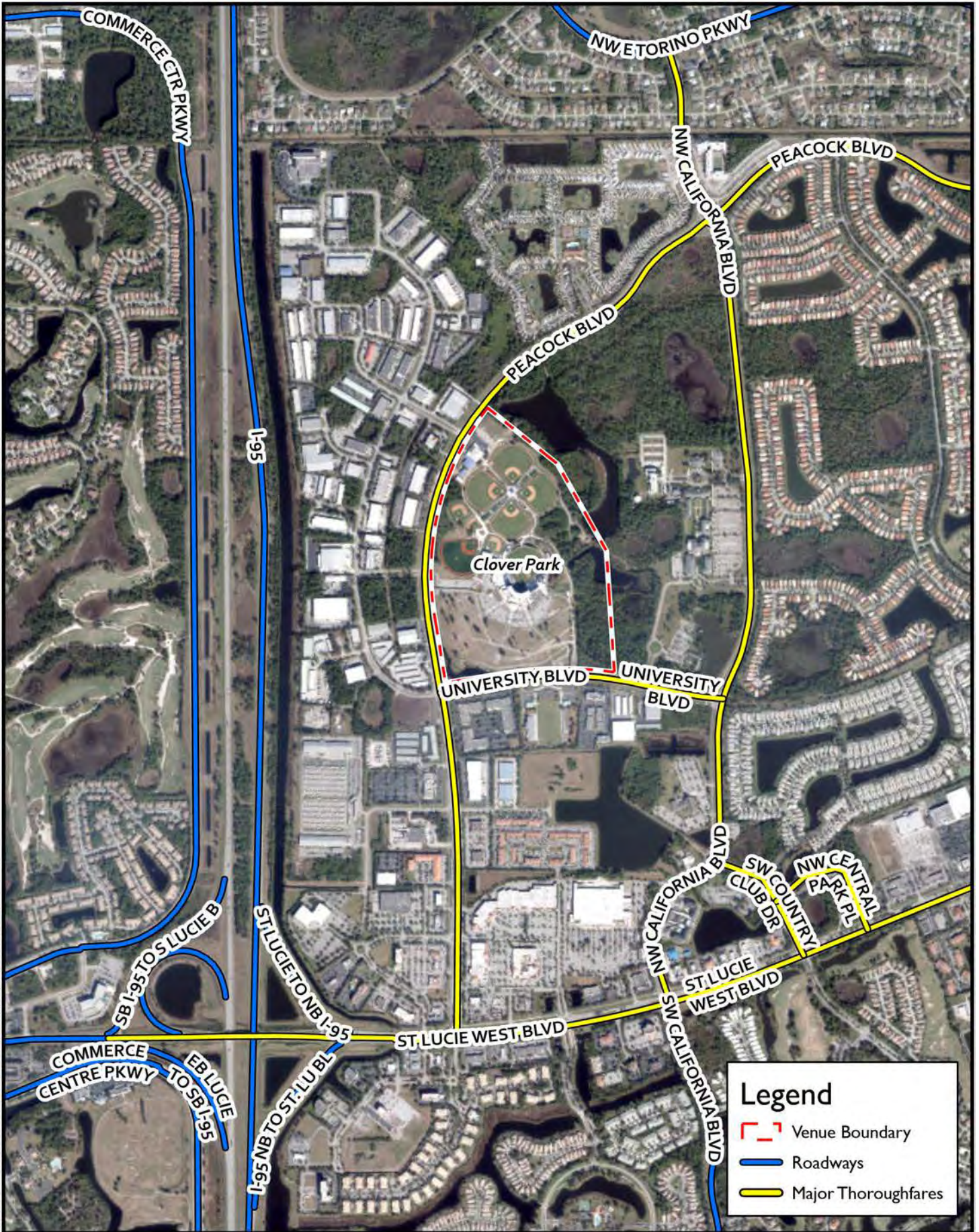
- Variable message sign on NW Peacock Boulevard just south of NW University Boulevard (Exhibit 25)
 - Message 1: Stadium traffic
 - Message 2: Stay Right
- Static green "Stadium" Sign with directional arrow at I-95 northbound off-ramp
- Static brown sign with "Spring Training Home of the New York Mets" sign located at NW California Boulevard just south of NW University Boulevard facing northbound traffic (Exhibit 26)



Exhibit 25: DMS on NW Peacock Boulevard just South of NW University Boulevard



Exhibit 26: Static Brown Sign with Direction to Mets Spring Training at Clover Park

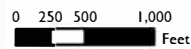


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CLOVER PARK
ST. LUCIE TPO AREA

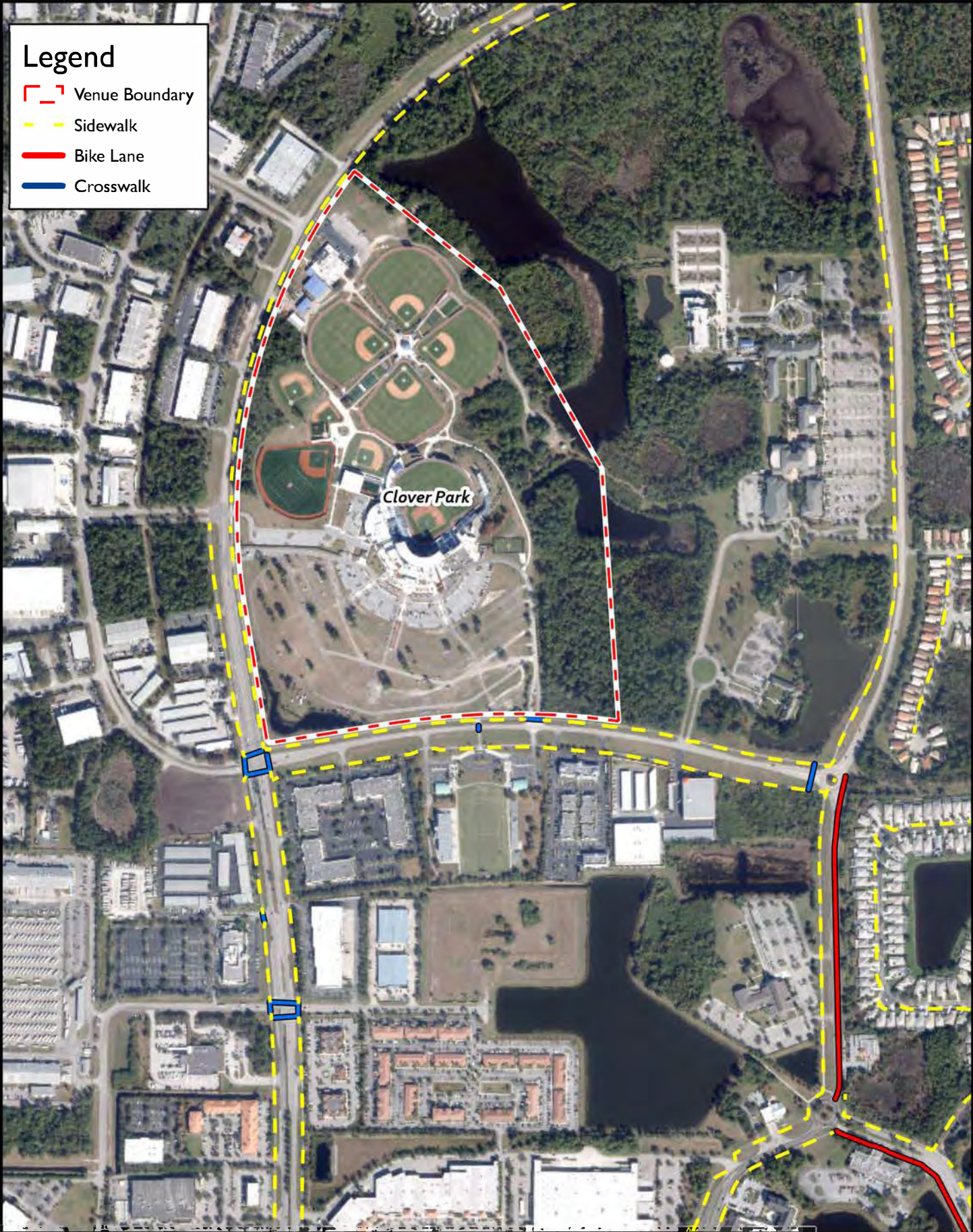
SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



Kimley»Horn
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FIG. 3



Legend

- Venue Boundary
- Sidewalk
- Bike Lane
- Crosswalk

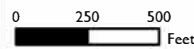
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CLOVER PARK

ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



Kimley»Horn
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FIG. 4

Downtown Fort Pierce/South Beach

The event observed in Downtown Fort Pierce was the Friday Fest at Marina Square, which was held on Friday March 3rd, 2023, from 5:00 p.m. – 8:30 p.m.

Figure 5 shows the roads in the vicinity of Downtown Fort Pierce and South Beach. **Figure 6** shows the pedestrian paths and bicycle lanes in Downtown Fort Pierce, and **Figure 7** shows the pedestrian paths and bicycle lanes in South Beach.

Traffic Operations at Intersections/Driveways

Roundabout at Avenue A and N Indian River Drive

- East leg was shut down for through traffic but provided access to parking lot (Exhibit 27)
- Northbound traffic buildup due to pedestrians walking in roundabout (Exhibit 28)
 - Short delay but did spill back to Orange Avenue
- There are only two crosswalk signs present



Exhibit 27: East Leg Shut Down for Event



Exhibit 28: Pedestrians Walking on Crosswalks at Roundabout

Orange Avenue and US Highway 1

- Eastbound left turn is short causing spillback into through lane
- Queuing observations at start of event:
 - Westbound left/through had queue of 7 vehicles and 6 cleared in one cycle
 - Westbound left had consistent spillback and did not always clear
 - Westbound right had 1 vehicle queue and cleared
 - Eastbound left had 15 or more vehicles with spillback into through lane
 - Eastbound through had 3-5 vehicles and cleared
 - Northbound left had 2-3 vehicles and cleared
 - Northbound right had 10 vehicles and cleared
 - Southbound left had 7 vehicle spillback and 6 cleared
 - Southbound through had 10 or more vehicles in the queue and cleared
- Queuing observations at 8:30 p.m. (end of Friday Fest):
 - No queue on westbound right
 - Eastbound through/right had a queue of 2 vehicles and cleared
 - Eastbound left had spillback with queue of 8 vehicles (Exhibit 29)
 - Westbound through/left had spillback onto railroad tracks (maximum 13 vehicle queue) (Exhibit 30)
 - Did not interfere with vehicles exiting Fort Pierce Public Parking Garage
 - Northbound left had a queue of 3 vehicles and cleared
 - Northbound through/right had a queue of 8 vehicles and cleared
 - No queue for southbound left
 - Southbound through/right had a queue of 8 vehicles and cleared



Exhibit 29: Eastbound Left Lane Spillback



Exhibit 30: Westbound Through/Right Lane Spillback

US Avenue 1 and Avenue A

- Queuing observations at start of event:
 - Northbound left did not have a queue
 - Northbound through/right had an 8 vehicle queue and cleared
 - Southbound left had a queue of 4 vehicles and cleared

- Southbound through/right had a 7 vehicle queue and cleared
- Westbound left had queue of 1-2 vehicles and cleared
- Westbound through/right had queue of 5 vehicles and cleared
- Queuing observations at 8:30 p.m. (end of Friday Fest):
 - Westbound left had queue of 4 vehicles and cleared
 - Westbound through/right had queue of 5 vehicles and cleared

Bicycle and Pedestrian Operations

- Two streetlights near train tracks on Orange Avenue were off/non-functional
- Some pedestrians walked through middle of roundabout at Avenue A and N Indian River Drive instead of walking in crosswalks
- Pedestrians did not pay attention to the No Walk Sign and would block vehicles on the westbound left movement at Orange Avenue and N Indian River Drive
- Consistent pedestrian traffic around event throughout observation period
- Lighting provided on both sides of all streets around event
- Parking lot on Indian River Drive between A E Backus Avenue and Avenue D did not have any sidewalks or lights (Exhibit 31)
- Melody Lane only had lighting on west side, east side was along water
- Non-ADA compliant sidewalks at Indian River Drive and Orange Avenue (Exhibit 32)
- Missing Pedestrian Push Button Signs at some the intersection poles at Orange Avenue and US Highway 1 (Exhibit 33)
- Only two legs on the roundabout at Avenue A and N Indian River Drive have Yield to Pedestrians signs (Exhibit 34)



Exhibit 31: Lack of Lighting at Parking Lot between AE Backus Avenue and Avenue D



Exhibit 32: Missing ADA Compliant Sidewalk



Exhibit 33: Missing Pedestrian Traffic Signal (Walk/Don't Walk) Signs



Exhibit 34: Yield to Pedestrians Sign at Roundabout Crosswalk

Parking Ingress Operations

- Free parking available at Marina Square (Exhibit 35), Melody Lane Fishing Pier, Restaurant/Shopping Parking lot west of N Indian River Dr between Orange Avenue and Avenue A, Fort Pierce Public Parking Garage, south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D
 - Fort Pierce Public Parking Garage filled to the fifth floor
 - Lanes in parking garage are not wide with a small turning radius
 - Large trucks were sticking out of spaces, making it difficult for 2-way traffic
 - Open Space Parking lot south of A E Backus Avenue between N 2nd Street and N Indian River Drive filled up
 - Restaurant/Shopping parking lot is free for two hours, but was not time-limited during the hours of the event (Exhibit 36)
 - All lots near event filled up
- Electrical cart offering drop-off service for \$2 per person for people further away from event (Exhibit 37)
- All on-street parking near event was full (Exhibit 38)
- Freebee was operating in the area (Exhibit 39)
 - Service that offers a free way for residents to get around Fort Pierce
- Vehicles were observed circling lots near event before parking at the more distant lots



