

CONNECT



PUBLIC INVOLVEMENT PROGRAM

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

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Introduction

A Metropolitan Planning Organization (MPO) is an association of local agencies that coordinate transportation planning and development activities within a metropolitan area. One MPO is designated for an urbanized area with a population of more than 50,000 including all contiguous urban areas with a population of 1,000 or more per square mile. The St. Lucie MPO was established in 1981. It is a countywide agency responsible for transportation planning and programming of state and federal transportation funds for the three municipalities and unincorporated areas of St. Lucie County. In 2007, the St. Lucie MPO changed its name to the St. Lucie Transportation Planning Organization (TPO) to better reflect the activities of the agency; however, it continues its function statutorily as an MPO.

Public involvement is among the most important functions that the St. Lucie TPO performs. Ensuring public input is one of the key reasons the federal government established the MPO process back in the early 1970s. MPOs are required to have a proactive public involvement process that provides for early and continuing input from citizens, government agency partners, and other interested parties in the development of MPO plans, programs, and projects. This document represents the process the St. Lucie TPO employs to facilitate the greatest degree of public input, involvement, and education when considering transportation priorities and funding.

The St. Lucie TPO is governed by a Policy Board, which is comprised of elected officials from St. Lucie County, City of Ft. Pierce, City of Port St. Lucie, the Town of St. Lucie Village, as well as representatives from the St. Lucie School Board and Community Transit. Three Advisory Committees provide direction and recommendations to

the TPO Board. These are the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Bicycle Pedestrian Advisory Committee (BPAC).

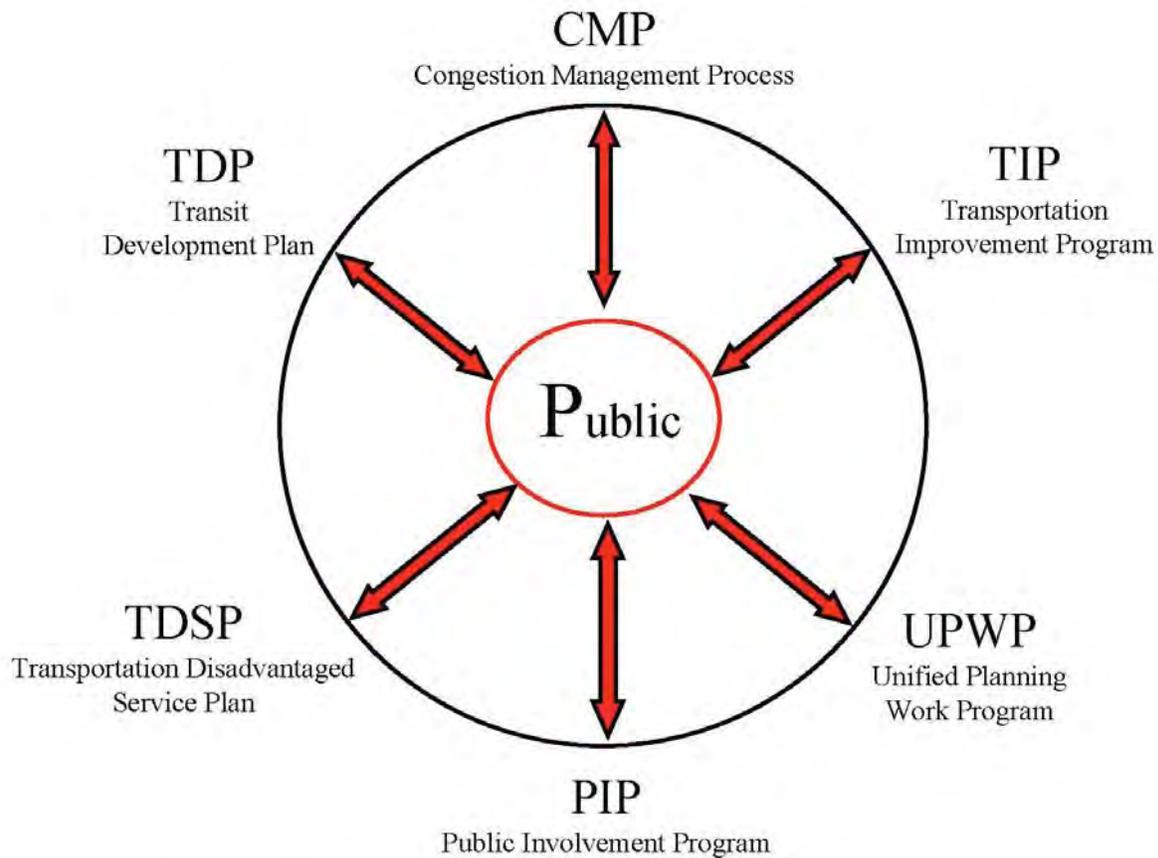
The TPO also is the designated official planning agency to receive the Florida Transportation Disadvantaged Trust Funds for planning for the transportation disadvantaged population in the urbanized area through the Transportation Disadvantaged Local Coordinating Board. These boards and committees are discussed further in Chapter 2.

TPOs are responsible for establishing "... a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and goals." While there are many important functions that TPOs perform to address this responsibility, public involvement is a key function. It has been recognized that having an effective public involvement process is important for ensuring successful implementation of TPO plans (e.g. eliminating transportation projects with fatal flaws due to lack of community support or significant environmental impacts). Likewise, this also helps to address federal certification requirements pertaining to areas such as Title VI of the Civil Rights Act and state initiatives such as the Efficient Transportation Decision Making (ETDM) program. In addition, public involvement has been incorporated into the tasks of the annual TPO Unified Planning Work Program (UPWP) which is described in Chapter 2.

There is not one method or formula that has proven to be the single-most efficient and productive in ensuring that affected communities, neighborhoods, civic groups, service providers, the private sector, special-interest groups, and

the public at-large, are participants and contributors to the transportation decision-making process. Rather, arming the TPO with a range of tools and outreach methods, tailored to each community and effort, continues to be the best approach.

The PIP Wheel



The Public Involvement Program is the Roadmap for
TPO Public Outreach, Contact, and Impact

Purpose and Function

Planning tasks of the St. Lucie TPO include regional coordination, bicycle and pedestrian planning, mobility management, demographic data collection, and PIP processes and plan updates. As an agency, the St. Lucie TPO also serves its primary function as the coordinator for multi-modal transportation project planning and funding. These efforts are conducted throughout the TPO area and in cooperation with various state, regional, and local agencies responsible for transportation and land use planning. Specifically, the St. Lucie TPO is responsible for preparing short and long-range transportation plans, which identify the need, timing, and funding of future transportation improvements. The St. Lucie TPO also works closely with the Martin and Indian River MPOs and collaborates with the MPOs of Palm Beach, Broward, and Miami-Dade in larger regional discussions of transportation and mobility.

Boards and Committees

The TPO is governed by a Policy Board, which is composed of elected officials from the three municipalities and representatives from the St. Lucie School Board and Community Transit. There are twelve (12) voting members on the TPO Board. The membership of the Board is as follows:

- (4) County Commissioners;
- (4) City of Port St. Lucie Councilmembers;
- (2) City of Fort Pierce Commissioners;
- (1) St. Lucie County School Board Member;
- (1) Community Transit Member.

The TPO also maintains the following three standing committees and the Local Coordinating Board for the Transportation Disadvantaged

The TPO is a Countywide Metropolitan Planning Organization (MPO) agency responsible for transportation planning and programming of State and Federal Transportation Funds for the City of Fort Pierce, City of Port St. Lucie, St. Lucie Village and unincorporated areas of St. Lucie County.

(LCB) which provide opportunities for additional public involvement in the transportation planning process.

Technical Advisory Committee (TAC)

The St. Lucie TPO has established a broad-based TAC for the purpose of advising and providing technical expertise as part of the St. Lucie TPO decision-making process for adopting and maintaining area-wide transportation plans, policies, and programs. The TAC represents all modes of transportation as well as various levels of government including county and city transportation and land use agencies and state agencies such as the Florida Department of Transportation (FDOT) District IV office and the Florida Department of Environmental Protection.

The Citizens Advisory Committee (CAC)

The St. Lucie TPO also has established a CAC designed to facilitate a broad range of citizen involvement in the transportation planning process. The purpose of the CAC is to seek citizen and community reaction to planning proposals, provide comment with respect to the concerns of various segments of the population, and recommend projects and funding allocations for consideration. The CAC plays a significant



The Citizens Advisory Committee (CAC) to the St. Lucie TPO is an important advocate for local mobility improvements.

role in implementing public involvement activities in the planning process.

The Bicycle Pedestrian Advisory Committee (BPAC)

The St. Lucie TPO has established a BPAC to provide recommendations regarding the bicycle and pedestrian planning and programming activities for the St. Lucie TPO and to work with local and State government agencies to coordinate bicycle and pedestrian planning and programming activities.

The Local Coordinating Board for the Transportation Disadvantaged (LCB)

The LCB is appointed by the TPO to implement the duties of the Florida Transportation Disadvantaged (TD) service delivery program to meet the public transportation needs of persons with physical and economic challenges. The LCB functions as an advisory board whose main purpose includes advising, monitoring, evaluating and supporting the transportation activities of the Community Transportation Coordinator (CTC). The TPO functions as the designated official planning agency which appoints the members of the LCB. TPO staff fulfills the functions of transportation disadvantaged planning for the LCB

by facilitating meetings and providing resources to enable the LCB to fulfill its responsibilities. The LCB is made up of representatives from var-



It is a top priority of the TPO to provide better access to transit and mobility for those who are transportation disadvantaged.

ious State and local agencies, elected officials and citizen representatives. A member of the TPO Board serves as the LCB chair.

State and Federal Requirements

Federal and state regulations require that all TPOs develop a public involvement process through which public participation in transportation decision-making is actively solicited. Some of the specific regulations that apply to TPO public participation are listed below:

- **MAP 21** : the Moving Ahead for Progress in the 21st Century Act, contains requirements that TPOs provide adequate, timely public notices; employ visualization techniques; make information available in electronic formats; and hold meetings at convenient and accessible locations and times; and grant explicit consideration and response to public input received.
- **Title VI** of the Federal Civil Rights Act of 1964, mandates non-discrimination by race,

color, or national origin in connection with programs and activities receiving federal financial assistance.

- **Executive Order 12898 on Environmental Justice** (1994) requires measures to avoid disproportionately high adverse environmental effects of federal programs through full and fair participation of low-income and minority communities.
- **Executive Order 13166 on Limited English Proficiency (LEP)** (2000) requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them.
- **Chapter 339.175, Florida Statutes** requires that citizens, public agencies, and other known interested parties be given the opportunity to comment during development of the TPO plans and programs.
- **Chapter 286, Florida Statutes** (Florida Sunshine Law) requires public access to governmental meetings at the state and local level and requires meetings of boards and commissions to be open to the public, adequately noticed, and recorded via minutes.

Key Planning Documents and Programs

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

Unified Planning Work Program (UPWP)

The UPWP defines the planning activities to be undertaken by the TPO, the sources of revenue for the TPO, and the estimated budget for each fiscal year. The UPWP is developed on a bi-

annual basis and is revised as needed. The work program describes the planning tasks to be fulfilled in the specific year and costs associated with each activity. A status report is also provided in the UPWP on activities undertaken in the previous year, so achievements can be highlighted and improvements can be addressed. The UPWP is reviewed by FDOT and FHWA as well as the TPO Board and advisory committees.

