

CITIZENS ADVISORY COMMITTEE (CAC)

Regular Meeting

Tuesday, November 16, 2021
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/2542438538377511179>. 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 November 16, 2021.

AGENDA

1. Call to Order
2. Roll Call
3. Comments from the Public
4. Approval of Agenda
5. Approval of Meeting Summaries
 - *May 18, 2021 Regular Meeting*
 - *July 20, 2021 Regular Meeting*
6. Action Items
 - 6a. 2022 Meeting Dates: Approval of the proposed 2022 meeting dates for the St. Lucie TPO CAC.

Action: Approve the proposed 2022 meeting dates, approve with conditions, or do not approve.

- 6b. Micro-Mobility Study Scope of Services: Review of the Scope of Services for the Micro-Mobility Study.

Action: Review and recommend approval of the Scope of Services, recommend approval with conditions, or do not recommend approval.

7. Discussion Items

- 7a. Speed Kills Analysis: An update of the Speed Kills Analysis of the St. Lucie TPO area.

Action: Discuss and provide comments to Staff.

- 7b. FY 2022/23 – 2023/24 Unified Planning Work Program (UPWP) Call for Planning Projects: Initial discussion of the development of the FY 2022/23 – 2023/24 UPWP for the St. Lucie TPO.

Action: Discuss and propose planning projects for potential inclusion in the FY 2022/23 – 2023/24 UPWP.

8. Recommendations/Comments by Members

9. Staff Comments

10. Next Meeting: Subject to the approval of Agenda Item 6a, the next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, January 18, 2022.

11. Adjourn

NOTICES

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

Kreyol Ayisyen: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Aisyen, tanpri rele nimewo 772-462-1593.

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



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

CITIZENS ADVISORY COMMITTEE (CAC)
REGULAR MEETING

DATE: Tuesday, May 18, 2021
TIME: 10:30 am
LOCATION: St. Lucie TPO
Coco Vista Centre
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida

MEETING SUMMARY

1. Call to Order
Chairwoman Niemczyk called the meeting to order at 10:45 am.
2. Roll Call
The roll was conducted via sign-in sheet, and a quorum was confirmed with the following members present:

Members Present

Carolyn Niemczyk, Chairwoman
Paul Weinstein, Vice Chairman
Mike Keleher
Bill Lindsey
Richard Silvestri
Bertha Sullivan

Representing

At-Large
Port St. Lucie
At-Large
Minority
Unincorporated County
Minority

Others Present

Kyle Bowman
Peter Buchwald

Representing

St. Lucie TPO
St. Lucie TPO

Yi Ding	St. Lucie TPO
Marceia Lathou (via web)	St. Lucie TPO
Rachel Harrison	Recording Specialist
Emily Thomason (via web)	Jarrett Walker + Associates
Lisa Maack (via web)	Marlin Engineering
Scudder Wagg (via web)	Jarrett Walker + Associates
Victoria Williams (via web)	Florida's Turnpike

3. Comments from the Public – None.

4. Approval of Agenda

* MOTION by Mr. Keleher to approve the agenda.

** SECONDED by Mr. Silvestri Carried UNANIMOUSLY

5. Approval of Meeting Summary
 · March 16, 2021 Regular Meeting

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

** SECONDED by Vice Chairman Weinstein Carried UNANIMOUSLY

6. Action Items

6a. Public Transportation Agency Safety Plan (PTASP)
 Performance Targets: Review of the revised PTASP
 Performance Targets for the St. Lucie TPO.

Mr. Buchwald introduced the agenda item and invited Ms. Lathou to continue. Ms. Lathou provided background information on the Public Transportation Agency Safety Plan (PTASP) before describing the four safety target categories. She presented the performance targets that St. Lucie County proposed for each safety category and concluded with the corresponding targets proposed by the TPO.

In answer to Chairwoman Niemczyk's question regarding the nature of the revisions, Ms. Lathou explained that the County had added a fourth performance target category since the CAC last considered the agenda item at its previous meeting. Mr. Buchwald further clarified the matter by identifying the fourth category as 'system reliability.'

* MOTION by Mr. Silvestri to recommend adoption of the revised Targets.

** SECONDED by Ms. Sullivan Carried UNANIMOUSLY

6b. Transit Route Optimization Study Draft Choices Report: Review of the Transit Route Optimization Study Draft Choices Report.

Ms. Lathou explained the Transit Route Optimization Study as originating in the present Transit Development Plan. She listed several factors that impact the location of bus routes and described the two phases of the Study before inviting Mr. Wagg to continue. Mr. Wagg explained the rationale for the Study's timing and design before extensively detailing the two common transit goals of ridership and coverage, noting that they were often in conflict. Mr. Wagg highlighted the public engagement efforts conducted thus far, presented an overview of the existing transit network and service, and then analyzed the productivity of each route. He concluded with the next steps in the Transit Route Optimization Study process.

Chairwoman Niemczyk commended Mr. Wagg on the clarity of his presentation.

In response to Mr. Lindsey's question regarding Sunday bus service, Mr. Wagg explained that, while such service would meet a need within the community, a formal recommendation for or against it would not be made at this point in the Study.

Vice Chairman Weinstein commented on the desirability of having more route coverage along with faster and more frequent service if the goal was to reduce traffic congestion, especially considering the continuing levels of growth in St. Lucie County. Mr. Wagg agreed, but explained that the scope of the Study was restricted to improving the system within the current budget. Mr. Buchwald further explained some of the fiscal implications of population growth in the County.

Chairwoman Niemczyk initiated a discussion of the Tradition in Motion service, remarking on the possibility of requiring private developers to provide similar services in the future. Mr. Wagg acknowledged the benefits of individual developments having such transportation within their boundaries but noted the importance of connectivity with the overall bus network.

* MOTION by Vice Chairman Weinstein to recommend acceptance of the Transit Route Optimization Study Draft Choices Report.

** SECONDED by Mr. Silvestri Carried UNANIMOUSLY

6c. Draft FY 2021/22 – FY 2025/26 Transportation Improvement Program (TIP): Review of the draft FY 2021/22-FY 2025/26 TIP.

Mr. Buchwald explained that the TPO was required to develop a TIP annually to identify projects within the TPO area that had been prioritized and were to receive Federal or State funding within the next five years. He then invited Mr. Ding to continue. Mr. Ding outlined the year-long process necessary to develop the TIP, noted several agencies involved in its production, and highlighted a number of multimodal projects included in the draft under consideration. He presented the total amount of funding in the TIP and concluded with an overview of the performance management metrics to be used in the TIP's evaluation.

Vice Chairman Weinstein initiated a discussion regarding the need to address congestion on St. Lucie West Boulevard. He commented that a third lane would help in easing backups, an addition once planned by a developer but never completed and opined that the matter needed to be resolved sooner than 2040. Chairwoman Niemczyk remarked on the potential of smaller projects like the extension of turn lanes to reduce congestion, but suggested they be constructed at night to prevent a short-term exacerbation of backups. She also noted that Peacock Boulevard was heavily trafficked and likely to become more so when planned developments on its southern end were completed. Mr. Buchwald explained the complexities surrounding the issue of widening the Boulevard but indicated that it was ultimately a matter of prioritization by the TPO Advisory Committees and Board. He also explained widening as just one strategy among many that could be used to mitigate congestion, with the expansion of transit being another.

* MOTION by Mr. Silvestri to recommend adoption of the draft TIP.

** SECONDED by Mr. Lindsey Carried UNANIMOUSLY

6d. 2021/22 List of Priority Projects (LOPP): Review of the draft LOPP for 2021/22 for the St. Lucie TPO.

Mr. Buchwald explained how and why the LOPP is developed each year before detailing the differences between the previous year's LOPP and the draft under consideration. In doing so, he reported on revisions to the Master List, the Congestion Management Process (CMP) List, the Transportation Alternatives (TA) List, and the Transit List, indicating in each case that the projects originated from the plans or programs of the St. Lucie TPO.

In response to Chairwoman Niemczyk's question, Mr. Buchwald explained the time for the completing of projects on the TA List as being heavily dependent on available funding. He noted the upcoming receipt of funds from the CARES Act and explained how that funding would be prioritized.