Exhibit 35: Marina Square Parking Lot



Exhibit 36: Time Limited Restaurant/Shopping Parking Lot



Exhibit 37: Fort Pierce Electrical Cart



Exhibit 38: Full On-Street Parking



Exhibit 39: Freebie Vehicle

Parking Egress Operations

- Steady flow of vehicles exiting Fort Pierce Public Parking Garage towards end of event
 - Other parking observations
 - A couple of times a vehicle queue of 3-4 vehicles observed outbound of parking garage
 - Generally outbound traffic from parking lots was spread out and not concentrated during a specific time or location
 - Parking garage had maps showing where the main points of interest were in downtown
- Vehicles were towed if parked in non-designated areas

Wayfinding Signage

- 2 portable signs (Detour and Road Closed) on Melody Lane at the south end of the event, but one was blocked and facing the wrong way and the other was knocked down during the event and not put back in place (Exhibit 40)
 - Sign did not direct vehicles where to go
 - Signs were at drive aisle for parking lot and not at a road with decision point
- Signs with directions to main points of interest in downtown including parking present throughout downtown area (Exhibit 41)
 - Parking is not clearly indicated as free or as public parking
- Public Parking sign on Orange Avenue facing westbound traffic was blocked by train signage (Exhibit 42)
 - No signs advertising the event in the area
 - Minimal/limited signage near Marina directing traffic to Fort Pierce Public Parking Garage or any other parking area
 - Signs that were provided had supplemental "Jury" plaque



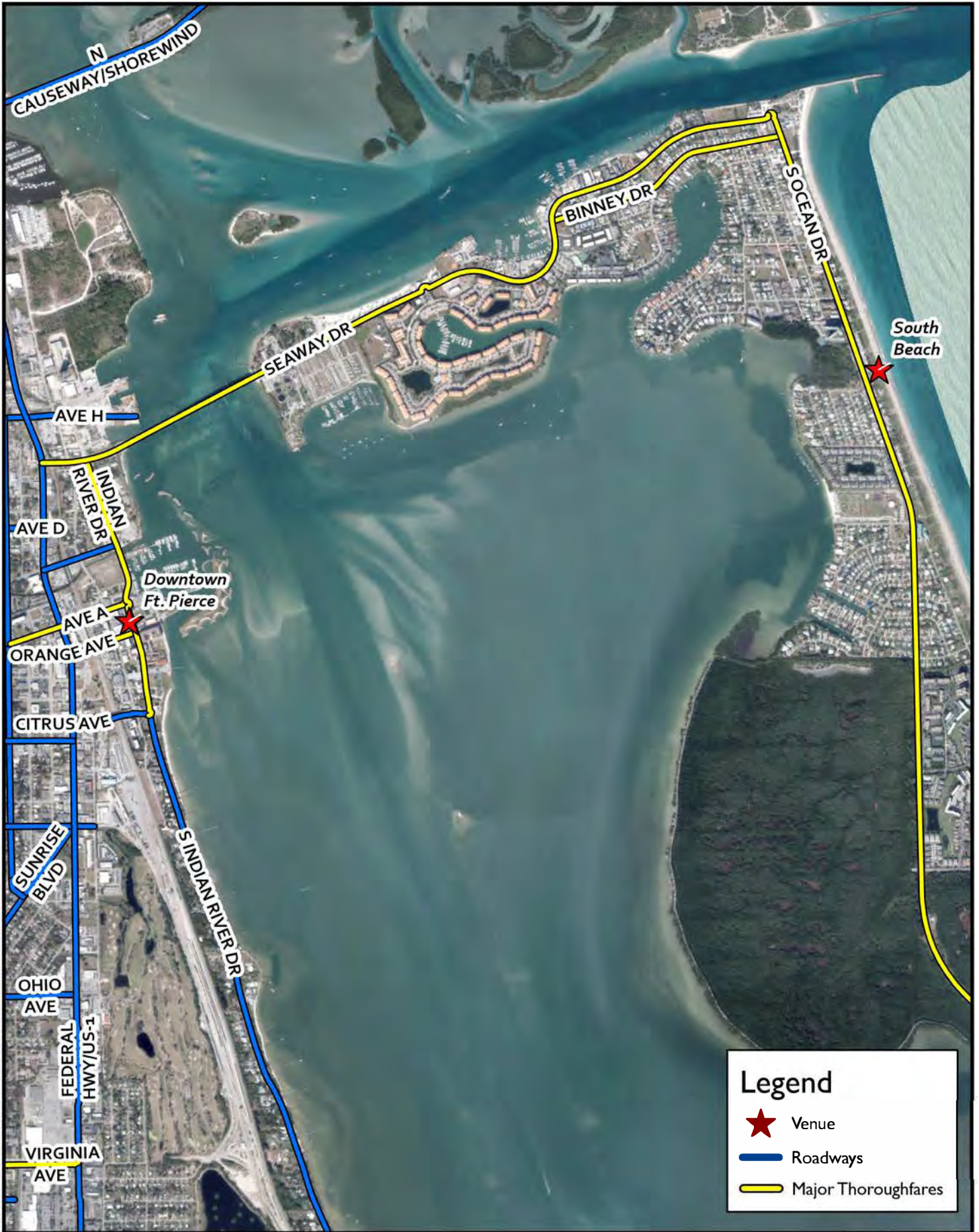
Exhibit 40: Detour Sign and Backwards Detour Sign at Melody Lane



Exhibit 41: Sign with Directions to Main Points of Interest in Downtown



Exhibit 42: Free Parking Sign Blocked by Train Signs

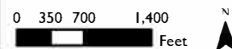


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DOWNTOWN FT. PIERCE / SOUTH BEACH
ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



Legend

- ★ Venue
- Roadways
- Major Thoroughfares

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FIG. 5

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Legend

- ★ Venue
- Crosswalk
- - - Sidewalk
- Bike Lane

DOWNTOWN FT. PIERCE
ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL

0 50 100 200 300 Feet

N

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FIG. 6



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The Port District/Botanical Gardens/City Center

An event was not observed at the Botanical Gardens as events have been limited due to the construction occurring on-site. However, a field visit was conducted to study the current operations. **Figure 8** shows the roads in the vicinity of Port District/Botanical Gardens/City Center. **Figure 9** shows the pedestrian paths and bicycle lanes in the vicinity of the site.

Bicycle and Pedestrian Operations

- At the intersection of SE Westmoreland Boulevard/SE Veterans Memorial Parkway and SE Port St Lucie Boulevard, there are dual southbound right movements across the west leg crosswalk. Currently, a Turning Vehicles Yield to Pedestrians sign is present, but vehicles on the second (inside) right-turn lane have limited visibility to the pedestrians and sign. (Exhibit 43)
- Parking areas within the Botanical Gardens have lighting, but there is an absence of pedestrian level lighting along sidewalks (Exhibit 44)



Exhibit 43: Turning Vehicles Yield to Pedestrian Sign



Exhibit 44: Parking Lot Lighting

Wayfinding Signage

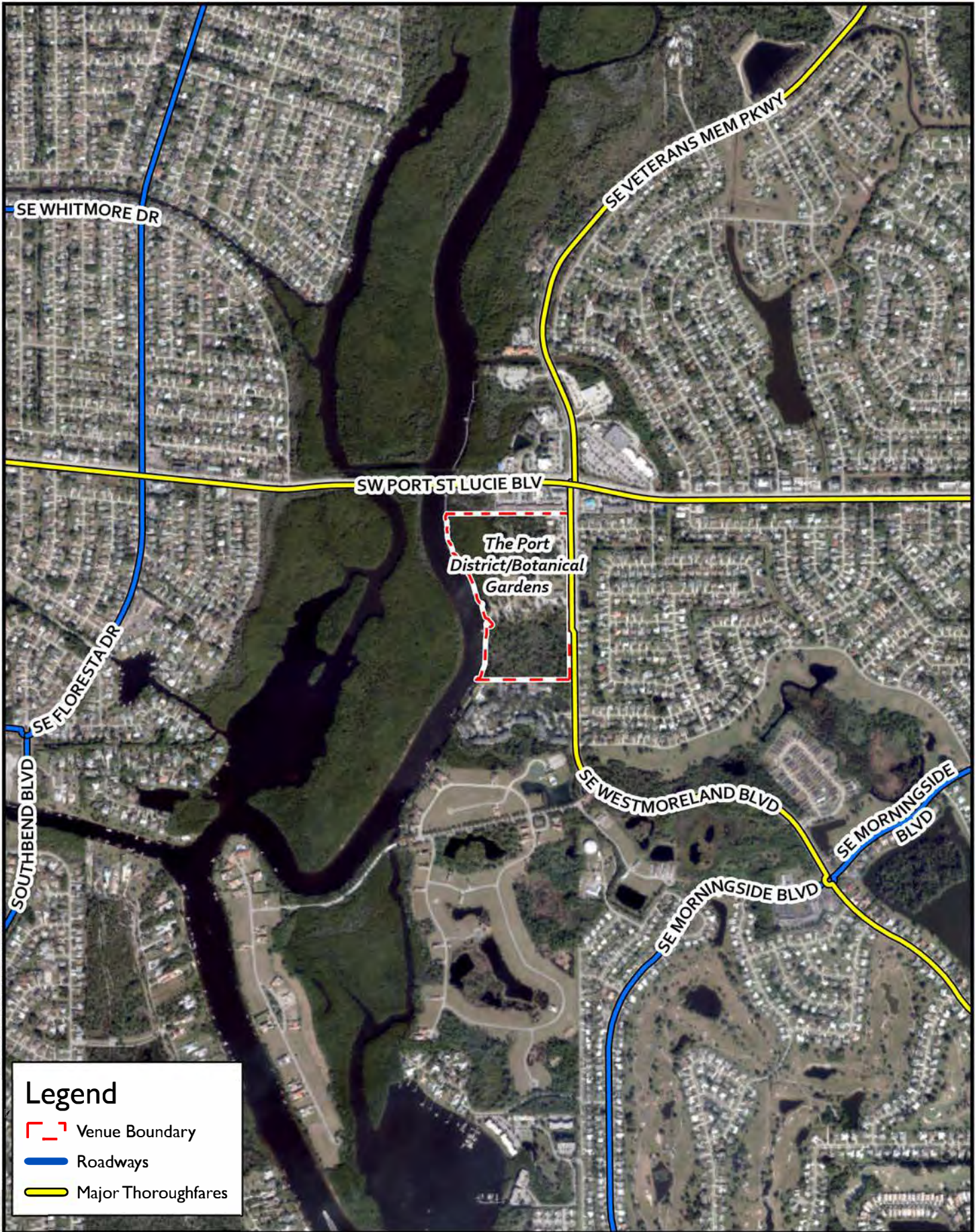
- Brown signs with directions to the Botanical Gardens were observed
 - Both eastbound and westbound along SE Port St Lucie Boulevard at SE Veterans Memorial Parkway (Exhibit 45)
 - Southbound SE Veterans Memorial Parkway north of SE Port St Lucie Boulevard (Exhibit 46)



Exhibit 45: Botanical Gardens Sign on Eastbound SE Port St Lucie Boulevard



Exhibit 46: Botanical Gardens Sign on Southbound SE Veterans Memorial Parkway



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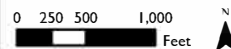
Legend

- Venue Boundary
- Roadways
- Major Thoroughfares

THE PORT DISTRICT /BOTANICAL GARDENS
ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

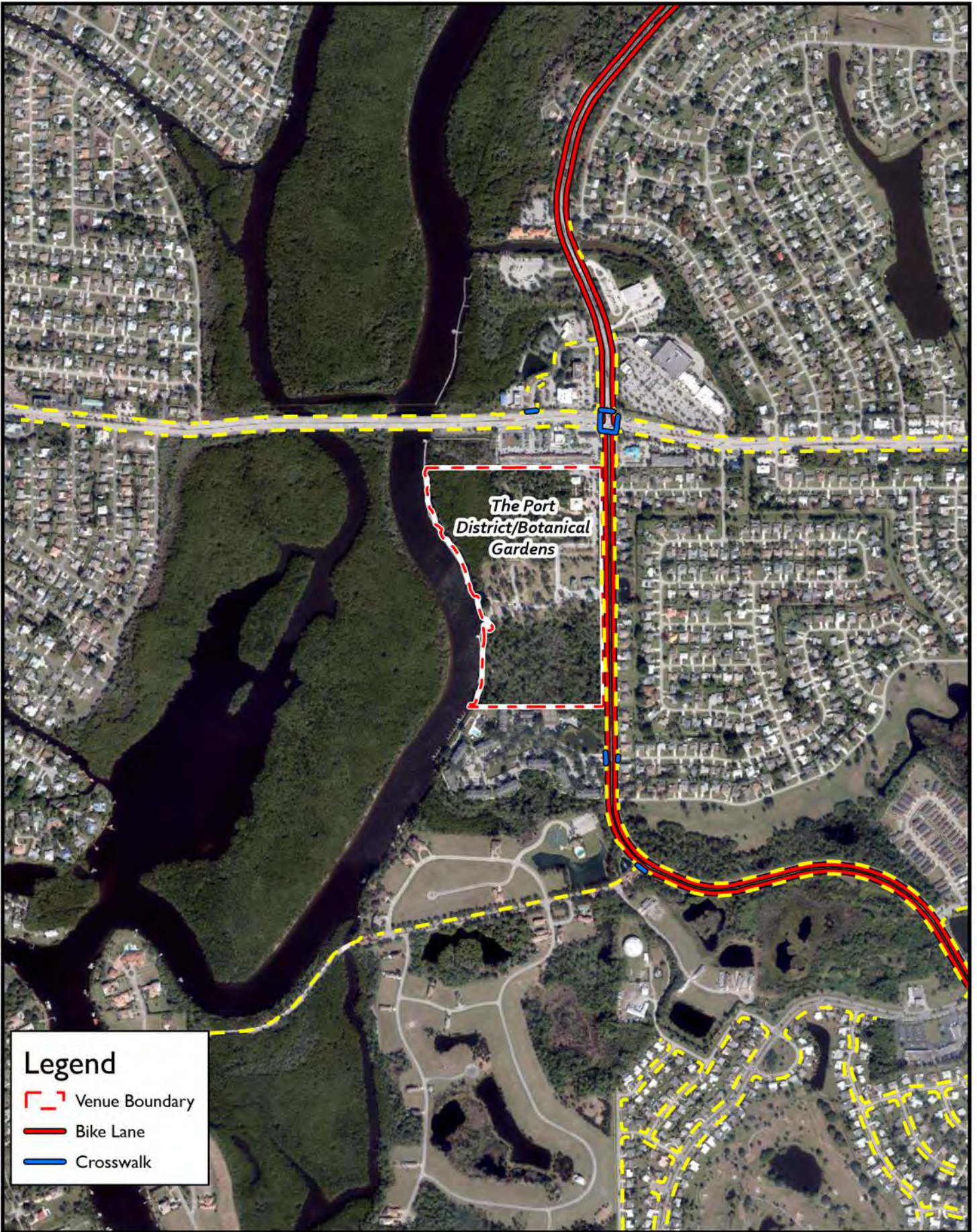
ST. LUCIE COUNTY, FL



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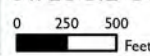
FIG. 8



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Legend

- Venue Boundary
- Bike Lane
- Crosswalk



Fenn Center/Lawnwood Regional Park

The event observed at Fenn Center was WWE NXT, which was held on Friday January 20th, 2023, from 7:00 – 10:00 p.m. Fenn Center is located at 2000 Virginia Avenue, Fort Pierce, FL. The event began at 7:30 P.M and ended at approximately 10:05 p.m. **Figure 10** shows the roads in the vicinity of Fenn Center/Lawnwood Regional Park. **Figure 11** shows the pedestrian paths and bicycle lanes in the vicinity of the site.