Transportation Improvement Program (TIP)

The TIP is updated annually and is used as the shorter-term transportation planning document. The TIP contains the highest priority transportation improvements that have the highest probability of funding in the upcoming five years within the TPO area. The TPO must coordinate these priority transportation projects with Federal, State, and local governments. The TIP is derived from the priorities in the Regional Long Range Transportation Plan. A project cannot be included in the TIP if it is not listed in the LRTP. Development of the TIP is completed in two parts. The first part is creating a list of priority projects adopted by the TPO Board. Following adoption of the list, a draft TIP is developed and must also be adopted by the advisory committees and undergo a period of public review prior to adoption by the TPO Board. The TPO Board must adopt the TIP before being submitted to the state.

Long Range Transportation Plan (LRTP)

The LRTP identifies transportation improvements necessary to maintain mobility due to anticipated growth in the TPO area. The LRTP identifies needed and cost affordable highway, transit, pedestrian, bicycle, trail, and Intelligent Transportation System projects for the next two decades. In December 2004, an agreement was executed by the Martin MPO and the St. Lucie TPO to develop a Regional Long Range

Transportation Plan (RLRTP) which was first adopted in February 2006. In February 2011, the second Martin-St. Lucie Regional Long Range Transportation Plan for year 2035 was adopted by the Martin MPO and St. Lucie TPO.

Congestion Management Process (CMP)

The CMP is an evaluation of the TPO's transportation network to identify areas of increased congestion and provide improvements to mitigate those concerns. Recommendations from the CMP will typically include operational improvements, measures to reduce single occupancy vehicle (SOV) travel and encourage high occupancy vehicle (HOV) use, public transit investments, and alternatives to improve other modes such as pedestrian and bicycle facilities. While not specifically part of the CMP plan, land use considerations are increasingly part of the CMP process discussion.

Transportation Disadvantaged Service Plan (TDSP)

The TDSP provides for the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons in the community. One of the responsibilities of the LCB is to approve the TDSP. The TDSP is developed jointly by TPO staff and the CTC.

PIP

This St. Lucie TPO PIP was updated into a more complete and comprehensive approach to public outreach methods and monitoring. Its development is based on public input including a survey that was conducted and summarized in Appendix C. In addition to a comprehensive peer review process and collaboration with the Regional Planning Council, the PIP was reviewed by the Advisory Committees in September 2012 and presented for adoption to the TPO Board in October 2012. There was a 45 day public review

period and all public meetings were advertised in local papers. The development of this PIP update is an important step in clarifying the TPO's commitment to public input and impact into the transportation planning process.

Regional and Statewide Coordination

The St. Lucie TPO currently coordinates its efforts with a number of other agencies at the local, regional, and state level. The St. Lucie TPO is a member of the Florida Metropolitan Planning Organization Advisory Council (MPOAC) at the state level. The MPOAC provides a forum for all Florida TPOs to interact on issues and concerns of statewide importance. The St. Lucie TPO also coordinates with FDOT District IV staff and the Treasure Coast Regional Planning Council (TCRPC) and FDOT Central Office on statewide efforts.

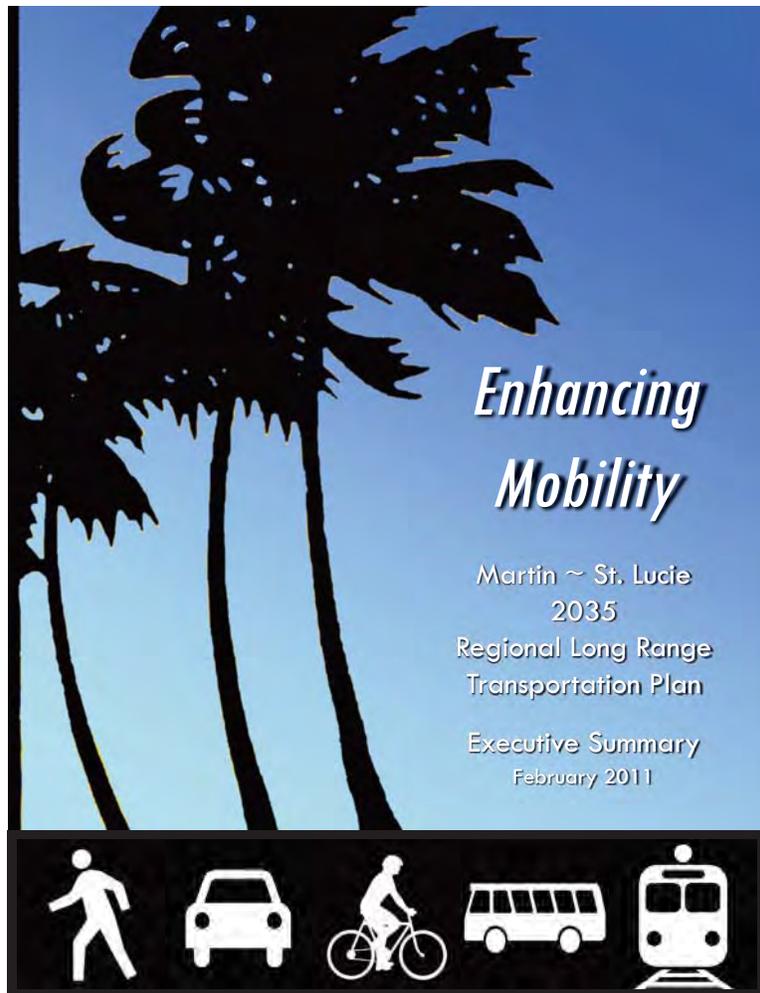
The St. Lucie TPO has developed a Regional Long Range Transportation Plan (RLRTP) with the Martin MPO. With the 2000 census, the Ft. Pierce and Stuart UZAs (Urbanized Areas) were merged to form the single Port St. Lucie UZA. This newly merged UZA was also designated by the US Department of Transportation as a Transportation Management Area (TMA). The TPOs were allowed to remain separate but agreed to undertake regional transportation planning. This regional coordination was expanded to include the Indian River MPO in certain planning activities that affect the entire Treasure Coast.

The St. Lucie/Martin RLRTP is intended to create a regional structure to deal with transportation issues and priorities on a regional basis.

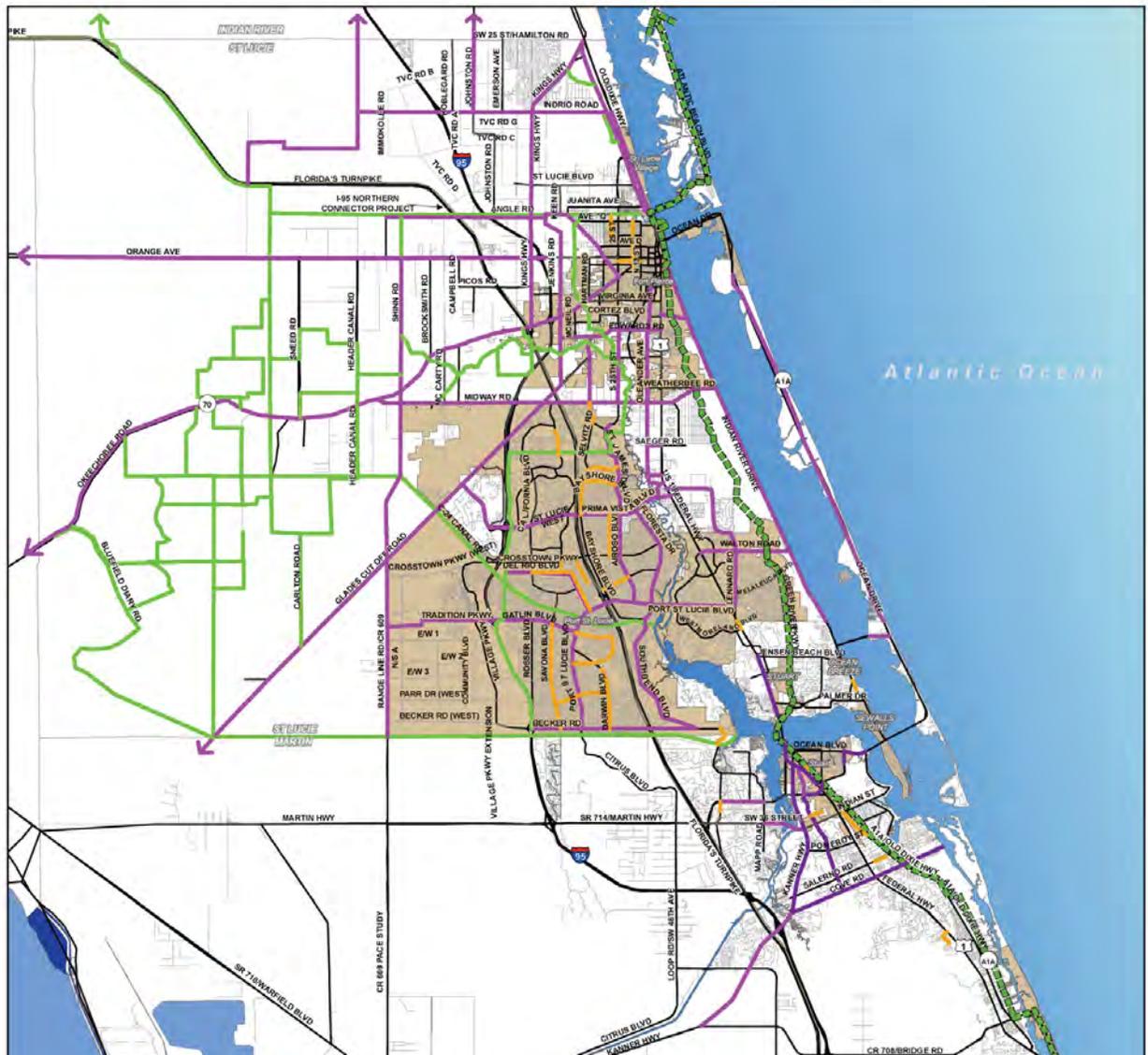
It is important to note that elements of the 2035 Martin-St. Lucie Regional Long Range Transportation Plan are integral to the Goals, Objectives, and Strategies of the PIP and further emphasize the regional efforts in mobility planning.



Improving bicycle and pedestrian facilities and infrastructure is at the core of the Bicycle, Pedestrian, and Greenways Plan.



The Martin/St. Lucie Regional Long Range Transportation Plan (RLRTP), cover illustrated above, is an important component of regional coordination and collaboration between the Martin MPO and St. Lucie TPO. The two agencies continue to work together and will develop a joint update to the RLRTP for the year 2040.



The Bicycle, Pedestrian, and Greenways Plan illustrates the extensive network of existing and future corridors.

All agencies that receive federal funding are required to incorporate Title VI and environmental justice considerations into their programs, policies, and activities. Title VI relates to Title VI of the Civil Rights Act of 1964 and amended civil rights legislation which prohibits discrimination based on race, color, national origin, age, sex, income, disability, religion, and family status. Environmental justice is the process of determining whether minority populations and/or low-income populations will experience potential environmental or health impacts from a proposed program, project, or activity. The TPO supports Title VI and environmental justice by involving the public in transportation decisions, including members of the public who are limited in their ability to speak English.