In answer to Mr. Lindsey's inquiry, Mr. Buchwald described how developers pay impact fees which are then spent at the County's discretion.

Mr. Silvestri recounted an incident he witnessed in which a bicyclist was traveling against traffic driving faster than the recommended speed limit on Easy Street. He commented that the road was dangerous for multimodal users due to a lack of sidewalks or bike paths and questioned whether the sidewalk project for the segment between U.S. 1 and Silver Oak Drive could be moved higher on the TA List. Ms. Sullivan likewise commented on the need to address pedestrian safety for the segment of Angle Road between Kings Highway and North 53rd Street. Mr. Buchwald noted that the Easy Street project ranked second on the CMP List could alleviate some of the issues that had been identified but explained that the members had the option of placing conditions on their LOPP recommendation if they wished.

A brief discussion ensued regarding the new gambling compact between the State and the Seminole Tribe.

- * MOTION by Vice Chairman Weinstein to recommend adoption of the draft 2021/22 LOPP with the condition that congestion on St. Lucie West Boulevard be addressed.
- ** SECONDED by Mr. Keleher

Mr. Silvestri requested that the Motion be revised to add a condition that the Easy Street and Angle Road projects be prioritized second and third, respectively, on the TA List

* MOTION REVISED by Vice Chairman Weinstein to add a condition that the Easy Street and Angle Road projects be prioritized second and third, respectively, on the TA List.

** SECONDED by Mr. Kelerher Carried UNANIMOUSLY

7. Recommendations/Comments by Members – None.

8. Staff Comments – Mr. Buchwald indicated that he would request an update on St. Lucie West Boulevard from the City of Port St. Lucie traffic engineers for the next meeting.

9. Next Meeting: The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, July 20, 2021.

10. Adjourn – The meeting was adjourned at 12:05 pm.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Carolyn Niemczyk
Chairwoman

CITIZENS ADVISORY COMMITTEE (CAC)

REGULAR MEETING

DATE: Tuesday, July 20, 2021

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

The meeting was called to order at 10:45 am.

2. Roll Call

The roll was conducted via sign-in sheet, and a quorum was not achieved with the following members present:

Members Present

Mike Keleher
Michael McLeod
Marvin Mendelson

Representing

At-Large
Fort Pierce
At-Large

Others Present

Kyle Bowman
Peter Buchwald
Yi Ding
Marceia Lathou (via web)
Rachel Harrison

Representing

St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
Recording Specialist

Joseph DeFronzo (via web)
Rax Jung (via web)
Emily Thomason (via web)
Victoria Williams

Port St. Lucie Public Works
Florida's Turnpike
Jarrett Walker + Associates
Florida's Turnpike Authority

3. Comments from the Public – None.

4. Approval of Agenda

Due to the lack of a quorum, this agenda item was not addressed.

5. Approval of Meeting Summary

- May 18, 2021 Regular Meeting

Due to the lack of a quorum, this agenda item was not addressed.

6. Action Items

6a. Florida's Turnpike Project Development and Environment (PD&E) Study: Presentation by the Florida's Turnpike Enterprise of the PD&E Study being conducted from Jupiter to Fort Pierce.

Mr. Buchwald introduced the agenda item and invited Ms. Williams to continue. Ms. Williams described the project location and study limits before explaining the 'No-Build Alternative.' She then turned to the 'Preferred Alternative,' detailing the improvements being proposed for the mainline as well as the existing and new interchanges within the Turnpike segment under discussion. She outlined several widening and interchange projects within the segment that were already funded for design, noted the date and time of the project's public hearing, and concluded by explaining several methods for providing comments.

In response to Mr. McLeod's question, Ms. Williams clarified the 'No-Build Alternative' as the option of the intentional decision to not expand the Turnpike's capacity. She noted that having such an option as part of the Study assures members of the public that their needs and opinions are taken into consideration, citing as an example a situation several years before in which proposed improvements to Port St. Lucie Boulevard had been rejected by the public which resulted in changes to the proposal.

In answer to Mr. Mendelson's question, Ms. Williams explained how the Turnpike's toll-based revenue impacts the types of projects that can be implemented, noting that safety is always a primary goal.

Mr. McLeod inquired about construction time, and Ms. Williams explained the various phases of project development. She noted that the actual construction of the mainline would cause minimal impacts to traffic movement, as it would mostly be done during nighttime hours, and that construction updates would be available to the public on the project's website. In response to Mr. Mendelson's question, Ms. Williams indicated that the project likely would not be completed before the end of the decade, but that some interchange work could be completed before then.

Mr. Mendelson inquired about the Turnpike's funding, and Ms. Williams described the process by which bonds are issued based on toll revenues, noting that such bonds are highly rated.

In response to Mr. Mendelson's comment, Ms. Williams explained that the merging of SunPass and E-ZPass had been completed the previous month, allowing users to travel to 18 different states and pay less for tolls using a single account.

In answer to Mr. McLeod's question, Ms. Williams elaborated upon the various stages of the Study, indicating that it was presently at the 'public hearing' phase.

Mr. McLeod initiated a discussion of whether widening of the Turnpike's mainline was warranted given the current and future demand, noting that congestion was often cited as a rationale for new construction despite increased capacity sometimes resulting in increased usage. Ms. Williams acknowledged the role of surrounding land use in determining whether capacity increases were the best alternative to decrease congestion but encouraged the members to review the information on traffic demand on the project's website. Mr. McLeod questioned the value of mainline widening in the TPO area citing the tolls as a disincentive for local commutes. Ms. Williams explained that the Turnpike was indeed intended more for long trips but that there was a high degree of movement between St. Lucie and Martin counties. Discussion ensued regarding the safety benefits of interchange improvements apart from mainline widening. Mr. Buchwald described the traffic backups currently occurring at interchanges during peak usage and explained how interchange improvements as well as new construction at Midway Road and Crosstown Boulevard would reduce congestion while supporting

economic development. Ms. Williams added that the Turnpike used documents like the TPO's Long Range Transportation Plan as a guide when proposing improvements.

Mr. Mendelson noted that the cost of using the Turnpike for local commutes was sometimes less than the extra fuel expenses incurred when using less direct routes. He further noted that cities like Washington, D.C. impose higher toll rates at peak congestion hours as a way to manage traffic.

6b. Transit Route Optimization Study Draft Choices & Concept Report: Presentation of the Transit Route Optimization Study Draft Choices & Concept Report.

Mr. Buchwald explained the purpose of the Transit Route Optimization Study and introduced Ms. Lathou, who noted the Study's origins in the present Transit Development Plan before describing its two phases. Ms. Lathou invited Ms. Thomason to continue, and Ms. Thomason began by explaining the rationale for the Study along with the tasks completed during its first phase. She detailed the two concepts being proposed, one aimed more toward ridership and the other toward coverage, and then outlined the performance measures of proximity and access. Ms. Thomason presented several diagrams illustrating the differences in travel time and coverage among the existing network and the individual concepts and concluded with the next steps in the process.

In answer to Mr. McLeod's remark, Ms. Thomason explained that the consultants had not modeled the effects of the two concepts on ridership numbers in St. Lucie County but had based their presentation on past experience with other communities where increased access had resulted in increased ridership. She further clarified that the two concepts under discussion had been developed using existing and projected land use patterns. Mr. Buchwald added that increasing ridership would likely come at the expense of coverage for large parts of the County and that finding an appropriate balance between the two presented a significant challenge.

Mr. McLeod initiated a discussion of ways to expand transit service, commenting on the possibility of increasing the budget or supplementing gaps in service with private transit. Mr. Buchwald explained that increasing the budget would require additional tax revenue, which was a controversial issue considering the political climate and the many budgetary priorities competing for funding.

Mr. McLeod remarked that transit may lead to increased property values, which in turn could lead to greater tax revenue.

The members reached a consensus to support the ridership concept.

6c. Draft Electric Vehicle Charging Station Plan: Review of the draft Electric Vehicle Charging Station Plan.

