



St. Lucie

Transportation
Planning
Organization

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

BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Regular Meeting

Thursday, November 19, 2015
3:00 pm

AGENDA

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes**
 - *July 23, 2015 Regular Meeting*
- 4. Comments from the Public**
- 5. Approval of Agenda**
- 6. Action Items**
 - 6a. 2016 Meeting Dates:** Approval of the proposed 2016 meeting dates for the St. Lucie TPO BPAC.

Action: Approve the proposed 2016 meeting dates, approve with conditions, or do not approve.
 - 6b. Go2040 Long Range Transportation Plan (LRTP) Cost Feasible Plan (CFP):** Review of the draft CFP for the Go2040 LRTP.

Action: Review and recommend adoption of the draft CFP, recommend adoption with conditions, or do not recommend adoption.
 - 6c. Bicycle Rack Plan:** Review of the draft Bicycle Rack Plan for the St. Lucie TPO area.

Action: Review and recommend adoption of the Bicycle Rack Plan, recommend adoption with conditions, or do not recommend adoption.
 - 6d. Walton Road Improvements Feasibility Study:** Review of the draft Scope of Services for a Walton Road Improvements Feasibility Study.

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

7. Discussion Items

7a. FY 2016/17 – FY 2017/18 Unified Planning Work Program (UPWP) Call for Planning Projects: A discussion of planning projects for possible inclusion in the FY 2016/17 – FY 2017/18 UPWP.

***Action:** Initiate the discussion of planning projects for possible inclusion in the FY 2016/17 – FY 2017/18 UPWP.*

8. Recommendations/Comments by Members**9. Staff Comments**

10. Next Meeting: Subject to the approval of Agenda Item 6b, the next St. Lucie TPO BPAC meeting is a regular meeting scheduled for 3:00 pm on Thursday, January 14, 2016.

11. Adjourn**NOTICES**

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

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

**ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO)
 BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)**

Regular Meeting

DATE: Thursday, July 23, 2015
TIME: 3:00 pm
LOCATION: St. Lucie TPO
 Coco Vista Centre
 466 SW Port St. Lucie Blvd., Suite 111
 Port St. Lucie, Florida

MINUTES

1. Call to Order

Brad Keen, Chairman, called the July 23, 2015 meeting of the St. Lucie TPO Bicycle-Pedestrian Advisory Committee (BPAC) to order at 3:02 pm.

2. Roll Call

A quorum was noted with six members present.

Members present:

Brad Keen, Chair
 Jennifer Evans, Vice Chair
 Chris Restrepo
 Nick Dibenedetto
 Lisa Fasnacht
 Charles Barrowclough

Representing:

Port St. Lucie Parks & Rec
 St. Lucie County Environ Resources
 FDOT
 Resident – Running/Hiking
 Resident - Bicycling
 Resident – Bicycling

Others present:

Ed DeFini
 Marceia Lathou
 Yi Ding
 Jennifer Bartlett

Representing:

St. Lucie TPO
 St. Lucie TPO
 St. Lucie TPO
 Tindale-Oliver and Associates

Joseph DeFronzo

Stanley Consultants

3. **Approval of the Minutes – May 21, 2015**

In response to a comment from Mr. Barrowclough, it was pointed out that his name was included in the "Others Present" list in the minutes.

Mr. Nick Dibenedetto commented that the minutes noted there would be follow up on questions raised during Agenda Items 6b and 6d of the May meeting. Mr. DeFini stated the follow up would be provided as part of today's presentation of the Go2040 LRTP.

* **MOTION – MOVED** by Ms. Evans to approve the BPAC meeting minutes of May 21, 2015.

** **SECONDED** by Mr. Nick Dibenedetto Carried **UNANIMOUSLY**

4. **Comments from the Public - None**

5. **Approval of Agenda**

* **MOTION – MOVED** by Mr. Nick Dibenedetto to approve the agenda as presented.

** **SECONDED** by Ms. Evans Carried **UNANIMOUSLY**

6. **Action Items**

6a. 2015/16 List of Priority Projects (LOPP)

Mr. DeFini explained the role of the LOPP in the year-long TIP development process. He described changes to the Master LOPP, the Congestion Management Process LOPP, the Transit LOPP, and the Transportation Alternatives LOPP.

Mr. Dibenedetto asked to add a column for Master LOPP roadway projects. This column would display whether bike lanes are included. It was the consensus of the BPAC that inclusion of this information would help to ensure that complete street projects receive priority ranking.

Mr. Keen asked if FDOT had minimum standards related to bike lanes on state roadway projects. Mr. Restrepo replied in the affirmative and described the standards.

Ms. Evans asked if multi-purpose trail information could be included.

* **MOTION – MOVED** by Mr. Dibenedetto to approve the 2015/16 List of Priority Projects (LOPP)

** **SECONDED** by Ms. Evans Carried **UNANIMOUSLY**

6b. Go2040 Long Range Transportation Plan (LRTP) Needs Plan

Ms. Bartlett discussed the development of the Go2040 Needs Plan as well as cost assumptions to be used in the future development of the Cost Feasible Plan. She emphasized that the Needs Plan is multi-modal and includes sidewalks, bicycle facilities, and transit projects as well as roadway projects. She described the evaluation criteria that will be used to rank projects in the Needs Plan. The next steps in the Go2040 LRTP process are to finalize the Needs Plan, develop revenue projections, and prioritize projects for inclusion into the Cost Feasible Plan. Stakeholder and community input will be sought throughout the remaining process.

Ms. Evans asked if sidewalk costs included right-of-way. Ms. Bartlett stated she was unsure but would follow up with an answer.

Mr. Keen asked whether sufficient funds were available for the Needs Plan. Ms. Bartlett noted that revenue projections were being developed but that typically there is a discrepancy in long range transportation plans between needs and available funds. This could lead to the development of strategies to increase funding and/or possibly modify project phasing.

Ms. Bartlett reviewed the actions taken by the CAC and TAC. She distributed a map entitled "SLC Staff Recommendations: 2040 Long Range Transportation Plan Road Project Rankings" which included additional projects requested by the TAC to be added to the Needs Plan.

Mr. Keen asked if these additional projects were affordable. Ms. Bartlett explained the strategy of placing reasonable projects in the Needs Plan. These projects may not initially be cost feasible; however, their placement on an unfunded needs list is a prerequisite of qualifying for certain funding should the funds later become available.

Mr. Dibenedetto commented that the sidewalk and bicycle needs map does not accurately reflect the gaps in the bicycle facility network. Mr. DeFini noted that certain sidewalks, depending on width, could function for bicycle usage. Mr. Keen noted that bicyclists fall into several different

categories and there is a need for differing levels of facilities to accommodate all users. Ms. Fasnacht commented on the need for multi-modal paths. Ms. Bartlett stated that additional refinement will result in the Go2040 LRTP evolving into a true multi-modal plan.

Referring back to Mr. Dibenedetto's comment regarding follow up to certain May meeting agenda items, Ms. Bartlett noted work is being done of key definitions, baseline conditions, system and project analysis, and methodologies. An example is the evaluation criteria which were re-worked to trace back to the goals, objectives, and performance measures.

Referring to the TAC recommendations, Ms. Evans asked how the ranking of these projects was determined. Ms. Bartlett responded this was the County's ranking, and the BPAC was only being asked to recommend incorporation of the list, not the ranking.

* **MOTION – MOVED** by Ms. Evans to approve the Go2040 Long Range Transportation Plan (LRTP) Needs Plan, and to incorporate the recommendations from the TAC.

** **SECONDED** by Mr. Barrowclough Carried **UNANIMOUSLY**

Responding to Ms. Lathou's question of whether Mr. Barrowclough could vote since Ms. Evans is present, Mr. DeFini stated that Mr. Barrowclough was attending today as alternate to Mr. Pollard who is absent.

6c. Annual Public Involvement Program (PIP) Evaluation of Effectiveness and Update

Mr. Ding noted this is the first time the TPO's PIP has been evaluated and the performance measures presented today would establish a baseline for future evaluations. He highlighted strong results based on the following measures: total number of persons contacted for all surveys/questionnaires, total number of students who participated in TPO activities, and total number of survey/questionnaire responses. Part of the PIP update is to review and revise the Public Outreach Matrix. Due to the particularly strong performance of social media, this public involvement technique will be used for additional TPO projects in the future.

* **MOTION – MOVED by** Mr. Dibenedetto **to approve the PIP Evaluation of Effectiveness and Update.**

** **SECONDED by** Ms. Evans **Carried UNANIMOUSLY**

7. Recommendations/Comments by Members

8. Staff Comments – Mr. DeFini thanked the BPAC for their participation and reminded them that the next meeting is a joint advisory committee meeting.

9. Next Meeting - The next St. Lucie TPO BPAC meeting is a joint meeting with the St. Lucie TPO Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) scheduled for 1:30 pm on Tuesday, September 15, 2015.

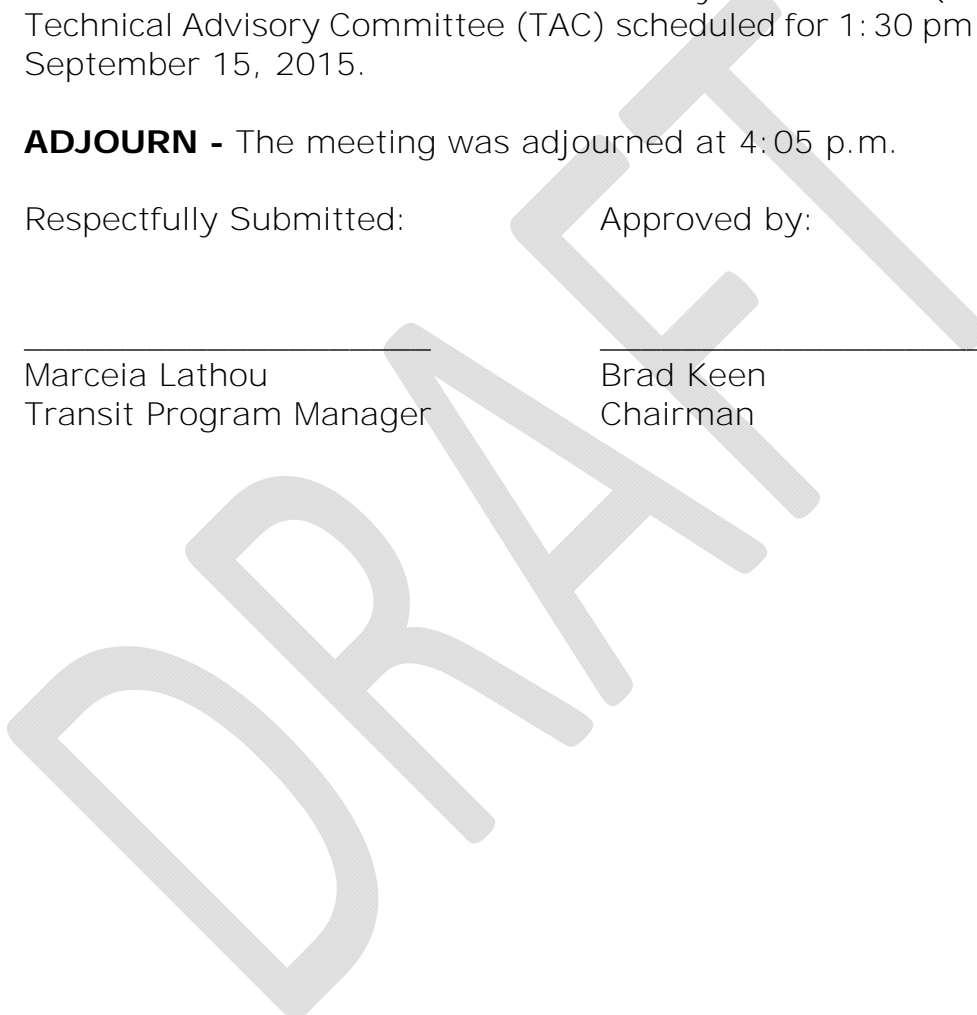
10. ADJOURN - The meeting was adjourned at 4:05 p.m.

Respectfully Submitted:

Approved by:

Marceia Lathou
Transit Program Manager

Brad Keen
Chairman



AGENDA ITEM SUMMARY

Board/Committee:	Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Date:	November 19, 2015
Item Number:	6a
Item Title:	2016 Meeting Dates
Item Origination:	St. Lucie TPO By-Laws, Rules, and Procedures
UPWP Reference:	Task 1.1 - Program Management
Requested Action:	Approve the proposed 2016 meeting dates, approve with conditions, or do not approve.
Staff Recommendation:	It is recommended that the proposed 2016 meeting dates be approved.

Attachments

- Proposed 2016 BPAC Meeting Dates

DRAFT
Bicycle/Pedestrian Advisory Committee (BPAC)

2016 Meeting Dates

(Approved: _____)

Thursday, January 14, 2016, 3:00 pm

Thursday, March 10, 2016, 3:00 pm

Thursday, May 19, 2016, 3:00 pm

Thursday, July 14, 2016, 3:00 pm

Thursday, September 22, 2016, 3:00 pm

Tuesday, November 15, 2016, 1:30 pm
(Joint Meeting with the Technical Advisory Committee
and the Citizens Advisory Committee)

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AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	November 19, 2015
Item Number:	6b
Item Title:	Go2040 Long Range Transportation Plan (Go2040 LRTP) Cost Feasible Plan (CFP)
Item Origination:	2040 LRTP Development Process
UPWP Reference:	Task 3.1 – Long Range Transportation Planning and MAP-21 Implementation
Requested Action:	Review and recommend adoption of the draft CFP, recommend adoption with conditions, or do not recommend adoption
Staff Recommendation:	Based on the draft CFP being consistent with the adopted Go2040 Vision, Goals, and Objectives, it is recommended that the draft CFP be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Project Summary Table
- Map 1 – Roadway Improvements and Bus Service
- Map 2 – Walk-Bike Network, North
- Map 3 – Walk-Bike Network, South
- Revenue Summary Table
- Detailed Project Funding Summary Table
- Go2040 Vision, Goals, and Objectives



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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Peter Buchwald
Executive Director

DATE: November 10, 2015

SUBJECT: Go2040 Long Range Transportation Plan (LRTP) Cost Feasible Plan (CFP)

BACKGROUND

The development of the Go2040 Long Range Transportation Plan (LRTP) includes the development of a Cost Feasible Plan (CFP) based on the Needs Plan that was adopted by the St. Lucie TPO Board at its August 5th meeting. Consistent with input from the public and other stakeholders including the City Managers and County Administrator for the TPO area, the CFP that is being developed is a multimodal plan which includes the consideration of walking-biking projects, enhanced bus service, and the operations and maintenance of the existing roadway network in addition to the traditional roadway capacity projects.

At the joint meeting of the TPO Advisory Committees on September 15th, the initial draft version of the CFP was presented. This version of the CFP included several potential new local funding sources to supplement the traditional State, Federal, and existing local funding sources for the plan. Upon review of the plan, the TPO Advisory Committees recommended that alternatives to this version be developed to identify the potential projects that may be constructed without the new local funding sources. Based on these review comments from the TPO Advisory Committees and other stakeholders, three alternatives containing various levels of local funding for the Go2040 CFP were developed for review by the TPO Board at its October 7th meeting. Each of the alternatives differs in the extent to which the needs are addressed.

After review and discussion of the Go2040 CFP alternatives at the Board meeting, consensus was obtained for the alternatives to be discussed further

by the individual Council/Commissions of the local jurisdictions. On October 19th, the Go2040 CFP alternatives were presented to the Port St. Lucie City Council at a workshop. After a discussion, the Port St. Lucie City Council selected Alternative 2A as the preferred CFP alternative. After review of the CFP alternatives by the St. Lucie Board of County Commissioners at its informal meeting on November 10th, the comments received appeared to indicate a preference for Alternative 2A at this time. The Fort Pierce City Commission is scheduled to receive a presentation and discuss the CFP alternatives at its regular meeting on November 16th. Based on the comments received to date, Alternative 2A is being presented as the draft CFP to the TPO Advisory Committees for review, comments, and recommendations to the TPO Board.

ANALYSIS

The draft CFP does not include any local funding sources and relies on Federal and State funding sources that are generally at the discretion of the TPO. Based on these funding sources, the draft CFP is a multimodal plan and includes the projects from the existing TPO Master List of Priority Projects, the Jenkins Road Project from Midway Road to Okeechobee Road, the US-1 Corridor Retrofit Program, the Congestion Management Program (CMP), and a number of St. Lucie Walk-Bike Network Projects. In addition, the existing bus service, including the recent extended service enhancements, is continued through 2040 in this alternative. Several tables which summarize the revenues, projects, and costs that comprise the CFP are attached with maps that depict the locations of the projects.

As part its review, the draft CFP should be evaluated with regard to its consistency with the attached Go2040 Vision, Goals, and Objectives that were recommended by the TPO Advisory Committees in May 2015 and were adopted by the TPO Board in June 2015. In its current version, the draft CFP appears to support the adopted Go2040 Vision, Goals, and Objectives.

RECOMMENDATION

Based on the draft CFP being consistent with the adopted Go2040 Vision, Goals, and Objectives, it is recommended that the draft CFP be recommended for adoption by the TPO Board.