TITLE VI

The TPO values diversity and both welcomes and actively seeks input from all interested parties, regardless of race, color, national origin, age, sex, income, disability, religion, and family status. The TPO has developed a Title VI/Nondiscrimination Policy and Plan to provide an opportunity for all citizens to participate in the planning process. The Policy and Plan has Americans with Disabilities Act (ADA) and Limited English Proficiency (LEP) plan components.

LEP PLAN

The purpose of the LEP Plan is to outline the basis for which the TPO will provide language assistance to members of the public who speak little or no English. At this time, the TPO has determined that language assistance may be necessary primarily in Spanish and Haitian Creole. The TPO will take reasonable steps to provide language assistance in these two languages. However, the TPO does not intend that its LEP Plan exclude anyone requiring language assis-

tance and will attempt to accommodate all requests for assistance. The LEP is reviewed annually.

ENVIRONMENTAL JUSTICE

The essence of effective environmental justice practice is summarized in three fundamental principles:

- Avoid, minimize, and lessen negative effects
- Ensure full and fair participation by all potentially affected communities
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

The TPO is committed to ensuring the full and fair participation of all potentially affected communities by striving for continuing, cooperative, and comprehensive public involvement in transportation decision-making. The TPO uses various data tools and GIS maps to assist in identifying and building better relationships with community groups in the area.

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One of the primary goals of the TPO PIP is to ensure that transportation plans reflect community values and benefit all segments of the community equitably. This PIP is intended to achieve, through the following Goals, Objectives, and Strategies, a roadmap to expand public participation and understanding of the critical functions of the TPO. Generally, a “Goal” is the accomplishment to be achieved; an “Objective” is a refined method that can be measured for achieving that goal; and “Strategies” are detailed instructions and actions to ensure the objectives and goals are met.

Goal: Ensure continuing, cooperative, and comprehensive public impact on the transportation planning process and foster continued community support for the TPO mission and its transportation, mobility, and quality of life priorities identified through the TPO planning processes.

Objective A: Hold regularly scheduled and advertised meetings open to the general public.

- Strategy A1 – All TPO Policy Board meetings, times, agendas, and locations will be publicly noticed in local newspapers and online.
- Strategy A2 – All video recorded TPO meetings will be available for replay on the local government channels and the internet (St. Lucie Online – Video on Demand – via link from the TPO Website – www.stlucietpo.org).
- Strategy A3 – TPO meetings will be held in ADA-compliant locations accessible to transit and traditionally underserved communities.
- Strategy A4 – TPO meetings and workshops will be publicly noticed in a variety of means to ensure that a variety of communities are reached.
- Strategy A5 – Ensure that all Advisory Committee positions are filled.
- Strategy A6 – Ensure all Advisory Committee recommendations are presented to the TPO Board.
- Strategy A7 – Incorporate specialized surveys and questionnaires in meetings and events where appropriate.

Objective B: Seek out traditionally underserved communities.

- Strategy B1 – The TPO will create electronic newsletters and pamphlets describing its purpose and activities to be widely distributed throughout the TPO area as well as placed on the TPO website. Materials will also be made available in Spanish and Haitian Creole.
- Strategy B2 – All televised TPO meetings will be closed-captioned for the hearing impaired.
- Strategy B3 – TPO notices of meeting agendas and packets will be sent to minority communities or traditionally underserved populations to ensure notification of TPO events.
- Strategy B4 – TPO staff will provide presentations to community groups throughout the TPO area to discuss the TPO process and projects.
- Strategy B5 – Tailor outreach methods according to the socio-economic characteristics summarized in the community profiles.
- Strategy B6 – Identify communities with higher concentrations of minority and/or underserved populations, develop relationships with community and religious leaders in these communities,

and hold workshops and meetings in these communities.

- Strategy B7 – A contact list of minority and underrepresented citizens will continue to be maintained and updated by the TPO.
- Strategy B8 – Utilize public transportation equipment and infrastructure for advertising community-based TPO workshops and planning activities.

Objective C: Engage the public early, continually, and comprehensively through a variety of outreach activities to maximize public impact.

- Strategy C1 – Schedule at least two workshops or community presentations per year in the evening and/or at locations other than local government buildings to increase public awareness and outreach.
- Strategy C2 – Track and keep records of public comments and contacts to the TPO through telephone calls, emails, letters, and include summary in annual update.
- Strategy C3 – Use TPO website to improve amount of information available, its appeal, its usefulness, and make the site interactive so that public input can be obtained electronically.
- Strategy C4 – Continue to explore and document new and/or alternative tools and techniques for reaching out to the community and facilitating public impact including advancements in social media outlets, engagement activities, and the TPO Visualization Campaign.
- Strategy C5 – Create an outreach link with local schools and universities to emphasize the relationships between transportation, mobility, and livability.

Objective D: Integrate the principles and special projects adopted in the 2035 RL RTP into public outreach efforts, emphasizing key concepts of the plan including enhanced mobility, the U.S. 1 Corridor Retrofit, and the Treasure Coast Loop Trail.

- Strategy D1 – Partner with other transportation planning agencies, local governments, and community leaders to broaden the awareness of TPO priorities and objectives in the 2035 RL RTP, especially in traditionally underserved communities.
- Strategy D2 – Include key concepts of the 2035 RL RTP in outreach tools including TPO newsletters, annual reports, and project postcards.
- Strategy D3 – Maintain the 2035 RL RTP website and outreach database to ensure continuity through each future planning effort.

This chapter identifies various public participation opportunities, methods, and activities to effectively interact with the public on different issues. The public participation opportunities, methods, and activities summarized in this chapter are also incorporated in the Public Outreach Matrix at the end of this chapter.

Involving the public in all aspects of TPO transportation and mobility planning is the utmost priority of the St. Lucie TPO

Public Comment

Consideration of public ideas and perspective on transportation issues and desires are vital to the function of the TPO. There are many ways in which the TPO solicits public comment. Public comment may be specific to a particular project or program or it may be more general relating to mobility or quality of life issues.

Comment forms, questionnaires, surveys

The TPO uses public comment forms, surveys, and questionnaires to encourage citizens to provide input and suggestions concerning transportation planning activities. The TPO has created a form (available in English, Spanish, and Haitian Creole) for general public comments which is included in Appendix B.

Email, Mail, Telephone, In-Person

The TPO encourages public comment and interaction of all forms. Despite a growing reliance upon web-based and social media outlets for public interaction with agencies, surveys, including the survey conducted as part of this PIP major update, show that traditional means of communication (in-person and telephone) are still

highly valued by the public. If you have questions or comments please contact the TPO:

Email to admin@stlucieco.org or visit website at www.stlucietpo.org

Visit in person at the St. Lucie TPO:
466 Port St. Lucie Boulevard, Suite 1111, Port St. Lucie, FL 34953

Call or Fax:
772-462-1593 Office - 772-462-2549 Fax

Formal Public Review and Comment Periods

A public review and comment period is conducted prior to the adoption of certain TPO plans or programs by the TPO Board. During the comment period, the draft documents are available on the TPO's website at www.stlucietpo.org.

Hard copies are made available for public review and comment at the TPO Offices. The TPO may provide hard copy draft documents for public review and comments at other locations as well.

Public Meetings

A public meeting is conducted whenever the TPO Board takes action on plans or projects. Members of the public are able to make formal comments at the public meetings. All comments received during the public comment period and at the public meetings are included in the project record and considered by the TPO Board prior to adoption of a program or plan. The TPO's considerations of public comments are summa-

rized in Appendix E.

Advisory Committees and Boards

It is the responsibility of the TAC, CAC, and BPAC to provide recommendations of the TPO's planning activities. The TPO's plans and programs are reviewed by the TAC, CAC, and BPAC for comment, and recommendations from the committees are brought to the TPO Board. The LCB addresses the needs of the transportation disadvantaged but does not report directly to the TPO Board. Each of the committee meetings and the TPO Board meetings are open to the public and are conducted in Suite 111 at Coco Vista Centre located at 466 SW Port St. Lucie Boulevard in Port St. Lucie, Florida.

The TPO Board and committees meet bimonthly, and the LCB meets quarterly. The TPO may conduct an emergency meeting or workshop in accordance with Section 3.5 of the TPO By-Laws, Rules, and Procedures for the purpose of acting upon matters affecting the public health, safety, or welfare or which are in the best interests of the public.

The CAC, BPAC, and LCB members are appointed by the TPO Board. An application for serving on the CAC, BPAC, or LCB is available online at www.stlucietpo.org and in Appendix F.

Engaging the Community

An effective way to gain insight into the public's perspective on transportation related issues is to engage the citizenry through informal and interactive meetings, presentations and events. These forums build understanding and familiarity between staff, elected officials and the public and are vital to generating meaningful public participation. These events are held to provide an opportunity for members of the community to easily review project materials, speak directly with staff, and provide comments.

Outreach Database

The TPO will continue to utilize an extensive mail and email database to convey information to the public, publicize upcoming meetings and events, and solicit input. Through its planning activities, and relationship with the cities and agencies, the



Engaging the community through TPO workshops and events is fundamental to TPO public involvement.

TPO shall maintain and update a master public outreach database. Notifications and informational updates, when necessary, will be sent via electronic and/or direct mail to the members of the TPO public outreach database.

Workshops

Public workshops are useful in providing the public an opportunity to learn firsthand the background, expected outcomes, and additional information about specific projects and plans. Materials provided at public workshops may include maps, fact sheets, project documents, newsletters, questionnaires or surveys, and other related project materials. Often a workshop will begin with a visual presentation to orient the audience on the topics to be discussed, background of a specific project or program, and examples of other similar, successful efforts.

Workshop attendees are encouraged to speak with staff members, ask questions, and provide

essential feedback. The TPO holds workshops at times and locations that are accessible arewide for citizens interested in transportation planning issues to participate.

Event Booths

During community events or conferences, the TPO may set up informational booths with hand-outs and fact sheets to inform the session attendees of TPO activities. Conferences, such as the American Planning Association, the Urban Land Institute, or the Florida Redevelopment Association are excellent opportunities for the TPO to



Effective public workshops are held at various locations around the community, are informative and educational, and should be fun!

display its work and educate others on the advancement being made in transportation planning by the TPO. Transportation fairs are also very effective in reaching those not customarily involved in transportation planning by bringing the information to the general public.

Telephone Town Hall Meetings

Telephone Town Hall meetings are a technique for public outreach and input that connects large groups of people in a town hall-style meeting, via the telephone. This type of meeting enables many to attend that otherwise may not be able

to attend in person. The meeting is held over the telephone, and participants are direct-dialed or may call into a toll-free telephone number if they do not receive a call directly. These calls usually last about one hour, and participants are able to ask questions directly to the TPO.

Charrettes

On-site public design charrettes are intense and unique techniques for developing design solutions while engaging the public. The charrette itself has three basic stages: The public design session (where the public draws and presents their ideas); the public studio (where the team develops their recommendations); and the Work-In-Progress presentation (where all of the



Transportation and planning conferences are an excellent way to communicate TPO priorities and projects as well as network with other TPO/MPO's to learn new ideas and techniques.

work developed is presented to the public for feedback). Charrettes are usually reserved for developing area-wide master plans although components of the charrette process can be modified for shorter public workshops. The actual charrette is an excellent method for educating the public and building trust with the community.