Mr. Buchwald introduced the agenda item and invited Ms. Lathou to continue. Ms. Lathou presented a map of existing electric vehicle (EV) charging stations in St. Lucie County and explained the need for more publicly-available stations, using the battery capacity of the Nissan Leaf as an example. She described a number of factors to consider when selecting appropriate locations for charging stations before highlighting the three screening criteria developed in the plan for siting such stations in St. Lucie County: highway intersections, Retail Major Activity Centers (MACs), and Title VI/Environmental Justice (EJ) areas. Ms. Lathou presented the proposed list of locations and concluded with projections for EV usage in 2030.

In response to Mr. Keleher's question, Ms. Lathou clarified that the present agenda item was a plan for charging station locations only. She explained that, once the stations began to be constructed, it would depend upon the charging network as to whether the service would be free. Mr. Keleher commented that free charging could have the unintentional effect of rewarding affluence, and Ms. Lathou noted that some EVs had been made quite affordable due to rapid advances. Mr. Buchwald further commented on the relative lack of maintenance for EVs and the equity considerations regarding Title VI communities.

7. Discussion Items

7a. Transportation Asset/Service Vulnerability Assessment Update: An update of the Transportation Asset/Service Vulnerability Assessment for the St. Lucie TPO.

Mr. Buchwald indicated that TPO staff had completed Sea Level Rise Mapping in November 2019 to identify the transportation infrastructure in the TPO area that could potentially be exposed to future flooding, explaining the present agenda item as a continuation of the effort to integrate environmental considerations into the TPO's metropolitan planning program. Mr. Ding continued the presentation by noting the TPO's involvement with St. Lucie County's Resilience Planning Steering Committee, an entity funded by a Florida Department of

Environmental Protection grant to produce a Vulnerability Assessment Report on potentially-impacted assets and services within the County. He indicated that the Report showed the possibility of minor impacts to the County's transportation features in 2070, a finding consistent with those of the 2019 Sea Level Rise Study. Mr. Ding concluded by reporting on the County's receipt of another grant that would fund a three-year scope of work to develop a Regional Resilience Plan aimed at mitigating the effects of future natural disasters and climate change.

In response to Mr. McLeod's question, Mr. Buchwald clarified that the Report had projected minimal impacts to St. Lucie County's facilities from sea level change and that the other types of impacts from climate change would be studied in a subsequent phase of analysis.

8. Recommendations/Comments by Members – Mr. Mendelson opined that traffic seemed to be increasing on local roads. Mr. Buchwald noted that members had inquired about St. Lucie West Boulevard traffic at the previous meeting and invited Mr. DeFronzo to provide an update on the City of Port St. Lucie's efforts to reduce congestion. Mr. DeFronzo reported on the adaptive traffic management system that had been installed on the Boulevard between the I-95 and Bayshore Boulevard intersections as well as improvements made to various intersections along that segment. He also highlighted upcoming improvements to the corridor, such as the I-95 at St. Lucie West Boulevard interchange project, and informed the members of the "Project Tracker" feature on the City's Public Works website.

Mr. Keleher commented on the congestion he had encountered in the vicinity of Kings Isle Boulevard. Mr. DeFronzo explained the issue as a result of having many driveway connections and intersections located within a short distance of one another, citing it as an illustration of the importance of adaptive signal coordination.

In answer to Mr. Mendelson's question, Mr. Buchwald reported that the TPO would be receiving \$1.8 million from the Coronavirus Response and Relief Supplemental Appropriations Act which the Board would allocate at its August meeting. He also noted that the local jurisdictions and the State also had received funding, and that there were several options for how it might be used.

- 9. Staff Comments – Mr. Buchwald informed the members of two vacancies on the CAC and encouraged them to share that information with their friends and colleagues.

Mr. McLeod requested an update on the South Causeway Bridge bicycle lane, and Mr. Buchwald indicated that the TPO Board would consider a proposal for a temporary bike lane at its upcoming meeting, with a public meeting to be held afterward.

- 10. Next Meeting: The next St. Lucie TPO CAC meeting is a joint meeting with the Bicycle-Pedestrian Advisory Committee and the Technical Advisory Committee scheduled for 1:30 pm on Tuesday, October 19, 2021.

- 11. Adjourn – The meeting was adjourned at 12:30 pm.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Carolyn Niemczyk
Chairwoman



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AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: November 16, 2021

Item Number: 6a

Item Title: 2022 Meeting Dates

Item Origination: Annual administrative business

UPWP Reference: Task 1.1 - Program Management

Requested Action: Approve the proposed 2022 meeting dates, approve with conditions, or do not approve.

Staff Recommendation: It is recommended that the proposed 2022 meeting dates be approved.

Attachments

- CAC Proposed 2022 Meeting Dates



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Citizens Advisory Committee (CAC) **PROPOSED** 2022 Meeting Dates (Approved: _____)

Tuesday, January 18, 2022, 10:30 am

Tuesday, March 22, 2022, 10:30 am

Tuesday, May 17, 2022, 10:30 am

Tuesday, July 19, 2022, 10:30 am

Tuesday, September 20, 2022, 10:30 am

Tuesday, November 29, 2022, 1:30 pm
(Joint Meeting with the Technical Advisory Committee
and the Bicycle-Pedestrian Advisory Committee)

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Kreyòl Aysisyen: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Aysisyen, tanpri rele nimewo 772-462-1593.

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

AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	November 16, 2021
Item Number:	6b
Item Title:	Micro-Mobility Study Scope of Services
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.2 – Transit Planning
Requested Action:	Review and recommend approval of the Scope of Services, recommend approval with conditions, or do not recommend approval.
Staff Recommendation:	Because the Micro-Mobility Study would address connectivity to the fixed-route bus system and the Study is consistent with Task 3.2 of the UPWP, it is recommended that the Micro-Mobility Study Scope of Services be recommended for approval by the TPO Board.

Attachments

- Staff Report
- Micro-Mobility Scope of Services



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit Program Manager

DATE: November 2, 2021

SUBJECT: Micro-Mobility Study Scope of Services

BACKGROUND

Trips on fixed route buses begin and end with travel to and from bus stops. Such access is known as "first-last mile" micro-mobility: walking, bicycling or shared-ride travel.

The St. Lucie TPO uses a continuing, cooperative, and comprehensive approach to micro-mobility planning. To unify prior, current, and future efforts into a single plan, the Unified Planning Work Program (UPWP) includes a Micro-Mobility Study which will analyze the deployment of micro-transit, e-scooters, car sharing, and bike sharing in selected areas of St. Lucie County. The goal of the Micro-Mobility Study is to enhance mobility for persons who don't have access to single-occupancy automobiles or who do not wish to use such vehicles.

ANALYSIS

The Micro-Mobility Study will assess past and existing micro-mobility programs as well as the potential for new technologies. The Study will analyze context-sensitive solutions for the Gatlin Boulevard/Tradition Parkway area, the Torino Parkway area, and downtown Fort Pierce, focusing on the following methods of travel:

- Ø Pedestrian:
 - Walking
 - Special needs for persons with disabilities
- Ø Bicycle, Board & Skate:
 - Personal bicycles and e-bikes
 - Bike sharing
 - Skateboards and e-skateboards
 - Shared e-scooters
- Ø Vehicular:
 - Park-and-Ride, both conventional and electric vehicles
 - Kiss-and-Ride, drop-off transfer points
 - Neighborhood electric vehicles (NEV)
 - Car sharing
 - Ride sharing and traditional taxis
- Ø Transit:
 - Conventional public bus service
 - Micro-transit partnerships
 - Micro-transit with autonomous vehicles

The Micro-Mobility Study will be conducted by The Corradino Group, one of the TPO's General Planning Consultants. The Study will be completed in June 2022 with a lump sum budget of \$30,000.

RECOMMENDATION

Because the Micro-Mobility Study would address connectivity to the fixed-route bus system and the Study is consistent with Task 3.2 of the UPWP, it is recommended that the Micro-Mobility Study Scope of Services be recommended for approval by the TPO Board.

St. Lucie TPO Micro-Mobility Study

Scope of Services

Prepared by The Corradino Group, Inc.