St. Lucie TPO
GO2040 LRTP Cost Feasible Plan Alternatives
Alternative 2A - Federal and State Funds

Project Number	On Street	From	To	Improvement	Project Source	Total Cost (YOE)
2021-2025						
402a	Kings Hwy	N. of I-95 Overpass	St. Lucie Blvd	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$27,510,000
408	Port St. Lucie Blvd	Paar Dr.	Darwin Rd.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$17,800,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$6,750,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$3,460,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$5,000,000
2026-2030						
402b	Kings Hwy	St. Lucie Blvd	Indrio Rd	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$40,000,000
413	Midway Rd.	Glades Cut-Off Rd.	Selvitz Rd.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$24,050,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$17,600,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$4,400,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$10,000,000
2031-2040						
407	Port St. Lucie Blvd	Becker Rd	Paar Dr.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$29,360,000
450c	Jenkins Rd.	Angle Rd	St Lucie Blvd	New 4 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$36,540,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$35,000,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$16,180,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$54,000,000
Walk-Bike Network Improvements						
	Oleander Avenue	Midway Road	Market Avenue	Sidewalk-1.3 miles	2015 TA Grant Application	\$1,202,125
	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	St. Lucie County School District	\$632,730
	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	2010/11 LOPP	\$222,700
	East Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	St. Lucie County School District	\$220,080
	North Macedo Boulevard	Selvitz Road	St. James Drive	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$688,038
	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.8 miles	2010/11 LOPP	\$520,397
	Thornhill Drive	Bayshore Boulevard	Airoso Boulevard	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$916,023
	Parr Drive	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List	\$529,837
	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	2010/11 LOPP	\$77,000
	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	2010/11 LOPP	\$123,200
	Curtis Street	Prima Vista Boulevard	Floresta Drive	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List	\$710,895
	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	St. Lucie County School District	\$445,220
	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 miles	St. Lucie County School District	\$870,425
	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	St. Lucie County School District	\$1,323,840
	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	2010/11 LOPP	\$19,700
	Alcantarra Boulevard	Port St. Lucie Boulevard	Savona Boulevard	Sidewalk-0.8 miles	St. Lucie County School District	\$703,290

St. Lucie TPO
GO2040 LRTP Cost Feasible Plan Alternatives
Alternative 2A - Federal and State Funds

Project Number	On Street	From	To	Improvement	Project Source	Total Cost (YOE)
	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	Port St. Lucie Sidewalk List #8	\$964,947
	Rosser Boulevard	Openview	Bamberg Street	Sidewalk-2.1 miles	Port St. Lucie Sidewalk List #1	\$1,999,182
	Florida East Coast Greenway	Martin Co Line	Downtown Ft Pierce	Multi-Use Trail per Mile (10'-12' width - 1 side)	2040 Needs Plan	\$6,757,225
	Florida East Coast Greenway, (SR A1A)	Ft Pierce	Indian River Co Line	Multi-Use Trail per Mile (10'-12' width - 1 side)	2040 Needs Plan	\$3,412,760
Developer Roads (2031-2040)						
2501	E-W-Road 6	Shinn Rd	Glades Cut-Off Rd	New 4 lane road	Developer agreement	\$83,440,000
2502	Williams Rd	Shinn Rd	McCarty Rd	New 2 lane road	Developer agreement	\$36,300,000
2503	Williams Ext	McCarty Rd	Glades Cutoff Rd	New 4 lane road	Developer agreement	\$64,870,000
2504	Newell Rd	Shinn Rd	Arterial A	New 4 lane road	Developer agreement	\$92,030,000
2505	Range Line Rd	Glades Cut-Off Rd	Midway Rd	New 4 lane road	Developer agreement	\$92,820,000
2506	Shinn Rd	Midway Rd	Glades Cut-Off Rd	New 4 lane road	Developer agreement	\$84,260,000
2507	McCarty Rd	Williams Rd	Midway Rd	Add 2 lanes	Developer agreement	\$32,120,000
2508	McCarty Rd	Glades Cut-Off Rd	Williams Rd	New 4 lane road	Developer agreement	\$71,530,000
2509	Arterial A	Glades Cut-Off Rd	Midway Rd	New 4 lane road	Developer agreement	\$84,570,000
2601	Becker Rd	Village Pkwy	Range Line Rd	New 4 lane road	Developer agreement	\$154,000,000
2602	Paar Dr (West)	Village Pkwy	Range Line Rd	New 4 lane road	Developer agreement	\$153,630,000
2603	Open View Dr (West)	Village Pkwy	Range Line Rd	New 4 lane road	Developer agreement	\$142,120,000
2604	E-W Road 2	Village Pkwy	N-S Road A	New 4 lane road	Developer agreement	\$96,590,000
2605	Discovery Way	Village Pkwy	Community Blvd	Add 2 lanes	Developer agreement	\$6,950,000
2606	Discovery Way	Community Blvd	Range Line Rd	New 4 lane road	Developer agreement	\$109,920,000
2607	Stony Creek Way	Range Line Rd	Tradition Pkwy	New 4 lane road	Developer agreement	\$60,660,000
2608	Tradition Pkwy	Range Line Rd	Stony Creek Way	New 4 lane road	Developer agreement	\$74,720,000
2609	Crosstown Pkwy	Range Line Rd	Village Pkwy	New 4 lane road	Developer agreement	\$98,110,000
2610	N-S Road A	Crosstown Pkwy	Becker Rd	New 4 lane road	Developer agreement	\$185,790,000
2611	N-S Road B	Becker Rd	Discovery Way	New 4 lane road	Developer agreement	\$101,480,000
2612	Community Blvd	Discovery Way	Becker Rd	New 4 lane road	Developer agreement	\$101,300,000
2701	Turnpike/I-95 Connector	Florida's Turnpike	I-95	New 4 lane road	Developer agreement	\$188,750,000
Bus Service (2021-2040)						
	Continued Operations Cost for Routes 1-7*					\$189,364,000
	Vehicle Replacement (Capital) Cost for Routes 1-7*					\$46,288,000

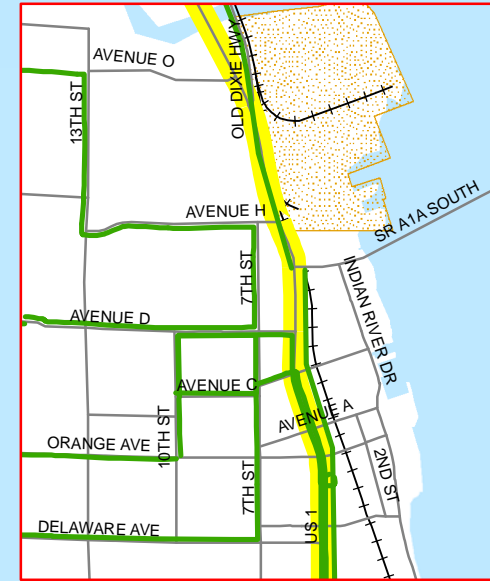
* - Funding for the existing transit system includes a transfer of General Fund revenues, or other revenues, to continue the current level of transit service

**St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)
2040 Cost Feasible Plan 2A
Roadway Improvements
and Bus Service**

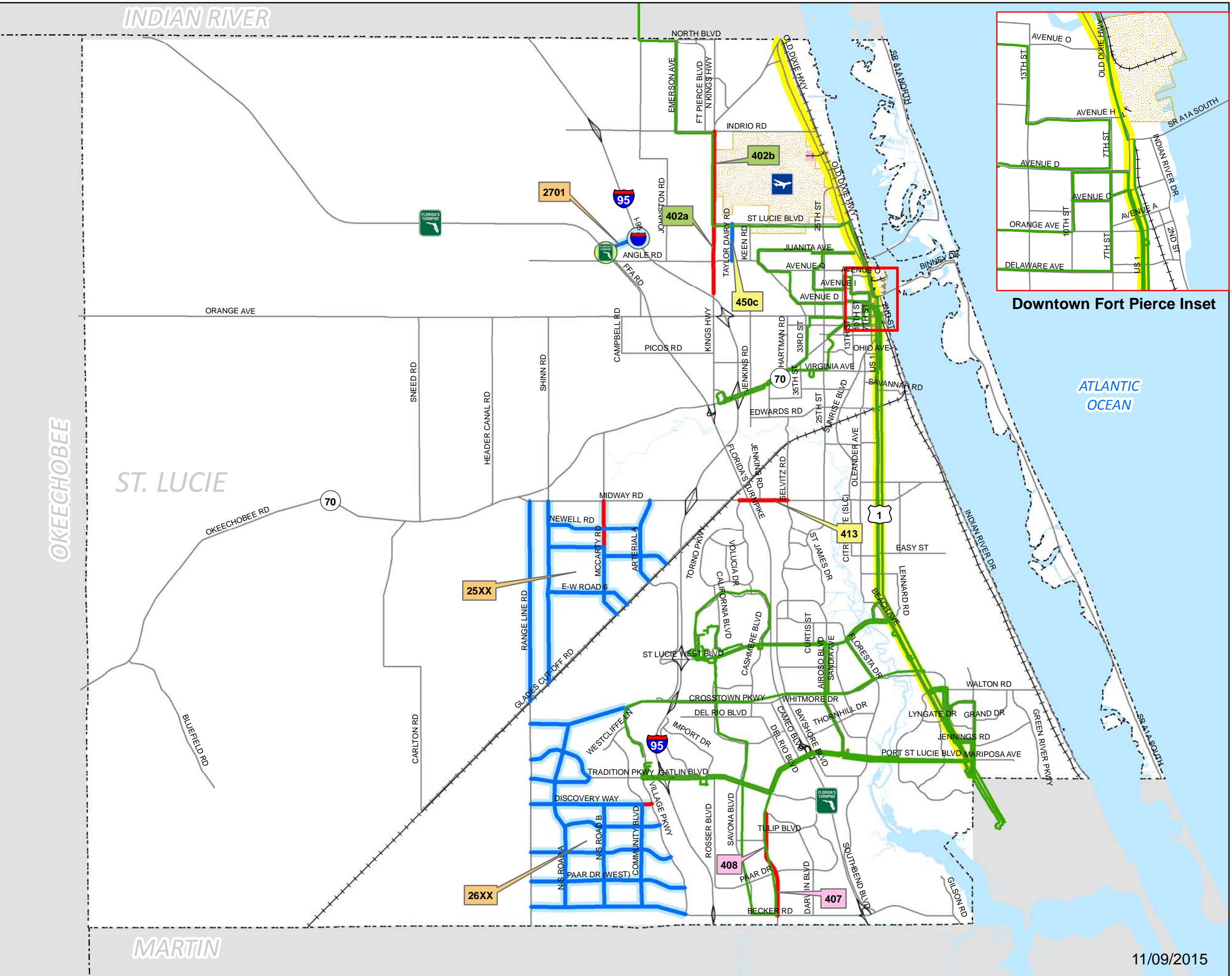
Map 1

- Legend**
- Add 2 Lanes
 - New Road
 - Bus Service, Rte 1-7
 - New Interstate Interchange
 - New Turnpike Interchange
 - Ramps
 - Developer Road
 - Operational Improvement
 - Proposed FLZ Rail Line
 - Proposed Freight Logistics Zones
 - 401 State Project
 - 403 County Project
 - 406 City Project (PSL)
 - 25XX Developer Project

Note: Road network is E+C with additional improvements to 2040 CF Plan 2A conditions.
Source: T.O. vTIMAS (Network)



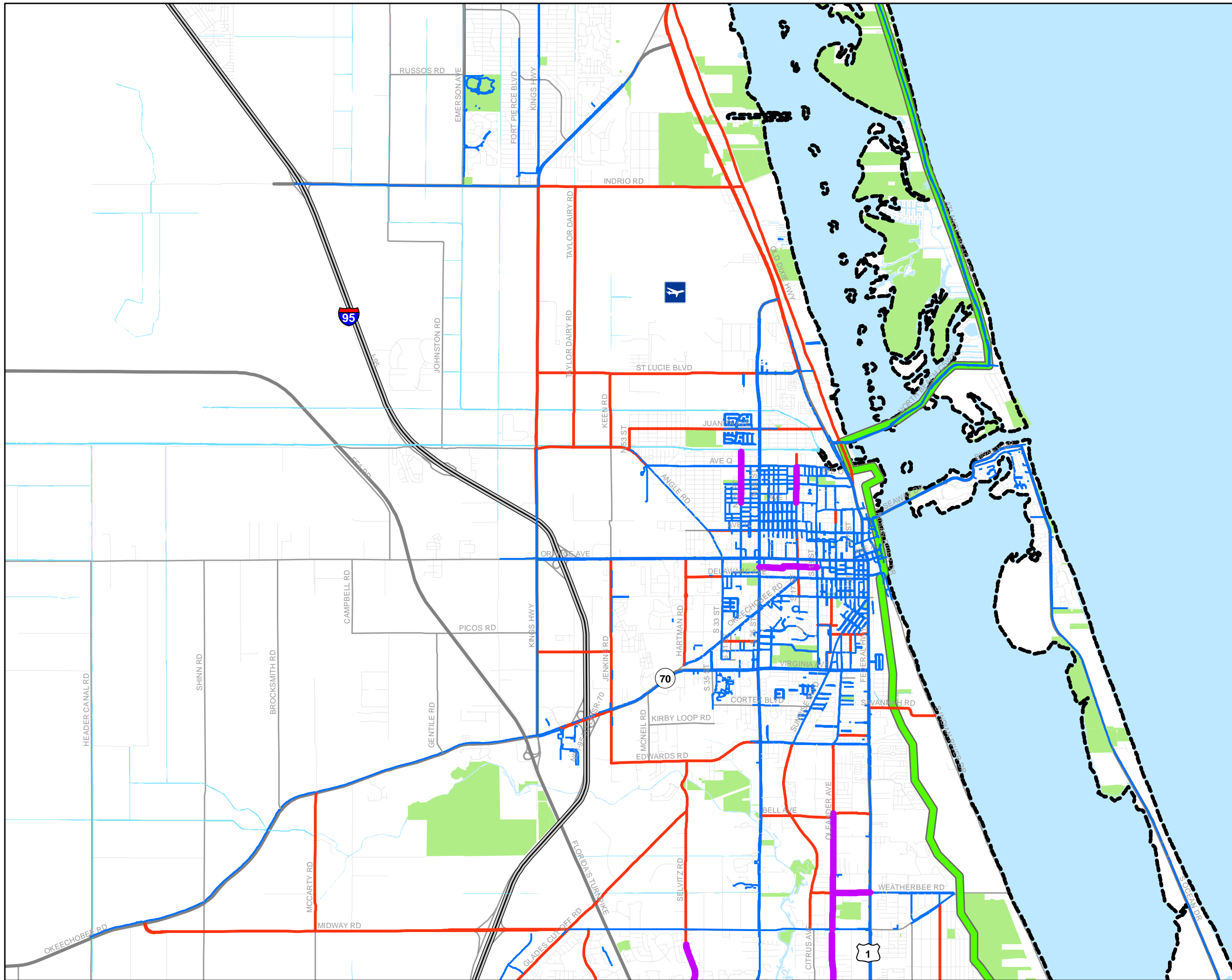
Downtown Fort Pierce Inset




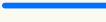





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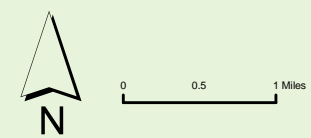
Go2040
St. Lucie TPO
Long Range Transportation Plan

**St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)
Map 2
Walk-Bike Network, North**



LEGEND

-  School
-  Existing Sidewalks & Bike Lanes & Striped Shoulders (Width Varies) From Bike/Ped Inventory and FY 2015/16 - FY 2019/20 TIP
-  Needed Sidewalks & Bike Lanes & Striped Shoulders From Bike/Ped Inventory and FY 2015 - 2016 LOPP
-  Other Streets (95% Residential) Without Sidewalks & Bike Lanes & Striped Shoulders
-  Funded Sidewalks
-  East Coast Greenway
-  St. Lucie Parks and Preserves



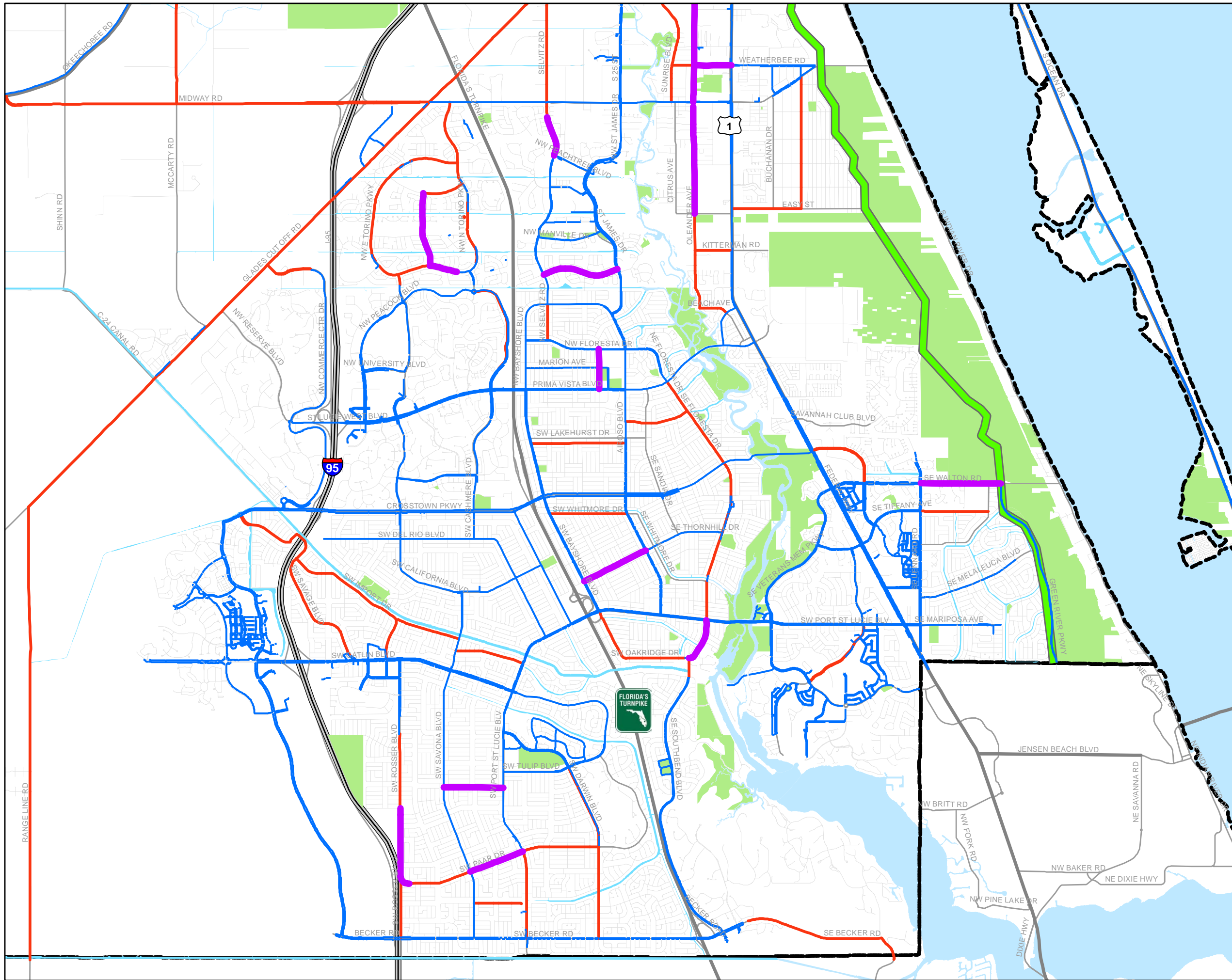
Source: St. Lucie TPO map packages

Date: 11/9/2015










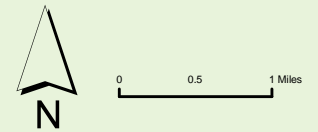
Go2040
St. Lucie TPO
Long Range Transportation Plan