On-Line Surveys

Traditionally, public information surveys were conducted by-hand at public meetings and workshops or, more seldom, by telephone. While these survey types are informative and still useful tools, online surveys are quickly becoming an efficient, cost-effective method to canvas large areas of the region on specific issues. Benefits to online surveys include: a regional reach; speed and timeliness; convenience



In this public workshop St. Lucie residents, business owners, and elected officials are discussing transportation priorities for their communities.

to users; ease of data entry and analysis, and low administrative costs. With all of the benefits however, online surveys do pose some challenges: perception as junk mail; respondent challenges with technology and internet (access and ability); can seem impersonal; concerns about privacy issues, and low response rates. The TPO should carefully craft periodic online surveys to



The Charrette process is a learning opportunity for residents and TPO staff.

targeted audiences for targeted issues. It is important to not over-solicit public input through surveys however; this tends to diminish responses.

As part of the creation of this Public Involvement Program and Plan, an online survey was conducted to gauge community interest and preferences in TPO planning activities. Many online survey companies exist that provide these services and in the case of this document, Constant Contact (www.constantcontact.com) was utilized to develop, distribute, and tally responses to the St. Lucie TPO PIP online survey. Results of the survey can be found in Appendix C.

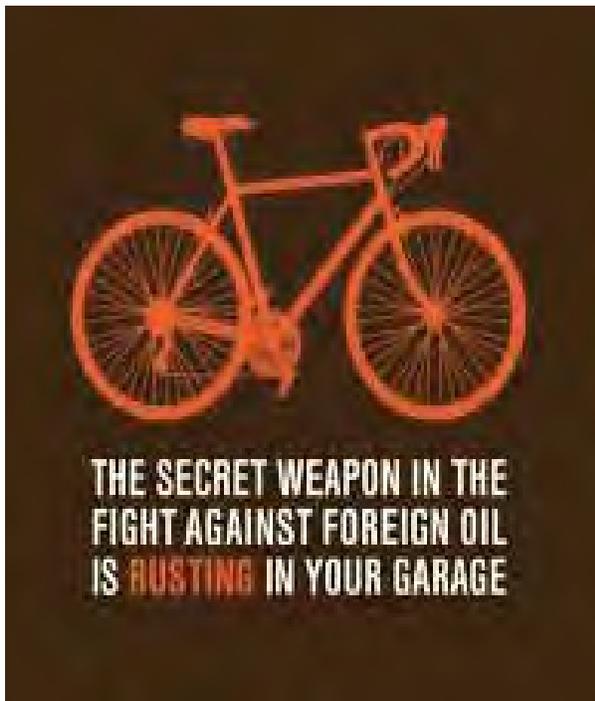
TPO Visualization Campaign

Clear and easy to understand graphics are important in communicating the message of the TPO, particularly concerning complex issues related to transportation planning. Materials such as brochures, flyers, and newsletters may be used to inform the public of major milestones and events during transportation planning activities and to assist the members of the public in providing comments. These publications can be

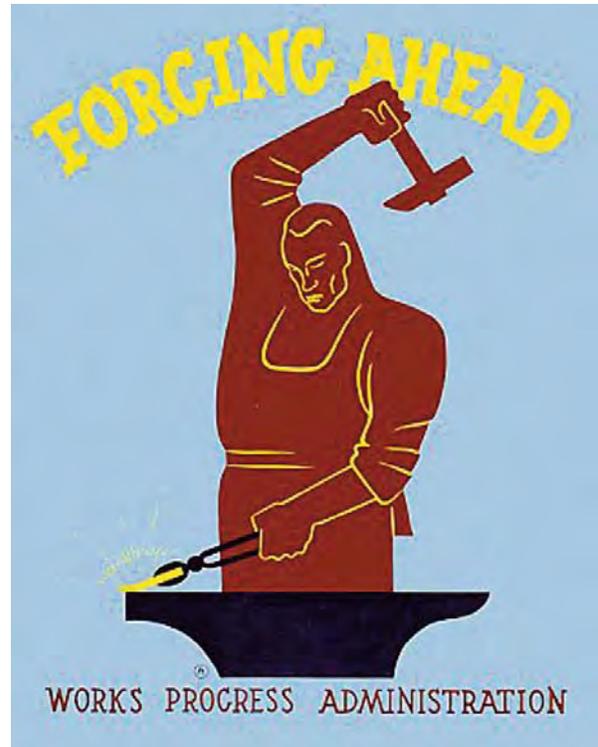
as succinct as one page fact sheets with basic project information or multi-page newsletters which delve deeper into a project's details and can discuss multiple topics.

A History of Education

During the Depression-era Works Progress Administration (W.P.A.) program in the 1930s, the Roosevelt Administration recognized the importance of public art not only to lift the spirits of the American public, but also to convey clear and graphic messages that supported the goals and values of the New Deal. To this day, the paintings, murals, sculptures, and public service posters of the Federal Art Project are revered



This very effective pro-biking poster (developed by Mathew Geiger and Green Patriot Posters) has gone viral throughout the internet and social media platforms resulting in enormous distribution.

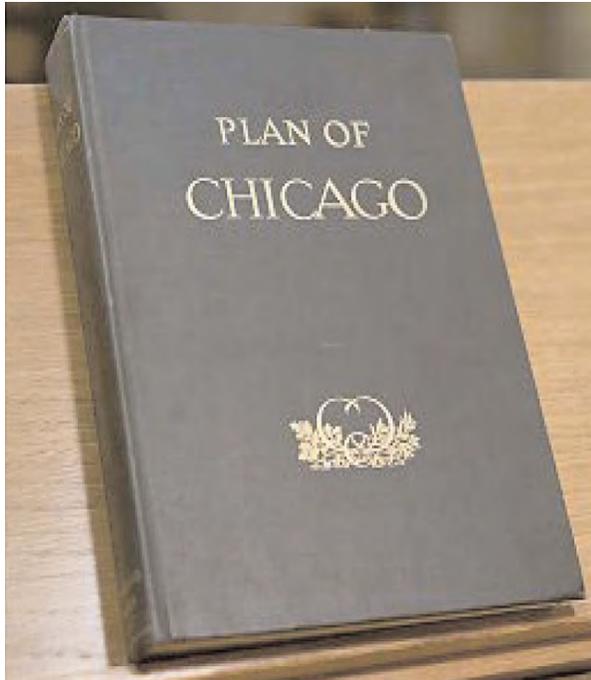


The Works Progress Administration of the 1930s and 1940s employed very powerful graphic messages to incite public interest and support of the federal government's recovery programs.

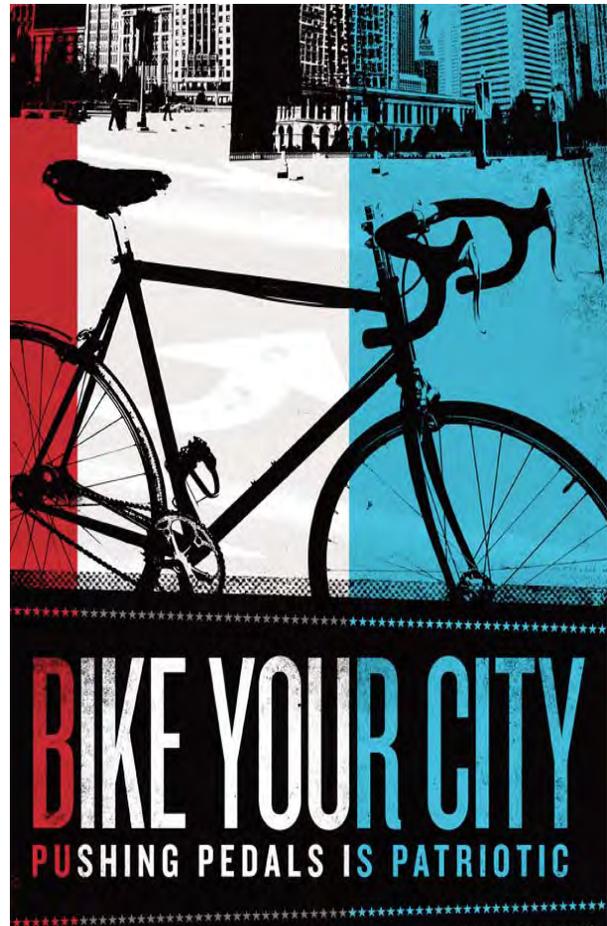
for their beauty and clarity in message.

The use of graphically compelling images to promote public projects and programs is seeing a resurgence. The messages are topical to today's issues and, with the expanding presence of social media, can be widely distributed instantly at very little expense. The ability to reduce complex issues into simple, beautiful, and memorable images and slogans make this form of public outreach very provocative.

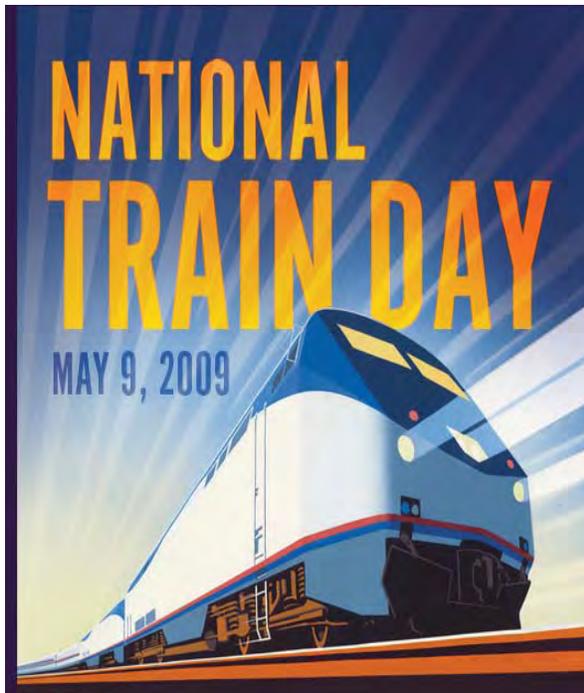
The St. Lucie TPO should consider developing its own arts program to promote the sophisticated and progressive approach the agency has taken towards issues of mobility and livability. Projects such as the Treasure Coast Loop Trail and the US 1 Retrofit program in the 2035 RL RTP could be perfect candidates for this type of outreach; they promote sustainability, efficient use of cur-



The great Daniel Burnham Plan of Chicago developed in 1909 was incorporated into a grade-school text book, *Wacker's Manual of the Plan of Chicago*, to engender support and appreciation of long-range city planning and civic pride at a very young age.



Jason Hardy and Green Patriot Posters (www.greenpatriotposters.org) developed this poster in favor of urban bike facilities and greater attention given to bicyclists and their needs.



This Michigan Association of Railroad Passengers (MARP), with Amtrak, evoked imagery and style from the WPA in producing this National Train Day poster in 2009.



Pro-biking campaigns have used successfully incorporated graphics and imagery to convey their message.

rent resources, and the health and happiness of a community.

Posters, Flyers, Brochures

Posters and flyers can be fun ways to inform the public of an upcoming meeting, workshop, or charrette. They should be visually appealing and their messages should be clear and easily understood. Traditionally, posters and flyers were posted in easy to see public spaces and buildings. Sometimes they are distributed to businesses and community buildings for display. Today, flyers and posters can also be distributed digitally via email, social media, and posted on the TPO website. Brochures are traditionally a smaller version of a newsletter. Typically one page folded in half or in thirds, a brochure can be a quick and relatively inexpensive way to communicate updates on many topics. With each of these methods, it is always important to provide key dates, locations, and contact information.