October 21, 2021

INTRODUCTION

For persons that rely on public transportation, the first and last part of their trip is often perceived as the longest, the most time consuming, the most uncomfortable, and the least reliable. Their journey does not start when they board a bus or train and does not end where they alight. Their trip begins when they walk to or from the transit stop, or ride a bike, take a taxi, share a car ride or use some other transportation for the connecting parts of their journey.

The connecting journeys, before and after the transit ride, are influential enough to encourage or discourage a person to ride transit again. A transit traveler evaluates the desirability of a transit trip based on multiple criteria for the entirety of the door-to-door journey. The satisfaction of each part of the journey is not evenly weighted based on actual distance or time, but perceptually weighted based on a person's own needs and comfort levels for each part of the trip. In this way, the 5-minute walk in undesirable or high level-of-transportation-stress conditions can discourage a 15-minute transit journey. The resulting dilemma is ubiquitous: near empty transit services on roads congested with single-occupant vehicles.

Not only are the first and last legs of the trip disproportionate in their effect on transit demand, but their impact on transit providers is also disproportionate. For mass transit providers, and especially for major fixed right-of-way investments like rail, productivity and efficiency depend on large numbers of people moving along linear transit sheds with comfortable connections to destinations. The more complete the network, the higher the utilization that can be expected. To complete the network with conventional transit, services become inefficient and difficult to sustain without higher-than-average subsidies.

Successful fixed-route transit services rely on direct alignments through high-density corridors. Traditionally, it was left to individual riders to get themselves to and from transit stops by walking, bicycling, driving, or getting dropped off or picked up. Starting in the 1970's, public agencies, employers, and transportation management associations have been providing shuttle connections, dial-a-ride and car-pooling services to facilitate "first-and-last-mile" (FLM) mobility, and, more recently, private companies have begun to provide FLM services that connect to transit lines.

The need for new FLM strategies to support competing needs for greater utilization and expansion of urban mass transit has never been greater. From traditional to the cutting-edge, the range of FLM connective modes, technologies and delivery models include many options that can be organized into 4 modal groups:

- **Pedestrian Modal Group:**
 - Walking
 - Special needs for disabled persons

- **Bicycle, Board & Skate Modal Group:**
 - Personal Bicycles and E-Bikes
 - Bike Sharing: dock-based or dockless
 - Skateboards and E-Skateboards
 - Shared E-Scooters

- **Vehicular Modal Group:**
 - Park-and-Ride (conventional)
 - Park-and-Ride with Plug-In Electric Vehicles (PEV)
 - Kiss-and-Ride
 - Neighborhood Electric Vehicles (NEV)
 - Car Sharing, including pod-based, free floating, station cars and peer-to-peer networks
 - Ride Sharing & Traditional Taxi

- **Transit Modal Group:**
 - Conventional Transit Services – Public Provider
 - Micro Transit: Private Providers and Public-Private Partnerships (P3's)
 - Micro Transit with Autonomous Vehicles (AV)



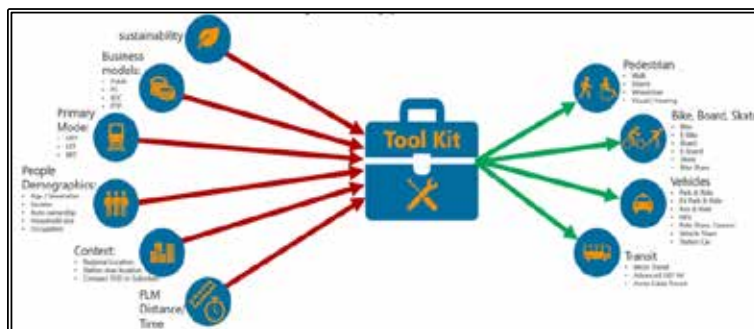
Each mode has its own characteristics of suitability that are context sensitive. Whether owned or operated by governmental entities or not, each mode has specific needs for infrastructure, regulatory support, funding, and integration with primary fixed-route transit. Each is affected by level of acceptance from end-users and continued innovation in technology and business models.

The St. Lucie TPO has been at the forefront of planning for effective mobility services. The TPO and its partner agencies wish to leverage and unify prior, current, and planned micro-mobility and micro-transit efforts into a single plan to enhance mobility for persons that don't have access to single-occupancy automobiles or do not wish to use such vehicles.

At Corradino, with 50 years of experience in multimodal transportation, we understand transit and mobility planning, and we understand the changes that are happening in response to our changing lifestyles, economy and technologies. We performed the First-and-Last Mile Study for the Miami-Dade TPO to develop the range of technologies and business models for the network of mobility options that is essential to developing its fixed-guideway rail and BRT SMART Plan. We developed a toolbox of context-sensitive solutions and performed two case studies.



The Director for this study will be Mark Alvarez, with 30 years of transit, mobility and land use planning experience. He was the Project Manager for the *First-and-Last Mile Study*. He has in-depth understanding of micro-mobility, how it differs from and integrates with traditional public transit, and its advantages and challenges.



In 2013, Mark Alvarez co-authored the *Drive Electric Florida, US-1 Corridor Pilot Project* for the South Florida Regional Planning Council and Florida Power & Light, to develop the infrastructure plan for shared, plug-in-electric vehicles at Metro-Rail stations for first-last-mile trips.

Srinivas ("Srin") Varanasi will work with Mark on this project. Srin is Vice President in Corradino's nationwide transportation systems planning practice. He has 16 years of experience in corridor/ subarea modeling, area wide transportation planning, travel demand forecasts, model applications, and GIS database development projects.

We are pleased to provide this scope of services to assist the TPO develop its unified short-term *Micro-Mobility Plan*, using a planning horizon of 3 years. Four tasks will be undertaken to deliver this plan. These tasks, their schedule and costs are described on the following pages.

- § Task 1. Review Existing Plans and Affirm Study Area
- § Task 2. Opportunities for Success and Micro-Mobility Provider Needs
- § Task 3. Existing Conditions & Analysis
- § Task 4. Recommendations

TASKS

Task 1. Review Existing Plans and Affirm Study Area

We will meet with St. Lucie TPO staff and relevant City/County staff to fully identify and review past micro-mobility plans and related efforts, transit plans, and existing performance levels. With TPO staff, we will determine other information sources to review. The information will be documented in a Technical Memorandum to include a summary of key findings.

The three areas of study currently identified for micro-mobility programs are: 1) the Tradition Area, 2) Torino Parkway, and 3) Downtown Fort Pierce. We understand that the County's Transit Division is actively implementing micro-mobility solutions, and so as part of Task 1 we will work with City/County staff to confirm the areas of study for the *Micro-Mobility Study*.

Staff Meetings:	2 TPO staff virtual meetings after kick-off meeting
Product:	Technical Memorandum summarizing key findings and the history of micro-mobility efforts in St. Lucie County
Start:	After Project Kick-Off Meeting – assumed in January 2022
Complete:	February 2022
Task Cost	\$ 4,800

Task 2. Opportunities for Success and Micro-Mobility Provider Needs

We will contact three micro-mobility program managers that have operated in St Lucie County to determine the key market factors and other metrics by modal type for sustainable micro-mobility systems. Key benchmarks will be sought for: entering and exiting a market area; sustaining operations; infrastructure needs; regulatory needs or barriers; experience with market area geography; and, integration with fixed-route transit systems.

Staff Meetings:	3 virtual meetings or phone interviews with micro-transit program managers with experience in St. Lucie County and County staff; 2 meetings with TPO staff to discuss lessons learned
Product:	Technical Memorandum summarizing key findings
Start:	After Project Kick-Off Meeting - assumed in January 2022
Complete:	February 2022
Task Cost	\$ 5,600

Task 3. Existing Conditions & Analysis

Concurrent with Task 1, we will collect and analyze data to measure transportation system performance. We understand that the Transit Division is working with contractors to provide dynamic information systems for their transit and mobility operations, including: TransLoc information systems, and Optym's RouteMax; we will coordinate with those systems and the Via dashboard to gain available data for *this study*.