**St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)
Map 3
Walk-Bike Network, South**



LEGEND

-  School
-  Existing Sidewalks & Bike Lanes & Striped Shoulders (Width Varies) From Bike/Ped Inventory and FY 2015/16 - FY 2019/20 TIP
-  Needed Sidewalks & Bike Lanes & Striped Shoulders From Bike/Ped Inventory and FY 2015 - 2016 LOPP
-  Other Streets (95% Residential) Without Sidewalks & Bike Lanes & Striped Shoulders
-  Funded Sidewalks
-  East Coast Greenway
-  St. Lucie Parks and Preserves



Source: St. Lucie TPO map packages

Date: 11/9/2015



Go2040
St. Lucie TPO
Long Range Transportation Plan

St. Lucie TPO
GO2040 LRTP Cost Feasible Plan Alternatives
Alternative 2A - Only State and Federal Funds

State and Federal Revenues		2021-2025	2026-2030	2031-2040	Total
State - Other Arterial (OA)*	Revenue Available	\$61.00	\$57.71	\$126.15	\$244.85
	Project Costs	\$60.86	\$57.70	\$126.29	\$244.85
	Remaining Available	\$0.14	\$0.00	-\$0.14	\$0.00
Federal - Transportation Management Area (TMA)	Revenue Available	\$17.24	\$17.24	\$34.48	\$68.95
	Project Costs	\$17.24	\$16.64	\$35.07	\$68.95
	Remaining Available	\$0.00	\$0.60	-\$0.60	\$0.00
Federal - Transportation Alternatives (TA)	Revenue Available	\$3.46	\$3.46	\$6.93	\$13.85
	Project Costs	\$3.46	\$3.46	\$6.93	\$13.85
	Remaining Available	\$0.00	\$0.00	\$0.00	\$0.00

* Revenue estimate includes 22% for design and engineering phases.

Local Revenues		2021-2025	2026-2030	2031-2040	Total
Developer Revenues	Revenue Available	\$0.00	\$0.00	\$2,115.96	\$2,115.96
	Project Costs	\$0.00	\$0.00	\$2,115.96	\$2,115.96
	Remaining Available	\$0.00	\$0.00	\$0.00	\$0.00

Revenue Summary		2021-2025	2026-2030	2031-2040	Total
Federal and State Revenues	Revenue Available	\$81.70	\$78.41	\$167.55	\$327.66
	Project Costs	\$81.56	\$77.81	\$168.29	\$327.66
	Remaining Available	\$0.14	\$0.60	-\$0.74	\$0.00
Developer Revenues	Revenue Available	\$0.00	\$0.00	\$2,115.96	\$2,115.96
	Project Costs	\$0.00	\$0.00	\$2,115.96	\$2,115.96
	Remaining Available	\$0.00	\$0.00	\$0.00	\$0.00
All Revenues	Revenue Available	\$81.70	\$78.41	\$2,283.51	\$2,443.61
	Project Costs	\$81.56	\$77.81	\$2,284.24	\$2,443.61
	Remaining Available	\$0.14	\$0.60	-\$0.74	\$0.00

Transit System Revenues		2021-2025	2026-2030	2031-2040	Total
Existing Revenue Sources	Federal Revenues	\$20.03	\$18.71	\$39.44	\$78.18
	State Revenues	\$3.78	\$3.97	\$8.55	\$16.30
	Local Revenues	\$18.03	\$22.32	\$54.22	\$94.57
	Capital Costs	\$12.38	\$10.90	\$23.00	\$46.29
	Operating Costs	\$38.97	\$44.09	\$106.31	\$189.36
	Other Revenue Needed*	\$9.52	\$10.00	\$27.10	\$46.61

* - Funding for the existing transit system includes a transfer of General Fund revenues, or other revenues, to continue the current level of transit service.

St. Lucie TPO
GO2040 LRTP Cost Feasible Plan Alternatives
Alternative 2A - Only State and Federal Funds

Project Number	On Street	From	To	2019 Lanes	2040 CF Lanes	PD&E / PE			Right-Of-Way			Construction			Total Cost (\$ million YOE)
						Source	Timing	Cost (YOE) \$ million	Source	Timing	Cost (YOE) \$ million	Source	Timing	Cost (YOE) \$ million	
State Roadways															
402a	Kings Hwy	N. of I-95 Overpass	St. Lucie Blvd	2U	4D	OA	2021-2025	\$3.82	OA	2021-2025	\$8.69	OA	2021-2025	\$14.99	\$27.51
402b	Kings Hwy	St. Lucie Blvd	Indrio Rd	2U	4D	OA	2021-2025	\$5.08	OA	2021-2025	\$11.53	OA	2026-2030	\$23.39	\$40.00
500	US 1	Martin County	Indian River County	Operational Improvements								OA	2021-2025	\$6.75	\$59.35
												OA	2026-2030	\$17.60	
												OA	2031-2040	\$35.00	
401	Kings Hwy	Indrio Rd	US 1	2U	4D		Unfunded	\$0.00		Unfunded	\$0.00		Unfunded	\$0.00	\$0.00
	Congestion Management Program - State Roads											OA	2021-2025	\$5.00	\$5.00
	Walk / Bike Improvements on State Roads (illustrative projects below)											OA	2026-2030	\$10.00	\$10.00
	Florida East Coast Greenway											OA	2031-2040	\$54.00	\$54.00
	Florida East Coast Greenway (SR A1A)	Martin County	Fort Pierce			OA	2026-2030	\$0.94				OA	2031-2040	\$9.25	\$10.19
		Fort Pierce	Indian River County												
Local Roads															
408	Port St. Lucie Blvd	Paar Dr.	Darwin Rd.	2U	4D		Completed			Underway	\$0.00	TMA	2021-2025	\$17.24	\$17.80
												OA	2021-2025	\$0.56	
413	Midway Rd.	Glades Cut-Off Rd.	Selvitz Rd.	2U	4D		Committed		OA	2021-2025	\$4.44	TMA	2026-2030	\$14.89	\$24.05
												OA	2026-2030	\$4.73	
407	Port St. Lucie Blvd	Becker Rd	Paar Dr.	2U	4D	TMA	2026-2030	\$1.75	TMA	2031-2040	\$8.12	TMA	2031-2040	\$4.73	\$29.36
						OA	2026-2030	\$1.04				OA	2031-2040	\$13.72	
414	St. Lucie West Blvd	E of I-95	Cashmere Blvd	4D	6D		Unfunded	\$0.00		Unfunded	\$0.00		Unfunded	\$0.00	\$0.00
450a	Jenkins Rd.	Midway Rd	Okeechobee Rd	00	4D		Unfunded	\$0.00		Unfunded	\$0.00		Unfunded	\$0.00	\$0.00
450c	Jenkins Rd	Angle Rd	St Lucie Blvd	00	4D	TMA	2031-2040	\$4.30	TMA	2031-2040	\$9.77	TMA	2031-2040	\$8.15	\$36.54
												OA	2031-2040	\$14.32	
404	Selvitz Rd	Glades Cut-Off Rd	Edwards Rd	2U	4D		Unfunded	\$0.00		Unfunded	\$0.00		Unfunded	\$0.00	\$0.00
450b	Jenkins Rd	Okeechobee Rd	Angle Rd	00	4D		Unfunded	\$0.00		Unfunded	\$0.00		unfunded	\$0.00	\$0.00
403	Glades Cut-Off Rd	Commerce Ctr Dr	Selvitz Rd	2U	2U		Unfunded	\$0.00		Unfunded	\$0.00		unfunded	\$0.00	\$0.00
2702	Airport Connector	I-95	Kings Highway	00	4D		Unfunded	\$0.00		Unfunded	\$0.00		unfunded	\$0.00	\$0.00
2703	North Mid-County Connector	Midway Rd	Florida'S Turnpike	00	4D		Unfunded	\$0.00		Unfunded	\$0.00		Unfunded	\$0.00	\$0.00
415	Floresta Dr	South Bend Blvd	Port St Lucie Blvd	2U	4D		unfunded	\$0.00		Unfunded	\$0.00		unfunded	\$0.00	\$0.00
428	Savona Blvd	Gatlin Blvd	California Blvd	2U	4D		unfunded	\$0.00		Unfunded	\$0.00		unfunded	\$0.00	\$0.00
406	East Torino Pkwy	Cashmere Blvd	Midway Rd	2U	4D		unfunded	\$0.00		Unfunded	\$0.00		unfunded	\$0.00	\$0.00
416	South Bend Blvd	Becker Rd	Floresta Dr	2U	4D		unfunded	\$0.00		Unfunded	\$0.00		unfunded	\$0.00	\$0.00
405	California Blvd	Savona Blvd	St Lucie West Blvd	2U	4D		unfunded	\$0.00		Unfunded	\$0.00		Unfunded	\$0.00	\$0.00
500	Floresta Dr	Port St Lucie Blvd	Crosstown Parkway	Operational Improvements									unfunded	\$0.00	\$0.00
	Congestion Management Program- St Lucie County												unfunded	\$0.00	\$0.00
	Congestion Management Program - Port St. Lucie												unfunded	\$0.00	\$0.00
	Congestion Management Program - Fort Pierce												unfunded	\$0.00	\$0.00
	Pavement Management Program - St Lucie County												unfunded	\$0.00	\$0.00
	Pavement Management Program - Port St Lucie												unfunded	\$0.00	\$0.00
	Pavement Management Program - Fort Pierce												unfunded	\$0.00	\$0.00

St. Lucie TPO
GO2040 LRTP Cost Feasible Plan Alternatives
Alternative 2A - Only State and Federal Funds

Project Number	On Street	From	To	2019 Lanes	2040 CF Lanes	PD&E / PE			Right-Of-Way			Construction			Total Cost (\$ million YOE)
						Source	Timing	Cost (YOE) \$ million	Source	Timing	Cost (YOE) \$ million	Source	Timing	Cost (YOE) \$ million	
	Walk / Bike Improvements on non-State Roads (illustrative projects below)					TA	2021-2025	\$0.52				TA	2021-2025	\$2.94	\$13.85
						TA	2026-2030	\$0.52				TA	2026-2030	\$2.94	
						TA	2031-2040	\$1.04				TA	2031-2040	\$5.89	
	Oleander Avenue	Midway Rd	Market Ave												
	Walton Rd	Lennard Rd	Green River Pkwy												
	17th Street Sidewalk Gaps	Georgia Ave.	Avenue Q.												
	East Torino Pkwy	Volucia Dr.	Conus St.												
	North Macedo Boulevard	Selvitz Rd	St. James Dr.												
	Selvitz Rd.	Milner Dr.	Peachtree Blvd.												
	Thornhill Dr.	Bayshore Blvd.	Airoso Blvd.												
	Parr Dr.	Savona Blvd.	Port St. Lucie Blvd.												
	29th Street Sidewalk Gaps	Avenue I	Avenue Q.												
	Boston Avenue	25th Street	13th Street												
	Curtis Street	Prima Vista Boulevard	Floresta Drive												
	Weatherbee Road	U.S. Highway 1	Oleander Avenue												
	Volucia Drive	Blanton Boulevard	Torino Parkway												
	Oleander Avenue	Midway Road	Saeger Avenue												
	29th Street	Avenue Q	Avenue T												
	Alcantarra Boulevard	Port St. Lucie Boulevard	Savona Boulevard												
	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard												
	Rosser Boulevard	Openview	Bamberg Street												
Developer Roads (funded with Developer and County funds)															
2501	E-W-Road 6	Shinn Rd	Glades Cut-Off Rd	00	4D	Dev	2031-2040	\$9.82	Dev	2031-2040	\$22.31	Dev	2031-2040	\$51.32	\$83.44
2502	Williams Rd	Shinn Rd	Mccarty Rd	00	2U	Dev	2031-2040	\$4.27	Dev	2031-2040	\$9.71	Dev	2031-2040	\$22.32	\$36.30
2503	Williams Ext	Mccarty Rd	Glades Cutoff Rd	00	4D	Dev	2031-2040	\$7.63	Dev	2031-2040	\$17.34	Dev	2031-2040	\$39.89	\$64.87
2504	Newell Rd	Shinn Rd	Arterial A	00	4D	Dev	2031-2040	\$10.83	Dev	2031-2040	\$24.61	Dev	2031-2040	\$56.59	\$92.03
2505	Range Line Rd	Glades Cut-Off Rd	Midway Rd	00	4D	Dev	2031-2040	\$10.92	Dev	2031-2040	\$24.82	Dev	2031-2040	\$57.08	\$92.82
2506	Shinn Rd	Midway Rd	Glades Cut-Off Rd	00	4D	Dev	2031-2040	\$9.91	Dev	2031-2040	\$22.53	Dev	2031-2040	\$51.82	\$84.26
2507	Mccarty Rd	Williams Rd	Midway Rd	2U	4D	Dev	2031-2040	\$3.78	Dev	2031-2040	\$8.59	Dev	2031-2040	\$19.75	\$32.12
2508	Mccarty Rd	Glades Cut-Off Rd	Williams Rd	00	4D	Dev	2031-2040	\$8.42	Dev	2031-2040	\$19.13	Dev	2031-2040	\$43.99	\$71.53
2509	Arterial A	Glades Cut-Off Rd	Midway Rd	00	4D	Dev	2031-2040	\$9.95	Dev	2031-2040	\$22.61	Dev	2031-2040	\$52.01	\$84.57
2601	Becker Rd	Village Pkwy	Range Line Rd	00	4D	Dev	2031-2040	\$18.12	Dev	2031-2040	\$41.18	Dev	2031-2040	\$94.70	\$154.00
2602	Paar Dr (West)	Village Pkwy	Range Line Rd	00	4D	Dev	2031-2040	\$18.07	Dev	2031-2040	\$41.08	Dev	2031-2040	\$94.48	\$153.63
2603	Open View Dr (West)	Village Pkwy	Range Line Rd	00	4D	Dev	2031-2040	\$16.72	Dev	2031-2040	\$38.00	Dev	2031-2040	\$87.40	\$142.12
2604	E-W Road 2	Village Pkwy	N-S Road A	00	4D	Dev	2031-2040	\$11.36	Dev	2031-2040	\$25.83	Dev	2031-2040	\$59.40	\$96.59
2605	Discovery Way	Village Pkwy	Community Blvd	2D	4D	Dev	2031-2040	\$0.82	Dev	2031-2040	\$1.86	Dev	2031-2040	\$4.27	\$6.95

St. Lucie TPO
GO2040 LRTP Cost Feasible Plan Alternatives
Alternative 2A - Only State and Federal Funds

Project Number	On Street	From	To	2019 Lanes	2040 CF Lanes	PD&E / PE			Right-Of-Way			Construction			Total Cost (\$ million YOE)
						Source	Timing	Cost (YOE) \$ million	Source	Timing	Cost (YOE) \$ million	Source	Timing	Cost (YOE) \$ million	
2606	Discovery Way	Community Blvd	Range Line Rd	00	4D	Dev	2031-2040	\$12.93	Dev	2031-2040	\$29.39	Dev	2031-2040	\$67.60	\$109.92
2607	Stony Creek Way	Range Line Rd	Tradition Pkwy	00	4D	Dev	2031-2040	\$7.14	Dev	2031-2040	\$16.22	Dev	2031-2040	\$37.31	\$60.66
2608	Tradition Pkwy	Range Line Rd	Stony Creek Way	00	4D	Dev	2031-2040	\$8.79	Dev	2031-2040	\$19.98	Dev	2031-2040	\$45.95	\$74.72
2609	Crosstown Pkwy	Range Line Rd	Village Pkwy	00	4D	Dev	2031-2040	\$11.54	Dev	2031-2040	\$26.23	Dev	2031-2040	\$60.34	\$98.11
2610	N-S Road A	Crosstown Pkwy	Becker Rd	00	4D	Dev	2031-2040	\$21.86	Dev	2031-2040	\$49.68	Dev	2031-2040	\$114.26	\$185.79
2611	N-S Road B	Becker Rd	Discovery Way	00	4D	Dev	2031-2040	\$11.94	Dev	2031-2040	\$27.13	Dev	2031-2040	\$62.41	\$101.48
2612	Community Blvd	Discovery Way	Becker Rd	00	4D	Dev	2031-2040	\$11.92	Dev	2031-2040	\$27.09	Dev	2031-2040	\$62.30	\$101.30
2701	Turnpike/I-95 Connector	Florida's Turnpike	I-95	00	4D	Dev	2031-2040	\$21.86	Dev	2031-2040	\$9.39	Dev	2031-2040	\$157.51	\$188.75