TPO Newsletter

The St. Lucie TPO may periodically produce a general newsletter to announce upcoming transportation planning activities, news within the agency, and other relevant transportation stories. The TPO newsletter will also highlight transportation planning techniques and advancements from around the nation. This newsletter will be distributed electronically to the mailing list on file. Paper copies will be distributed at meetings, and distributed to document review locations.

TPO Gallery and Kiosks

The St. Lucie TPO is developing a gallery space in the TPO offices where informational maps, posters, flyers, and other visual materials can be viewed and collected. The Gallery also has the

potential to serve as a gathering space for those interested in issues related to community, transportation, and quality of life in the TPO area. The Gallery will ultimately provide interactive opportunities with informational kiosks. The TPO Gallery will have great potential to enhance community interest and excitement in TPO planning and educational programs.

Media and Meeting Notification

The St. Lucie TPO will continue to collaborate with media outlets in the TPO area to ensure the best possible media coverage for TPO events.



In addition to the TPO's standard website at www.stluciertpo.org, the TPO and the Martin MPO established a special website dedicated to the 2035 RL RTP efforts.

Distribution of media advisories will be scheduled prior to key meetings, including the date, time, location, and the process to submit feedback. Interviews on public affairs programming will help promote key meetings and public comment periods. The TPO will tailor the best combinations of public outreach methods for the specific events and target communities when applicable.

Print Media

Print media advertising is an effective way to engage the public, including those traditionally underserved, and increase public awareness of the transportation planning processes on a broad level. Print media includes regional and local newspapers, community newspapers and newsletters, flyers, posters, TPO newsletters, and the distribution of print media via digital means (email, Facebook, etc). Print media can also include special mailings when very direct notification of an event or meeting is required. The TPO will continue to utilize print media for notification in English, Spanish, and Haitian Creole. A TPO notification example is provided in Appendix B. Current print media outlets include: El Hispano, Treasure Coast Chronicle, Fort Pierce Tribune, Hometown News, La Voz, Palm Beach Post, and Port St. Lucie News.

Broadcast Media

Board meetings, and some special committee meetings, are broadcast on SLCTV, PSLTV, and FPTV. The TPO has also used the local stations to tape special TPO workshops and meetings for replaying for periods of time. In addition, SLCTV publishes a schedule of programming that is available on the St. Lucie County website, as well as displays an electronic billboard on SLCTV when there is no scheduled programming. The TPO will continue to utilize the local stations as a broadcast media outlet.

TPO staff also engages radio broadcasting as a means of providing information to the public about upcoming TPO events and transportation bulletins. The TPO will utilize Public Service Announcements (PSAs) to provide notice of meetings and participate in on-air interviews with local media related to transportation planning and decisions. The WQCS Radio Reading Service may also be used, when applicable, as a means of providing information to the visually

impaired in the area.

Website and Social Media

Perhaps the most significant advancement in public information and outreach has been the internet. Increasingly, local governments and public agencies are augmenting their public outreach efforts through web site design and social media outlets. A recent study conducted by the University of Illinois analyzed digital government innovations for 75 of the largest cities in the United States. The analysis compares results from a comparable study conducted in 2009 and indicates that the adoption of various social networks by local, state, and regional governments has increased between 250% and 600% in the last three years. Among the 75 largest U.S. cities, 87% used Twitter; 87% use Facebook; and 75% post videos to YouTube.



The TPO website provides immediate access to TPO meeting schedules, TPO events calendar, download-able project files and maps, and staff contact information. The website is constantly being updated and TPO staff are always open to suggestions of how to improve the site.

“Civic Engagement and Local E-Government: Social Networking Comes of Age”, the study conducted by Karen Mossberger, Ph.D. and Yonghong Wu, Ph.D. ranks the top U.S. cities for their use of social networks in local governments.

The top U.S. cities were: New York and Seattle tied for first, Virginia Beach, Portland, San Francisco, Kansas City, and Chicago. For large U.S. cities, all allowed comments on Facebook and Twitter and 90% allowed public comments on YouTube.

published a paper titled “Government Online – The Internet Gives Citizens New Paths to Government Services and Information”.

Website

The St. Lucie TPO maintains an extensive website providing all public meeting information, schedules for particular projects and programs, links to special project websites, and access to transportation planning documents and research. The TPO routinely updates the website, www.stlucietpo.org and utilizes the site for notification, project input, and public surveys. In addition, St. Lucie On The Go (www.stlucieonthego.com) is used as a portal to the TPO website.

Concerns for transparency, clarity, ease of navigation, and ability to connect (online or offline with key individuals) are important considerations for a public website. The St. Lucie TPO will continue to refine and augment its website to ensure each of these elements are fully addressed.

Social Media

Social Media, in its variety of forms, applications, and deliveries, is becoming an increasingly important tool for local, state, and national units of government. It is not uncommon in larger communities like Miami-Dade and Broward Counties, to be able to communicate with elected officials and key staff via Facebook and Twitter and stay linked with other forms of social media. Governments are starting to take a concerted notice and incorporate social media methods into their daily actions.

In April 2010, the Pew Internet & American Life Project (a project of the Pew Research Center),



Facebook is becoming an increasingly popular method for public outreach and feedback with local governments.



Twitter is emerging as a powerful method for elected officials and key administrative staff to provide real-time updates on municipal activities. Twitter may prove to be especially important during emergencies.



You Tube is a fantastic resource to replay community event videos, key public presentations, and important Public Service Announcements.

The study can be found online at <http://pewinternet.org/Reports/2010/Government-Online.aspx>. The research and extensive survey conducted to develop this document revealed many conclusions related to public use and openness to government and social media. Key findings of the report include:

- 61% of American adults have looked for information or completed a transaction on a government website in the 12 months prior to the Pew survey;
- Government use of social media offers the potential to reach currently underserved populations, such as minority groups;
- Whites, blacks and Latinos are equally likely to get government information using digital technologies;
- African Americans and Latinos are more likely than whites to view government use of social media as helpful and informative;
- African Americans and Latinos are also much more likely than whites to say it is “very important” for government agencies to post information and alerts on sites such as Facebook and Twitter;
- Internet users prefer contacting government online, but the telephone remains a key resource for government problem-solving.

The use of social media has the potential to increase outreach and involvement with traditionally underserved communities which has often been challenging. There is evidence to suggest that social media should be used to augment existing informational and outreach techniques rather than replace them.

Key Options for E-Government outreach and public interaction include:
Facebook, Twitter, You Tube, Crowdsourcing, and E-Vote



Scripps Treasure Coast Newspapers provide a vital print media link between local communities and the St. Lucie TPO.

Public Outreach Matrix

Public participation tools and techniques will be initially selected for use with regard to a particular TPO event, program, or plan from the Public Outreach Matrix based on the socio-economic characteristics summarized in the community profiles. The effectiveness of the selected tools and techniques will be evaluated through the use of Performance Measures as part of the PIP Annual Update described in Chapter 6. The tools and techniques will then be continued, refined, and/or replaced with other tools and techniques from the Public Outreach Matrix based on the results of the application of the performance measures. The Public Outreach Matrix may also be revised with the addition of new tools and techniques as part of the PIP Annual Update.

Public Outreach Matrix

		PIP	LRTP	TIP		UPWP	CMP	Projects
				Priorities	Document			
Public Review and Comment	Comment Forms							
	Surveys & Questionnaires							
	Email, Mail, In Person, or Telephone Comments							
	Formal Review and Comment Periods							
TPO Website								
Social Media Networking (Facebook/Twitter)								
TPO Committee and Board Meetings								
Visualization Campaign	TPO Newsletter							
	TPO Gallery and Kiosks							
	Posters, Flyers, and Brochures							
Engagement Activities	Public Workshops or Charrettes							
	Event Booths							
	Community Associations							
	Telephone Town Hall Meetings							
Efficient Transportation Decision-Making Process								
Media and Meeting Notification	Newspapers							
	Television							
	Radio							
	Direct Mailing							
	Email							

PIP: Public Involvement Program LRTP: Long Range Transportation Plan TIP: Transportation Improvement Program
 UPWP: Unified Planning Work Program CMP: Congestion Management Process

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Annually reviewing the effectiveness of the St. Lucie TPO Public Involvement Goal, Objectives, and Strategies enables the TPO to adjust and modify the public involvement techniques accordingly. The results of the annual update can quantify public access to transportation planning activities as well as the level of public participation and impact. This chapter provides Performance Measures by which the TPO can evaluate the PIP. These measures support the Goal, Objectives, and Strategies and are intended to guide the TPO in the Annual Update.

Objective A - Hold Regularly Scheduled and Advertised Meetings Open to the General Public	
Strategy	Measure of Effectiveness
<p>Strategy A1 All TPO Policy Board and Advisory Committee meetings, times, agendas, and locations will be publicly noticed in local newspapers and online.</p>	<ul style="list-style-type: none"> - Overall increase in attendance at meetings - Overall increase in meeting attendance by minority and traditionally underserved communities - Increase in number of online hits to TPO website. - Overall increase in number of meeting participants who are transit riders and/or the physically challenged. - Overall decrease in the number of meetings where advisory committee positions remained unfilled.
<p>Strategy A2 Video recorded TPO meetings will be available for replay on the local government channels and the internet (St. Lucie Online - Video on Demand - via link from TPO website - www.stlucietpo.org).</p>	
<p>Strategy A3 TPO meetings will be held in ADA-compliant locations accessible to transit and traditionally underserved communities</p>	

Objective A - Hold Regularly Scheduled and Advertised Meetings Open to the General Public (continued)	
Strategy	Measure of Effectiveness
<p>Strategy A4 TPO meetings and workshops will be publicly noticed in a variety of means to ensure that a variety of communities are reached and a scrapbook of the notifications will be maintained. Build data base of all meeting requests, concerns and inquiries regarding meeting schedules and logistics.</p>	<ul style="list-style-type: none"> - Percentage increase in number of persons contacted for a survey who participated in the survey. - Percentage increase in questionnaire recipients who responded to the questionnaire.
<p>Strategy A5 Ensure that all Advisory Committee positions are filled.</p>	
<p>Strategy A6 Ensure all Advisory Committee recommendations are presented to the TPO Board. Keep log of all Committee recommendations to the TPO Board and the respective actions taken by the Board.</p>	
<p>Strategy A7 Incorporate specialized surveys and questionnaires in meetings and events where appropriate.</p>	

Objective B - Seek Out Traditionally Underserved Communities	
Strategy	Measure of Effectiveness
<p>Strategy B1 The TPO will create electronic newsletters and pamphlets describing its purpose and activities to be widely distributed throughout the TPO area as well as placed on the TPO website. Materials will also be made available in Spanish and Haitian Creole.</p>	<ul style="list-style-type: none"> - Percentage increase in meeting attendees/survey respondents who indicate they saw/received the TPO newsletters and flyers. - Overall increase in the participation of Spanish and Creole speakers. - Percentage increase of traditionally underserved and minority community participants who indicate they saw/received TPO communications.
<p>Strategy B2 All televised TPO meetings will be closed-captioned for the hearing impaired.</p>	
<p>Strategy B3 TPO notices, meeting agendas, and packets will be sent to minority communities or traditionally underserved populations to ensure notification of TPO events.</p>	
<p>Strategy B4 TPO staff will provide presentations to community groups throughout the County to discuss the TPO process and projects.</p>	
<p>Strategy B5 Tailor outreach methods according to socio-economic characteristics summarized in the community profiles.</p>	