Traffic Operations at Intersections/Driveways

Intersection 1: S 25th Street and Virginia Avenue

- At 5:30 p.m. the east-west movement would clear in one cycle with no failures
- North-south movements would clear in one cycle except for the southbound left turn
 - Southbound left turn had a queue of more than 10 vehicles each cycle, and the spillback was past the taper (Exhibit 47)
 - Vehicles queued up on the yellow pavement marking without impacting the southbound through movement
- For a short period, the westbound left turn began to have a longer queue that did not clear in one cycle and would extend to taper
- At 6:30 p.m., all queues cleared in one cycle



Exhibit 47: Southbound Left Turn Spillback onto Taper

Intersection 2: S 13th Street and Virginia Avenue

- Minimal queues observed, all movements would clear in one cycle with no failures (Exhibit 48)
- One unmanned police car was parked on the northwest corridor



Exhibit 48: S 13th Street and Virginia Avenue Intersection

Intersection 3: Fenn Center/Lawnwood Regional Park Driveway and 19th Street

- Driveway is stop-controlled, and 19th Street is uncontrolled
- No observed traffic congestion at this intersection (Exhibit 49)
- At 10:05 p.m. (event released):
 - Low volume of traffic along Virginia Avenue so exiting vehicles did not have to wait long for a gap in traffic
 - More traffic southbound right than southbound left
 - Observed southbound right traffic roll through intersection
 - Maximum southbound queue of 4 vehicles



Exhibit 49: Fenn Center/Lawnwood Regional Park Driveway and 19th Street Intersection

Bicycle and Pedestrian Operations

- Central walk from main lot to satellite lot had a curb ramp into the roadway with no crosswalk and no receiving curb ramp or sidewalk on the other side (Exhibit 50)
- Sidewalk on end caps of satellite parking had no curb ramps (Exhibit 51)
- Multiple lights were off in parking area creating dark conditions where pedestrians were walking
- Most pedestrians crossed between main central aisle and driveway aligned just to the north
- Many families with children observed crossing from venue to satellite lot (Exhibit 52)
- Vehicles did stop for pedestrians crossing
- Exiting pedestrians used main/central walk
- Observed 2 bicyclists



Exhibit 50: Central Walk from Satellite Parking Lot to Main Lot



Exhibit 51: Satellite Parking End Caps



Exhibit 52: Families Crossing from Venue to Satellite Lot

Parking Ingress Operations

- No police presence
- At 6:20 p.m., a line began to form to get into the front door
 - Parking lot still had many spaces available
 - No attendant present at parking entrance
- At 6:40 – 6:45 p.m. the doors opened, and attendees entered

- The main lot was full
 - Vehicles started to use satellite parking
- With no attendant or signage to show main lot was full some vehicles circled main lot before circling back to satellite lot
 - Many vehicles did see vehicles in satellite parking and parked there instead of going to main lot
- No police presence or event staff
- Slow but steady flow of inbound traffic
 - No queues or congestion at Virginia Avenue entrance
- Limited connectivity between one-way driveway aisles in satellite lot, so long drives if driver wanted to switch from eastbound to westbound drive aisle or if driver went wrong way (Exhibit 53)
- Vehicles parked in “No Parking” area on both sides of road of North side of Fenn Center (Exhibit 54)
- Drop offs occurred at front door



Exhibit 53: Limited Connectivity in Satellite Parking Lot



Exhibit 54: Vehicles Parked in No Parking Zone

Parking Egress Operations

- No event staff in parking areas or police presence to guide vehicles or pedestrians
- Lawnwood Regional Park was closed so all lights in park were off
- Some congestion present in main lot at single exit
- Faster exit for satellite parking than the main lot
- More traffic was present in the southbound right lane than the southbound left lane
 - Low volume of traffic along Virginia Avenue so exiting vehicles did not need to wait for gaps in traffic
- By 10:20 p.m., both lots were mostly empty and venue doors closed
 - Minimal delay observed for southbound (outbound) vehicles

Wayfinding Signage

- One-way signs for satellite parking areas facing south but nothing facing north to alert southbound drivers from main lot or park
- No Do Not Enter signs for one way exit aisles
- One wayfinding sign to get to Fenn Center was provided east of site, but sign was dirty and hard to see (Exhibit 55)
- Event specific signage or static/variable message signs were not provided at or near event
- No signage for event or parking at Fenn Center
- Free flowing east-west traffic did not appear to be speeding



Exhibit 55: Wayfinding for Fenn Center



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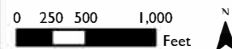
Legend

- Venue Boundary
- Roadways
- Major Thoroughfares

FENN CENTER & LAWNWOOD REGIONAL PARK
ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



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FIG. 10

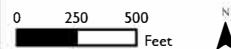


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FENN CENTER & LAWNWOOD REGIONAL PARK ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



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FIG. 11

St. Lucie County Fairgrounds/Emergency Operations Center

The event observed at St. Lucie Fairgrounds was the St. Lucie County Fair, which was held from February 24 – March 5th. The time that was observed was from 5:00 p.m. – 9:00 p.m.

Figure 12 shows the roads in the vicinity of St. Lucie County Fairgrounds/Emergency. **Figure 13** shows the pedestrian paths and bicycle lanes in the vicinity of the site.

Traffic Operations at Intersections/Driveways

Intersection 1: W Midway Road and James W Bass Boulevard/Fairground Entrance

- From 5:50-6:20 p.m.:
 - James W Bass Boulevard operating as a two lane in, two lanes out (Exhibit 56)
 - Eastbound right queues of 15 or more vehicles with no spillback as lane is a drop lane
 - Westbound left queues of 30 or more vehicles would extend past taper and block through lane
 - Westbound left queues continued to extend past taper for an extended time period as turning vehicles did not use 2nd inbound lane and assumed 1 inbound lane only
 - Northbound left vehicle cut off eastbound through motorcycle
- At 6:30 p.m.:
 - Police officer began to move cones to limit outbound to right-turn only
 - Arranged cones so that westbound left vehicles would use the inside lane and eastbound right vehicles would use the outside lane
 - Not all westbound left traffic realized they could use the inside lane even after the cones were rearranged
- At 7:00 p.m.:
 - Westbound W Midway Road backed up with vehicles heading to the event (Exhibit 57)
 - Steady inflow on eastbound right with maximum queue of 11 vehicles
 - Instances of vehicles turning right into James W Bass Boulevard from W Midway Road using the inside lane meant for westbound left turns
 - Caused traffic backup in eastbound through lanes with a maximum queue of 24 vehicles
 - Traffic buildup in eastbound right lane due to drivers slowing down to ask parking staff where to go
- At 7:30 p.m.:
 - Observed outbound right turn vehicle from Fairgrounds head eastbound then make U-turn to go back to SR-70
 - Westbound through had queue of 4-5 vehicles
 - Eastbound through had queue of 1-2 vehicles
 - Eastbound right on Midway into Fairgrounds would extend back to merge from SR-70
 - Portable lighting present on James W Bass Boulevard at intersection (Exhibit 58)



Exhibit 56: W Midway Road and James W Bass Boulevard Intersection

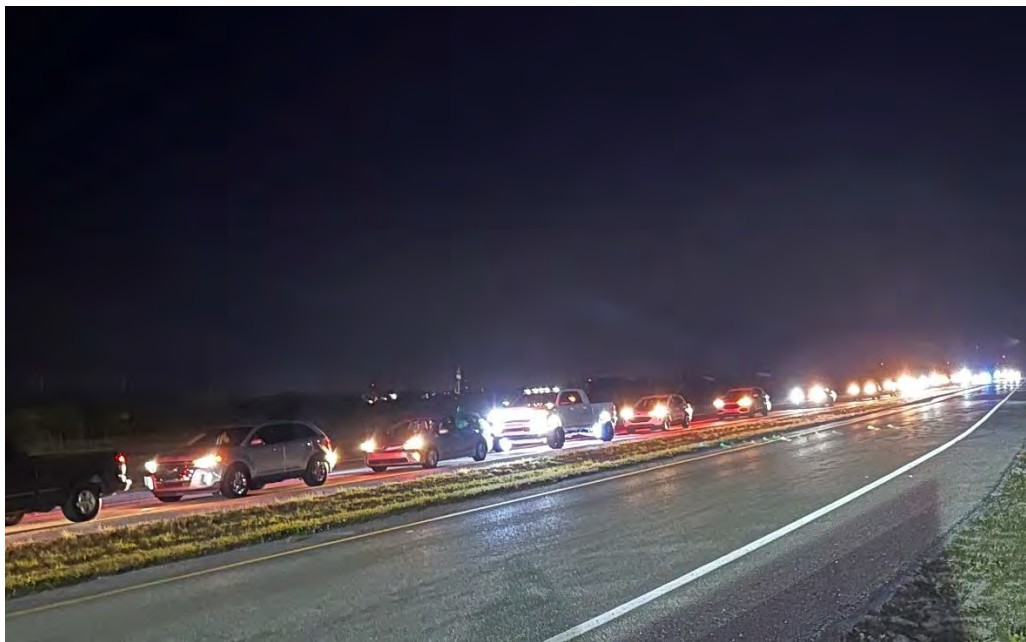


Exhibit 57: Westbound Queue on W Midway Road



Exhibit 58: Portable Lighting on James W Bass Boulevard and W Midway Road

Intersection 2: Okeechobee Road (SR-70) and W Midway Road

- At 6:15 p.m.:
 - Maximum queue of 24 vehicles in the westbound left lane with a cycle failure and 7-10 vehicles not making it through (Exhibit 59)
 - Typically, 4-5 vehicles left after cycle failure
 - Steady flow of vehicles turning into event from east on SR-70
 - No vehicles experienced multiple cycle failures
 - Vehicles would make a westbound left turn against red light as there was minimal eastbound traffic
- At 7:00 p.m.:
 - Westbound left had queue of more than 25 vehicles and spillback into through lanes
- At 7:30 p.m.:
 - Westbound left had 20 or more vehicle queue and only 9 made it through the protected green phase
 - Northbound cycle was skipped if there was no traffic
 - Maximum northbound queue of 5 vehicles
 - Due to County Fair exit being right turn only, this limited traffic toward this intersection



Exhibit 59: Westbound Left Turn Queue on SR-70

Bicycle and Pedestrian Operations

- Parking lot has designated pedestrian exit points that put pedestrians in grass and unmarked crossing locations (Exhibit 60)
 - Pedestrians would walk between inbound cars
- Parking lot doesn't have signage to direct pedestrians to access points
 - No cones to separate pedestrians from cars in main drive aisle (Exhibit 61)



Exhibit 60: Designated Pedestrian Exit Points



Exhibit 61: Pedestrians Walking in Middle of Street

Parking Ingress Operations

- No parking fees
- St. Lucie County Sheriff Explorers with lit batons directed traffic (Exhibit 62)
- Cones were present on James W Bass Boulevard to separate vehicles (Exhibit 63)
- Entry driveway was operating as two lanes, merging into one lane on a dirt road on the northwest side of the parking lot causing backup of traffic onto W Midway Road
- At 6:00 p.m.:
 - Inbound on James W Bass Boulevard queues caused by lines to get into County Fair parking
 - Not all inbound traffic realized there were 2 inbound lanes and would mostly use western most lane (Exhibit 64)
 - At first, only one lane was allowed through gate so merging traffic would queue back to intersection
 - At 6:00 p.m., parking staff opened 2 lanes through gate which alleviated queuing
 - 3 guard houses are at the end of the entrance before parking field but there were no people inside and traffic continued in without stopping
- At 6:30 p.m.:
 - In the parking lot the 2 inbound lanes diverted to 2 different lots
 - Outside lane wrapped around front of parking lot back to northeast lot
 - Inside lane went to northwest lot
- Some drop off occurred at front gate which was also an inbound lane for parking so this would hold up line
- Ticket/entrance line would back up to drive aisle but did not impact traffic trying to park
- Vehicles did not start parking in furthest northwest grass area until paved parking was full which occurred at 8:00 p.m.
- Inbound traffic started to slow down after 8:00 p.m.
- Once main lot was full, inbound traffic was directed to merge to one lane at gate to divert all vehicles to northwest overflow lot

- Cones created a difficult left turn from the inside lane
- Staff directing traffic did not assist with the merging lanes, and just directed all traffic to go which would lead to conflict