Transit Service Description	Service Start Year	Capital Cost	Operating Cost	Total Cost
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Transit System					
Continue Existing Fixed-Route Service (Routes 1 through 6)			\$18.95	\$45.72	\$64.66
Continue Existing Paratransit Service (ADA and TD)			\$23.66	\$97.74	\$121.41
Lakewood Park - New Local Service	2015		\$1.42	\$5.71	\$7.13
Bus Stop Infrastructure Upgrades	On-Going		\$0.44	\$0.00	\$0.44
Existing Service Improvements					
Route 1 - Improve Frequency to 30 mins	2016		\$0.61	\$11.43	\$12.03
Route 1 - Expand Service: 6:00AM to 8:00PM	2016		\$0.00	\$3.12	\$3.12
Route 1 - Add Saturday Service	2016		\$0.00	\$2.33	\$2.33
Route 2 - Expand Service: 6:00AM to 8:00PM	2016		\$0.00	\$1.56	\$1.56
Route 2 - Add Saturday Service	2016		\$0.00	\$1.17	\$1.17
Route 2 - Improve Frequency to 30 mins	2016		\$0.61	\$7.27	\$7.88
Route 3 - Expand Service: 6:00AM to 8:00PM	2016		\$0.00	\$1.56	\$1.56
Route 3 - Add Saturday Service	2016		\$0.00	\$1.17	\$1.17
Route 3 - Improve Frequency to 30 mins	2016		\$0.61	\$7.27	\$7.88
Expanded Paratransit Service (ADA and TD)	2016		\$0.00	\$3.32	\$3.32
PSL Trolley - Combine with Route 5	Unfunded		\$0.00	\$0.00	\$0.00
Route 5 - Extend to US 1	Unfunded		\$0.00	\$0.00	\$0.00
New Service Expansion					
Ft. Pierce/PSL Express	Unfunded		\$0.00	\$0.00	\$0.00
Midway Rd/Health Dept	Unfunded		\$0.00	\$0.00	\$0.00
Tri-Rail Express Connection	Unfunded		\$0.00	\$0.00	\$0.00
Sunrise Blvd/Lawnwood/IRSC	Unfunded		\$0.00	\$0.00	\$0.00
I-95 Palm Beach Express	Unfunded		\$0.00	\$0.00	\$0.00
Tradition Circulator	Unfunded		\$0.00	\$0.00	\$0.00
Turnpike Palm Beach Express	Unfunded		\$0.00	\$0.00	\$0.00
North Hutchinson Island	Unfunded		\$0.00	\$0.00	\$0.00
South County Circulator	Unfunded		\$0.00	\$0.00	\$0.00
Torino Flex	Unfunded		\$0.00	\$0.00	\$0.00
New Administration & Operation Facility	Unfunded		\$0.00	\$0.00	\$0.00



Vision, Goals, and Objectives

VISION

A balanced and funded transportation system that meets the community’s needs

GOAL STATEMENTS

To realize this, we want to invest in:

Economic Prosperity and Growth: Provide for efficient transportation that serves local and regional needs and stimulates **economic prosperity and growth**

Choices: Ensure **transportation choices** for all residents, visitors, and businesses

Existing Assets and Services: Maintain the condition and improve the efficiency of transportation **assets and services**

Cooperation: Improve land use and transportation decision-making through **community participation and intergovernmental cooperation**

Health and Environment: Protect and enhance **public health and the environment**

Safety and Security: Provide **safer and more secure transportation**

OBJECTIVES

Goals		Objectives
1	Economic Prosperity and Growth	Enable people and goods to move around efficiently
		Increase the transportation options and improve access to destinations that support prosperity and growth
2	Choices	Improve the bicycle/pedestrian and public transportation networks
		Provide for transportation needs of the transportation disadvantaged that may include the use of automated vehicles
3	Existing Assets and Services	Maintain the condition of existing transportation assets
		Improve the efficiency of existing transportation services
4	Cooperation	Facilitate unified transportation decision-making through intergovernmental cooperation
		Ensure community participation is representative
5	Health and Environment	Support healthy living strategies, programs and improvements
		Make transportation investments that minimize impacts to the natural environment and allocate resources toward mitigation
6	Safety and Security	Improve the safety of the transportation system that may include the incorporation of infrastructure in support of automated vehicles
		Improve the transportation system’s stability/resiliency in the event of climate change, emergencies, or disasters

AGENDA ITEM SUMMARY

Board/Committee	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	November 19, 2015
Item Number:	6c
Item Title:	Bicycle Rack Plan
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.5 – Bicycle/Pedestrian/Greenway Planning
Requested Action:	Review and recommend adoption of the Bicycle Rack Plan, recommend adoption with conditions, or do not recommend adoption
Staff Recommendation:	It is recommended that the Bicycle Rack Plan be reviewed and recommended for adoption by the TPO Board based on the comments from the TPO Advisory Committees.

Attachments

- Staff Report
- Bicycle Rack Plan
- TPO Area North Bicycle Rack Needs Plan Map
- TPO Area South Bicycle Rack Needs Plan Map

MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Edward DeFini
Bicycle/Pedestrian Program Manager – GIS Analyst

DATE: November 19, 2015

SUBJECT: **Bicycle Rack Plan**

BACKGROUND

Task 3.5, *Bicycle/Pedestrian/Greenway Planning*, of the Unified Planning Work Program (UPWP) for the St. Lucie TPO includes the development of a Bicycle Rack Plan to prioritize and install bicycle racks at locations throughout the St. Lucie TPO area. The purposes of the Bicycle Rack Plan are to:

- Raise awareness of the need for secure bike racks
- Raise awareness of the current lack of bike racks
- Recommend locations for bike racks in public right-of-way

The Bicycle Rack Plan compliments the Bicycle-Pedestrian Facilities Inventory, Transportation Disadvantaged Services Plan, the Go2040 Long-Range Transportation Plan, and the comprehensive plans of the local jurisdictions.

ANALYSIS

The intention of the plan is to identify general locations for bicycle racks in public right-of-way adjacent to bus stops in residential and commercial activity centers. Therefore, municipal bus stops, and school bus stops are a major component of the plan.

After the completion of base maps, a database was created for analysis that included bus stop locations and other points of interest to be studied for bicycle

rack needs. Each of the locations was evaluated for the need for bicycle racks. In addition, the types of bike racks that can be installed were evaluated in the plan. Appendices A, B, and C of the plan contain tables with addresses and recommendations for each location that was identified as a need in the plan.

The plan is part of a complete multimodal transportation plan that will result in connecting biking and walking, public transit options, and carpooling. Upon the adoption of the plan, cost estimates for the installation of the bicycle racks may be determined and the plan recommendations may be incorporated into local jurisdictional plans, project design plans, and the TPO Priority Project Lists.

RECOMMENDATION

It is recommended that the Bicycle Rack Plan be reviewed and recommended for adoption by the TPO Board based on the comments from the TPO Advisory Committees.



St. Lucie Transportation
Planning
Organization

Bike Rack Plan



Prepared by the St. Lucie Transportation Planning Organization

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1. INTRODUCTION

Bike Travel and Bike Parking in the TPO Area

The TPO area offers great potential for every-day bicycle travel. With our population density, traditional neighborhoods, five (5) major activity centers, downtown business district, sidewalk network, bicycle lane network, and public transportation routes, it is possible for most residents to travel to hospitals, shopping and work without ever driving.

The potential is supported by *Florida’s Energy & Climate Change Action Plan* “. . . consider the impact on greenhouse gas emissions; increase transit ridership; increase the percentage of people that walk, bicycle, carpool, vanpool, or telecommute; . . . develop and implement policies and strategies that include program funding and financial incentives that expand non-automobile infrastructure . . .”

Bicycling is a sensible mode of transportation in the area because:

- 64% of trips, by any mode of transportation, are under five miles
- 68% of residents live within two miles of a bus stop
- 72% of residents live within one mile of a multi-modal facility such a sidewalk, bicycle lane, paved multi-use path, or bus stop that will seamlessly connect us to shopping centers, hospitals, and recreation areas.

Surveys indicate that one of the barriers to bicycle travel is the lack of secure, safe, bicycle parking spots.

Commercial center before bike rack requirements



Typical school bus stop



The Bike Rack Plan supplements the Bicycle Pedestrian Facilities Inventory, Transportation Disadvantaged Services Plan, the Go2040 long range plan, and comprehensive plans of local municipalities. It identifies general locations for bicycle racks in public right-of-way adjacent to bus stops in residential and commercial activity centers. Therefore, municipal bus stops, and school bus stops are a major component of the plan. Buses connect residential areas to schools and commercial centers. However, few bicycle racks are available for those interested in using bicycles to get to and from bus stops.

2. PURPOSE, FRAMEWORK, AND METHODS

Purpose of the “Bike Rack Plan”

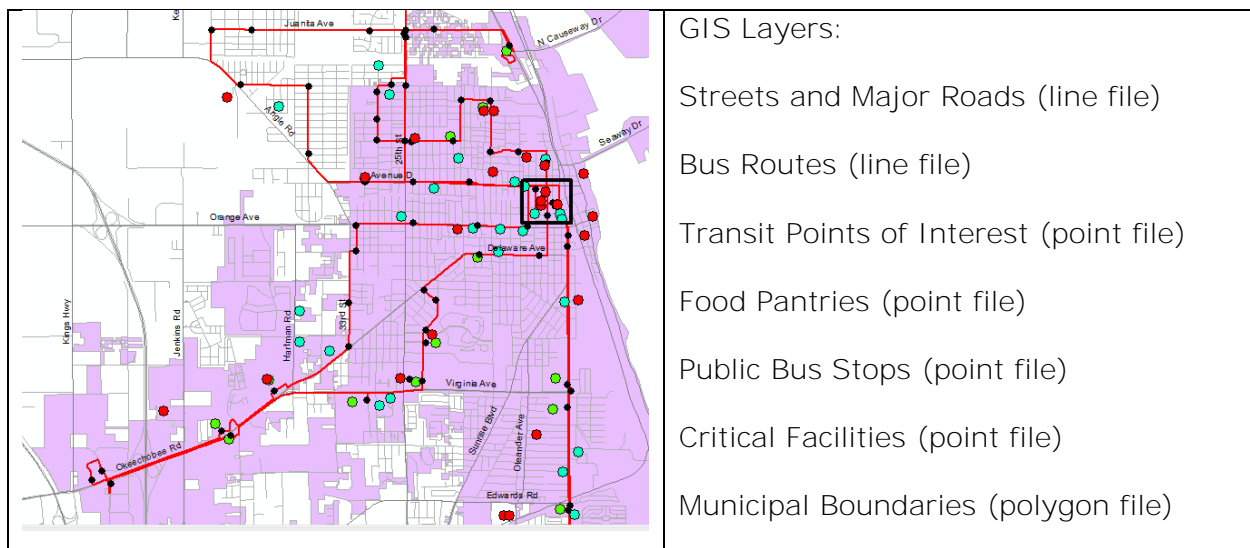
- Raise awareness of the need for secure bike racks
- Raise awareness of the current lack of bike racks
- Recommend locations for bike racks in public right-of-way

In 2015, TPO staff finished the process of conducting a complete inventory of the area’s Walk/Bike Network. Staff updated the St. Lucie Bicycle Facilities Map, updated the TPO’s List of Priority Projects, and updated the TPO’s Transportation Improvement Program.

Next, staff completed the process of identifying and mapping gaps in the existing Walk/Bike Network and developed the Bicycle/Pedestrian Needs map for the 2040 Long Range Transportation Plan (LRTP). Staff then began the process of identifying and mapping the TPO area’s activity centers and Environmental Justice Areas identified in the LRTP. The addition of the “Bike Rack Plan” is part of a complete alternative transportation plan that will result in connecting biking and walking, public transit options, carpooling, and telecommuting.

GIS Mapping

Figure 1 below is an example of one of the base maps that were created. A box is drawn around a dense cluster of points mentioned above.



Bike Rack Database

After the completion of the base maps, staff created a database combining information on bus stop locations and points of interest to be studied for bicycle rack needs. Appendices A, B, and C contain tables with addresses and recommendations for each location that was inventoried for the plan.

3. CONDITIONS AND RACK LOCATION RECOMMENDATIONS

During the 2014/2015 fiscal year, staff conducted inventory of parks, community centers, libraries, city offices, and public right-of-way. This inventory entailed visual observations of existing bicycle accommodations throughout the area. Staff observed that there are relatively few bike racks being used in relation to bicycle parking in general. Bicycle racks that are present at public locations are:

- Placed in locations that are inconvenient to access
- Of an outmoded design
- Not visible along routes traveled by bicyclists

More importantly, however, staff noted that the bus stops frequented by the transportation disadvantaged and school age children lack bicycle racks. Many parks, playgrounds, and schools lack appropriate bicycle racks.

Because of the lack of parking opportunities, staff noticed a prevalence of bicycles chained to signposts, lampposts, and fences. Cyclists often have to resort to utilizing these items to secure their bikes for lack of a better alternative.

The following photos show a typical 20 student school bus stop on a local road in Port St. Lucie. There is no room on the road to safely walk or ride a bicycle. Children walk or ride in the path of oncoming vehicles or in the drainage ditch, at dawn, and dusk, to get to and from a school bus stop. Most of the 240 public bus stops are adjacent to a sidewalk.

- There are 240 public transit bus stops in the TPO area (ridership statics TBD).
- There are 5,090 school bus stops in the TPO area (ridership statics TBD).

Bikes tend to be locked to sign posts and railings when a bike rack is not present. The following photos show typical existing conditions with **red text used to identify the locations recommended for bike racks** (see appendix 2 for the full list).

Figure 1: School bus stop at Cameo Boulevard and Gulfpoint Drive



School Bus Stops

Figure 2: Savona Boulevard & Girard Avenue school bus stop shelter



Figure 3: Torino Parkway at Winter Lakes Apartments



Figure 4: Savona Boulevard and Hunnicut Avenue



Public Schools

Figure 5: St. Lucie West Centennial High School



Figure 6: Fort Pierce Central High School



Figure 7: Manatee Elementary School



Figure 8: Bayshore Elementary School



Figure 9: Forrest Grove Middle School



Figure 10: St. Lucie West Middle School



Figure 11: Southern Oaks Middle School 1 bicycle per 10 students crossing 25th St. / St. James Dr.



Figure 12: Former Orange Blossom Mall, City of Fort Pierce



Park and Ride Lots

Figure 13: The Park & Ride at 2300 Virginia Ave



Figure 14: Park & Ride Lot at Bayshore Boulevard and Chandler Terrace



Municipal Bus Stops

Figure 15: Route 6 at Ravenswood Pool



Figure 16: Route 6 at Wal-Mart in St. Lucie West



Municipal Bus Terminals

Figure 17: Port St. Lucie (Deacon Avenue) Terminal



Figure 18: Fort Pierce Avenue D Bus Terminal



Municipal Parking Garages

Figure 19: Port St. Lucie Civic Center



Figure 20: Fort Pierce City Hall Parking Garage



Commercial Centers

Figure 21: Coco Vista Center



Municipal Parks

Figure 22: Sportsmans Park Little League Game



Figure 23: Kiwanas Park



Figure 24: Girl Scout Friendship Park



Figure 25: Mary Ann Cernuto Park



Figure 26: Swan Park



Figure 27: Fred Cook Park



4. RACKS IN USE AND RECOMMENDATIONS

Type of Racks Currently in Use

The following racks are considered outdated by bicycle organizations and major cities. They don't support the bicycle at two points on the frame. Since most modern bikes have quick-release wheels, these are not a secure racks. Wheels can be bent using these racks.



Typical "Ribbon Rack" at area supermarket locations. Ribbon racks are marginally acceptable, and areas already served by ribbon racks are a lower priority for remediation. In most cases, a single the rack installed at a school bus stop is simply too small for the number of students riding to the school bus stop.



Typical "Dish Rack" at area schools and parks. This style of rack is designed such that the bike's front wheel is chained to the rack. Cyclists often end up mounting the bike on the rack with the front wheel over the top the rack, in order to secure the bike's frame. Since most modern bikes have quick-release wheels, this is not a secure rack.



Typical "Fence Rack" This style of rack is designed such that the bike's front wheel is chained to the rack. Cyclists often end up mounting the bike on the rack with the front wheel over the top the rack, in order to secure the bike's frame. Since most modern bikes have quick-release wheels, this is not a secure rack.

Type of Rack Recommended

The City of Los Angeles Department of Transportation (LADOT) offers bicycle parking at its Metro-link Stations and Park and Ride lots. Inverted-U bicycle racks are available at many stations. Inverted-U racks support the bicycle at two points on the frame and accept a variety of bicycle locks including u-locks and all cables and chains.

The LADOT Sidewalk Bike Parking Program uses an inverted-U bicycle rack. It is 36" high constructed of 2 3/8" galvanized pipe and holds two bikes. Users are able to lock both the wheels and frame of the bicycle to the rack. The rack has no sharp edges or moving parts and is virtually maintenance free.