Objective B - Seek Out Traditionally Underserved Communities (continued)	
Strategy	Measure of Effectiveness
<p>Strategy B6 Identify communities with higher concentrations of minority and/or under-served populations, develop relationships with community and religious leaders in these communities, and hold workshops and meetings in these communities.</p>	<ul style="list-style-type: none"> - Overall increase in participation by religious and community leaders in minority and underserved communities. - Overall increase in participants who use public transportation.
<p>Strategy B7 A contact list of minority and underrepresented citizens will continue to be maintained and updated by the TPO.</p>	
<p>Strategy B8 Utilize public transportation equipment and infrastructure for advertising community-based TPO workshops and planning activities.</p>	

Objective C - Engage the Public Clearly, Continually, and Comprehensively through a Variety of Outreach Activities to Maximize Public Impact	
Strategy	Measure of Effectiveness
<p>Strategy C1 Schedule at least two workshops or community presentations per year in the evening and/or at locations other than government buildings to increase public awareness and outreach.</p>	<ul style="list-style-type: none"> - Percentage increase in online traffic relative to TPO outreach efforts. - Overall increase in the percentage of comment forms and survey responses. - Overall increase in the percentage of telephone, email, and regular mail public inquiries to TPO programs and planning activities. - Percentage increase in positive public responses to website performance and interaction capabilities. - Overall increase in the number of students who participate in TPO activities.
<p>Strategy C2 Track and keep records of public comments and contacts to the TPO through telephone calls, emails, letters, and include summary in annual update.</p>	
<p>Strategy C3 Use TPO website to improve amount of information available, its appeal, its usefulness, and make the site interactive so that public input can be obtained electronically.</p>	
<p>Strategy C4 Continue to explore and document new and/or alternative tools and techniques for reaching out to the community and facilitating public impact including advancements in social media outlets, engagement activities, and the TPO Visualization Campaign.</p>	
<p>Strategy C5 Create an outreach link with local schools and universities to emphasize the relationships between transportation, mobility, and livability.</p>	

Objective D - Integrate the Principles and Special Projects Adopted in the 2035 RL RTP in Public Outreach Efforts, Emphasizing Key Concepts of the Plan Including Enhanced Mobility, the US 1 Corridor Retrofit Project, and the Treasure Coast Loop Trail	
Strategy	Measure of Effectiveness
<p>Strategy D1 Partner with other transportation planning agencies, local governments, and community leaders to broaden the awareness of TPO priorities and objectives in the 2035 RL RTP, especially in traditionally under-served communities.</p>	<ul style="list-style-type: none"> - Overall increase in the number of non project-specific meetings with other planning agencies to discuss broader range issues. - Overall increase in the output of 2035 RL RTP special project visualization products (postcards, flyers, posters, etc). - Percentage increase in the number of public inquiries regarding the 2035 RL RTP-specific planning efforts and special projects. - Overall increase in the number of 2035 RL RTP implementation projects underway.
<p>Strategy D2 Include key concepts of the 2035 RL RTP in outreach tools including TPO newsletters, annual reports, and project postcards.</p>	
<p>Strategy D3 Maintain the 2035 RL RTP website and outreach database to ensure continuity through each future planning effort.</p>	

PIP Annual Update

The PIP Annual Update evaluates the effectiveness of the PIP in accomplishing the Goal of the PIP identified in Chapter 4. The effectiveness in accomplishing the Goal is determined by evaluating the success of the strategies in meeting the objectives identified in this chapter. The success of the strategies is measured by the use of the Performance Measures identified in this chapter.

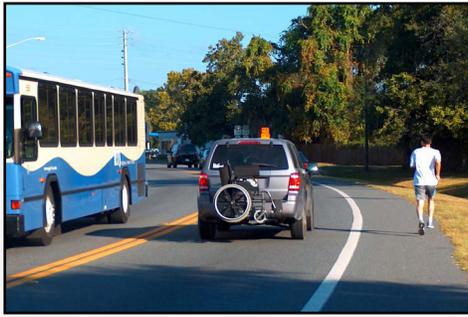
The PIP Annual Update includes the following activities:

- Applying the Performance Measures to the strategies
- Evaluating the effectiveness of the tools and techniques selected for use
- Continuing, refining, and/or replacing the tools and techniques selected for use with other tools and techniques from the Public Outreach Matrix based on the results from the application of the Performance Measures
- Revising the Public Outreach Matrix with the addition of new tools and techniques as part of the Annual Update
- Summarizing the TPO's consideration of public comments received, which are documented in Appendix E, with regard to TPO's events, programs, or plans
- Documenting in a log the revisions to the PIP based on the Annual Updates
- Updating the Community Profiles in Appendix D as needed

The PIP Revisions Log and Annual Updates will be included in Appendix F of the PIP.

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APPENDIX A
Acronyms and Terminology



Transportation Glossary of Terms and Acronyms



St. Lucie Transportation
Planning
Organization



August 2013

INTRODUCTION

Transportation terms and acronyms can be confusing. The Office of Policy Planning has compiled a Transportation Glossary (the Glossary) of terms and acronyms used in transportation planning. The Glossary is also available on the Internet at www.dot.state.fl.us/planning/glossary. Please check this site for the latest version of this document.

Questions and suggestions concerning the Glossary can be directed to:

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Transportation Glossary of Terms and Acronyms

AADT

Annual Average Daily Traffic

AADTT

See Annual Average Daily Truck Traffic.

Access Management

The control and regulation of the spacing and design of driveways, medians, median openings, traffic signals and intersections on arterial roads to improve safe and efficient traffic flow on the road system.

Accessibility (a dimension of mobility)

Conceptually the ease in engaging in activities; ability to reach desired destinations, activities, goods, and services – mobility performance measure typically associated with this mobility dimension are

1. Time to reach a destination
2. Distance to reach a destination
3. Modal choices
4. Connectivity

Action Plan

The initial consideration of the engineering design principles to be applied to the facilities of corridor segments. Action Plans provide detailed planning guidance for the project development process of controlled access facilities that make up corridors or corridor segments by establishing the basis for the Purpose and Needs Statement. The plans identify preliminary typical sections for facilities in the corridor segment, define the controlling design criteria, such as design speed for a highway, and identify multimodal opportunities.

Advance Acquisition

The acquisition of real property rights for use on a transportation corridor in advance of the fiscal year in which right of way acquisition would normally occur. This is done to take advantage of favorable prices or the availability of land and to preclude further development that would make the property more costly to the public.

Alternative Modes

Non-highway surface modes, such as rail, transit, walking and bicycling.

Annual Performance Report

An annual report documenting FDOT's implementation of the Florida Transportation Plan. It tracks progress toward attaining its goals and objectives based on the Performance-Based Planning and Programming Process.

Automobile (auto)

A travel mode that includes all motor vehicle traffic using a roadway except transit buses (includes such vehicles as trucks, recreational vehicles, motor cycles and tour buses) (HCM definition).

Annual Average Daily Traffic

The total volume of traffic on a highway segment for one-year, divided by the number of days in the year.

Annual Average Daily Truck Traffic

The total volume of truck traffic on a highway segment for one-year, divided by the number of days in the year.

Benchmark

A reference point used for comparisons for performance measures practices.

Bottleneck

A segment of a transportation network that experiences significant operational problems such as oversaturated congestion.

Buffer Index

A travel time reliability performance measure defined by the ratio of an actual travel time (typically the 95th percentile travel time) to the average travel time; conceptually represent the extra travel time (or time cushion) travelers must add to their average travel time when planning trips to ensure on-time arrival (Note, this measure is not recommended for statewide reporting of travel time reliability or in project prioritization).

Bus

A transit mode operated by rubber tired vehicles that follow fixed routes and schedules along roadways.

Busway

A corridor for the exclusive use of transit buses. Typically, these corridors may include grade-separations and signal preemptions. The Miami-Dade busway is an example.

Capacity (for auto mode)

The maximum number of vehicles that reasonably can be expected to traverse a point or a uniform section of roadway during a given period under prevailing conditions.

Capacity Funds

Funds allocated by FDOT for (1) highway rights of way and construction, and (2) aviation, rail, seaports and intermodal access programs after funds for operations, preservation, safety and security have been excluded.

Categorical Exclusion

A formal ruling by the U.S. Environmental Protection Agency and the U.S. Department of Transportation that a transportation project or group of projects do(es) not individually or cumulatively have a significant environmental effect on the natural or human environment.

CIA

See *Community Impact Assessment*.

Climate Trends

Trends reflecting changes in the statistical distribution of weather over periods of decades or longer (e.g., rainfall, flooding [hundred year storm], storm surge, and mean high water).

COFC

See *Container on Flatcar*.

Commercial Service Airport

An airport receiving scheduled passenger service and having 2,500 or more enplaned passengers per year.

Community

A physical or cultural grouping of stakeholders with common interests created by shared proximity or use. Community can be defined at various levels within a larger context (e.g., neighborhood or city or metropolitan area or region).

Community Impact Assessment

A process to evaluate the effects of a transportation action on a community and its quality of life. The main areas of emphasis for a Community Impact Assessment are social, economic, land use, aesthetic, relocation and displacement, and civil rights.

Community Livability

Encompasses those elements of home and neighborhood that contribute to welfare, health, convenience, mobility and recreation.

Concept Strategy

The first of three stages in the Corridor Planning and Screening Process, during which the study area is identified, policy objectives are defined, preliminary mobility and connectivity needs are summarized, economic development opportunities are identified, a list of potential corridor options is compiled, high-level environmental and community issues and resources are identified, an initial list of FDOT and partner commitments is developed, and a corridor purpose and need is developed. The products of the Concept Stage include a Concept Report, summarizing all of the above, and a framework for further study, including potential corridor segments that may be advanced for further study and the types of study recommended.

Concurrency

As used in growth management, the requirement that public facilities and services needed to support development shall be available at the same time the impacts of such development will occur. For transportation facilities and services, there are specific legal criteria that address the time requirements for providing services and facilities, jurisdiction over level of service standards for specific portions of the highway and road system, and other issues.

Conformity

Under subsection 176(c) of the Clean Air Act Amendments of 1990, defined as agreement "... to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards (NAAQS) and achieving expeditious attainment of such

standards...” ensuring that “...such activities will not cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely implementation of any standard or any required interim emission reductions or other milestone on any area.”

Congestion (for the auto mode)

A condition in which traffic demand is sufficient to cause the LOS to be or at or below FDOT’s LOS standard (note: congestion is not necessarily related to speed or delay). Adjectives describing the severity of congestion are:

1. Mild
2. Heavy
3. Severe

Adjectives describing the types of congestion are:

1. Non-recurring
2. Recurring

Connector

Highways, rail lines or waterways that connect hubs and corridors.

Constrained Connector

A connector that is not suitable for future expansion due to capacity/geometrics or facility plans. Constrained connectors have been identified in the workshop draft materials only when a connector or new alignment is funded in an adopted cost-feasible plan.

Consultation

When one party confers with another identified party and, prior to taking action(s), considers that party’s views.

Container

A large, standard sized metal box into which cargo is packed for shipment.