Exhibit 62: Explorer with Baton Directing Traffic

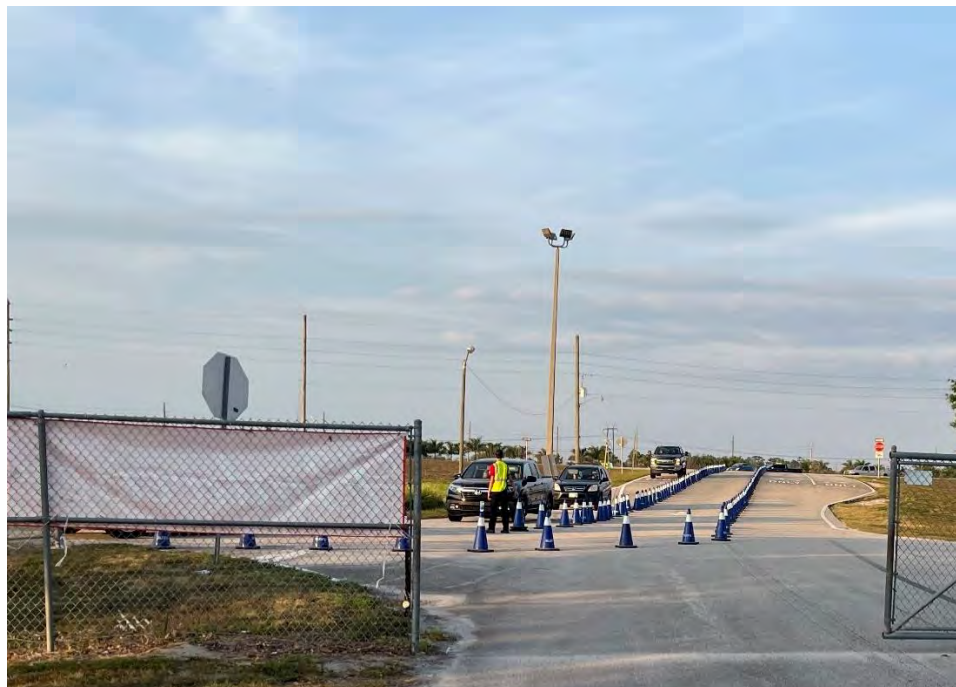


Exhibit 63: Cones on Entry Driveway (James W Bass Boulevard)



Exhibit 64: Vehicles Using only One of Inbound Lanes

Parking Egress Operations

- The snaking of inbound vehicles from front lot created back up within the venue's main road towards the exit (Exhibit 65)
 - Vehicles then made a right into northeast lot causing confusion between outbound and inbound vehicles and where to go
 - Vehicles trying to exit were initially directed to go to the second parking lot as parking staff was unaware that the vehicles were trying to leave
 - Caused circulation problem
 - This shifted into vehicles being asked to turn hazard lights on to show event staff that they were trying to exit parking
- Peacock Road gate was open, but 2 parking staff members stood to block entering vehicles
 - Exit only for vehicles parked in grass field in northwest corner (Exhibit 66)
- Observed vehicles make illegal left from County Fair even though cones were set up for right-turn only (Exhibit 67)
- Minimal traffic on eastbound/westbound W Midway Road so there were no queues outbound



Exhibit 65: Venue's Main Road in Parking Lot



Exhibit 66: Exit only Driveway at Peacock Road



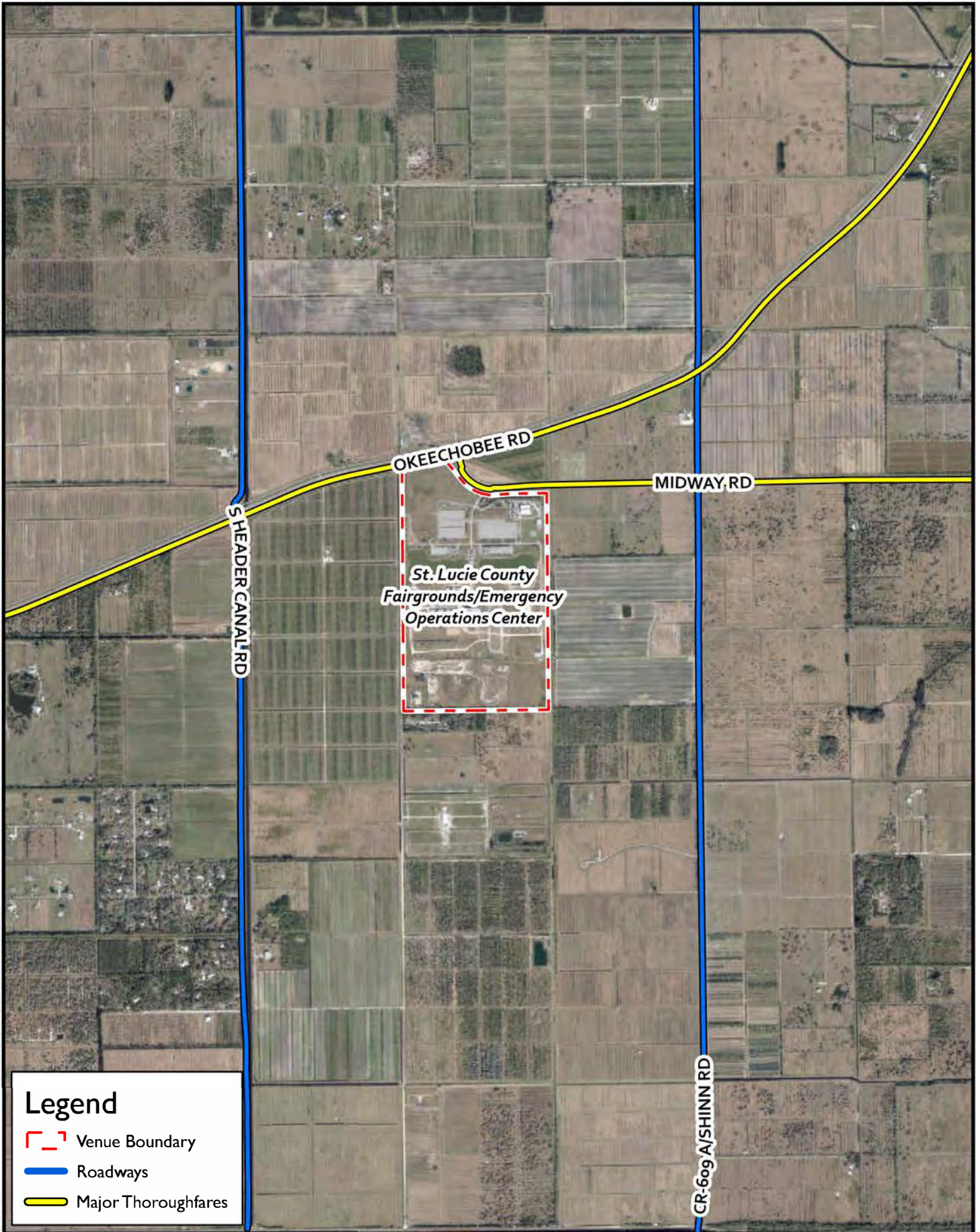
Exhibit 67: Vehicle Making Illegal Left Turn onto W Midway Road from Driveway

Wayfinding Signage

- No signs or message boards at I-95 interchange and W Midway Road
- Variable message board was present along W Midway Road halfway between I-95 (Exhibit 68)
 - The message provided information on dates of the fair as well as a message to expect traffic delays.



Exhibit 68: Variable Message Board on SR-70 Halfway between I-95 and Entrance



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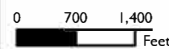
Legend

- Venue Boundary
- Roadways
- Major Thoroughfares

ST. LUCIE FAIRGROUNDS /EMERGENCY
 OPERATIONS CENTER
 ST. LUCIE TPO AREA

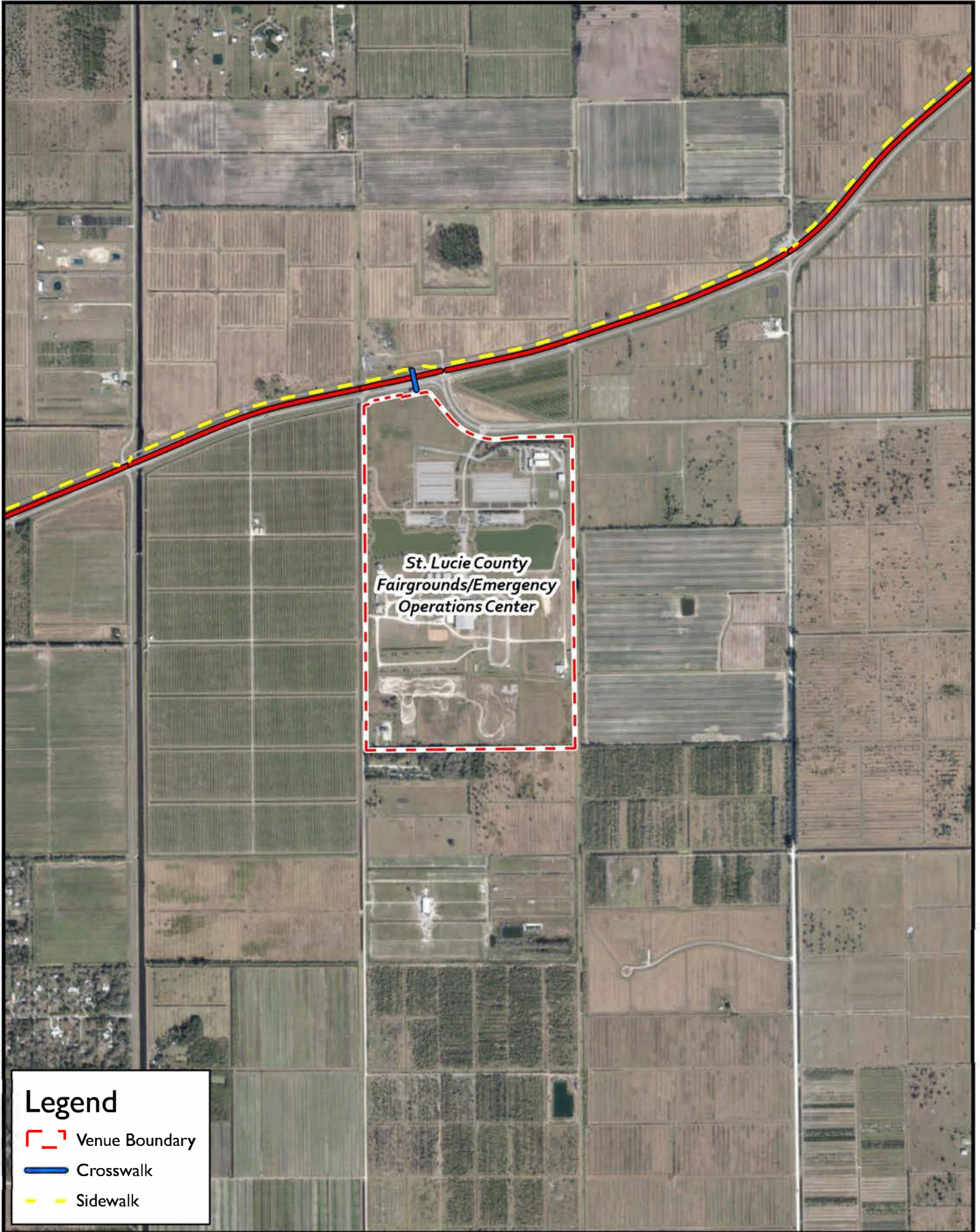
SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



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FIG.
 12



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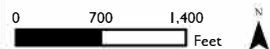
Legend

- Venue Boundary
- Crosswalk
- Sidewalk

ST. LUCIE FAIRGROUNDS /EMERGENCY OPERATIONS CENTER
 ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



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FIG. 13

SPECIAL EVENTS NEEDS ANALYSIS

Based on the field observations from the special events, existing roadway network and parking areas were evaluated to determine advantageous operations that allow for safe and expedient ingress and egress to and from each special event location. In addition, potential changes/improvements to the existing Special Events operations and area roadway network to achieve desired operations are below.

McCarty Preserve – Bonfire Hayride

(1) Wayfinding

- Two (2) variable message boards for advertising the event are recommended to face each direction (northbound and southbound traffic) on Range Line Road each side of the park entrance, instead of the current single variable message board placed at the park entrance.
- Two (2) brown static signs indicating direction to McCarty Ranch Preserve should be placed at SW Discover Way and Range Line Road facing westbound traffic after it is paved, and at SW Martin Highway and SW Allapatah Road (Range Line Road) facing westbound traffic (in Martin County). The current static sign on eastbound W Midway Road and Glades Cut off Road should be placed further away from the intersection to give drivers time to decide to turn right towards McCarty Ranch Preserve.
- A sign like the “Event Parking” with the red arrow located near the main parking lot should also be placed on the park driveway near the entrance to avoid confusion about parking as the parking lot is a long distance from entrance.

(2) Traffic Routing and Operations

- It is recommended that a pedestrian trail or path be placed on the south side of the park driveway to increase safety for pedestrians that are trying to walk back to their vehicles or the park.
- It also recommended that the trolley pick up/drop off riders in the designated trolley stops instead of the driveway, to prevent a queue of outbound vehicles behind the trolley.
- Intersection lighting is recommended at Glades Cut Off Road and Range Line Road to help northbound traffic see stop sign and east-west traffic.

(3) Parking Demand/Capacity

- Parking on the park driveway should be straight in instead of angled, so that vehicles have a smoother exit and have minimal delays.