Based on data collection efforts and using available data from the St Lucie County transportation planning model as needed, we will identify pertinent information for micro-mobility utilization for the identified areas as confirmed in Task 1. We will analyze these areas for predominant trip patterns to determine where micro-mobility will serve: 1) local trips, not requiring first-last-mile connections; 2) non-local trips that do not require transit connections, such as recreational trips; and, 3) non-local trips that do require first-last-mile transit connections, such as work, shopping, medical trips, and other necessary travel. We will analyze each area for indicators with which to recommend different micro-mobility mode combinations that are pertinent to the projected mobility needs of each area.



Pedestrian and bicycle infrastructure for the identified micro-mobility areas will be assessed using County GIS information, then verified by aeriels and site visits. We will review transit operations for schedules, service spans and stop locations to assess the viability of transit connections, and local mobility hubs for effective first-last-mile connections.

Staff Meetings:	2 meetings: 1 methodology meeting and 1 meeting to review findings
Product:	Technical Memorandum summarizing key findings, GIS files, and presentation
Start:	After Project Kick-Off Meeting - assumed in January 2022
Complete:	April 2022
Task Cost	\$ 14,000

Task 4. Recommendations

Recommendations will be developed based on the findings of Tasks 1, 2 and 3 to answer four questions:

- 1) What micro-mobility mode, or combination of modes can best address the needs of each of the study areas?
- 2) Should the micro-mobility choices be managed and operated by private providers, or should they be publicly-owned/operated, or are Public-Private Partnership models better suited?
- 3) What infrastructure investments; policy and regulatory changes; and transit operations/ equipment modifications could be programmed to match the needs for each area and assure long-term viability and growth of the micro-mobility services?
- 4) For first-and-last-mile connections, where are the locations for potential transit hubs, and what are the specifications for the hubs?

The draft report, along with a presentation will be provided to St. Lucie TPO staff for review by April 22, 2021, ready for inclusion on the agendas of the three St. Lucie TPO advisory committees. After receiving input from the advisory committees, we will include summaries of comments and requests from each committee, and provide to the TPO staff for their input regarding any changes that should be made to the final report. The final report will be provided to the TPO staff by May 20 for inclusion on the June 2022 agenda of the St. Lucie TPO board.

Staff Meetings:	2 meetings: 1) review draft report; 2) review final advisory committee comments
Public Presentations:	1) St. Lucie TPO Citizens' Advisory Committee (CAC), May 2022 2) St. Lucie TPO Technical Advisory Committee (TAC), May 2022 3) St. Lucie TPO Bicycle-Pedestrian Advisory Committee (BPAC), May 2022 4) St. Lucie TPO Board, June 2022
Products:	Draft Report, presentations and Final Report
Start:	April 2022
Complete:	June 2022
Task Cost	\$ 5,600

PROJECT SCHEDULE

St. Lucie TPO Micro-Mobility Study	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	Cost
Task 1 Plans and Documents Review	[Bar]						\$ 4,800
Task 2. Opportunities for Success and Micro-Mobility Provider Needs	[Bar]						\$ 5,600
Task 3. Existing Conditions & Analysis	[Bar]						\$ 14,000
Task 4. Recommendations				[Bar]	[Bar]	[Bar]	\$ 5,600
TOTAL	[Bar]						\$ 30,000

★ St. Lucie TPO Advisory Committee Public Meetings: CAC, TAC, BPAC

★ St. Lucie TPO Board Meeting

PROJECT COST SUMMARY

Task 1. Plans and Documents Review	\$ 4,800
Task 2. Opportunities for Success and Micro-Mobility Provider Needs	\$ 5,600
Task 3. Existing Conditions & Analysis	\$14,000
Task 4. Recommendations	\$ 5,600
Total	\$30,000



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AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: November 16, 2021

Item Number: 7a

Item Title: Speed Kills Analysis

Item Origination: Unified Planning Work Program (UPWP)

UPWP Reference: Task 3.7 – Safety and Security Planning

Requested Action: Discuss and provide comments to Staff.

Staff Recommendation: It is recommended that the Speed Kills Analysis is discussed and comments are provided to Staff.

Attachments

- Staff Report
- St. Lucie TPO Fatal Crash Fact Sheet and Map

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

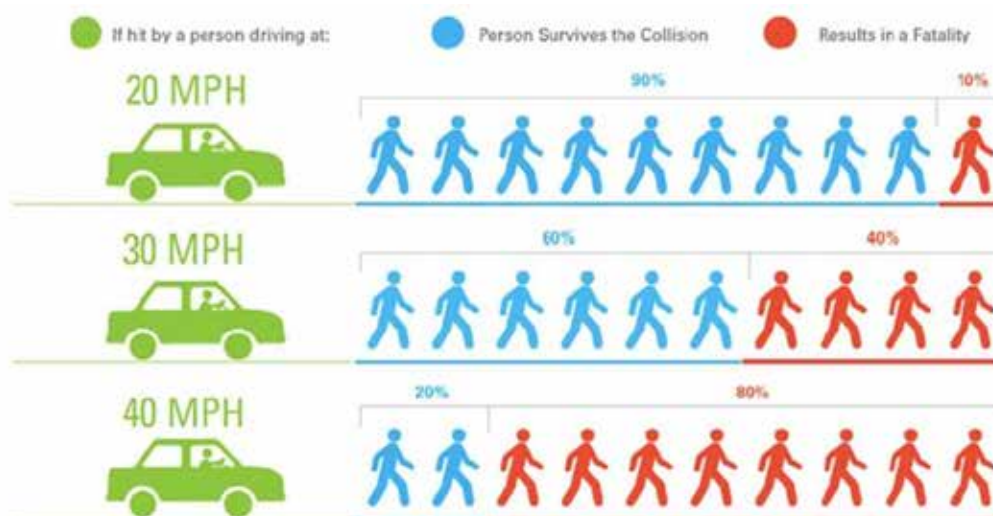
FROM: Yi Ding, Transportation Systems Manager
 and
 Peter Buchwald, Executive Director

DATE: November 9, 2021

SUBJECT: Speed Kills Analysis

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. High speeds make crashes more likely and increase the risk of fatal injuries at an alarming rate according to NHTSA. According to the U.S. Department of Transportation and as depicted in the following graphic, a pedestrian who is hit by a car moving at 20 miles per hour has an 90 percent chance of survival, while that person only has a 20 percent chance of survival if hit by a car moving at 40 miles per hour:



The St. Lucie TPO supports the national and Statewide "Vision Zero" efforts to eliminate all traffic fatalities and serious injuries on the transportation

network. Managing travel speeds is an effective strategy and a critical tenet of Vision Zero.

Therefore, Task 3.7, *Safety and Security Planning*, of the St. Lucie TPO FY 2020/21 – 2021/22 Unified Planning Work Program (UPWP) includes a Speed Kills Analysis to examine the link between vehicle speed and crash risk and severity on the roadway network in the TPO area.

ANALYSIS

For this analysis, the fatal crashes and the speed limits on the roadway network in the TPO area were reviewed to identify any consistencies. Crash data was obtained from the Signal Four Analytics database for the years 2011 through 2021.

The attached St. Lucie TPO Fatal Crash Fact Sheet and Map summarizes the findings and illustrate the distribution of the fatal crashes for vehicles, pedestrians, and bicyclists in the St. Lucie TPO area. In addition, vehicle and bicycle-pedestrian high crash locations are summarized as follows:

Vehicle High Crash Locations						
Street Name	From	To	Segment Length (miles)	Crash Number	Speed Limit (MPH)	State Highway System
U.S. Highway 1	Edward Rd	Dixieland Dr	0.74	7	40	Yes
U.S. Highway 1	Brazilian Cir	Prima Vista Blvd	0.8	6	45	Yes
Airoso Blvd	Lakehurst Dr	Prima Vista Blvd	0.66	5	40	No
Port St. Lucie Blvd	Cameo Blvd	Dalton Ave	0.89	5	45	No
St. Lucie West Blvd	Peacock Blvd	California Blvd	0.45	5	45	No

Bicycle-Pedestrian High Crash Locations						
Street Name	From	To	Segment Length (miles)	Crash Number	Speed Limit (MPH)	State Highway System
25th St	Ave G	Nebraska Ave	1.6	8	40	Yes
U.S. Highway 1	Tennessee Ave	Southland Dr	1.8	7	40	Yes

After examining the fatal crashes at the high crash locations, TPO staff did not find any consistencies between the crashes and the specific, identified causes of the crashes. The only consistency identified is that these high crash locations are on roadways with posted speeds of 40 miles per hour or higher.