Container on Flatcar

Containers resting directly on railway flatcars without a truck chassis underneath. (See also *Trailer on flatcar.*)

Containerized Cargo

Cargo that is transported in containers that can be transferred easily from one transportation mode to another.

Context Measure

See Indicator

Controlled Access Facility

A roadway where the spacing and design of driveways, medians, median openings, traffic signals and intersections are strictly regulated by consideration of such factors as traffic volume, number of lanes and adjacent land use.

Cooperation

When parties involved work together to achieve a common goal or objective.

Coordination

The comparison of plans, programs and schedules of one agency with related plans, programs and schedules of other agencies or entities with legal standing, and adjustment of plans, programs and schedules to achieve general consistency.

Corridor

Any land area designated by the state, a county, or a municipality which is between two geographic points and which is used or is suitable for the movement of people and goods by one or more modes of transportation (aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail [commuter, intercity passenger, and freight], transit, space, and water), including areas necessary for management of access and securing applicable approvals and permits.

Corridor (for auto mode)

(1) A set of essentially interrelated, parallel transportation facilities for moving people and goods between two points; (2) A geographic area used for the movement of people and goods; (3) highway, rail line, waterway and other exclusive-use facilities that connect major origin/destination markets within Florida or between Florida and other states/nations

Cost-Feasible Plan

A phased plan of transportation improvements that is based on (and constrained by) estimates of future revenues.

Deepwater Seaport

A seaport defined in Chapters 311 and 403 of the Florida Statutes. Florida's 14 deepwater seaports handle most of the marine cargo passing into and out of the state.

Delay (for auto mode)

Additional travel time beyond some norm (e.g., LOS C in urbanized areas, LOS B elsewhere) experienced by a traveler; any additional travel time experienced by a traveler.

Demand

The number of persons or vehicles desiring to use a mode or facility.

Demand to Capacity Ratio

See volume to capacity ratio

Demand Management

A set of strategies that promote increased efficiency of the transportation system by influencing individual travel behavior.

DEP

See *Department of Environmental Protection*.

Department

See *Florida Department of Transportation*.

Department of Environmental Protection (DEP)

The lead agency for environmental management and stewardship, protecting Florida's air, water and land. DEP is divided into three primary areas: Regulatory Programs, Land and Recreation, and Water Policy and Ecosystem Restoration.

Department of Transportation

The Florida Department of Transportation is responsible for providing a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

Destination

The point in a trip where travel ends.

Discretionary

A term used to indicate that the Florida Department of Transportation has some legal discretion on how and where funds can be expended.

DOT

See *Department of Transportation*.

EA

See *Environmental Assessment*.

Economic Competitiveness

A state or region's ability to compete in global markets, as evidenced in the attraction of new businesses and the expansion of existing businesses.

Economic Connectivity

Service to key origin-destination markets and population centers.

Economic Development

Sustained increase in the economic standard of living of the population of a country (or any other defined geographic region), normally accomplished by increasing its stocks of physical and human capital and improving its technology.

Economic Diversification

The development and growth of new industries that are not a large part of a state's or region's existing industries.

Economically Productive Rural Land

Lands whose greatest economic value is derived from rural uses such as agriculture and other resource based industries, recreation and tourism, renewable energy, military, and related research and development activities.

Economic Regions

The strategic planning areas defined in the Florida Strategic Plan for Economic Development.

Ecosystem Management

An integrated, flexible approach to management of Florida's biological and physical environments conducted through the use of tools such as planning,

land acquisition, environmental education and pollution prevention. This management approach is designed to maintain, protect and improve the state's natural, managed and human communities.

Efficient Transportation Decision Making

A FDOT initiative to improve and streamline the environmental review and permitting process by involving resource protection agencies and concerned communities from the first step of planning. Agency interaction continues throughout the life of the project, leading to better quality decisions and an improved linkage of transportation decisions with social, land use and ecosystem preservation decisions.

EIS

See *Environmental Impact Statement*.

Emergency Management and Response

Actions taken to prepare for, respond to, and recover from an incident threatening life, property, operations, or the environment (natural and manmade hazards).

Emerging SIS

Facilities and services of statewide or interregional significance that meet lower levels of people and goods movement than Strategic Intermodal System facilities.

Empowerment Zones

Urban areas designated by the U.S. Department of Health and Human Services designed to stimulate the creation of new jobs, particularly for the disadvantaged and long-term unemployed, and to promote revitalization of economically depressed areas.

Enplanements

Passenger boarding at airports.

Enterprise Community

Areas designated by the U.S. Department of Health and Human Services (urban areas) or the U.S. Department of Agriculture (rural areas) designed to promote financial assistance for essential public facilities, economic development through funding, technical assistance for agricultural programming and technical assistance for community development initiatives.

Enterprise Zones

Areas designated by the Office of Tourism, Trade, and Economic Development of the Executive Office of the Governor, located in areas of the state where high poverty rates and little economic growth persist. Enterprise Zones may be in rural or urban areas of Florida, and businesses locating within an Enterprise Zone qualify for sales and corporate tax credits. Enterprise Zones may also include brownfield sites offering additional financial incentives for businesses. Through the provision of key incentives, enterprise zones are designed to encourage private sector investment, business expansion and employment.

Environmental Assessment

A document that must be submitted for approval by the U.S. Environmental Protection Agency and the U.S. Department of Transportation for transportation projects in which the significance of the environmental impact is not clearly established. An EA is required for all projects for which a Categorical Exclusion or Environmental Impact Statement is not applicable.

Environmental Impact Statement

A document that must be submitted for approval by the U.S. Environmental Protection Agency and the U.S. Department of Transportation for transportation projects that significantly affect the human environment as defined by CEQ (Council on Environmental Quality) regulations. The type of actions which would normally require an EIS are: a new controlled access freeway; a highway project of four or more lanes on new location; new construction or extension of fixed rail transit facilities; and new construction or extension of a separate roadway for buses or high-occupancy vehicles not located within an existing highway facility.

Environmental Stewardship

A philosophical concept of government, the public, resource users and businesses all taking responsibility and working together to care for natural resources.

ETDM

See *Efficient Transportation Decision Making*.

Evaluation Stage

The second of three stages in the Corridor Planning and Screening Process, during which multiple corridor options are evaluated against meeting the preliminary mobility and connectivity needs identified during the concept stage. The range of corridor options considered includes operational strategies to optimize efficiency for all modes, capacity improvements within existing facility rights of way, or new facilities or alignments. High level costs and potential financing or partnership opportunities are also considered during this stage. The products of the Evaluation Stage includes an Evaluation Report with a Corridor purpose and need; an Implementation Plan laying out FDOT and partner commitments for addressing corridor issues and opportunities, including specific action items for moving forward; and guidance for incorporating one or more projects into appropriate state, regional, and local plans.

Facility (for auto mode)

A length of roadway composed of points and segments.

Fast-Growing Economic Region

A Florida county that ranks among the top 25 percent statewide in terms of population growth rate over the next 20 years, according to the annual forecast prepared by the Florida Office of Economic and Demographic Research, or for employment growth rate over the next 20 years, according to Woods & Poole Economics.

Fatality Rate

The number of fatalities per 100 million vehicle miles traveled.

FDOT

See *Department of Transportation*.

Federal-Aid Highway(s)

Those highways eligible for assistance under Title 23 of the United States Code, which does not include those functionally classified as local or rural minor collectors.

FIHS

See *Florida Intrastate Highway System*.

Fixed Guideway

A form of transit consisting of vehicles that can operate only on a guideway constructed for a specific purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches and ferryboats as “fixed guideway transit.”

Florida Intrastate Highway System

A system of existing and future limited-access and controlled-access facilities that have the capacity to provide high-speed and high-volume traffic movements in an efficient and safe manner.

Florida Transportation Commission

The Florida Transportation Commission was created by the 1987 Legislature to serve as a citizen's oversight board for the Florida Department of Transportation. The Commission is independent of the Department.

Florida Transportation Plan

A statewide plan that defines Florida's long range transportation goals and objectives for at least the next 20-50 years.

Free Flow Speed (for auto mode)

The average speed of vehicles not under the influence of speed reduction conditions (typically assumed to be 5 mph over the posted speed limit).

Free Flow Time (for auto mode)

The average time spent by vehicles traveling at the free flow speed over a facility length.

Freight

Any commodity being transported.

FTC

See *Florida Transportation Commission*.

FTP

See *Florida Transportation Plan*.

Gateway

A major airport, seaport or other terminal for passengers or freight, where custom clearance may or may not take place.

General Aviation Airport

An airport that serves corporate aviation, flight schools, air charter operations, light cargo or private pilots flying for business or recreation.

Geographic Information System

A computer system capable of assembling, storing, manipulating and displaying geographically referenced information, i.e., data identified according to their locations. Practitioners also regard the GIS as including operating personnel and the data that go into the system.

GIS

See *Geographic Information System*.

Grade Separation

The raising or lowering of a road or highway grade to bridge over/under another road or highway to eliminate traffic movement conflicts.

Greenway

A corridor of protected open space that is managed for conservation or recreation purposes. Greenways follow natural land or water features such as ridges or rivers, or human landscape features such as abandoned railroad corridors or canals. They link natural reserves, parks, and cultural and historic sites with one another and, in some cases, with populated areas.

Heavy Congestion (for the auto mode)

A situation in which traffic demand is sufficient to cause the level of service to be below FDOT's LOS standard.

Heavy Vehicle (auto)

A vehicle with more than four wheels touching the pavement during normal operation.

High-Occupancy Vehicle

Any vehicle carrying two or more passengers. The term usually refers to private vehicles.

Highway

A general term for denoting a public way for purposes of vehicular and people travel, including the entire area with the right-of-way.

Highway Fatalities

All deaths in which a motor vehicle was the cause of the fatality. This includes pedestrians and bicyclists killed by motor vehicles as well as vehicle occupants.

Highway Modes

Automobile, Bicycle, Bus, Pedestrian

HOV

See *High-Occupancy Vehicle*.

Hub

Ports and terminals that move goods or people between Florida regions or between Florida and other origin/destination markets in the U.S. and the rest of the world.

Human Environment

The surroundings in which people conduct their lives, including built and natural environments, as well as cultural resources.

Impacts

The effects of a transportation project, including (a) direct (primary) effects; (b) indirect (secondary) effects; and (c) cumulative effects.

Incident

An event that causes a temporary, significant disruption in transportation services.

Indicator

A mobility performance measure which primarily shows a trend over time and is not used to achieve a goal or objective or used in a decision making process

Intelligent Transportation System

A wide range of advanced technologies and ideas, which, in combination, can improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects.

Intercity

Relating to the connection between any two or more cities. Such connections may be within a region (see *Intraregional*) or between two regions if the cities are different regions (see *Interregional*).

Integrated

Having different forms of transportation with different infrastructure, information systems and payment structures combined to form a single, unified transportation system.

Intermodal

Relating to the connection between any two or more modes of transportation.

Intermodal Access Program

This Florida Department of Transportation Program includes improvement of access to intermodal facilities, airports and seaports, and the acquisition of right-of-way.

Intermodal Center

An existing or planned transportation facility providing an interface between more than one mode of transportation [at least one of which must provide interstate or interregional service to be designated as Strategic Intermodal System (SIS) or Emerging SIS]. An example of an intermodal center is the Miami Intermodal Center (MIC), which provides connections between Amtrak, Tri-Rail and the local transit system.