Figure 28: Inverted-U bicycle racks



City of New York, Corner of Prince Street & W. Broadway (bike outlined is parked on a U Rack)



Figure 29: Inverted-U bicycle racks



5. MEDICAL CENTERS

Figure 30: Tradition Medical Center (U racks visible from sidewalk, street, and parking lot)



Figure 31: St. Lucie Medical Center



Figure 32: Lannwood Regional Medical Center



6. GREENWAY AND TRAIL CORRIDORS

Figure 32: Figure
Green River Pkwy. (Treasure Coast Loop Trail)



Figure 33:
North Hutchinson Island A1A East Coast Greenway



7. RACK INNOVATION

Racks That Attach to Existing Sign Post Infrastructure

The bike rack below is designed for existing sign posts. It supports the bicycle at two points on the frame and accepts a variety of bicycle locks. The colored "Cycleparks" can also double as markers for bike routes, leading cyclists down a particular path.



8. CORRIDOR RECOMMENDATIONS

With the establishment of transit stops along the following routes, they are expected to serve as key multimodal corridors for the TPO area. Therefore, to ensure that transit service encourages additional ridership, a coordinated effort among the transit provider, school board, municipalities and TPO is paramount to the plan's success.

25th Street: This corridor is parallel to US 1 and expected to have a higher concentration of transit by 2035. This corridor should serve as a key multimodal corridor for the County with continuous bicycle lanes and sidewalks and interconnections to surrounding residential areas for safe and convenient access to transit stops for area residents. Bus shelters and bicycle racks should be prioritized along this corridor to improve transit user conditions and increase the share of "choice" riders.

US 1: Support enhanced transit along US 1 and the US 1 retrofit project. Similarly to 25th Street, bus shelters and bicycle racks should be prioritized along this corridor as well as interconnecting the corridor to surrounding residential areas via bicycle and pedestrian networks. These networks will also increase the likelihood of an area resident walking to the US 1 corridor for shopping trips.

Torino Parkway/California Boulevard: These corridors are identified as future transit corridors. Bus shelters, bicycle racks and other improvements should be planned in coordination with the transit agency to increase the share of “choice” riders. These roads travel through dense residential areas and will provide convenient transit access to a substantial number of households.

Lakewood Park Transit Route: These corridors are identified as future transit corridors. Bus shelters, bicycle racks and other improvements should be planned in coordination with the transit agency to increase the share of “choice” riders. These roads travel through dense residential areas and will provide convenient transit access to a substantial number of households.

St. Lucie School Board Major Bus Routes: Many of these corridors through dense residential areas are identified as existing or future sidewalks corridors. Bus shelters, and bicycle racks should be planned in coordination with the school board.

9. RECOMMENDATIONS

The following recommendations are based on Leadership in Energy & Environmental Design (LEED) Guidelines. LEED, is a green building certification program that recognizes best-in-class building strategies and practices. The intent of LEED Guidelines is to reduce automobile use for a continual decrease in pollution levels.

For Commercial/Institutional Buildings, bike racks should be provided for 5% or more of all building occupants, measured during peak use, and secure bike racks should be within 200 yards of an entrance to the building.

For Residential Buildings, there should be covered facilities for bike racks for 15% of the occupants, and secure bike racks within 200 yards of an entrance to the building.

According to National Bicycle Associations, when municipalities have bike racks it is best to publicize them so that pedestrians and bicyclists can find them easily. Use signs to direct cyclists to the parking. The location of bicycle racks can be publicized in marketing, advertising and informational pamphlets like the St. Lucie Bicycle Facilities Map.

Staff recommends the “Bike Rack Plan” to be included as part of a complete alternative transportation plan that will identify the merits of bike racks connecting biking and walking, public transit options, school bus stops, and carpooling.

Appendix A “Points of Interest” shows a Y in the Rack Column if a rack is existing rack at the building and a Y in the Add Rack at the column if a rack is recommended.

Appendix B “Municipal Bus Stops” shows a Y in the Rack Column if a rack is existing rack at a building near the bus stop and a Y in the Add Rack column if a rack is recommended.

Appendix C “School Bus Stops” shows a Y in the Rack Column if a rack is existing rack at a building near the bus stop and a Y in the Add Rack column if a rack is recommended.

Appendix A

Transit Points of Interest

Name/Address	Rack	Add Rack	Location
Taylor Creek Commons	Y		1851 N US Highway 1
Zora Hurston Library	Y		3008 Avenue D
Lincoln Park Academy	Y		1806 Avenue I
Ilous Ellis Park	Y		1301 Avenue M
Florida Community Health Center		Y	1505 Delaware Ave
Lawnwood Regional Medical Center	Y		1700 S 23rd St
County Building	Y		2300 Virginia Ave
Indian River State College	Y		3209 Virginia Ave
Walmart	Y		5100 Okeechobee Rd
Golden Corral			5091 Okeechobee Rd
Orange Blossom Business Center		Y	4200 Okeechobee Rd
Eastport Plaza	Y		9100 S US Highway 1
County Annex Building		Y	1664 SE Walton Rd
Midport 1 & 2		Y	Village Green Dr & Royal Green Cir
St Lucie Medical Center		Y	1800 SE Tiffany Ave
CVS Pharmacy	Y		9801 S US Highway 1
Town Center	Y		10101 S US Highway 1
Adams Place			1605 SE Port St Lucie Blvd
Boulevard Shoppes	Y		1720 SE Port St Lucie Blvd
Quadros Professional Center		Y	1591 SE Port St Lucie Blvd
Rivergate Plaza	Y		1125 SE Port St Lucie Blvd
City Fountain Center		Y	1160 SE Port St Lucie Blvd
Port St Lucie Community Center	Y		2195 SE Airoso Blvd
Camri Center		Y	1920 SE Port St Lucie Blvd
Walmart	Y		10855 S US Highway 1
Sam's Club		Y	10900 S US Highway 1
Treasure Coast Square Mall	Y		3174 NW Federal Hwy, Jensen Beach
La Buena Vita			8601 S US Highway 1
Spanish Lakes Riverfront			S US Highway 1 & Los Lagos Ln
Best Western			7900 S US Highway 1
Prima Vista Crossing		Y	7576 S US Highway 1
St Lucie Square		Y	6666 S US Highway 1
Kitterman Plaza		Y	6641 S US Highway 1
Twin Vee			3101 S US Highway 1
Sabal Palm Plaza		Y	2551 S US Highway 1
Kmart Plaza	Y		2111 S US Highway 1

Name/Address	Rack	Add Rack	Location
Benton Building		Y	337 N US Highway 1
Chase Bank			130 S Entrada Ave
Sportsman Park	Y		201 NW Prima Vista Blvd.
Port St Lucie Library	Y		180 SW Prima Vista Blvd
Dorchester Strip Mall		Y	445 NW Prima Vista Blvd
Cornerstone Pediatrics			380 SW Prima Vista Blvd
Martin Memorial Health Systems		Y	1095 NW St Lucie West Blvd
Cashmere Corners		Y	880 SW St Lucie West Blvd
CVS Pharmacy			1300 SW St Lucie West Blvd
Shoppes at St Lucie West	Y		1317 NW St Lucie West Blvd
Publix	Y		1333 NW St Lucie West Blvd
LA Fitness	Y		1367 NW St Lucie West Blvd
St Lucie County Annex	Y		250 NW Country Club Dr
Walmart	Y		1675 NW St Lucie West Blvd
Lake Whitney		Y	501 NW Lake Whitney Pl
150 Chamber Ct			150 Chamber Ct
Super Play	Y		1600 NW Courtyard Cir
Chili's			2050 NW Courtyard Cir
Hilton Garden Inn		Y	8540 Commerce Centre Dr
IRSC			500 NW California Blvd
Tradition Field	Y		525 NW Peacock Blvd
Port St Lucie City Hall	Y		121 SW Port St Lucie Blvd
Wendy's			270 SW Port St Lucie Blvd
Victoria Square	Y		247 SW Port St Lucie Blvd
Bravo Supermarket			2820 SW Port St Lucie Blvd
CVS Pharmacy			2873 SW Port St Lucie Blvd
Walmart	Y		1850 SW Gatlin Blvd
Landing at Tradition	Y		10720 SW Village Parkway
Post Office		Y	5000 W Midway Rd
Sheriff's Dept.		Y	4700 W Midway Rd
New Horizons		Y	4500 W Midway Rd
Health Dept.		Y	5150 NW Milner Dr
Social Security Administration		Y	6810 S US Hwy 1
Post Office		Y	1805 Orange Ave
Goodwill		Y	
FAU's Harbor Branch Oceanographic Institute	Y		
Lakewood Park Regional Park Pool	Y		5990 Emerson Ave
Fairwinds Golf/Club House/Pro	Y		4400 Fairwinds Dr
Lakewood Park Branch Library	Y		7605 Santa Barbara Dr

Appendix B

Municipal Bus Stops (sample below is 240 of 240 municipal bus stops)

The letter Y in the Rack column means a rack is at a building near the bus stop

A letter Y in the Add column means a rack at the stop should be a priority based on location type

Name/Address	Rack	Add Rack	Location
County Annex Bldg. at Civic Center Pl & Walton Road	Y	Y	Bus Stop Transfer
Port St Lucie Intermodal Facility at Airoso Blvd & Deacon Ave	Y		Bus Stop Transfer
Treasure Coast Medical Bldg. at Hillmoor Dr & Tiffany Ave			Bus Stop
Staples at US Highway 1 & Town Center Plaza			Bus Stop
S 23rd St & Virginia Ave		Y	Bus Stop
Lawnwood Med Center at S 23rd St & Frist Blvd	Y		Bus Stop
Birch St & Ormand Ave			Bus Stop
Kaufman Ave & Havana at Okeechobee Rd		Y	Bus Stop
FL Community Health Ctr at Delaware Ave & 15th St			Bus Stop
Delaware Ave & Beach Ct			Bus Stop
N 7th St & Avenue B			Bus Stop
N 9th St & Orange Ave			Bus Stop
Orange Ave & N 15th St			Bus Stop
Orange Ave & N 24th St			Bus Stop
S 32nd St & Orange Ave			Bus Stop
S 32nd St & Delaware Ave		Y	Time Point Stop
S 33rd St & Meadow Ln			Bus Stop
S 33rd St & Okeechobee Rd			Bus Stop
Orange Blossom Business Park at Okeechobee Rd & Hartman Rd		Y	Bus Stop
Walmart at Okeechobee Rd & McNeil Rd	Y	Y	Time Point Stop
Wheeler Ter & Okeechobee Rd			Bus Stop
Crossroads Pkwy & Peters Rd		Y	Time Point Stop
Crossroads Pkwy & Darter Ct			Bus Stop
Golden Corral at Okeechobee Rd & McNeil Rd			Bus Stop
IRSC at S 30th St & Virginia Ave	Y	Y	Time Point Stop
Avenue D & N 16th St		Y	Bus Stop
Avenue D & N 24th St		Y	Bus Stop
Zora Hurston Library at Avenue D & N 31st St	Y		Bus Stop
N 39th St & Avenue G		Y	Time Point Stop
Avenue Q & N 49th St			Bus Stop
N 53rd St & Juanita Ave			Bus Stop
Juanita Ave & N 47th St			Bus Stop
Juanita Ave & Essex Dr		Y	Time Point Stop
Juanita Ave & E 21st Ct			Bus Stop
N 27th St & Avenue Q			Bus Stop
N 29th St & Avenue P			Bus Stop

Name/Address	Rack	Add Rack	Location
N 29th St & Avenue L			Bus Stop
Avenue I & N 24th St			Bus Stop
Avenue I & N 18th St			Bus Stop
N 17th St & Avenue O		Y	Bus Stop
Avenue O & N 13th St		Y	Bus Stop
N 13th St & Avenue H		Y	Bus Stop
Avenue H & N 10th St		Y	Time Point Stop
Housing Authority at N 7th St & Avenue G		Y	Bus Stop
Benton Bldg. at AE Backus Ave & N 7th St		Y	Bus Stop
Cash America at US Highway 1 & Citrus Ave		Y	Bus Stop
K-Mart at US Highway 1 & Virginia Ave	Y	Y	Time Point Stop
Bank of America at Sabal Palm Plaza at US Highway 1 & Virginia ave		Y	Bus Stop
Twin Vee at US Highway 1 & Edwards Rd			Bus Stop
US Highway 1 & Farmers Market Rd			Bus Stop
Treasure Coast Lexus at US Highway 1 & Midway Rd			Bus Stop
US Highway 1 & Rio Mar Dr		Y	Bus Stop Transfer
Chase Bank at Entrada Ave & Eaton Dr		Y	Bus Stop Transfer
Spanish Lakes Riverfront at US Highway 1 & Los Lagos Ln			Bus Stop
US Highway 1 & La Buena Vita			Bus Stop
CVS Pharmacy/Horizon Bay at US Highway 1 & Lyngate Dr			Bus Stop
Treasure Coast Square Mall at US Highway 1	Y	Y	Time Point Stop
Hess at US Highway 1 & Savanna Club Blvd			Bus Stop
Best Western at US Highway 1 & Mediterranean Blvd			Bus Stop
US Highway 1 & Dickson Dr			Bus Stop
US Highway 1 & Edwards Rd			Bus Stop
CVS Pharmacy at US Highway 1 & Virginia Ave	Y	Y	Time Point Stop
US Highway 1 & Atlantic Ave			Bus Stop
ISCC/FAU Colleges at California Blvd & Granville St	Y	Y	Bus Stop
Tradition Field at University Blvd & Stadium Dr	Y	Y	Time Point Stop
Midport Place 1 at Village Green Dr & Royal Green Cir		Y	Bus Stop
N 29th St & Avenue I		Y	Time Point Stop
Boulevard Shoppes at Port St Lucie Blvd & Lannewood St		Y	Time Point Stop
QVC at Peacock Blvd & Business Center Dr			Bus Stop
Chili's at Courtyard Cir & St Lucie West Blvd		Y	Time Point Stop
Superplay at Courtyard Cir & Peacock Blvd	Y		Bus Stop
Walmart at Lake Charles Blvd & St Lucie West Blvd	Y	Y	Time Point Stop
Hilton Garden Inn at Champions Way & Reserve Blvd			Bus Stop
150 Chamber Ct Bldg. at Chamber Ct & California Blvd			Bus Stop
CVS Pharmacy at Bethany Dr & St Lucie West Blvd		Y	Time Point Stop
Cashmere Corners at Cashmere Blvd & St Lucie West Blvd			Bus Stop

Name/Address	Rack	Add Rack	Location
Cornerstone Pediatrics at Prima Vista Blvd & Dorchester St			Bus Stop
Dorchester Strip Mall at Prima Vista Blvd & Dorchester St		Y	Bus Stop
PSL Library at Ravenswood Ln & Prima Vista Blvd	Y	Y	Time Point Stop
Sportsman Park at Prima Vista Blvd & Ravenswood Ln	Y	Y	Time Point Stop
Prima Vista Blvd & Floresta Dr			Bus Stop
Prima Vista Blvd & Naranja Ave			Bus Stop
Prima Vista Blvd & Rio Mar Ct			Bus Stop
Gatlin Blvd & Fondura Blvd			Bus Stop
Gatlin Blvd & Savage Blvd			Bus Stop
LA Fitness at Village Pkwy & Traditions Landings	Y		Time Point Stop
Walmart at Gatlin Blvd & Brigantine Pl	Y		Time Point Stop
Gatlin Blvd & Import Dr		Y	Time Point Stop
Gatlin Blvd & Dakota St			Bus Stop
Gatlin Blvd & Savona Blvd		Y	Bus Stop
CVS Pharmacy at Port St Lucie Blvd & Tulip Blvd		Y	Bus Stop
Bravo Supermarket at Port St Lucie Blvd & Aviation Ave			Bus Stop
Port St Lucie Blvd & Cameo Blvd		Y	Time Point Stop
Port St Lucie Blvd & Cameo Blvd			Bus Stop
Port St Lucie City Hall at Port St Lucie Blvd & Airoso Blvd	Y		Bus Stop
US Highway 1 & Midway Rd	Y	Y	Time Point Stop
US Highway 1 & Rio Mar Dr			Bus Stop
Fort Pierce Intermodal at N 8th St & Avenue D	Y		Bus Stop Transfer
Prima Vista Crossing at Prima Vista Blvd & US Highway 1		Y	Bus Stop Transfer
Prima Vista Blvd & Peach St			Bus Stop
Prima Vista Blvd & Peach St			Bus Stop
Martin Medical Center at St Lucie West Blvd			Bus Stop
SLW Shoppes - Publix at St Lucie West Blvd & Bethany Dr	Y	Y	Time Point Stop
SLW Shoppes - LA Fitness at St Lucie West Blvd & Bethany Dr	Y		Bus Stop
St Lucie County Annex at Country Club Dr & Amherst Dr			Bus Stop
Park & Ride at 25th St & Virginia Ave		Y	PR
Port St Lucie Blvd & Floresta Dr			Bus Stop
Port St Lucie Blvd & Floresta Dr			Bus Stop
Rivergate Plaza at Port St Lucie Blvd & Seafury Ln	Y	Y	Time Point Stop
Eastport Plaza at US Highway 1 & Walton Rd		Y	Time Point Stop
Midport Place 1 at Village Green Dr & Royal Green Cir			Bus Stop
Staples at US Highway 1 & Town Center Plaza			Bus Stop Transfer
Port St Lucie Intermodal Facility at Airoso Blvd & Deacon Ave			Bus Stop Transfer
Port St Lucie Blvd & Sansom Ln			Bus Stop
Port St Lucie Blvd & Sansom Ln		Y	Time Point Stop
Floresta Dr & Verada Ave			Bus Stop