(4) Parking Management

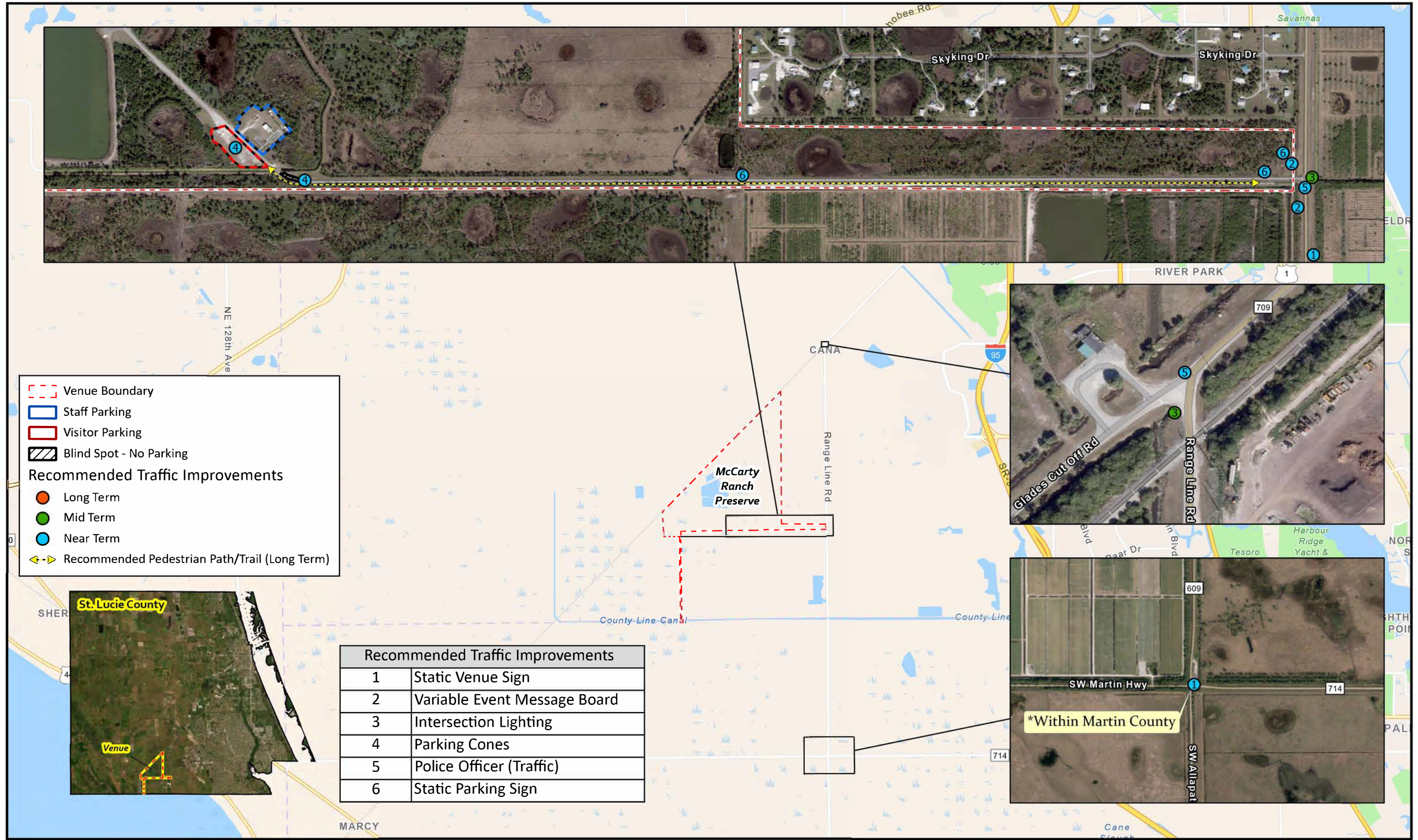
- Cones or no parking signs should be mounted at the blind spot on the park driveway curve to improve safety for pedestrians.
- Exit signs should be placed in the parking lot to direct drivers out of the parking lot.
- For larger events, additional trolley stops should be placed closer to park entrance to serve all the parked vehicles.

(5) Event Staff and Law Enforcement

- Parking staff should have coordination meetings prior to the event so that staff understands operations and their roles during the event.
 - These meetings should go over past event mistakes and how to better improve for future events.
- For large events, it is recommended that a police officer be positioned at the park entrance to stop traffic and let vehicles out of the park.

Figure 14 illustrates the recommended improvements and locations.

Figure 14 - McCarty Ranch Preserve



Clover Park (Mets)

(1) Wayfinding

- Recommend variable message boards at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and St Lucie West Boulevard and NW Country Club Drive intersection.
- Recommend Variable message sign on northbound NW Peacock Boulevard directing to both parking entrances.
- Rideshare should be better marked, better lit, and easier to access.

(2) Traffic Routing and Operations

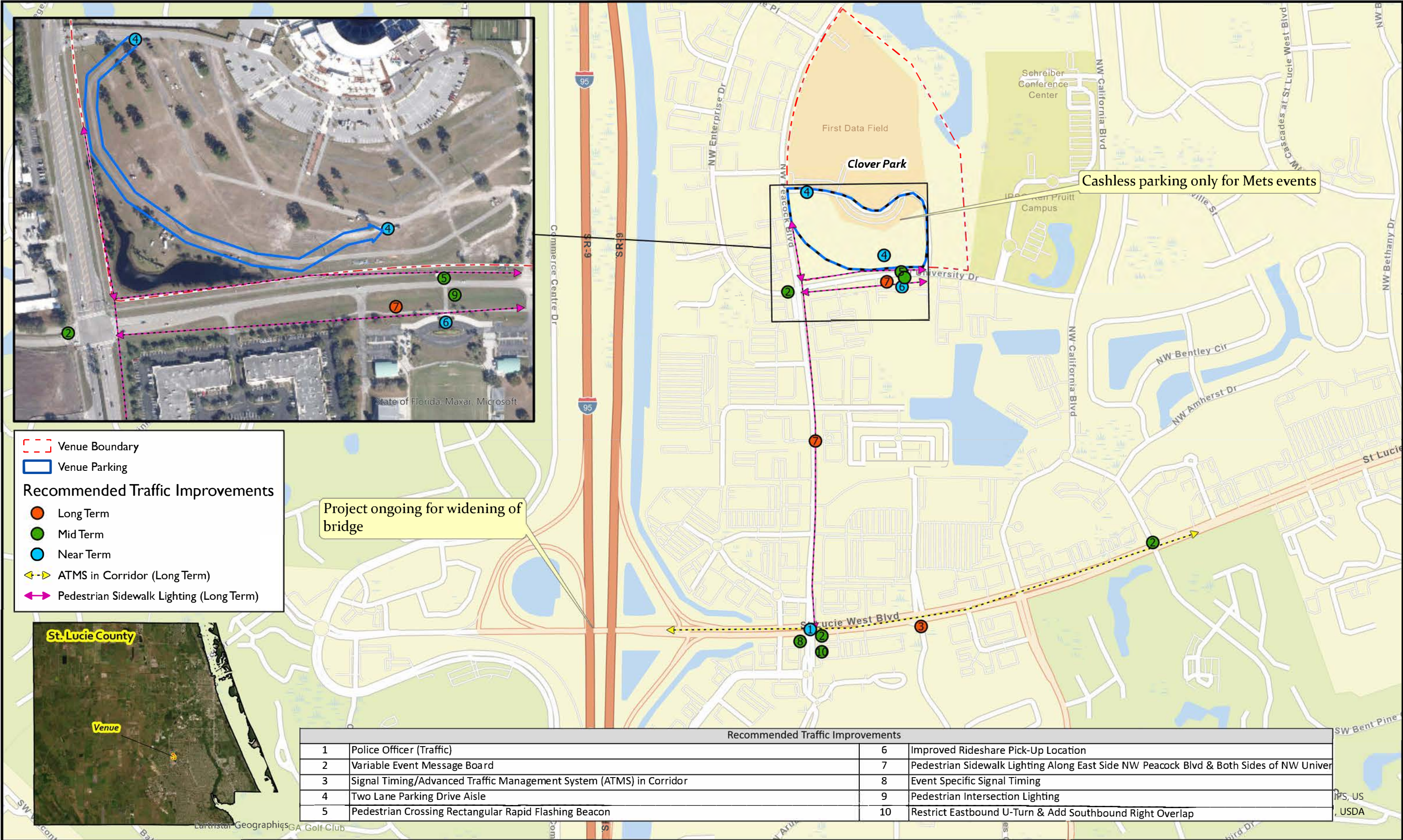
- Recommend restricting U-turns for the eastbound left at the St Lucie West Boulevard and NW Peacock Boulevard intersection and allowing a southbound right overlap movement. The U-turns can be restricted using a blank out sign restricting U-turns at certain times of the day when events are held.
- Recommend event specific signal timing at the St Lucie West Boulevard and NW Peacock Boulevard intersection to provide more southbound green time.
- Recommend Advanced Traffic Management System (ATMS) on St Lucie West Boulevard corridor
- Recommend placing pedestrian sidewalk lighting along east side of NW Peacock Boulevard and both sides of NW University Drive.
- Recommend a pedestrian crossing rectangular rapid flashing beacon (RRFB) and pedestrian intersection lighting for the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive to improve safety for pedestrians who are walking from the parking lot across the street to Clover Park.
- Two lane parking drive aisles internal to the parking lot are recommended to reduce queues on the public roads.

(3) Law Enforcement

- Recommend police officer presence at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and NW University Drive and Piazza Drive intersection to control traffic.

Figure 15 illustrates the recommended improvements and locations.

Figure 15 - Clover Park



Downtown Fort Pierce/South Beach

(1) Wayfinding

- For Friday Fest recommend placing a detour sign further south on Melody Lane to help guide vehicles that are not event related to a major intersection (i.e., Orange Avenue).
- Recommend better wayfinding signage for parking to guide vehicles to the main parking lot (Fort Pierce Public Parking Garage) or other satellite lots.
- Recommend temporary event static signs and variable message boards for street closures.
- Signs with directions to main points of interest in downtown including parking present throughout downtown area should be reflective and with bigger letters to help visibility at night. These signs should be edited to clearly indicate free public parking.
- Recommend placing a sign that indicates the Marina Square parking lot is full to prevent vehicles from circling around.

(2) Traffic Routing and Operations

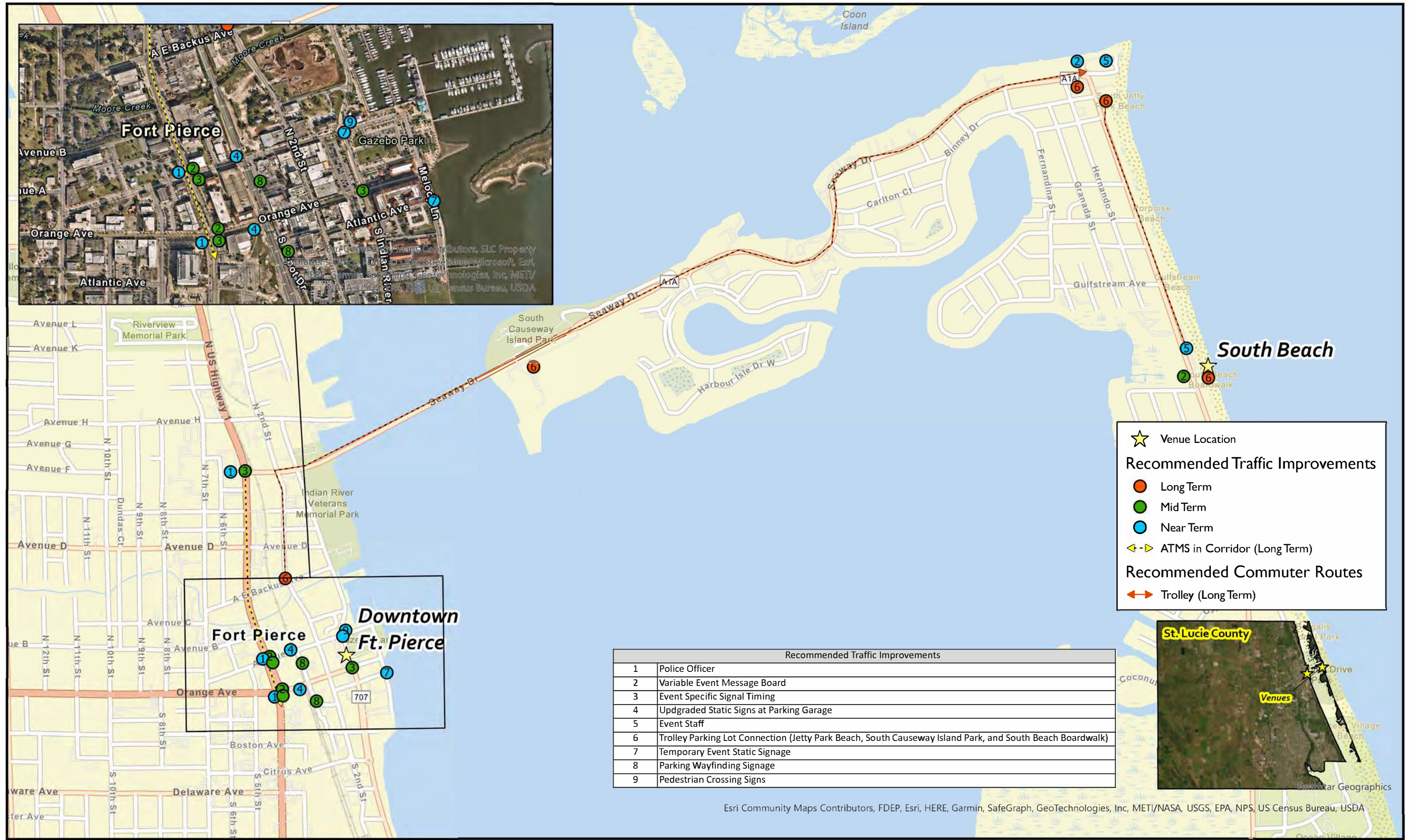
- Recommend placing more Pedestrians Crossing signs on S Indian River Drive approaching crosswalks at Atlantic Avenue.
- Recommend pedestrian improvements for downtown intersections including Leading Pedestrian Intervals (LPIs), Pedestrian Crossing Signs, and more pedestrian level lighting.
- Recommend installing Yield to Pedestrians Crossing signs on all legs of N Indian River Drive and Avenue A.
- Recommend improving ADA non-compliant sidewalk present at Indian River Drive and Orange Avenue.
- Recommend installing sidewalks at the further parking lots (south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D) to connect pedestrians to the existing sidewalk network.
- Recommend more green time outbound for the signal timing at Orange Avenue and US Highway 1 at the end of events.
- Recommend event specific signal timing at the N US Highway 1 and Seaway Drive intersection.
- Recommend a trolley parking lot connection near open area parking south of AE Backus Avenue, at South Causeway Island Park, Jetty Park Beach, and South Causeway Island Park

(3) Parking Management, Event Staff, Law Enforcement

- Recommend police presence at the Avenue A and N 6th Street intersection and the S 5th Street and Atlantic Avenue intersection.
- Recommend event staff at the South Beach Boardwalk and South Jetty Park Beach.