In fact, 75 percent of all fatal crashes in the TPO area occur on roadways with posted speeds of 40 miles per hour or higher.

Serious injuries and fatal crashes in the TPO area may be reduced most significantly by reducing the travel speeds on these roadways with high crash locations by reducing the speed limits, also known as setting “target speeds”, on these roadways. The Florida Department of Transportation (FDOT) is responsible for setting the target speeds on the roadways of the State Highway System, and the local jurisdictions are responsible for setting the target speeds on the local roadways.

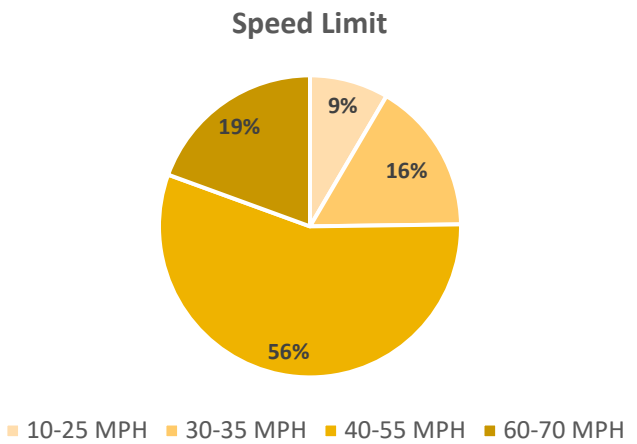
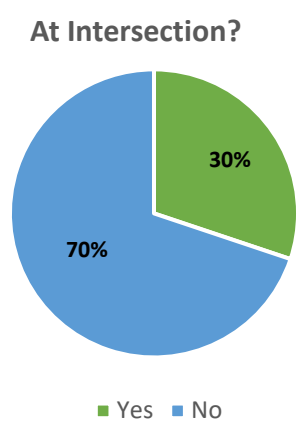
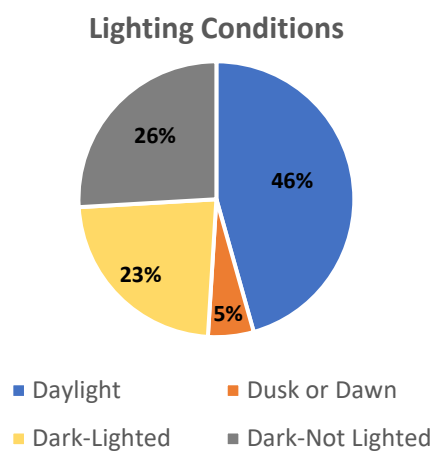
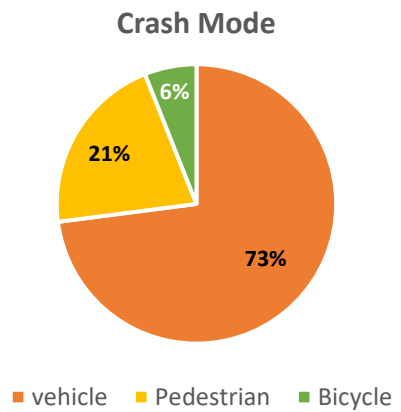
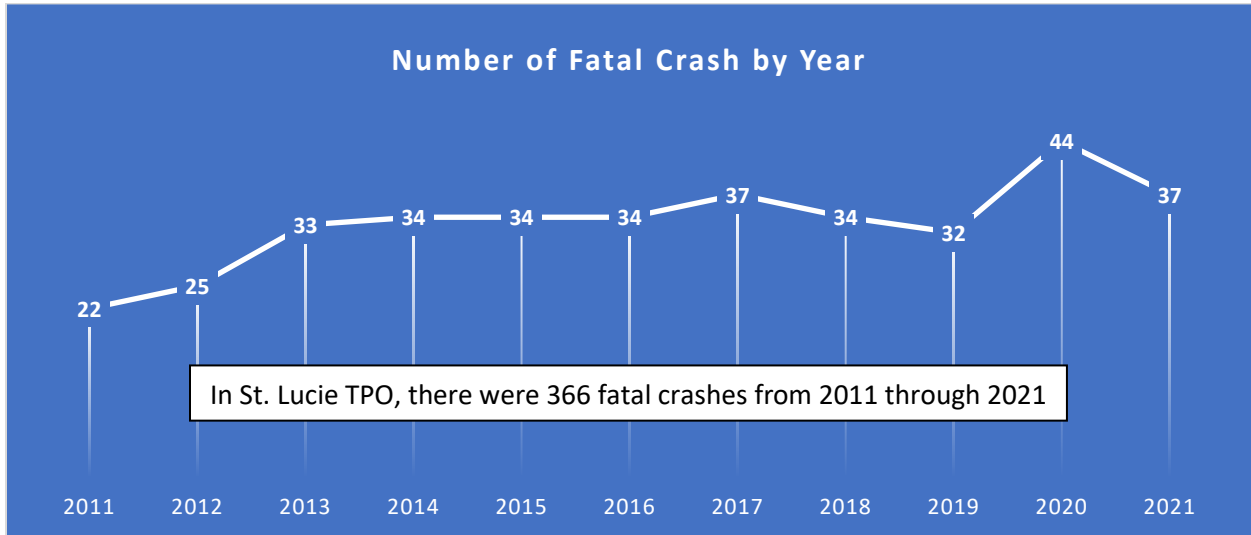
To better support their Vision Zero efforts, FDOT now is implementing a “Safe Systems” approach to setting target speeds. Rather than expecting perfect behavior from drivers, pedestrians, and bicyclists, this approach recognizes that people will make mistakes, and systems will fail with the goal that target speeds should be established so that when someone does err, the penalty is not death. Meanwhile, to improve traffic safety and address speeding issues, the City of Port St. Lucie is proposing to reduce the speed limit on all residential/neighborhood roads to 25 miles per hour.

While the effect of reducing travel speeds on traffic congestion is the subject of much debate in the latest literature, physical improvements to the roadways, known as deflection, engagement, and enclosure, may be needed to most effectively implement the target speeds. In addition, coordination with local law enforcement agencies and education of the general public will be necessary to ensure commitment to the target speeds.

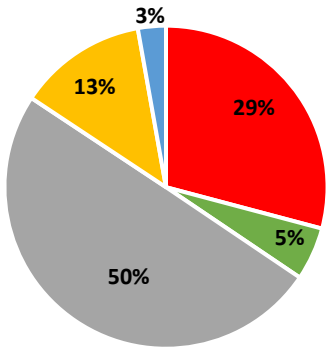
RECOMMENDATION

It is recommended that the Speed Kills Analysis is discussed and comments are provided to Staff.

St. Lucie TPO Fatal Crash Fact Sheet

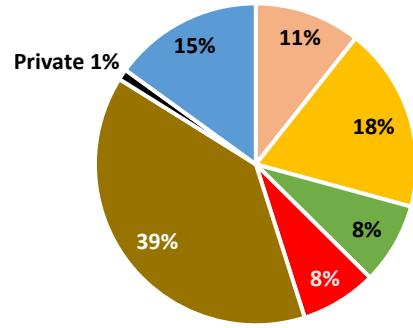


Vehicle Type



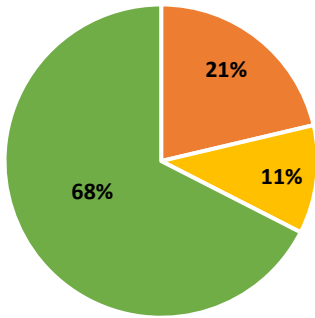
- SUV or Pickup
- Commercial Vehicle
- Passenger Car
- Motorcycle
- Others

Roadway Type



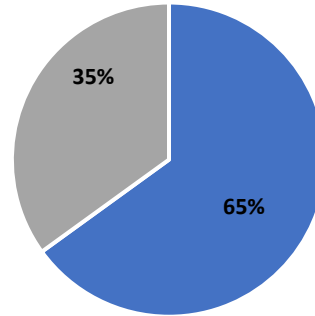
- Interstate
- State
- Turnpike
- U.S.
- Local
- Private
- County

Driver's Age



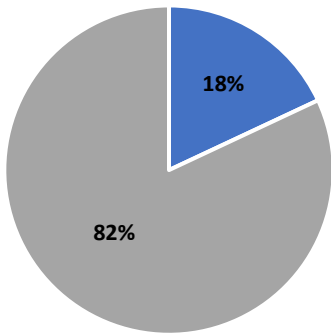
- Senior
- Teenager
- Others

Distracted/Speeding/Aggressive/Impaired Driving?