Name/Address	Rack	Add Rack	Location
Floresta Dr & Cavern Ave			Bus Stop
West Virginia Ave & Floresta		Y	Bus Stop
Crosstown Pkwy & Manth Ln		Y	Bus Stop
Crosstown Pkwy & Sandia Dr		Y	Time Point Stop
Crosstown Pkwy & Airoso Blvd		Y	Bus Stop
Airoso Blvd & Crosstown Pkwy		Y	Bus Stop
Airoso Blvd & Thornhill Dr			Bus Stop
Airoso Blvd & Thornhill Dr		Y	Time Point Stop
Port St Lucie Intermodal Facility at Airoso Blvd & Deacon Ave	Y		Bus Stop Transfer
US Highway 1 & Tumblin Kling Rd			Bus Stop
US Highway 1 & Tumblin Kling Rd			Bus Stop
Kitterman Plaza at US Highway 1 & Kitterman Rd		Y	Bus Stop
St Lucie Square Plaza at US Highway 1 & Kitterman Rd			Bus Stop
Prima Vista Crossing at Prima Vista Blvd & US Highway 1	Y	Y	Bus Stop Transfer
County Annex Bldg. at Civic Center Pl & Walton Road	Y	Y	Time Point Stop
Sam's Club at Lennard Rd & US Highway 1		Y	Bus Stop
Life Care Center at Jennings Road & US Highway 1		Y	Time Point Stop
N 25th St & Juanita Ave		Y	Time Point Stop
Avenue Q & N 39th St			Bus Stop
Taylor Creek Commons at US Highway 1 & N Causeway Dr		Y	Bus Stop
Kaufman Ave & S 21st St		Y	Time Point Stop
City Fountain Center at Port St Lucie Blvd & Westmoreland Blvd		Y	Bus Stop
Port St Lucie Blvd & Bordeaux Ct			Bus Stop
Quadros Professional Center at Port St Lucie Blvd & Sidonia St		Y	Bus Stop
Port St Lucie Blvd & Adams Place			Bus Stop
Camri Center at Port St Lucie Blvd & Delano Rd		Y	Bus Stop
Walmart at US Highway 1 & Lennard Rd	Y		Bus Stop
Lennard Rd & Mariposa Ave		Y	Bus Stop
Lennard Rd & Melaleuca Blvd		Y	Bus Stop
CVS Pharmacy/Horizon Bay at US Highway 1 & Lyngate Dr		Y	Bus Stop
Victoria Square at Port St Lucie Blvd & Trenton Ln			Bus Stop
Wendy's at Port St Lucie Blvd & Bayshore Blvd			Bus Stop
Port St Lucie Blvd & Dalton Ave			Bus Stop
Airoso Blvd & Christmas Ter			Bus Stop
Airoso Blvd & Eyerly Ave			Bus Stop
Airoso Blvd & Lakehurst Dr		Y	Bus Stop
Lake Whitney at Lake Charles Blvd at Lake Whitney Pl			Bus Stop
Fort Pierce Intermodal at N 8th St & Avenue D	Y	Y	Bus Stop Transfer
Fort Pierce Intermodal at N 8th St & Avenue D	Y		Bus Stop Transfer
Midport Place 1 at Village Green Dr & Royal Green Cir			Bus Stop

Name/Address	Rack	Add Rack	Location
Sam's Club at Lennard Rd & US Highway 1			Bus Stop
Port St Lucie Blvd & Delano Rd			Bus Stop
Lennard Rd & Grand Dr		Y	Bus Stop
Tiffany Ave & Village Green Dr		Y	Bus Stop
US Highway 1 & Rio Mar Dr			Bus Stop Transfer
Chase Bank at Entrada Ave & Eaton Dr			Bus Stop Transfer
Lennard Rd & Avalon Rd			Bus Stop
FT. PIERCE BLVD & BEL AIR AVE SB			Bus Stop
FT. PIERCE BLVD & WOODSMERE WAY NB			Bus Stop
FT. PIERCE BLVD & DELAND AVE SB		Y	Time Point Stop
FT. PIERCE BLVD & EDEN RD NB			Bus Stop
LAKESWOOD PK LIBRARY SB	Y	Y	Time Point Stop
INDRIO XING		Y	Time Point Stop
LAKESWOOD PK PLAZA			Bus Stop
HOLIDAY PINES			Bus Stop
PORTOFINO SHORES			Bus Stop
BUTTERFIELD DRUGSTORE			Bus Stop
ST. LUCIE BLVD & AIRPORT SB			Bus Stop
ST. LUCIE BLVD & INDUSTRIAL 33RD SB			Bus Stop
ST. LUCIE BLVD & N 25TH ST SB			Bus Stop
JUANITA AVE & 25TH ST SB		Y	Time Point Stop
N. 25th ST. & AVE I NB/SB			Bus Stop
N. 25th ST. & AVE Q NB/SB			Bus Stop
N. 25th ST. & VALENCIA AVE NB		Y	Time Point Stop
ST. LUCIE BLVD & HARSON WAY NB			Bus Stop
ST. LUCIE BLVD & HAMMOND RD SB			Bus Stop
ST. LUCIE BLVD & ROADRUNNER PK SB		Y	Time Point Stop
FT. PIERCE BLVD & DELAND AVE NB		Y	Time Point Stop
FT. PIERCE BLVD & HIBISCUS RD. NB			Bus Stop
FT. PIERCE BLVD & WOODSMERE WAY SB			Bus Stop
FT. PIERCE BLVD & GADDY ST. NB			Bus Stop
SOUTH POINT PLAZA NB/SB		Y	Time Point Stop
Fort Pierce Intermodal at N 8th St & Avenue D	Y		Bus Stop Transfer
FT. PIERCE BLVD & HIBISCUS RD. SB			Bus Stop
FT. PIERCE BLVD & EDEN RD SB			Bus Stop
LAKESWOOD PK LIBRARY NB	Y	Y	Time Point Stop
ST. LUCIE BLVD & ROADRUNNER PK NB			Bus Stop
ST. LUCIE BLVD & HAMMOND RD NB			Bus Stop

Appendix C

School Bus Stops (Sample below is 147 of 5,090 School Bus Stops)

Name/Address	Rack	Add Rack	Location
CRNR SAVONA BLVD SW & ACKARD AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & ADCOCK AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & ALCANTARRA BLVD SW		Y	SCHOOL BUS STOP
CRNR SAVONA BLVD SW & AMBOY AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & AXTELL AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & BABCOCK AVE SW-HAZ OH K8			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & BARGELLO AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & BECKER RD SW		Y	SCHOOL BUS STOP
CRNR SAVONA BLVD SW & CENTURY AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & CENTURY AVE SW-HAZ OH K-8			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & DALTON AVE SW-Erick Gonzalez			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & DARTMOUTH AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & ECKARD AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & EMERALD AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & EMERALD AVE SW - C. Padilla			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & GIRARD AVE SW - PERM	Y	Y	SCHOOL BUS STOP
CRNR SAVONA BLVD SW & GLASTONBERRY AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & HALEYBERRY AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & HERALD RD SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & HUNNICUT AVE SW	Y		SCHOOL BUS STOP
CRNR SAVONA BLVD SW & JERICHO AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & KAPOK AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & LAWNDALE AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & MANCUSO AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & MARMORE AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & MEDINA AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & MELROSE AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & PARMA AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & PARR DR SW-N of intersection		Y	SCHOOL BUS STOP
CRNR SAVONA BLVD SW & PATRICIA AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & SAN ESTEBAN AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & SANTIAGO AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & STONY AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & WELLINGTON AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & WELLINGTON AVE SW-HAZ OH K8			SCHOOL BUS STOP
CRNR SAVONA BLVD SW & ZULETA AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW AND ADCOCK AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW AND BARGELLO AVE SW			SCHOOL BUS STOP

Name/Address	Rack	Add Rack	Location
CRNR SAVONA BLVD SW AND ECKARD AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW AND FLETCHER LN SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW AND WELLINGTON AVE SW			SCHOOL BUS STOP
CRNR SAVONA BLVD SW AND ZULETA AVE SW			SCHOOL BUS STOP
CRNR AVENUE A & ANGLE RD		Y	SCHOOL BUS STOP
CRNR AVENUE B & 13TH ST N - GF SLW K8			SCHOOL BUS STOP
CRNR AVENUE B & 13TH ST N-FGM 21C			SCHOOL BUS STOP
CRNR AVENUE B & 13TH ST N-HAZ-FPM			SCHOOL BUS STOP
CRNR AVENUE B & 13TH ST N-HAZ-SLE			SCHOOL BUS STOP
CRNR AVENUE B & 19TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE B & 21ST ST N			SCHOOL BUS STOP
CRNR AVENUE B & 31ST ST N			SCHOOL BUS STOP
CRNR AVENUE B & 39TH ST N-HAZ-FLN			SCHOOL BUS STOP
CRNR AVENUE B & 8TH ST N			SCHOOL BUS STOP
CRNR AVENUE B AND 10TH ST N			SCHOOL BUS STOP
CRNR AVENUE C & 10TH ST N-CC-CAM			SCHOOL BUS STOP
CRNR AVENUE C & 17TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE C & 17TH ST N-FPC 8P			SCHOOL BUS STOP
CRNR AVENUE C & 21ST ST N			SCHOOL BUS STOP
CRNR AVENUE C & 23RD ST N			SCHOOL BUS STOP
CRNR AVENUE C & 2ND ST N - CC LPA			SCHOOL BUS STOP
CRNR AVENUE D & 26TH ST N			SCHOOL BUS STOP
CRNR AVENUE E & 10TH ST N			SCHOOL BUS STOP
CRNR AVENUE E & 10TH ST N-CC-CAM			SCHOOL BUS STOP
CRNR AVENUE E & 10TH ST N-CC-FPM			SCHOOL BUS STOP
CRNR AVENUE E & 18TH ST N - GF SLWK8			SCHOOL BUS STOP
CRNR AVENUE E & 21ST ST N-CC-DMM(some)			SCHOOL BUS STOP
CRNR AVENUE E & 22ND ST N			SCHOOL BUS STOP
CRNR AVENUE E & 23RD ST N			SCHOOL BUS STOP
CRNR AVENUE E & 29TH ST N-CC-FKS		Y	SCHOOL BUS STOP
CRNR AVENUE E & 2ND ST N			SCHOOL BUS STOP
CRNR AVENUE E & 6TH ST N			SCHOOL BUS STOP
CRNR AVENUE E & 8TH ST N-CC-DMM			SCHOOL BUS STOP
CRNR AVENUE F & 29TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE F & 31ST ST N			SCHOOL BUS STOP
CRNR AVENUE F & 37TH ST N			SCHOOL BUS STOP
CRNR AVENUE G & 10TH ST N			SCHOOL BUS STOP
CRNR AVENUE G & 17TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE G & 17TH ST N-FPC 8P			SCHOOL BUS STOP
CRNR AVENUE G & 22ND ST N			SCHOOL BUS STOP
CRNR AVENUE G & 24TH ST N-REE-AYP			SCHOOL BUS STOP

Name/Address	Rack	Add Rack	Location
CRNR AVENUE G & 29TH ST N - CC - FKS			SCHOOL BUS STOP
CRNR AVENUE G & 7TH ST N			SCHOOL BUS STOP
CRNR AVENUE G & 7TH ST N:Jerelle Smith			SCHOOL BUS STOP
CRNR AVENUE H & 10TH ST N-CC-CAM			SCHOOL BUS STOP
CRNR AVENUE H & 29TH ST N-CC-FKS/GCE		Y	SCHOOL BUS STOP
CRNR AVENUE H & 7TH ST N			SCHOOL BUS STOP
CRNR AVENUE H & DUNDAS CT			SCHOOL BUS STOP
CRNR AVENUE I & 12TH ST N			SCHOOL BUS STOP
CRNR AVENUE I & 12TH ST N-CC-DMM			SCHOOL BUS STOP
CRNR AVENUE I & 19TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE I & 21ST ST N-Y.Mincey			SCHOOL BUS STOP
CRNR AVENUE I & 23RD ST N			SCHOOL BUS STOP
CRNR AVENUE I & 24TH ST N			SCHOOL BUS STOP
CRNR AVENUE I & 37TH ST N-FGM-21C			SCHOOL BUS STOP
CRNR AVENUE I & 39TH ST N			SCHOOL BUS STOP
CRNR AVENUE I & 7TH ST N			SCHOOL BUS STOP
CRNR AVENUE I & FEDERAL HWY N-CC-DMM			SCHOOL BUS STOP
CRNR AVENUE I AND 37TH ST N			SCHOOL BUS STOP
CRNR AVENUE J & 31ST ST N			SCHOOL BUS STOP
CRNR AVENUE J & 37TH ST N-CC-WESTWOOD			SCHOOL BUS STOP
CRNR AVENUE J AND 13TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE K & 13TH ST N-J.Veillard			SCHOOL BUS STOP
CRNR AVENUE K & 17TH ST N:Ilesha Harris		Y	SCHOOL BUS STOP
CRNR AVENUE K & 19TH ST N-Time2Learn-A.Barron			SCHOOL BUS STOP
CRNR AVENUE K & 22ND ST N-SRE-AYP(2)			SCHOOL BUS STOP
CRNR AVENUE K & 29TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE K & ANGLE RD		Y	SCHOOL BUS STOP
CRNR AVENUE K & PALM WALK LN-FPM-CC			SCHOOL BUS STOP
CRNR AVENUE K AND 27TH ST N			SCHOOL BUS STOP
CRNR AVENUE L & 13TH ST N			SCHOOL BUS STOP
CRNR AVENUE M & 10TH ST N			SCHOOL BUS STOP
CRNR AVENUE M & 22ND ST N-CC-FPM(some)			SCHOOL BUS STOP
CRNR AVENUE M & 29TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE M & 31ST ST N			SCHOOL BUS STOP
CRNR AVENUE M & 37TH ST N-CC- FKS			SCHOOL BUS STOP
CRNR AVENUE M AND 10TH ST N			SCHOOL BUS STOP
CRNR AVENUE M AND 37TH ST N			SCHOOL BUS STOP
CRNR AVENUE N & 29TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE O & 13TH ST N-FPC 8P		Y	SCHOOL BUS STOP

Name/Address	Rack	Add Rack	Location
CRNR AVENUE O & 15TH ST N-CC-FPM			SCHOOL BUS STOP
CRNR AVENUE O & 17TH ST N			SCHOOL BUS STOP
CRNR AVENUE O & 17TH ST N-FGM VB		Y	SCHOOL BUS STOP
CRNR AVENUE O & 22ND ST N			SCHOOL BUS STOP
CRNR AVENUE O & 37TH ST N			SCHOOL BUS STOP
CRNR AVENUE O & 41ST ST N			SCHOOL BUS STOP
CRNR AVENUE O & BETHANY CT			SCHOOL BUS STOP
CRNR AVENUE O AND 13TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE O AND 13TH ST N- HAZ FPM			SCHOOL BUS STOP
CRNR AVENUE P & 23RD ST N			SCHOOL BUS STOP
CRNR AVENUE P & 29TH ST N-CC-WW			SCHOOL BUS STOP
CRNR AVENUE Q & 16TH ST N			SCHOOL BUS STOP
CRNR AVENUE Q & 18TH ST N			SCHOOL BUS STOP
CRNR AVENUE Q & 19TH ST N:Kearrea Durden			SCHOOL BUS STOP
CRNR AVENUE Q & 22ND ST N-FPC 8P			SCHOOL BUS STOP
CRNR AVENUE Q & 29TH ST N - D. Mellerson,D.Amboise			SCHOOL BUS STOP
CRNR AVENUE Q & 29TH ST N-J.Morse		Y	SCHOOL BUS STOP
CRNR AVENUE Q & 33RD ST N			SCHOOL BUS STOP
CRNR AVENUE Q & 33RD ST N:Angela Abram		Y	SCHOOL BUS STOP
CRNR AVENUE Q & 35TH ST N			SCHOOL BUS STOP
CRNR AVENUE Q & 42ND ST N			SCHOOL BUS STOP
CRNR AVENUE Q & 43RD ST N			SCHOOL BUS STOP
CRNR AVENUE Q & 44TH ST N			SCHOOL BUS STOP
CRNR AVENUE Q & SOUTHWEST DR-C.Angeles,K.T.Adams			SCHOOL BUS STOP
CRNR AVENUE Q AND 19TH ST N			SCHOOL BUS STOP
CRNR AVENUE Q AND 27TH ST N		Y	SCHOOL BUS STOP
CRNR AVENUE Q AND 45TH ST N			SCHOOL BUS STOP

Appendix D

Source: of recommendations:

<http://biketallahassee.com/index.html>

<http://www.slideshare.net/RaeleighStarkAICP/bike-parking-guidefinal-2015>

-

http://www.quincyma.gov/CityOfQuincy_Content/documents/Bicycle%20Parking%20Plan%20for%20Quincy.pdf

-

<http://www.fastcoexist.com/3029299/these-simple-devices-turn-every-sign-post-into-a-bike-rack>

-

<http://www.commuterpage.com/pages/special-programs/tdm-for-site-plans/bicycle-parking-specifications/>

-

<http://nhts.ornl.gov/>

-

<http://www.stonnington.vic.gov.au/>

-

<http://www.oregon.gov/ODOT/HWY/BIKEPED/pages/parking.aspx>

-

<http://ddot.dc.gov/page/bicycle-parking>

-

<http://home.bikestation.com/locations>

-

<http://ddot.dc.gov/node/477272>

-

https://en.wikipedia.org/wiki/Bicycle_parking

-

http://www.nyc.gov/html/dcp/html/bicycle_parking/index.shtml

-

<http://www.watertown-ma.gov/DocumentCenter/View/15634>

-

<http://suburbanassault.org/2013/06/25/bike-parking-build-it-and-they-will-come/>

-

<http://www.ibike.org/engineering/parking.htm>

Appendix E

Design Fail vs. Smart Design

Figure 1: Sam's Club Gatlin Boulevard (20 benches, 10 trash cans 5 lights, 0 racks)



Figure 2: Smart Design - Location unknown (not in St. Lucie TPO area)



In Tallahassee, Local business owners are seeing more and more customers patronizing their businesses by bike. However, many public spaces, popular commercial districts, area parks and local attractions do not have sufficient bike parking to meet the current demand. Throughout the community, this has led to the rapid spread of the **4T epidemic Tying Things to Trees**. In response to community requests to increase local bicycle parking and avoid the continued abuse of trees and traffic signs, the Tallahassee City Commission approved the creation of the Bike Rack program in spring 2014. The bike rack program will provide public bike parking along public right-of-ways and in Place making districts throughout the [MultiModal Transportation District](#) (MMTD).