Figure 16 illustrates the recommended improvements and locations.

Figure 16 - Downtown Fort Pierce/South Beach



Downtown Fort Pierce

Map showing numbered locations 1 through 9 in the downtown area of Fort Pierce, Florida.

Recommended Traffic Improvements	
1	Police Officer
2	Variable Event Message Board
3	Event Specific Signal Timing
4	Upgraded Static Signs at Parking Garage
5	Event Staff
6	Trolley Parking Lot Connection (Jetty Park Beach, South Causeway Island Park, and South Beach Boardwalk)
7	Temporary Event Static Signage
8	Parking Wayfinding Signage
9	Pedestrian Crossing Signs

Legend

- ★ Venue Location
- Recommended Traffic Improvements
 - Long Term
 - Mid Term
 - Near Term
 - ↔ ATMS in Corridor (Long Term)
- Recommended Commuter Routes
 - ↔ Trolley (Long Term)

St. Lucie County

Inset map showing the location of the venues within St. Lucie County, Florida.

The Port District/Botanical Gardens/City Center

(1) Wayfinding

- Recommend implementing four (4) variable event message boards along SE Westmoreland Boulevard and SE Port St Lucie Boulevard.

(2) Traffic Routing and Operations

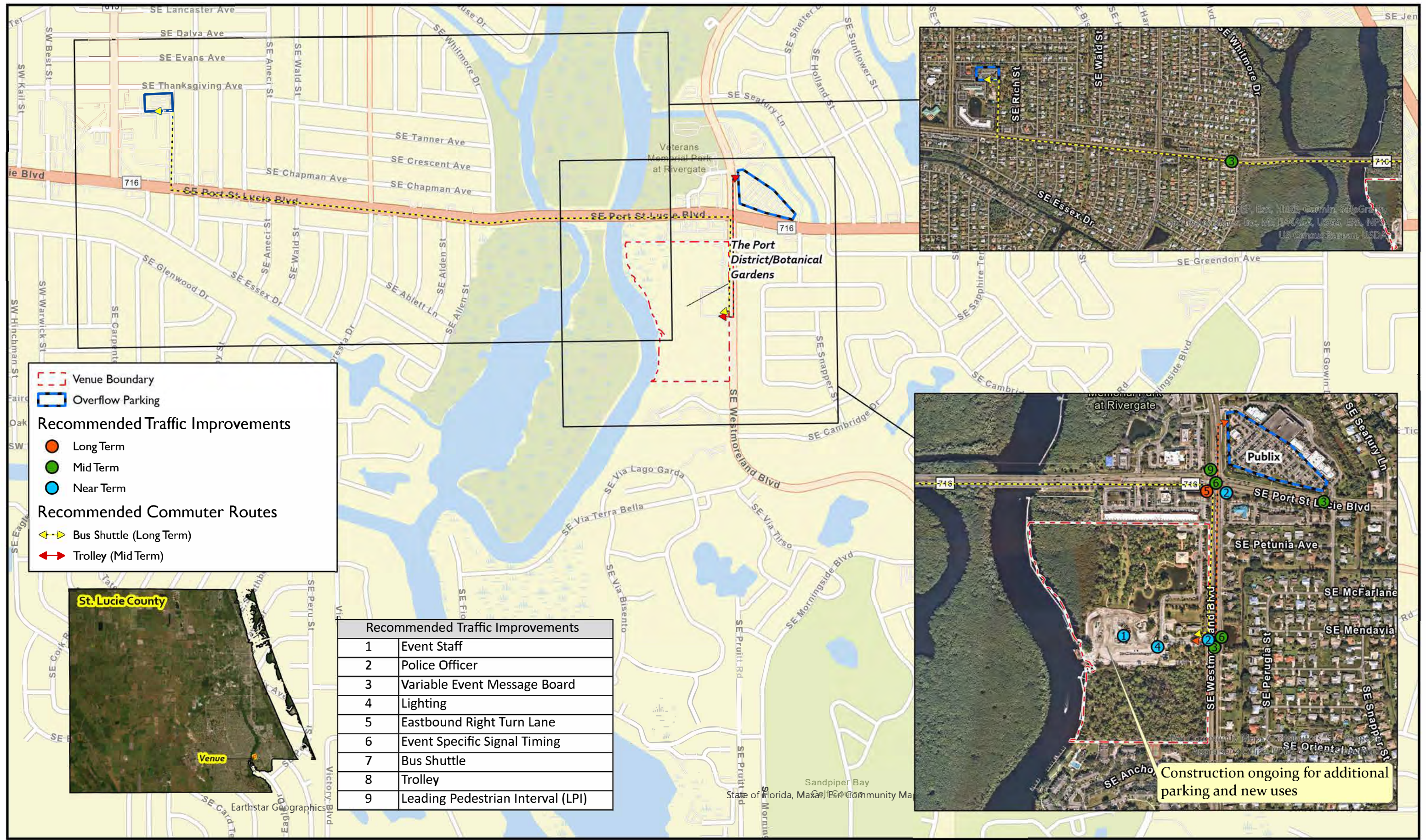
- Recommend implementing pedestrian level lights or portable lights in the parking area on-site to improve safety for pedestrians.
- Recommend changing current Turning Vehicles Yield for Pedestrians Sign on southbound SE Veterans Memorial Parkway at SE Port St Lucie Boulevard to a Turning Vehicles Stop for Pedestrians Sign.
 - Adding a Turning Vehicles Stop for Pedestrians Sign to the mast arm facing southbound traffic at this intersection to increase visibility for the second right-turn lane.
- Recommend programming a Leading Pedestrian Interval (LPI) to the signal timing at SE Veterans Memorial Parkway and SE Port St Lucie Boulevard to increase safety for pedestrians in the west leg crosswalk.
- Recommend implementing an eastbound right turn lane on SE Port St Lucie Boulevard and SE Westmoreland Boulevard.
- Recommend bus shuttle commuter routes to satellite parking.
- Recommend event specific signal timing at intersection of SE Port St Lucie Boulevard and SE Westmoreland Boulevard and entrance of Botanical Gardens.

(3) Parking Management, Event Staff, Law Enforcement

- Recommend having event staff help with parking management.
- Recommend having police officer presence at entrance and the SE Port St Lucie Boulevard and SE Westmoreland Boulevard intersection.

Figure 17 illustrates the recommended improvements and locations.

Figure 17- The Port District/Botanical Gardens/City Center

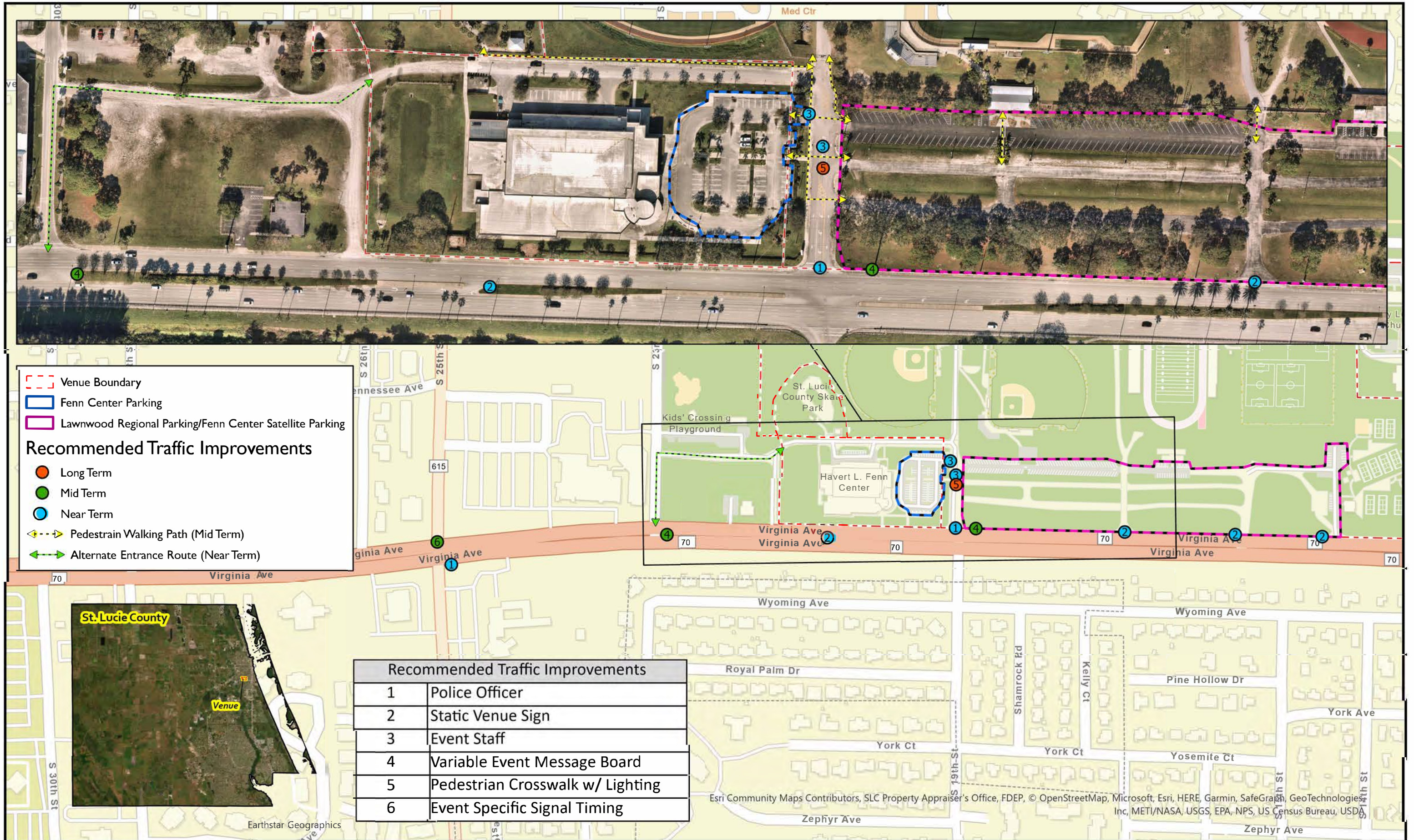


Fenn Center/Lawnwood Regional Park

- (1) Wayfinding
 - Four (4) static venue signs are recommended to be placed along Virginia Avenue for the venue entrances. Two (2) variable event message boards are recommended to be placed along Virginia Avenue.
- (2) Traffic Routing
 - For the special event observed, all traffic was accommodated. However, for larger events providing an alternative route is recommended (i.e., S 23rd Street).
- (3) Traffic Operations
 - Recommend creating a special events signal timing to be implemented at the intersections observed.
 - During special events held at rush hour, it is recommended that there be additional green time programmed for the southbound and westbound left turn at the Virginia Avenue and S 25th Street intersection.
 - It is recommended that pedestrian routes be paved to improve accessibility in the parking lot.
 - Recommend adding a pedestrian crosswalk with lighting between the main lot and satellite parking lot.
- (4) Parking Demand/Capacity
 - The main lot was at full capacity for the special event observed, but satellite did not fill up entirely. However, if the satellite parking does fill, the adjacent field to the west can be used for parking. If the field is used as parking for future events, parking improvements and upgrades such as delineation and staff is recommended.
- (5) Parking Management, Event Staff, Law Enforcement
 - Staff to manage parking operations is recommended. Barriers or a sign showing that the parking lot is full would be more efficient for drivers and congestion. However, this should be done with help with staff so that ride-share can still drop off at the venue entrance or a designated drop-off location.
 - It is recommended that police officers be present at the S 19th Street and Virginia Avenue intersection for large events to help control traffic.

Figure 18 illustrates the recommended improvements and locations.

Figure 18 - Fenn Center/Lawnwood Regional Park



St. Lucie County Fairgrounds/Emergency Operations Center

(1) Wayfinding

- Two (3) variable message signs advertising event and location are recommended to be placed along SR-70. One (1) variable message board is recommended to be placed along W Midway Road.
- Recommend using a static wayfinding sign that directs vehicles to use both lanes to enter parking to help with drivers thinking there is only one lane to enter.

(2) Traffic Routing

- Recommend widening driveway for a third lane along James W Bass Boulevard and internal to site to alleviate congestion backup to W Midway Road.

(3) Traffic Operations

- Due to the minimal eastbound traffic at the SR-70 and W Midway Road intersection, it is recommended to have an event specific signal timing reallocating green time from the eastbound through movement to the westbound left movement.
- Recommend adding an intersection camera to W Midway Road and SR-70 to relay operation back to Traffic Management Center (TMC).

(4) Parking Management, Event Staff, Law Enforcement

- Recommend having a police officer present at the W Midway Road and James W Bass Boulevard intersection to control traffic.

Figure 19 illustrates the recommended improvements and locations.

SPECIAL EVENTS IMPROVEMENT PROJECT DEVELOPMENT

The Special Events Needs Analysis was used to determine potential future projects to address current Special Events traffic and parking deficiencies. The projects were grouped into three categories: (1) Services, (2) Technology, and (3) Infrastructure. Draft maps with the approximate locations for each potential improvement were provided for each Special Event location.