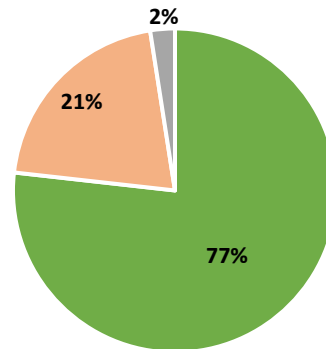
- Yes
- No

Violation Issued



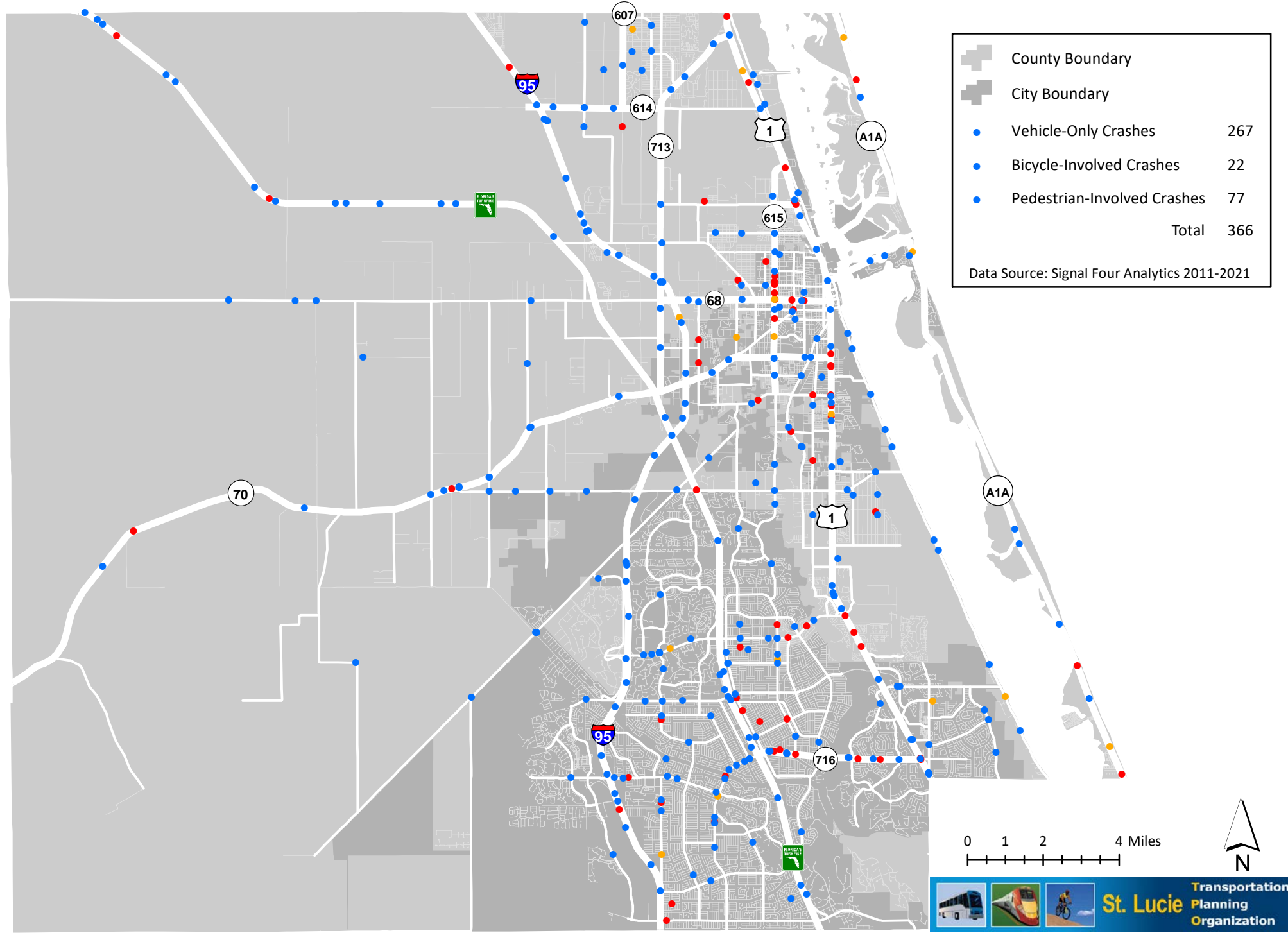
- Yes
- No

Seat Belt in Use?