Figure 3: City of Tallahassee U Rack



The first phase of the bike rack program is focused on installations in the 18.2 mile [MultiModal Transportation District](#) (MMTD). The City of Tallahassee has ordered 100 new bike racks and installations are scheduled to begin in spring 2015.

Figure 4: Wal-Mart St. Lucie West

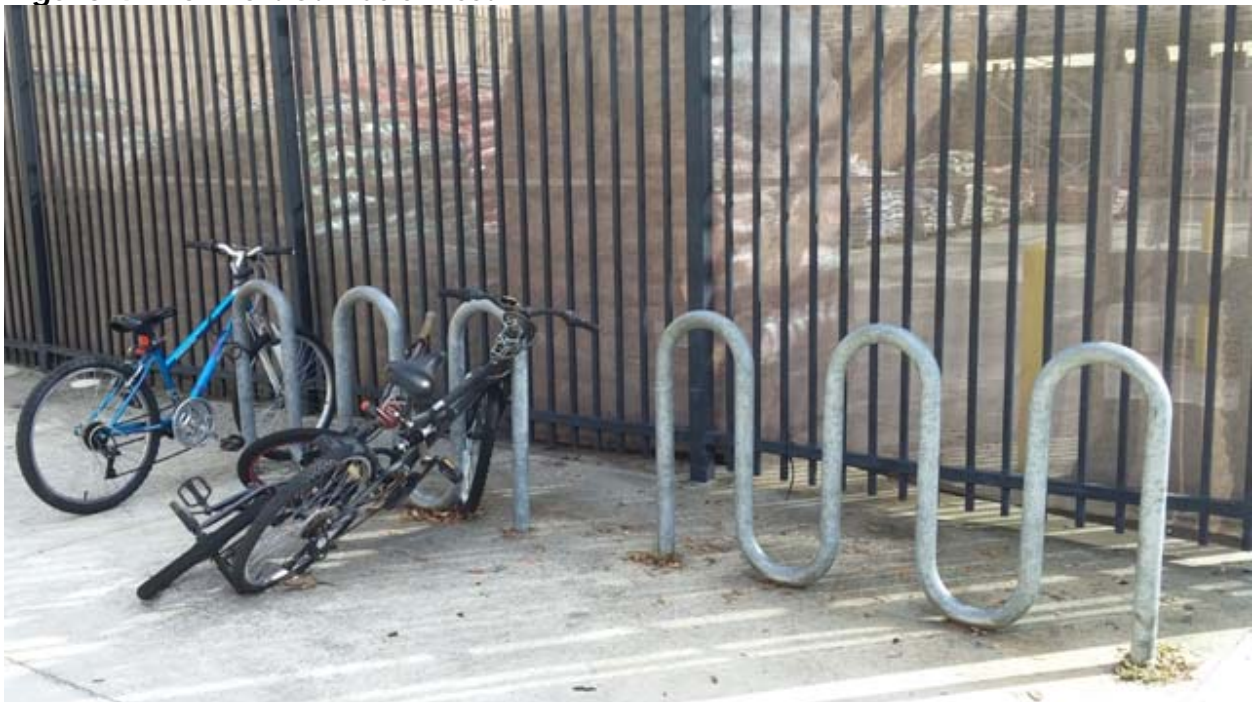


Figure 6: CocoVista Center Potential space for U Racks



Figure 7: Centennial High School



Dysfunctional racks promote dysfunctional bicycle parking. Bikes fall and wheels get bent. Bikes with removable wheels may have the frame stolen when only front wheel is secured. It is no wonder why these racks are usually hidden behind building.

Figure 8: Near a bus stop in St Lucie West Dish Racks cause bikes to be parked like this.



Figure 9: U Racks give riders incentive to park like this cause bike



Figure 10: U Racks save sidewalk space. Two bikes can be parked side by side like this.



Figure 11: CocoVista Center




Figure 12: Shoppes at St. Lucie West bus stop with no racks





Draft


St. Lucie TPO 2040 Long Range Transportation Plan (LRTP) TPO Area North Bicycle/Pedestrian Facility Needs (Bicycle Racks)


Legend


 St. Lucie Public / Charter Schools


 Streets (95% Residential)
Without Sidewalks and
Bicycle Lanes


 Existing Sidewalk


 Existing Bicycle Lane


 Existing Bicycle Lane + Sidewalk
From Bike/Ped Inventory and
FY2015/16 - FY2019/20 TIP


 Need Sidewalk

 Need Bicycle Lane


 Need Sidewalk and Bicycle Lane


 Activity Centers
Common Destinations of the
Transportation Disadvantaged

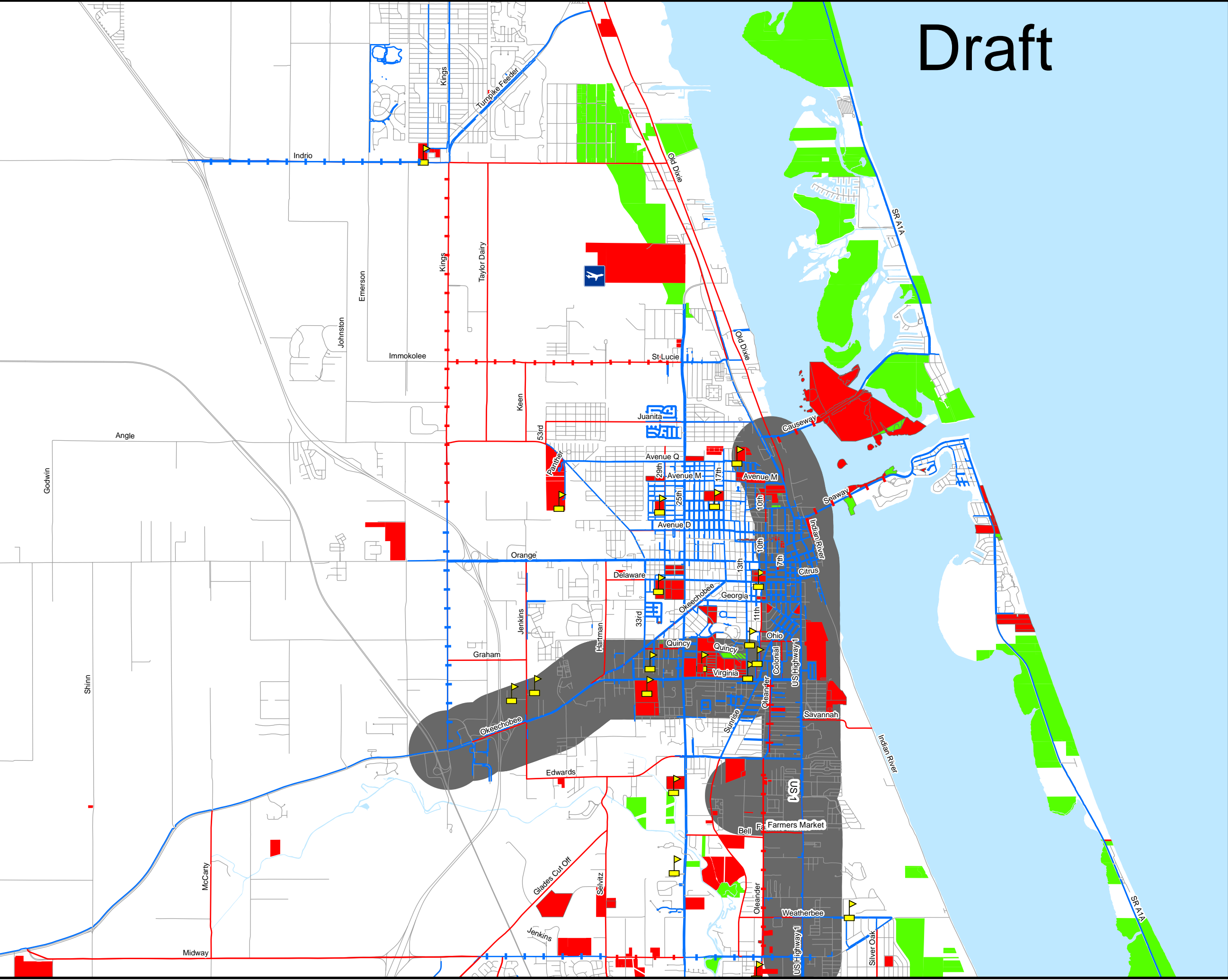
 Bike Racks Recommended on
Open Space Recreation Land Use
parcels within Activity Centers

 Bike Racks recommended
on Institutional Land Use Parcels
Within Activity Centers

Note: Busses stop at major intersections within the activity centers that are common destinations for the Transportation Disadvantaged.

 Other Open Space Recreation
Land Use Parcels recommended
for Bike Racks based on proximity
to existing and proposed
bike lanes and bus stops












 Other Institutional Land Use Parcels
recommended for Bike Racks
based on proximity to existing/proposed
bike lanes and bus stops





Draft

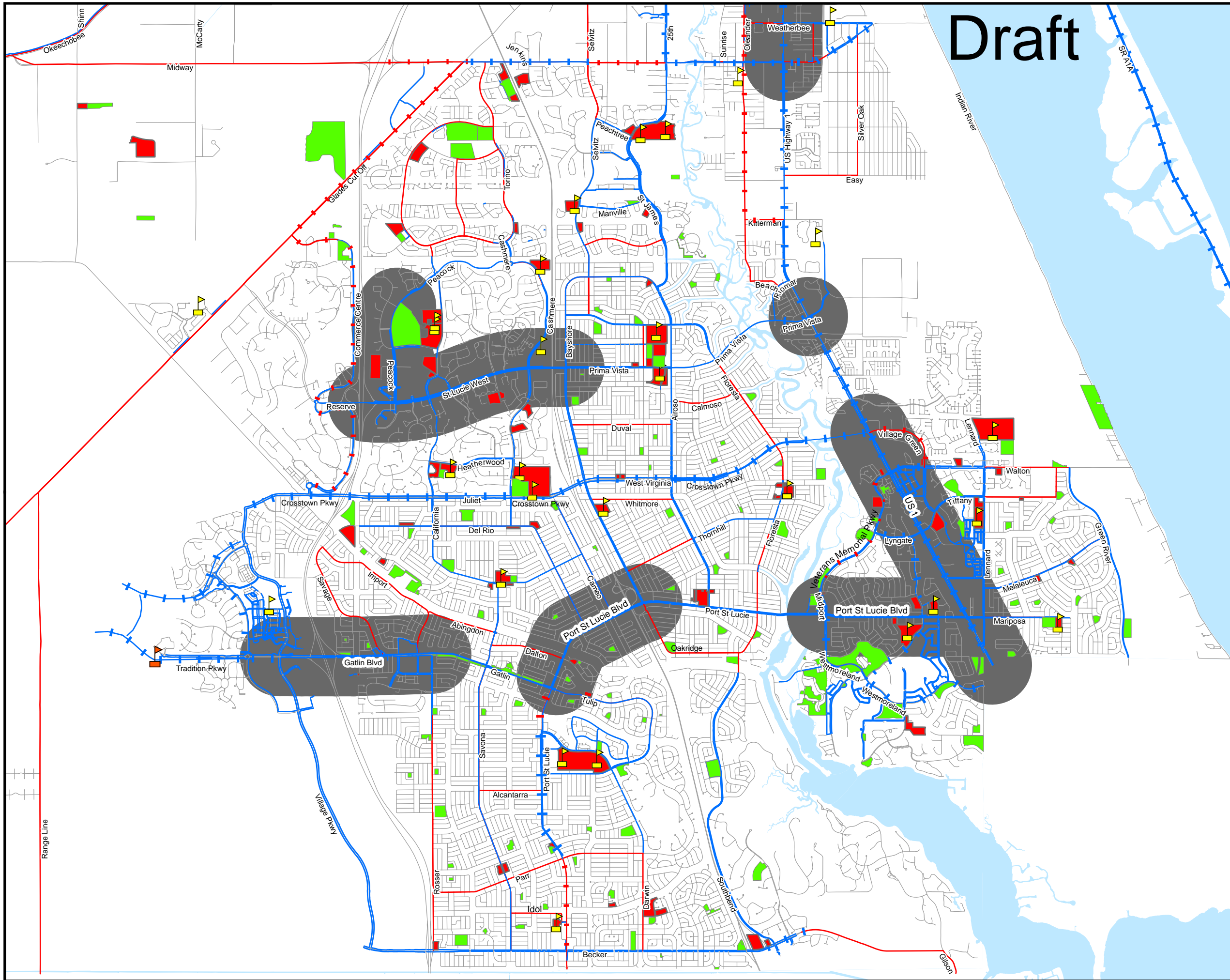
St. Lucie TPO 2040 Long Range Transportation Plan (LRTP) TPO Area South Bicycle/Pedestrian Facility Needs (Bicycle Racks)

Legend

-  St. Lucie Public / Charter Schools
-  Streets (95% Residential) Without Sidewalks and Bicycle Lanes
-  Existing Sidewalk
-  Existing Bicycle Lane
-  Existing Bicycle Lane + Sidewalk From Bike/Ped Inventory and FY2015/16 - FY2019/20 TIP
-  Need Sidewalk
-  Need Bicycle Lane
-  Need Sidewalk and Bicycle Lane
-  Activity Centers
Common Destinations of the Transportation Disadvantaged
-  Bike Racks Recommended on Open Space Recreation Land Use parcels within Activity Centers
-  Bike Racks recommended on Institutional Land Use Parcels Within Activity Centers

Note: Buses stop at major intersections within the activity centers that are common destinations for the Transportation Disadvantaged.

-  Other Open Space Recreation Land Use Parcels recommended for Bike Racks based on proximity to existing and proposed bike lanes and bus stops
-  Other Institutional Land Use Parcels recommended for Bike Racks based on proximity to existing/proposed bike lanes and bus stops



AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	November 19, 2015
Item Number:	6d
Item Title:	Walton Road Improvements Feasibility Study
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 4.1 – Walton Road Multimodal Improvements
Requested Action:	Review and recommend approval of the Scope of Services, recommend approval with conditions, or do not recommend approval.
Staff Recommendation:	Based on its scope and schedule being consistent with Task 4.1 of the UPWP, it is recommended that the draft Scope of Services for the Walton Road Improvements Feasibility Study be recommended for approval.

Attachments

- Staff Report
- Draft Scope of Services

MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Peter Buchwald
Executive Director

DATE: November 10, 2015

SUBJECT: **Walton Road Improvements Feasibility Study**

BACKGROUND

Walton Road from Lennard Road to Indian River Drive is in poor condition and does not include shoulders or any pedestrian or bicycle facilities. The FY 2014/15 – FY 2015/16 Unified Planning Work Program (UPWP) for the St. Lucie TPO includes Task 4.1, *Walton Road Multimodal Improvements*. The objective of Task 4.1 is to conduct a feasibility study of potential multimodal improvements to this segment of Walton Road. A Scope of Services to complete the feasibility study has been prepared for review and comments.

ANALYSIS

The feasibility study will include a detailed analysis to evaluate widening and multimodal improvements with respect to environmental, socio-cultural, and engineering factors. In order to consider improvements along Walton Road including bicycle and pedestrian infrastructure, the feasibility study will evaluate “fatal flaws” associated with the corridor improvements. Stakeholder’s input and planning agency consensus will be obtained through continuous cooperative efforts, and the planning activities will be coordinated with the Florida Department of Transportation, the City of Port St. Lucie, and St. Lucie County.

The Scope of Services for the feasibility study was prepared by Stanley Consultants Inc. (SCI). SCI is one of the General Planning Consultants for the St. Lucie TPO. The Scope of Services contains several tasks including analyses of the existing conditions, bicycle and pedestrian mobility, and

potential impacts and other environmental concerns. The study is expected to be completed within six months of commencement. The draft scope and schedule appear to be consistent with Task 4.1 of the UPWP.

RECOMMENDATION

Based on its scope and schedule being consistent with Task 4.1 of the UPWP, it is recommended that the draft Scope of Services for the Walton Road Improvements Feasibility Study be recommended for approval.

Walton Road Multimodal Improvements Feasibility Study

Draft Scope of Services

OVERVIEW

Improvements to Walton Road from Lennard Road to Green River Parkway are included in the 2035 RL RTP. Public input received during the development of the 2035 RL RTP supported infill development and future growth focused on the eastern portion of the county. Based on input from local planning departments and residents, the need for conducting a study to evaluate improvements to Walton Road was identified. The 2035 RL RTP supports infill development along the US 1 Corridor. The eastern portion of St. Lucie County and Port St. Lucie are expected to experience significant growth.

PURPOSE

To conduct a feasibility study for multimodal improvements to Walton Road from Lennard Road to Indian River Drive. The feasibility study will include a planning level analysis to evaluate widening and multimodal improvements with respect to environmental, socio-cultural and engineering factors. The study will evaluate traffic and multimodal transportation improvements along the Walton Road Corridor. It is intended to help improve alternative transportation modes and increase the efficiency of the local transportation network.