McCarty Preserve – Bonfire Hayride

- (1) Services
 - Pre-planning meetings among parking staff to improve coordination and organization of event
 - Police presence on Range Line Road and park entrance intersection
- (2) Technology
 - Variable message board to be placed at the park entrance
- (3) Infrastructure
 - Intersection lighting at the Glades Cut Off Road and Range Line Road intersection
 - Once Discovery SW Discovery Way gets paved, placing a static sign at the intersection with Range Line Road to indicate McCarty Ranch Preserve is to the left
 - Brown static sign indicating direction to McCarty Ranch Preserve at SW Martin Highway and SW Allapatah Road
 - Sign like the “Event Parking” with the red arrow located near the main parking lot placed on the park driveway near the entrance
 - Moving current static sign on eastbound W Midway Road and Glades Cut off Road further away from the intersection
 - Parking cones mounted at the blind spot on the park driveway

Clover Park (Mets)

- (1) Services
 - Police officer presence at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and NW University Drive and Piazza Drive intersection
- (2) Technology
 - Variable message boards at St Lucie West Boulevard and NW Peacock Boulevard, NW University Drive and NW Peacock Boulevard, and St Lucie West Boulevard and NW Country Club Drive
 - Variable message sign on northbound NW Peacock Boulevard directing to both parking entrances
 - Event specific signal timing at the St Lucie West Boulevard and NW Peacock Boulevard intersection
 - Advanced Traffic Management System (ATMS) on St Lucie West Boulevard corridor
- (3) Infrastructure
 - Two lane parking drive aisles internal to parking lot
 - Improved ride share location
 - Pedestrian Crossing Rectangular Rapid Flashing Beacon (RRFB) at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Pedestrian intersection lighting at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive

- Restricting U-turns for the eastbound left at the St Lucie West Boulevard and NW Peacock Boulevard intersection and allowing a southbound right overlap movement
- Pedestrian sidewalk lighting along east side of NW Peacock Boulevard and both sides of NW University Drive

Downtown Fort Pierce/South Beach

(1) Services

- Police presence at the Avenue A and N 6th Street intersection and the S 5th Street and Atlantic Avenue intersection
- Event staff at South Beach Boardwalk and South Jetty Park Beach

(2) Technology

- Variable message boards for street closures around Downtown Ft. Pierce and South Beach
- Leading Pedestrian Intervals (LPis)
- Event specific signal timing at the N US Highway 1 and Seaway Drive intersection and more green time outbound for the signal timing at Orange Avenue and US Highway 1

(3) Infrastructure

- Wayfinding signage for parking to guide vehicles to the main parking lot (Fort Pierce Public Parking Garage) or other satellite lots
- For Friday Fest, placing a detour sign further south on Melody Lane
- Temporary event static signs for street closures
- Pedestrians Crossing signs on S Indian River Drive approaching crosswalks at Atlantic Avenue
- Parking wayfinding signage and general signage improvements around various locations downtown
- Pedestrian Crossing Signs and more pedestrian level lighting
- Improving ADA non-compliant sidewalk present at Indian River Drive and Orange Avenue
- Installing sidewalks at the further parking lots (south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D)
- Trolley parking lot connection (Jetty Park Beach, South Causeway Island Park, and South Beach Boardwalk, and open area parking south of AE Backus Avenue)

The Port District/Botanical Gardens/City Center

(1) Services

- Event staff to manage parking operations
- Police officer presence at entrance at the SE Port St Lucie Boulevard and SE Westmoreland Blvd intersection

(2) Technology

- Variable event message boards along SE Westmoreland Boulevard and SE Port St Lucie Boulevard
- Programming a Leading Pedestrian Interval (LPI) to the signal timing at SE Veterans Memorial Parkway and SE Port St Lucie Boulevard
- Event specific signal timing at intersection of SE Port St Lucie Boulevard and SE Westmoreland Boulevard and entrance of Botanical Gardens

(3) Infrastructure

- Pedestrian level lights or portable lights in the parking area on-site

- Changing current Turning Vehicles Yield for Pedestrians Sign on southbound SE Veterans Memorial Parkway at SE Port St Lucie Boulevard to a Turning Vehicles Stop for Pedestrians Sign and adding a Turning Vehicles Stop for Pedestrians Sign to the mast arm facing southbound traffic at this intersection
- Eastbound right turn lane on SE Port St Lucie Boulevard and SE Westmore Boulevard
- Bus Shuttle Commuter Routes to satellite parking

Fenn Center/Lawnwood Regional Park

- (1) Services
 - Event staff to manage parking operations
 - Police officer presence at the S 19th Street and Virginia Avenue intersection for large events
- (2) Technology
 - Event specific signal timing on intersections observed
 - Additional green time programmed for the southbound and westbound left turn on the Virginia Avenue and S 25th Street intersection during rush hour events
 - Variable event message boards placed along Virginia Avenue
- (3) Infrastructure
 - Static venue signs places along Virginia Avenue for the venue entrances
 - Alternative route for larger events (i.e., S 23rd Street)
 - Pedestrian crosswalk with lighting between the main lot and satellite parking lot
 - Paved pedestrian routes in parking lot
 - Adjacent field to the west of satellite parking lot improvements

St. Lucie County Fairgrounds/Emergency Operations Center

- (1) Services
 - Police officer present at the W Midway Road and James W Bass Boulevard intersection
- (2) Technology
 - Variable message signs advertising event and location placed along SR-70
 - Event specific signal timing reallocating green time from the eastbound through movement to the westbound left movement at the SR-70 and W Midway Road intersection
- (3) Infrastructure
 - Static wayfinding sign that directs vehicles to use both lanes to enter parking
 - Intersection camera on the SR-70 and W Midway Road intersection
 - Widening driveway for a third lane along James W Bass Boulevard and internal to site

PROJECT PRIORITIZATION

Using the potential improvement projects found in the Special Events Improvement Project Development, a prioritization list was created and grouped in the following groups:

- (1) Near-Term (can be implemented within 1 year)
- (2) Mid-Term (can be implemented in 1-5 years)
- (3) Long-Term (can be implemented in 5+ years)

The Special Events Improvement Project Development and associated maps were revised to identify the potential improvements by priority.

McCarty Preserve – Bonfire Hayride

- (4) Near-Term
 - Pre-planning meetings among parking staff to improve coordination and organization of event
 - Brown static sign indicating direction to McCarty Ranch Preserve at SW Martin Highway and SW Allapatah Road
 - Sign like the “Event Parking” with the red arrow located near the main parking lot placed on the park driveway near the entrance
 - Moving current static sign on eastbound W Midway Road and Glades Cut off Road further away from the intersection
 - Parking cones mounted at the blind spot on the park driveway
 - Police presence on Range Line Road and park entrance intersection
 - Variable message boards to be placed at the park entrance
- (5) Mid-Term
 - Intersection lighting at the Glades Cut Off Road and Range Line Road intersection
- (6) Long-Term
 - Once Discovery SW Discovery Way gets paved, placing a static sign at the intersection with Range Line Road to indicate McCarty Ranch Preserve is to the left

Clover Park (Mets)

- (1) Near-Term
 - Police officer presence at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and NW University Drive and Piazza Drive intersection
 - Two lane parking drive aisles internal to parking lot
 - Improved ride share location
- (2) Mid-Term
 - Variable message boards at St Lucie West Boulevard and NW Peacock Boulevard, NW University Drive and NW Peacock Boulevard, and St Lucie West Boulevard and NW Country Club Drive
 - Variable message sign on northbound NW Peacock Boulevard directing to both parking entrances
 - Pedestrian Crossing Rectangular Rapid Flashing Beacon (RRFB) at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Pedestrian intersection lighting at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Restricting U-turns for the eastbound left at the St Lucie West Boulevard and NW Peacock Boulevard intersection and allowing a southbound right overlap movement

- Event specific signal timing at the St Lucie West Boulevard and NW Peacock Boulevard intersection
- (3) Long-Term
 - Pedestrian sidewalk lighting along east side of NW Peacock Boulevard and both sides of NW University Drive
 - Advanced Traffic Management System (ATMS) on St Lucie West Boulevard corridor

Downtown Fort Pierce/South Beach

- (1) Near-Term
 - Police presence at the Avenue A and N 6th Street intersection and the S 5th Street and Atlantic Avenue intersection
 - Wayfinding signage for parking to guide vehicles to the main parking lot (Fort Pierce Public Parking Garage) or other satellite lots
 - For Friday Fest, placing a detour sign further south on Melody Lane
 - Temporary event static signs for street closures
 - Event staff at South Beach Boardwalk and South Jetty Park Beach
 - Pedestrians Crossing signs on S Indian River Drive approaching crosswalks at Atlantic Avenue
- (2) Mid-Term
 - Variable message boards for street closures around Downtown Ft. Pierce and South Beach
 - Parking wayfinding signage and general signage improvements around various locations downtown
 - Pedestrian improvements for downtown intersections including Leading Pedestrian Intervals (LPis), Pedestrian Crossing Signs, and more pedestrian level lighting
 - Improving ADA non-compliant sidewalk present at Indian River Drive and Orange Avenue
 - Installing sidewalks at the further parking lots (south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D)
 - Event specific signal timing at the N US Highway 1 and Seaway Drive intersection and more green time outbound for the signal timing at Orange Avenue and US Highway 1
- (2) Long-Term
 - Trolley parking lot connection (Jetty Park Beach, South Causeway Island Park, and South Beach Boardwalk, and open area parking south of AE Backus Avenue)

The Port District/Botanical Gardens/City Center

- (1) Near-Term
 - Event staff to manage parking operations
 - Police officer presence at entrance at the SE Port St Lucie Boulevard and SE Westmoreland Blvd intersection
 - Pedestrian level lights or portable lights in the parking area on-site
 - Changing current Turning Vehicles Yield for Pedestrians Sign on southbound SE Veterans Memorial Parkway at SE Port St Lucie Boulevard to a Turning Vehicles Stop for Pedestrians Sign and adding a Turning Vehicles Stop for Pedestrians Sign to the mast arm facing southbound traffic at this intersection
- (2) Mid-Term
 - Variable event message boards along SE Westmoreland Boulevard and SE Port St Lucie Boulevard

- Programming a Leading Pedestrian Interval (LPI) to the signal timing at SE Veterans Memorial Parkway and SE Port St Lucie Boulevard
 - Event specific signal timing at intersection of SE Port St Lucie Boulevard and SE Westmoreland Boulevard and entrance of Botanical Gardens
- (3) Long-Term
- Eastbound right turn lane on SE Port St Lucie Boulevard and SE Westmore Boulevard
 - Bus Shuttle Commuter Routes to satellite parking

Fenn Center/Lawnwood Regional Park

- (1) Near-Term
- Event staff to manage parking operations
 - Police officer presence at the S 19th Street and Virginia Avenue intersection for large events
 - Static venue signs placed along Virginia Avenue for the venue entrances
 - Alternative route for larger events (i.e., S 23rd Street)
 - Pedestrian crosswalk with lighting between the main lot and satellite parking lot
 - Paved pedestrian routes in parking lot
 - Event specific signal timing on intersections observed
 - Additional green time programmed for the southbound and westbound left turn on the Virginia Avenue and S 25th Street intersection during rush hour events
- (2) Mid-Term
- Variable event message boards placed along Virginia Avenue
- (3) Long-Term
- Adjacent field to the west of satellite parking lot improvements

St. Lucie County Fairgrounds/Emergency Operations Center

- (1) Near-Term
- Police officer present at the W Midway Road and James W Bass Boulevard intersection
 - Static wayfinding sign that directs vehicles to use both lanes to enter parking
- (2) Mid-Term
- Variable message signs advertising event and location placed along SR-70
 - Event specific signal timing reallocating green time from the eastbound through movement to the westbound left movement at the SR-70 and W Midway Road intersection
- (3) Long-Term
- Intersection camera on the SR-70 and W Midway Road intersection
 - Widening driveway for a third lane along James W Bass Boulevard and internal to site

FUNDING SOURCE IDENTIFICATION

Applicable State and Federal grant opportunities were researched to determine potential funding mechanisms for the proposed improvements. The funding opportunities are the following:

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
Auto Club Group Foundation	American Automobile Association (AAA)	Not Listed	Not Listed	Rolling	Rolling	<p>Traffic Safety Traffic safety programs, research and initiatives that make our roadways safer for all users.</p> <p>Community Service Initiatives that focus on the priority areas of Traffic Safety, Education, and Tourism.</p>	The Auto Club Group Foundation is dedicated to supporting traffic safety programs , research and initiatives that make our roadways safer for all users.
Community Facilities Florida	United States Department of Agriculture	Not Listed	15% - 75%	Rolling	Rolling	To purchase, construct, and / or improve essential community facilities, purchase equipment and pay related project expenses.	<p>Public facilities such as town halls, courthouses, airport hangars or street improvements</p> <p>Community support services such as child care centers, community centers, fairgrounds or transitional housing</p> <p>Public safety services such as fire departments, police stations, prisons, police vehicles, fire trucks, public works vehicles or equipment</p>
Gary Sinise Foundation First Responder Grant Program	Gary Sinise Foundation	\$100,000	N/A	Open	Rolling	Emergency relief, training, and essential equipment for First Responders. The Gary Sinise Foundation prioritizes volunteer, low, and underfunded departments. Grant requests are limited to equipment and training only. Building costs, operating costs, and weapons costs are not allowed. Applicants are limited to 1 grant every 12 months.	Training grants, mental health treatment, equipment , scuba gear, community programming funding, retreat sponsorships, community meal funding, turnout gear sets, fire fighting tools, radios, program sponsorships.