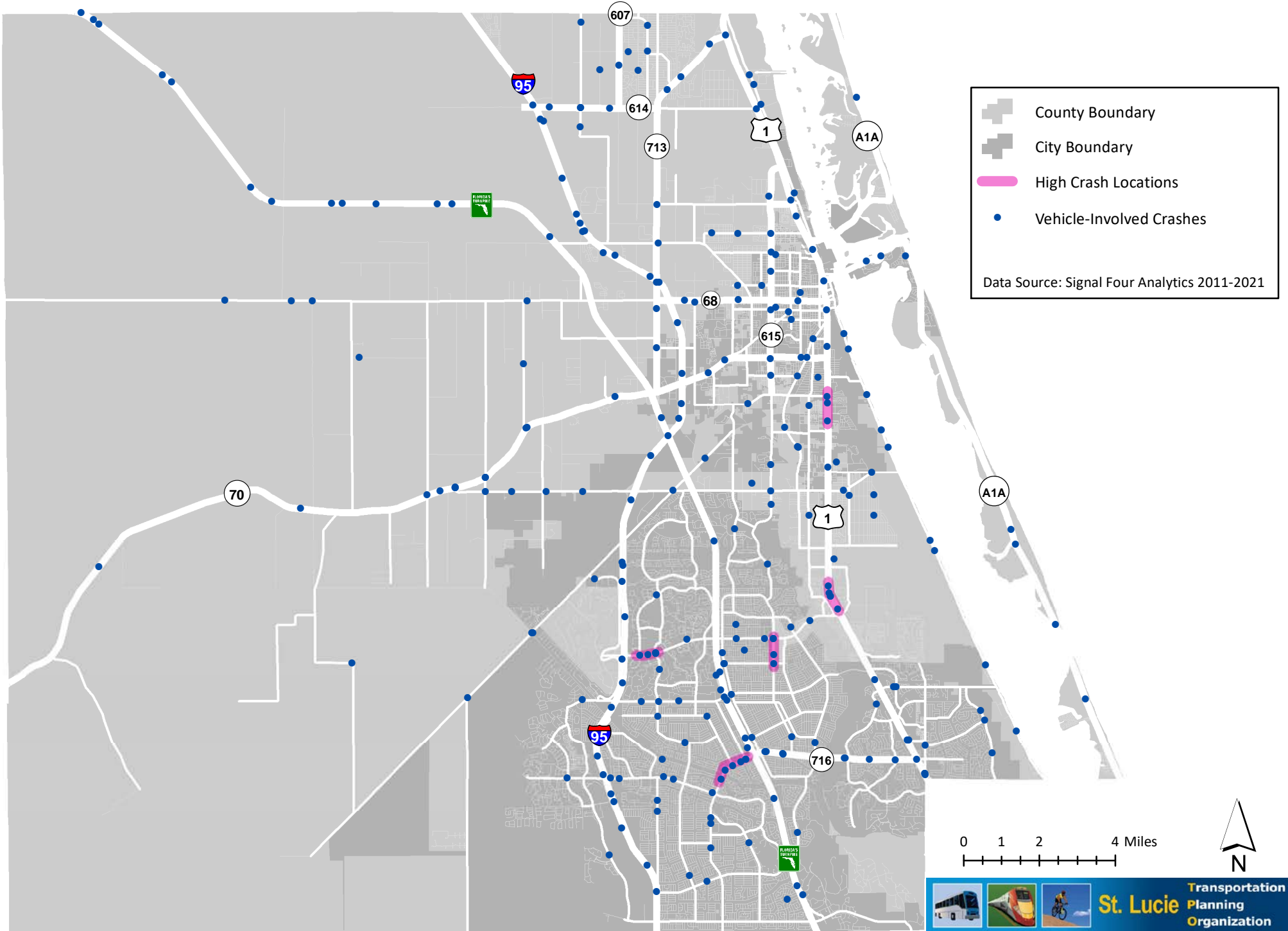


- Yes
- No
- Data N/A

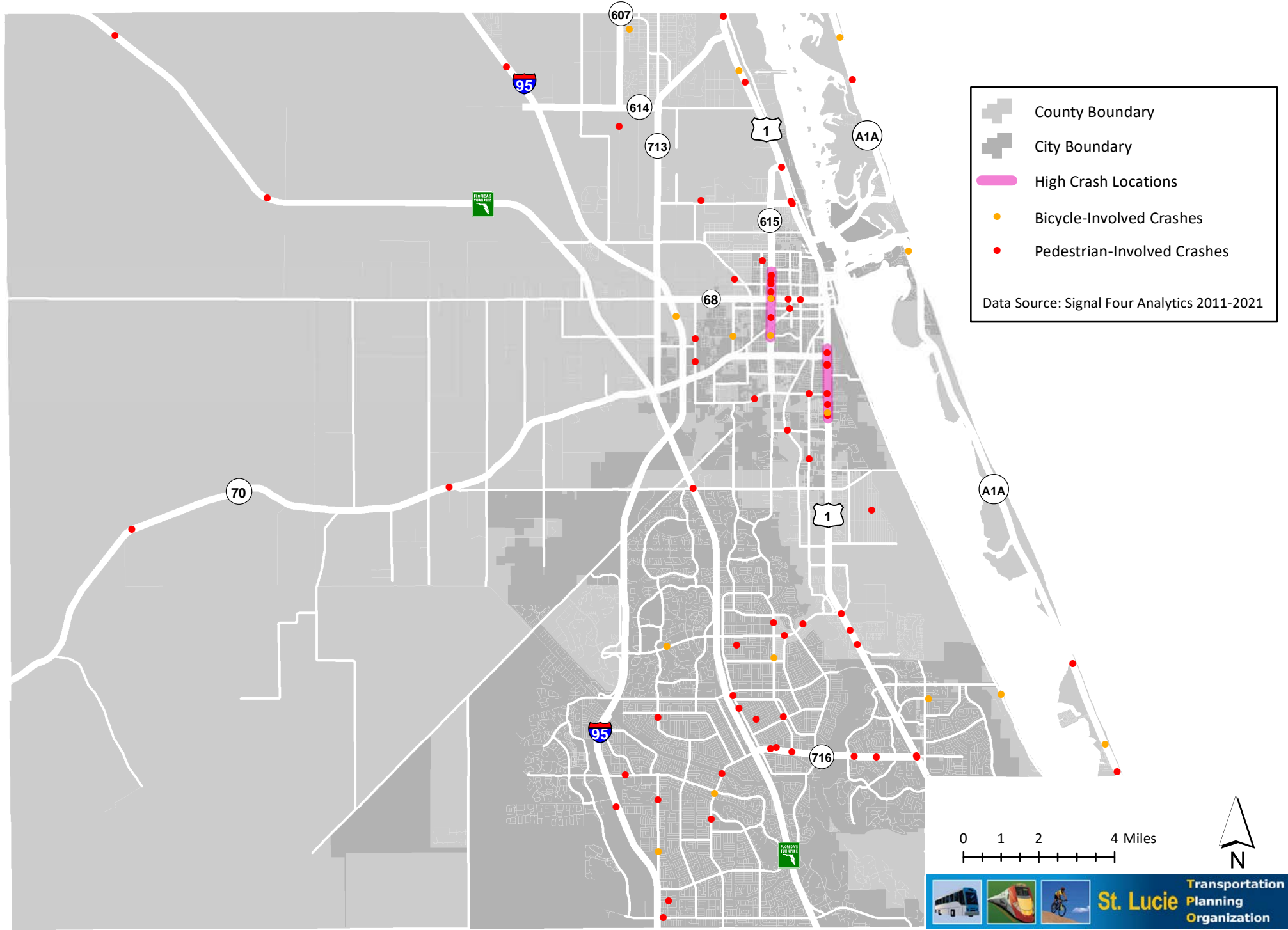
St. Lucie TPO Fatal Crashes by Mode



Vehicle-Only Fatal Crashes



Bicycle and Pedestrian Involved Fatal Crashes





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AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: November 16, 2021

Item Number: 7b

Item Title: FY 2022/23 – 2023/24 Unified Planning Work Program (UPWP) Call for Planning Projects

Item Origination: Unified Planning Work Program (UPWP)

UPWP Reference: Task 1.2 – UPWP Development

Requested Action: Discuss and propose planning projects for potential inclusion in the FY 2022/23 – 2023/24 UPWP.

Staff Recommendation: Because the draft UPWP is developed based on comments received from the TPO Advisory Committees and other sources, it is recommended that the draft UPWP is discussed, and planning projects are proposed to Staff.

Attachment

- Staff Report



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MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit Program Manager

DATE: November 2, 2021

SUBJECT: FY 2022/23 – 2023/24 Unified Planning Work Program (UPWP) Call for Planning Projects

BACKGROUND

The Unified Planning Work Program (UPWP) is the two-year program supported by State and Federal funds of transportation planning activities undertaken by the TPO. The UPWP includes a description of the planning work and resulting products, who will perform the work, timeframes for completion, costs, and funding sources. The UPWP serves as the foundational document for carrying out the continuing, cooperative, and comprehensive transportation planning process within the TPO area.

The UPWP is required for the TPO to receive funding from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Florida Commission for the Transportation Disadvantaged (FCTD), and the Florida Department of Transportation (FDOT).

Planning projects are included in the UPWP based on TPO priorities, the need to satisfy State/Federal requirements, and funding constraints. Projects may involve any aspect of surface transportation including roads, transit, bicycle/pedestrian, and the needs of the transportation disadvantaged.

The current UPWP for FY 2020/21 – FY 2021/22 ends on June 30, 2022. Therefore, it is necessary to initiate the development of the UPWP for FY 2022/23 – FY 2023/24.

ANALYSIS

An initial discussion of the proposed FY 2022/23 – FY 2023/24 UPWP is requested at this time. The discussion should consist of the identification and discussion of the planning priorities, tasks, projects, and activities that should comprise the proposed UPWP. The Call for Planning Projects is being announced to the public through the TPO website/social media and discussions at meetings.

The Call for UPWP Projects has already resulted in several project ideas which are proposed to be included in the draft FY 2022/23 – FY 2023/24 UPWP. These projects include:

- Sustainable Transportation Plan - planning for and encouraging less gasoline-dependent and single-occupancy methods of transportation.
- Transit Development Plan Major Update – assisting the St. Lucie County Transit Division in developing its strategic plan for the future bus network.
- Community Profile Updates – an update of the existing Community Profiles based on the most current U.S. Census data.
- Transit Center Visioning Workshop – an exploration of concepts to improve the public transportation system and to build consensus for funding strategies.
- Transportation Performance Measures 2.0 – enhancement of the UPWP task devoted to transportation and public transportation performance measures.

The draft UPWP will be submitted to various Federal agencies for their review and comment, and a formal public comment period will be initiated. The TPO Board will review the draft UPWP for adoption at its April 2022 meeting.

RECOMMENDATION

Because the draft UPWP is developed based on comments received from the TPO Advisory Committees and other sources, it is recommended that the draft UPWP is discussed, and planning projects are proposed to Staff.