SCOPE OF SERVICES

The following requirements and tasks comprise the services that the CONSULTANT will employ to accomplish the purpose of this work authorization for the TPO.

Task 1 – Coordination, Meetings and Documentation

Coordination with TPO staff and other agencies – Coordination with TPO staff, City of Port St. Lucie, FDOT, FEC Railroad and St. Lucie County/Community Transit by the CONSULTANT is included to gain Stakeholder's input and agency consensus.

Draft Report Comments Meeting –The CONSULTANT will attend (1) meeting to discuss review comments offered by the TPO on the Draft Report.

Presentations to Committees & TPO Board –The CONSULTANT will attend (1) meeting with the BPAC, CAC, TAC and the TPO Board to present the Draft Report.

Documentation–Decisions and agreements made during the feasibility study process need to be documented by the CONSULTANT and retained in the project files for future reference.

Task 2 – Corridor Analysis

The CONSULTANT will assess the existing conditions along the corridor, evaluate the traffic and multimodal transportation improvements and examine fatal flaws for implementation. The assessment shall include a review of physical, operating, and safety conditions. The assessment will be based on field reviews, office reviews and information gathered from various sources. All findings, recommendations, cost estimates, and supporting documentation shall be documented in a final report.

2.1 Existing Conditions

Existing information will be collected for existing roadway, bicycle and pedestrian facilities through office reviews and field reviews. A checklist listing all the items that need to be assessed as part of the verification will be prepared by the CONSULTANT to facilitate the general review process.

2.1.1 Office Review Process

The CONSULTANT will review the existing plans and conditions within the corridor and gather information that might be pertinent for improvements that can be made within the study limits. During the **office review process**, the following information will be assessed:

2.1.1.1 Physical Conditions

- Functional Classification.
- Bicycle Facilities.
- Crosswalk and Sidewalk locations.
- Location and design of intersections, etc.
- Right of Way limits.
- Transit routes/stops.

The information will be obtained from old plans, as built drawings, and other historical records. Information shall be provided by the TPO. Relevant information to the study will be included in an appendix of the report.

2.1.1.2 Operating Conditions

- A summary of legal posted speeds on the corridor.
- Traffic Level of Service “LOS” using LOSPLAN 2007 software. AADT and DHV values for current and design year are to be provided by the TPO.
- Identify operational deficiencies at intersections.
- Bicycle and Pedestrian Mobility verbal or written concerns of past, present and/or anticipated future problems. Obtain information in a written format to be included as support documentation in the final report.
- Document detrimental operating conditions of the corridor that can be attributed to current access control based on field observations.

2.1.1.3 Safety

The TPO will provide the CONSULTANT with crash data for determining high crash locations within the study limits. A review of the most recent five years of historical crash and travel statistics shall be performed by a qualified safety specialist. This assessment, with written recommendations, should include:

- Identification of crash locations based on predominant crash patterns, with possible causes and suggested corrective measures (i.e. lighting conditions, weather conditions, etc.).
- Review available safety reports.
- Document safety design decisions.

2.1.2 Field Review Process

During the **field review process**, the following information regarding physical, operational, and safety conditions shall be assessed. The field review will be conducted by an engineer and a qualified technician.

2.1.2.1 Geometric and Physical Conditions

- Verify office review findings while conducting the field review.
- Identify and document roadway features such as:
 - Lane widths
 - Existing traffic control markings and signs
 - Intersection elements
 - Bicycle Facilities
 - Pavement condition
 - Pedestrians and Sidewalks (ADA compliance)
 - Medians
 - Utilities
 - At-grade railroad crossings
 - Guardrails
 - Transit stops

2.1.2.2 Operating Conditions

- Verification of posted regulatory speeds.
- Verification of posted advisory speeds.
- Verification of reported safety problems.
- Observation of operating conditions during peak periods.
- Evaluation of access features.

2.1.2.3 Safety Conditions

- Observation of known crash locations as per Task 2.1.1.3.

- Indications of unsafe operations, such as run-off-the-road, bicycle/pedestrian collisions and unsafe pedestrian crossings.

2.2 Deficiencies and Recommendations

Deficiencies along the corridor, based on the all the elements listed above, will be depicted graphically by marking the existing plans or aerials. A legend identifying the discrepancies shall be developed. The recommendations for the study will be based on the following criteria:

- Safety improvements.
- Modifications necessary to comply with the American's with Disability Act (ADA).
- Bicycle Lanes vs. Paved Shoulders.
- Sidewalks and Shared-use Paths.
- Improvements to roadside barriers, guardrail, and intersections.

The following elements should be considered to the extent described below:

Bicycle and Pedestrian Facilities – Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Where bicycle and pedestrian facilities are proposed, they will be depicted on maps and in proposed typical sections.

Lighting –Upgrading existing lighting systems or adding new lighting systems will only if crash or safety issues are identified or a separate funding source is identified.

The CONSULTANT will summarize the information provided by the TPO to be included as part of the report.

Task 3 - Bicycle Mobility

3.1 – Bicycle Facility Data Collection

The CONSULTANT will collect the existing bicycle facility and usage data to document where the bicycle facility is located within the street typical section and the typical features such as the surface type, surface width, signing, and bicycle connections with public lands.

3.2 – Existing Conditions and Improvement Alternatives Evaluation

The CONSULTANT will evaluate the existing conditions and develop alternatives to enhance bicycle facilities and increase usage of alternative transportation modes within the corridor.

3.3 – GIS Mapping

The CONSULTANT will compile the existing bicycle data into a GIS data base and prepare a Bicycle Mobility Improvements Map for the corridor.

Task 4 - Pedestrian Mobility

4.1 – Pedestrian Data Collection

The CONSULTANT will collect the existing pedestrian usage and sidewalk data to document where the sidewalk is located with the street typical section, the typical features such as the surface type, surface width, ADA features, crosswalks; and pedestrian usage, routes and connection with public lands.

4.2 – Existing Conditions and Improvement Alternatives Evaluation

The CONSULTANT will evaluate the existing conditions and develop alternatives to enhance pedestrian facilities and increase usage of alternative transportation modes within the corridor.

4.3 – GIS Mapping

The CONSULTANT will compile the existing pedestrian and sidewalk data into a GIS data base and prepare a Pedestrian Mobility Improvements Map for the corridor.

Task 5 - Multiuse Path

5.1 – Multi-use Path Facilities Data Collection

The CONSULTANT will collect the existing multiuse path facility data to document the location, type of use, the surface type, surface width, signing, and connections with public lands.

5.2 – Existing Conditions and Improvement Alternatives Evaluation

The CONSULTANT will evaluate the existing conditions and develop alternatives to enhance multi-use path facilities and increase usage of alternative transportation modes within the corridor.

5.3 – GIS Mapping

The CONSULTANT will compile the existing multiuse path data into a GIS data base and prepare and update the Existing Multiuse Path Improvements Map for the corridor.

Task 6 – Impacts and Environmental Concerns

The following elements will be considered and documented to the extent described below:

6.1 Wetlands – Wetland areas within the corridor will be identified and improvements will be evaluated based on potential impacts. The quantity of existing wetlands will be carefully considered before recommending improvements that may require mitigation.

6.2 Endangered Species – Based on an available data search, screening will be necessary to determine if there are any endangered species present.

6.3 Cultural and Historic Features - Based on an available data search, screening will be necessary to determine if there are any cultural and historic features present.

6.4 Lighting/Environmentally Sensitive Areas – Upgrading existing lighting systems or adding new lighting systems will be evaluated based on potential impacts to environmentally sensitive areas adjacent to the corridor.

The CONSULTANT will summarize the information provided by the TPO to be included as part of the final report.

Task 7 – Draft and Final Report

The CONSULTANT will prepare a draft report documenting all of the existing conditions and recommendations of the study with the following sections as a minimum.

- Executive Summary
- Existing Conditions
- Corridor Analysis
- Evaluation of Improvement Alternatives
- Recommendations
- Cost Estimate
- Appendices

The TPO will review the draft report and submit comments to the CONSULTANT for inclusion in the final report. The CONSULTANT will present the Draft Report to the Advisory Committees and Board for review and comments.

Deliverables

Three draft copies and three final copies shall be submitted to the TPO along with one CD copy.

AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	November 19, 2015
Item Number:	7a
Item Title:	FY 2016/17 – 2017/18 Unified Planning Work Program (UPWP) Call for Planning Projects
Item Origination:	TPO staff
UPWP Reference:	Task 1.2 – UPWP Development
Requested Action:	Initiate the discussion of planning projects for possible inclusion into the FY 2016/17 – 2017/18 UPWP.
Staff Recommendation:	Because input from the advisory committees is a vital part of the TPO planning process, it is recommended that a discussion of planning projects for possible inclusion into the FY 2016/17 – 2017/18 UPWP be initiated.

Attachments

- Staff Report
- FHWA/FTA Planning Emphasis Areas for FY 2016



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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit Program Manager

DATE: November 4, 2015

SUBJECT: FY 2016/17 – 2017/18 UPWP Call for Planning Projects

BACKGROUND

The Unified Planning Work Program (UPWP) is the two-year program of federally-funded 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 foundation 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 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 roadways, transit, bicycle/pedestrian, and the needs of the transportation disadvantaged.

The current UPWP for FY 2014/15 – FY 2015/16 ends on June 30, 2016. Therefore, it is necessary to initiate the development of the UPWP for FY 2016/17 – FY 2017/18.

It is planned for the draft UPWP to be reviewed by the TPO advisory committees at their March meetings with the TPO Board reviewing and

adopting the draft UPWP at its April meeting. A public comment period for the draft UPWP will precede its adoption by the TPO Board. An initial discussion of the proposed FY 2016/17 – FY 2017/18 UPWP is requested of the advisory committees at this time consisting of the identification and discussion of the planning priorities, tasks, projects, and activities that should comprise the proposed UPWP.

ANALYSIS

TPO staff is initiating a call for projects to be included in the FY 2016/2017 – 2017/18 UPWP which extends from July 1, 2016 through June 30, 2018. Eligible projects include concept-level planning, analysis, and design initiatives involving state or federal funds.

Federal legislation known as Moving Ahead for Progress in the 21st Century (MAP-21) specifies that the metropolitan planning process for a Metropolitan Planning Area (MPA) shall provide for consideration of projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

The following locally-specific transportation planning priorities were identified by the St. Lucie TPO in the UPWP for FY 2014/15 - FY 2015/16 to address the above-listed Federal priorities while also addressing local needs:

- **2035 RL RTP/2040 LRTP:** Continue to implement the policies to meet the goals and objectives of the 2035 RL RTP and initiate development of the 2040 LRTP.
- **Previous Planning Efforts:** Build upon and/or implement the results of previous UPWP planning efforts

- **Modeling and Data:** Build upon previous efforts to improve travel demand modeling and data collection, monitoring, and management
- **Safety and Security:** Provide for the consideration and implementation of projects, strategies, and services that increase the safety and security of the transportation system
- **Multimodal Planning:** Continue to perform multimodal planning which increases mobility options
- **Alternative Transportation Facilities:** Support the provision of alternative transportation facilities including sidewalks, bike paths/lanes, and transit and airport infrastructure
- **Regional Efforts:** Build upon previous efforts and identify new opportunities for regional coordination and collaboration
- **Public Involvement and Education:** Continue to enhance public involvement and education
- **Livability and Sustainability:** Enhance the livability and sustainability of the local communities
- **Transportation Demand Management:** Support efficient travel behaviors

The FY 2014/15 - FY 2015/16 UPWP also identified that with a historically high growth rate and identified as "Economically Distressed", the St. Lucie TPO area has experienced a greater need for mobility options.

The following tasks, projects, and activities were completed by the St. Lucie TPO over the past two fiscal years in accordance with the priorities identified in the FY 2014/15 - FY 2015/16 UPWP:

Program Administration

- Legislative Priorities for 2015 and 2016

Travel Demand Modeling

- Treasure Coast Regional Planning Model Version 4 development

Traffic Count Program Management

- Traffic Counts for 2014
- Level of Service Analysis System (LOSAS) Update

Regional Long Range Transportation Plan (RLRTP)

- 2035 RLRTP Implementation
- 2035 RLRTP Performance Measures
- 2040 LRTP Development

Transit Planning

- Planning and technical support to St. Lucie County and Community Transit
- Regional bus route map
- Development and designation of Park & Ride Lots
- Development of I-95 Express Bus Service
- Treasure Coast Passenger Rail Action Committee
- Implementation of transit design guidelines
- Transit Development Plan Annual Progress Reports

Transportation Improvement Program (TIP)

- Interactive TIP
- List of Priority Projects (LOPP)
- FDOT Work Program

Congestion Management Process (CMP)

- CMP Annual Reports
- CMP Implementation Plan Update

Bicycle/Pedestrian/Greenway Planning

- Transportation Alternatives (TA) Grant Program
- East Coast Greenway
- Treasure Coast Loop Trail

Safety and Security Planning

- Crash Data Management System
- Safe Routes to School 5-E Program
- Security and Safety Issue Identification
- Treasure Coast Community Traffic Safety Team
- Continuity of Operations Plan (COOP)
- COOP Exercise

Transportation Disadvantaged (TD) Program

- Local Coordinating Board for the Transportation Disadvantaged (LCB)
- Community Transportation Coordinator Evaluation
- Transportation Disadvantaged Service Plan Major Update

Regional Planning and Coordination

- Treasure Coast Transportation Council
- Transportation Regional Incentive Program
- Regional Waterways Plan
- Treasure Coast Traffic Incident Management Team

Intergovernmental Planning and Coordination

- Treasure Coast Research Park Support
- Fort Pierce Technical Review Committee
- Transportation Grant Support

Public Involvement, Education & Outreach

- Public Involvement Plan Implementation
- Public Involvement Plan Evaluation of Effectiveness
- Title VI/Environmental Justice Analyses
- Public Involvement Gallery

While tasks, projects, and activities such as the LRTP, TIP, and CMP are required by Federal regulations to be completed by the TPO, there are other transportation planning tasks, projects, and activities that can be completed by the TPO to meet local needs. The following are several tasks, projects, and activities proposed to be included in the FY 2016/17 – FY 2017/18 UPWP to meet the Federal requirements and local needs:

Certification Review: Participate in the annual joint certification review process with the FDOT and the quadrennial Federal certification process.

DBE Goal: Update the TPO's Disadvantaged Business Enterprise (DBE) Goal.

Regional Bus Route Map: Prepare and publish an updated map depicting the fixed service bus routes throughout the Treasure Coast.

Transportation Connectivity Access Study: Identify performance measures and methods to evaluate the transportation system's connectivity to essential services.

Pedestrian/Bicyclist Safety Study: analyze the safety and condition of pedestrian and bicycle facilities around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.

Regional High Crash Location Report: analyze vehicle crash data for the years 2012 to 2014 within the TPO planning area as part of ongoing transportation safety planning efforts.

Bus Stop and Ridership Map: prepare a map depicting the regional transit ridership of each stop to assist in transit planning activities.

In addition, the Federal Highway Administration (FHWA) and the Federal Transit Administration's (FTA) Offices of Planning jointly issued Planning Emphasis Areas (PEAs). PEAs are planning topical areas that FHWA and FTA want to place emphasis on as the State DOTs and the MPOs develop their

respective planning work programs. These PEAs are listed below and are summarized in an attachment.

- **Map 21 Implementation:** Transition to Performance-based Planning and Programming.
- **Regional Models of Cooperation:** Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries.
- **Ladders of Opportunity:** Identify Transportation Gaps in Accessing Essential Services.

RECOMMENDATION

Because input from the advisory committees is a vital part of the TPO planning process, it is recommended that a discussion of planning projects for possible inclusion in the FY 2016/17 – 2017/18 UPWP be initiated.



U.S. Department
of Transportation

1200 New Jersey Avenue, SE.
Washington, DC 20590

**Federal Highway
Administration
Federal Transit
Administration**

March 18, 2015

In Reply Refer To: HEPP-1/TPE-1

Attention: Executive Directors of Metropolitan Planning Organizations

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to the Executive Directors of the Metropolitan Planning Organizations (MPO) and the heads of the State Departments of Transportation (State DOT) encouraging you to give priority to the following emphasis areas in your updated unified planning work programs (UPWP) and statewide planning and research programs: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These three priorities are included in Secretary Foxx's strategic objectives for the Surface Transportation Program. We are requesting State DOTs and MPOs reiterate and emphasize these planning emphasis areas in their respective planning work programs for Fiscal Year 2016. We are also directing our FHWA and FTA field offices to continue to work with you and your organizations to identify tasks that advance these U.S. Department of Transportation priorities.

MAP-21 Implementation

Transition to Performance-based Planning and Programming – We encourage State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPOs might also explore the option to use scenario planning to develop their metropolitan transportation plan. We encourage you to use the following resources to help develop your approach: [Performance Based Planning and Programming Guidebook](#), [Model Long Range Transportation Plans Guidebook](#), and [Small Metropolitan Areas: Performance Based Planning](#).

Regional Models of Cooperation

Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries – To improve the effectiveness of transportation decisionmaking, we encourage State DOTs, MPOs, and providers of public transportation to think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and

commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas that are served by multiple MPOs. The MPOs can revisit their metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of public transportation to improve collaboration, policy implementation, technology use, and performance management. State DOTs and MPOs can explore the opportunity to partner with RPOs to conduct transportation planning in nonmetropolitan areas. We encourage you to visit FHWA's [Regional Models of Cooperation](#) and [Every Day Counts Initiative](#) Webpages for more information.

Ladders of Opportunity

Access to Essential Services – We encourage State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decisionmaking process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.

Sincerely yours,



Gregory G. Nadeau
Deputy Administrator
Federal Highway Administration



Therese W. McMillan
Acting Administrator
Federal Transit Administration