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
Grid Resilience Grants (Topic Area 1)	Department of Energy	Amount eligible entity has spent on resilience investments in the last 3 years or \$100M, whichever is lower.	50%	11/18/22 Next funding cycle opens Q1 2024.	12/16/22 Concept Papers 04/06/23 Full application	(1) Transform community, regional, interregional, and national resilience, including in consideration of future shifts in generation and load; (2) Catalyze and leverage private sector and non-federal public capital for impactful technology and infrastructure deployment; (3) Advance community benefits.	Undergrounding of electrical equipment, hardening of power lines , facilities, substations, of other systems, weatherization technologies and equipment, monitoring and control technologies, including microgrids and battery-storage sub-components, utility pole management , Adaptive Protection Technologies. The following activities are NOT eligible for funding: construction of new electric generating facility, large-scale battery storage facility that is not used for enhancing system adaptive capacity during disruptive events, or cybersecurity.
Hazard Mitigation Grant Program	Federal Emergency Management Agency (FEMA) via Florida Division of Emergency Management (FDEM)	Varies	25%	Following Presidentially Declared Disaster	Varies	Funds hazard mitigation plans and rebuild in a way that reduces, or mitigates, future disaster losses in their communities. When requested by an authorized representative, this grant funding is available after a presidentially declared disaster	Infrastructure retrofit (measures to reduce risk to existing utility systems, roads, and bridges) , Drainage system upgrades and improvements, Structural elevation, Land contour alteration, Wind breaks, Flood wall installation or improvement, Elevation of roads, Flood proofing, Acquisition or relocation Ineligible: Projects that address, without an increase in the level of protection, the operation, deferred or future maintenance, rehabilitation, restoration, or replacement of existing structures, facilities, or infrastructure
Law Enforcement Officer and Fire/EMS Safety Grants	Guardian Angel Devices	Not listed	Not listed	Open	Rolling	To save lives with their high-tech wearable safety lights.	Wearable safety lights - law enforcement, fire and rescue, construction, roadside, etc.

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
National Police Association Grants	National Police Association	\$1,000 per year	N/A	Open	Rolling	The NPA provides grants to law enforcement reserve divisions, explorers, cadets, chaplains, and other programs established to help citizens help police departments accomplish their goals. The NPA will also consider grants to departments for equipment and training.	Community services, K9 ballistic vests, support for cadet programming, officer safety equipment , support for D.A.R.E. programming,
PENN Entertainment Foundation	Penn Entertainment	Not Listed	Not Listed	Open	04/01/23	Address the broad needs of the residents of the communities in which PEF operates or has a business interest.	Foundation grants generally fall in the following categories: Community Development: Projects and programs related to community infrastructure improvements, public safety , economic development, housing, historic preservation, citizen involvement, civic leadership training, and other general community activities.
Ronald C. Hart Family Foundation Grants	Ronald C. Hart Family Foundation P.O. Box 611327 Rosemary Beach, FL 32461	\$10,000	\$0	Rolling	Rolling	Improving public safety and community health.	Enhancement and support of public safety, including crime prevention, law enforcement, and police agencies

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
Safety Grant Program (Safety Equipment for Law Enforcement Agencies)	Spirit of Blue Foundation	Up to \$20,000	None listed	Must fill out a grant consideration form	Not listed. Likely 6/23	Priorities: Protecting Life - passive protection tools to defend officers, deputies, or agents. Projecting Force - the right tools and equipment to respond to critical threats with the appropriate speed and strength. Creating Advantage - access to better equipment, better information, and the ability to coordinate efforts and solutions better than adversaries.	K9 ballistic vest, K9 heat alarm, Guardian Angel personal lighting devices , concealable vest carriers, C-A-T tourniquets, holographic weapon sites, night vision binoculars, tactical training classes, ballistic shields, Fox Fury LED lights , officer ballistic vests, cellular phones.
Shared Asset Program	Florida Sheriffs Association https://www.flsheriffs.org/law-enforcement-programs/fsa-grant-program	\$85,500 Average	\$0	Rolling	Rolling	To provide effective and timely support, training, and information exchange for Florida's sheriffs and to foster effective law enforcement, crime prevention and apprehension of criminals and protection of life and property of the citizens of Florida.	The program provides funds for assets that can be shared regionally, such as boats, utility terrain vehicles, drones, and speed trailers. Note that dynamic message signs may be an option.



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 21, 2023
Item Number:	6h
Item Title:	Transportation Alternatives Program (TAP) 2023 Grant Application
Item Origination:	2023 TAP Grant Cycle
UPWP Reference:	Task 3.3 - Transportation Improvement Program
Requested Action:	Recommend endorsement of the TAP grant application, recommend endorsement with conditions, or do not recommend endorsement.
Staff Recommendation:	Based on the inclusion of the project in the 2022/23 TA Priority Project List, it is recommended that the Peacock Trail Project be recommended for endorsement by the TPO Board for the allocation of the TAP funding from the 2023 grant cycle.

Attachments

- Staff Report
- Peacock Trail Project Application Excerpts



MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: March 15, 2023

SUBJECT: Transportation Alternatives Program (TAP)
2023 Grant Application

BACKGROUND

The TAP provides funding to the St. Lucie TPO for the following:

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized modes;
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs;
- Conversion of abandoned railroad corridors into trails for pedestrians, bicyclists, or other non-motorized modes;
- Construction of turnouts, overlooks, and viewing areas;
- Community improvement activities including the control/removal of outdoor advertising, preservation/rehabilitation of historic transportation facilities, vegetation management practices in rights-of-way, and archaeological activities relating to impacts from transportation projects;
- Environmental mitigation activities including pollution prevention and abatement activities related to highway construction or runoff and activities that reduce vehicle-caused wildlife mortality; and,
- Recreational Trails and Safe Routes to School Programs.

The funding available for the 2023 TAP grant cycle for the St. Lucie TPO is at least \$650,000 that will be programmed by the Florida Department of Transportation (FDOT) District 4 in Fiscal Year 2026/27. The TPO Advisory Committees recommend to the TPO Board the endorsement/prioritization of the TAP grant applications received during the grant cycle for submittal to FDOT. Candidate TAP Projects originate from the 2022/23 TA Priority Project List.

ANALYSIS

A TAP grant application (excerpts attached) was received for the 2023 TAP grant cycle from the City of Port St. Lucie for the Peacock Trail Project which is included in the 2022/23 TA Priority Project List. The project consists of the construction of a 12 to 14-foot wide, multi-surface, shared-use path from SW Hayworth Avenue to SW Dreyfuss Boulevard as depicted in the attached project location map. The trail will be approximately one mile in length and connect the Jobs Express Terminal to O.L. Peacock Sr. Park. The project is estimated to cost \$1,674,174, and the applicant is requesting a total of \$1,619,174 of TAP grant funding.

RECOMMENDATION

Based on the inclusion of the project in the 2022/23 TA Priority Project List, it is recommended that the Peacock Trail Project be recommended for endorsement by the TPO Board for the allocation of the TAP funding from the 2023 grant cycle.



		<p>Peacock Trail Gatlin Blvd. to Dreyfuss Blvd.</p>	<p>March 2023</p>
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Transportation Alternatives Program (TAP) 2023

FUNDING APPLICATION

Submittal Date:

APPLICANT INFORMATION

Agency/Organization Name:			
Agency Contact Name:		Title:	
Mailing Address:		City:	State: FL Zip Code:
County:		MPO/TPO (if applicable):	
Telephone:		Email Address:	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

Yes (Required)

PROJECT TYPE: Infrastructure Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- Currently fully LAP Certified / Year of Certification:
- Not LAP Certified but will seek project-specific certification
- Not LAP Certified but project will be administered by the FDOT District
- Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name:			
LAP Sponsor/Implementing Agency Contact Name:		Title:	
Mailing Address:		City:	State: FL Zip Code:
Telephone:		Email Address:	

PROJECT INFORMATION

PROJECT NAME/TITLE:

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. Conversion and use of abandoned railroad corridors for non-motorized use
4. Construction of turnouts, overlooks, and viewing areas
5. Inventory, control or removal of outdoor advertising
6. Historic preservation and rehabilitation of historic transportation facilities
7. Vegetation management practices in transportation rights of way
8. Archaeological activities related to impacts from transportation projects
9. Environmental mitigation activities
10. Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name:*		
<input type="checkbox"/> On-State System Road <small>(State Roadway)</small>	<input type="checkbox"/> Off-State System Road <small>(Local Roadway)</small>	Roadway number: <small>(i.e. US, SR, CR, etc., if applicable)</small>

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: <small>Street Name/Mile Post/Other</small>	North or East Termini: <small>Street Name/Mile Post/Other</small>
Project Length (in miles):	
Attachment included? <input type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input type="checkbox"/> Yes (Required) <i>Label important features, roadways, etc. to clearly locate and show the boundaries of the project.</i>	

PROJECT DESCRIPTION:

Brief Description (1,000 character limit) (e.g. *planning, design and construction of a sidewalk along Sample Road*)

Detailed Scope of Work:

A detailed scope of work is attached.

Yes (Required)

Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.

Conceptual or design plans are attached.

Yes No

Typical Section drawings are attached.

Yes No

Other attachment (e.g. studies, documentation to support the project).

Yes No

If yes, please describe (250 character limit):

PUBLIC INVOLVEMENT(500 character limit for each question below):

Has the applicant received input from stakeholders? Briefly explain:

Yes No

Have public information or community meetings been held?

Yes No

If yes, please provide a brief description and attach supporting documentation:

Describe public and private support for the project (e.g. *petitions, endorsements, resolutions, letters of support*):

Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?

Yes No

If Yes, specify and provide documentation:

Is environmental permitting required?

Yes No

If Yes, specify and provide documentation:

Provide any additional project specific information that should be considered:

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- Planning activities
- Project Development and Environment Study (PD&E)
- Preliminary Engineering/Final Design
- Right-of-Way (ROW)
- Construction
- Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

*NOTE: Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT’s 5-year Work Program?

Yes No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers) (500 character limit):

Is there a proposed maintenance plan for when the project is complete? Yes No

If yes, please provide a brief description and attach supporting documentation as appropriate (500 character limit):

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? Yes No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements) (500 character limit). Attach ROW documentation as appropriate.

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way (500 character limit):

Will temporary construction easements be required? Yes No

If Yes, please describe (500 character limit):

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$	\$	\$
Project Development & Environmental Study (PD&E)	\$	\$	\$
Design Costs/Plan Preparation	\$	\$	\$
Environmental Assessment (s) associated with the design phase	\$	\$	\$
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$	\$	\$
Right-of-Way	\$	\$	\$
Construction	\$	\$	\$
Construction Engineering and Inspection Activities (CEI)	\$	\$	\$
Other costs* (please describe)	\$	\$	\$
TOTAL ESTIMATED PROJECT COST	\$	\$	\$
PERCENT OF TOTAL PROJECT COST			100%

**FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.*



FDOT IN-HOUSE DESIGN SUPPORT (Phase 31) (REQUIRED)	1	LS	\$5,000	\$ 5,000.00	FDOT In-House Support must be included as an FHWA Participating Item; Local Agencies have the option to request funding for Design and CEI, percentages are at the discretion of the Local Agency.				
ADDITIONAL FDOT IN-HOUSE DESIGN SUPPORT FOR CRITICAL PROJECTS	0	LS	\$2,000	\$ -					
FDOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61) (REQUIRED)	1	LS	\$5,000	\$ 5,000.00					
ADDITIONAL FDOT IN-HOUSE CONSTRUCTION SUPPORT FOR CRITICAL PROJECTS	0	LS	\$2,000	\$ -					
PRELIMINARY ENGINEERING (DESIGN) (Phase 38) (OPTIONAL)**	1	LS		\$ -					
CONTINGENCY (Phase 58) (REQUIRED)	Contingency is not a FHWA Participating Item					1	LS		\$ -
TRANSIT RELATED PROJECTS (10% FTA ADMINISTRATIVE FEE)	Administrative Fee is not a FHWA Participating Item					0	LS	10%	\$ -
CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 68) (OPTIONAL)***	1	LS		\$ -		1	LS		\$ -
FDOT OVERSIGHT CEI (3% OF TOTAL CONSTRUCTION COST ESTIMATE) (Phase 62) (REQUIRED)	1	LS	3%	\$ 48,471.10		FDOT In-House Support must be included as an FHWA Participating Item			
				\$ 1,619,174.34					\$ 55,000.00
				Subtotal FHWA Participating				Subtotal FHWA Non-Participating	Total Construction Cost Estimate

*Projects on the State Highway System and Critical Projects **SHALL** utilize FDOT pay items numbers and descriptions.
 **Estimated cost for preparation of the Construction Plans, Specs, and estimate package.
 ***Estimated cost for Construction Engineering and Inspection; Must provide an estimate if seeking reimbursement for Professional Services.

Non-participating items:
 - Mowing & Litter removal
 - Engineering work; Optional services; Survey; Video inspection; MOT plans preparation; As-builts/record drawings
 - Utility work -- this includes, but is not limited to: valve adjustments, utility relocations, FPL power pole relocations, AT&T directional bore, etc...
 - Contingency
 Other elements may be non-participating; the ones listed above are the commonly used pay items that are non-participating.

DESIGN AND CEI FEE GUIDE:

	Recommended Percentage (%) of Construction Cost Estimate
DESIGN (Phase 38)	15-30%
CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 68)	15-30%

PLEASE NOTE: THE FUNDING REQUEST FOR PROFESSIONAL SERVICES IS OPTIONAL. THE PERCENTAGES ABOVE IS ONLY A GUIDE. LOCAL AGENCIES ARE RESPONSIBLE FOR DETERMINING THE APPROPRIATE PERCENTAGE OF CONSTRUCTION FOR DESIGN AND CEI ESTIMATES AS WELL AS CONTINGENCY. COST MAY CHANGE AFTER PROJECT AWARD DUE TO DESIGN AND CONSTRUCTION VARIABLES. REVIEW OF FDOT FUNDING ALLOCATION WILL BE EVALUATED OVER THE LIFE OF THE PROJECT. THE LOCAL AGENCY WILL BE RESPONSIBLE FOR ALL INELIGIBLE/NON-PARTICIPATING COST AND COSTS IN EXCESS OF THE FDOT FUNDING ALLOCATION.

If you have any questions regarding an eligible or non-participating item, please contact District Four Local Program Unit.

Prepared by: Clyde Coffy PE Number: 92159
 Name: _____ Signature: [Signature] Date: 3/9/23

Reviewed by: _____ PE Number: 74638
 Name: Diana Spriggs Signature: [Signature] Date: 3/9/23

Approved by (Agency Responsible Charge): _____