Intermodal Connector

See *Connector*.

Interregional

Relating to the connection between any two or more regions.

Intracoastal Waterway

A waterway approximately 3,000 miles (4,827 kilometers) long, partly natural, partly man-made, providing sheltered passage for commercial and leisure boats along the U.S. Atlantic coast from Boston, Massachusetts to Key West, Florida; and along the Gulf of Mexico coast from Apalachee Bay, Florida to Brownsville, Texas.

Intraregional

Relating to the connections that have both ends within a single region.

ITS

See *Intelligent Transportation System*.

Key Industry

Also known as a “target industry”; an existing or emerging industry that is of strategic importance to the state of Florida. Examples include the high-tech industry, the agriculture industry, the mining industry, and the tourism industry.

Large Hub Airport

A term used by the Federal Aviation Administration to identify commercial service airports that account for at least one percent of the U.S. passenger enplanements in the United States.

Legislative Budget Request

A request to the legislature filed pursuant to S. 216.023, Florida Statutes, or supplemental detailed requests filed with the Legislature, for the amounts of money an agency or branch of government believes will be needed to perform the functions that it is authorized, or which it is requesting authorization by law, to perform. A Legislative Budget Request is filed each year.

Level of Service

A quantitative stratification of the quality of service to a typical traveler of a service or facility into six letter grade levels, with “A” describing the highest quality and “F” describing the lowest quantity. Level of Service indicates the capacity per unit of demand for each public facility.

Livable Community

A neighborhood, community or region with compact, multidimensional land use patterns that ensure a mix of uses, minimize the impact of cars, and promote walking, bicycling and transit access to employment, education, recreation, entertainment, shopping and services.

Local Comprehensive Plan

Florida’s Growth Management Act requires all of Florida’s 67 counties and 476 municipalities to adopt Local Comprehensive Plans that guide future

growth and development. Comprehensive plans contain chapters or “elements” that address future land use, housing, transportation, infrastructure, coastal management, conservation, recreation and open space, intergovernmental coordination and capital improvements.

Long Distance Trips

Trips of 100 miles or more.

Long Range Goal

A long-term (20-50 years) end toward which programs and activities are ultimately directed.

Long Range Objective

A long-term (20-50 years) general end that is achievable and marks progress toward a goal.

Long Range Program Plan

A 5-year plan, updated annually, developed by each state agency to achieve state goals, agency program objectives and the service outcomes from those programs. It provides the framework for developing agency budget requests and related performance measures.

Long Range Transportation Plan

A long range (20-year) strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every three years and may be amended as a result of changes in projected federal, state and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies.

LOS

See *Level of Service*.

LRPP

See *Long Range Program Plan*.

L RTP

See *Long Range Transportation Plan*.

Maintenance

Activities undertaken to keep the state’s transportation infrastructure and equipment operating as intended, to eliminate deficiencies, and to extend or achieve the expected life of facilities before reconstruction is needed. These include routine or day-to-day activities (e.g., pothole patching, mowing, litter removal, guardrail repair and striping, routine bus inspection and maintenance, and periodic dredging of channels) and periodic major projects (e.g., resurfacing roadways and runways, and rehabilitating bridges and bulkheads at seaports).

MAP-21

See *Moving Ahead for Progress in the 21st Century Act*

Master Plan

A comprehensive plan to guide the long-term physical development of a particular transportation facility.

Medium Hub Airport

A term used by the Federal Aviation Administration to identify commercial service airports that account for between 0.25 percent and 1.0 percent of the U.S. passenger enplanements in the United States.

Megaregion

Large networks of metropolitan regions. The five major categories of relationships that define megaregions are: environmental systems and topography; infrastructure systems; economic linkages; settlement patterns and land use; and shared culture and history.

Metropolitan Planning Organization

An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an intermodal transportation system and the coordination of transportation planning and funding decisions.

Metropolitan Planning Organization Advisory Council

A statewide organization created by the Florida Legislature to augment the role of the individual Metropolitan Planning Organizations in the cooperative transportation planning process. The MPOAC assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy decisions.

MGT/M

See *Million Gross Ton-Miles/Mile*.

Mild Congestion

(For auto mode) - A situation in which traffic demand is in the LOS range of FDOT's LOS standard.

Military Base

For the purpose of the Strategic Intermodal System designation process, military bases refer to U.S. Army, Navy, Air Force or Marine Corps installations to which active duty soldiers, sailors or aviators are assigned.

Million Gross Ton-Miles/Mile

Measurement of freight density on a rail line.

Mobility

The movement of people and goods.

Mobility Performance Measure

A metric which quantitatively tells us something about mobility – measure could be considered as two types:

1. a mobility metric directly tied to achieving a goal or objective or used in a decision making process

2. an indicator or context measure which is not used to achieve a goal or objective

Mode

Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger and freight), transit, space and water.

Motor Carrier

A firm engaged in providing commercial motor freight or long distance trucking.

Moving Ahead for Progress in the 21st Century Act

A highway authorization for funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014.

MPO

See *Metropolitan Planning Organization*.

MPOAC

See *Metropolitan Planning Organization Advisory Council*.

Multimodal

More than one travel mode potentially including the four highway modes (auto, bicycle, bus, pedestrian), aviation, rail, seaports, and transit.

Multimodal Corridor Plan

A plan that identifies interregional transportation needs involving Strategic Intermodal System (SIS), Emerging SIS, regionally significant and local facilities in a corridor.

Multimodal Transportation

Denotes the use of more than one mode to serve transportation needs in a given area.

National Ambient Air Quality Standards

Federal air quality standards established pursuant to Section 109 of the Clean Air Act that apply to ambient air quality designed to protect public health. Included are standards for carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM-10), and sulphur dioxide (SO₂).

National Environmental Policy Act of 1969

The National Environmental Policy Act of 1969 (NEPA), established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

National Highway System

Approximately 160,000 miles (256,000 kilometers) of roadway important to the nation's economy, defense and mobility. The NHS includes Interstate highways and other major roadways, the Department of Defense's Strategic Highway Network (STRAHNET) and major connectors to military installations and intermodal facilities.

Natural Environment

The surroundings not made by humans within which the transportation system operates. This includes both physical and ecological aspects, including traditional cultural resources.

Need

A demand for a mobility improvement that has been identified on the basis of accepted and adopted standards and other assumptions (e.g., land use) and documented in a formal long range or master plan.

NEPA

See *National Environmental Policy Act of 1969*.

NHS

See *National Highway System*.

Non-Attainment

Relating to not meeting federal air quality standards.

Non-Highway Modes

Modes of transportation that do not utilize highway right-of-way. Examples include fixed guideway transit, rail and water modes.

Non-Recurring Congestion (for auto mode)

Congestion caused by unexpected disruptions or other events, particularly lane blocking incidents.

On-Time Arrival

A travel time reliability performance measure defined by a designated travel time (typically based on a 45 mph speed or 1.33 travel time index); conceptually represents a trip that arrives or does not arrive within a defined travel time.

Origin

The point in a trip where travel begins.

P&RP

See *Program and Resource Plan*.

Paratransit

Forms of transportation service that are more flexible and personalized than conventional fixed route, fixed schedule service; often utilized to accommodate the elderly and disabled passengers unable to use the fixed route service.

Partners, Transportation

Those parties with interests in transportation facilities and services including the public, local governments, metropolitan planning organizations, public and private sector users and providers, Native American Nations, the Florida Department of Transportation, and other federal and state agencies.

Passengers (aviation, rail, seaport, transit)

People in a vehicle making use of a mode

PD&E

See *Project Development and Environmental*.

Peak Hour

(1) The hour in which the greatest amount of travel occurs (typically considered 5:00-6:00 pm on a weekday); (2) The hour in which the greatest amount of travel occurs for a mode.

Peak Period

(1) A multi-hour period in which travel is greatest; (2) For the auto mode in large urbanized areas the two-hour weekday time period of 5:00-7:00 pm at which congestion is typically highest.

Percent of Standard

When used in reference to the Maintenance Program, this refers to the percentage of the acceptable Department standard achieved. For the Maintenance Program, the “maintenance rating” goal is 80, and is based on the Department’s evaluation of its performance using the Maintenance Rating Program. If the Department achieves a rating of 80, this is reported as achieving 100% of the standard.

Performance Based Planning

Application of performance management principles to transportation system policy and investment decisions.

Performance-Based Planning and Programming Process

The process developed to monitor progress toward achieving goals and objectives at the agency strategic, decision-making and project delivery levels.

Performance Measures

A metric composed of a number and a unit of measure.

Planned Facility

A planned facility that is designated as part of the Strategic Intermodal System (SIS) or Emerging SIS before it is operational. Planned facilities must be projected to meet all applicable criteria and thresholds, be agreed to by partners and be financially feasible.

Planning Time Index

A travel time reliability performance measure defined by the ratio of an actual 95th percentile travel time to the free flow travel time; conceptually represents the once a month extra travel time travelers must spend compared to uncongested travel times (a value of 3.00 indicates a traveler should allow 60 minutes to make an important trip that takes 20 minutes in uncongested traffic.)

Preservation

Action taken to protect existing natural and human environments, investments and mobility options.

Program and Resource Plan

A 10-year plan that establishes financial and production targets for the Florida Department of Transportation programs, thereby guiding program funding decisions to carry out the goals and objectives of the Florida Transportation Plan (FTP).

Project

A specific proposed transportation facility or service that is listed in an adopted Work Program or Cost-Feasible Plan.

Project Development and Environmental

Florida Department of Transportation process for design and environmental assessment of transportation projects.

Project Development Stage

The third of three stages in the Corridor Planning and Screening Process, during which FDOT and its partners conduct detailed planning and preliminary design for specific improvements to existing facility segments, specific alignments and modes for parallel and new facility segments. As part of the established Project, Development and Environmental (PD&E) processes, detailed mobility impacts of specific alignments, detailed economic impacts (regional and localized), and impacts on social, cultural, and natural resources of each project are compared to the no build option. Preliminary cost estimates and financing plans are developed. When a project's environmental documents and permits are approved, the preferred alternative may be advanced into final design and engineering, followed by construction and implementation.

Purpose and Need

A description of the transportation problem (not solution) explaining the primary goal or reason for which a project is being pursued. The statement should be specific enough so that the range of alternatives developed will offer real potential solutions and should reflect priorities and limitations in the area such as environmental resources, growth management, land use planning, and economic development.

Quality

(a dimension of mobility) - Conceptually how well people or goods are being transported – mobility performance measure typically associated with this mobility dimension are:

1. Average travel speed
2. Travel time reliability
3. Vehicle delay
4. Level of service

Quality of Life

All of the characteristics of an area's living conditions, including such things as housing, education, transportation infrastructure, leisure time offerings, climate, employment opportunities, medical and health care infrastructure and environmental resources.

Quality of Service

A user based perception of how well a service or facility is operating.

Quantity

(a dimension of mobility) - Conceptually the number of people or goods being transported – mobility performance measures typically associated with this mobility dimension are

1. Person trips
2. Person miles traveled
3. Vehicle miles travel
4. Truck miles traveled
5. Tonnage

Record of Decision

A record of agreement that a proposed project meets all applicable requirements of the National Environmental Policy Act (NEPA), as issued by the designated lead agency.

Recurring Congestion (for auto mode)

The routine presence of large numbers of vehicles on a facility.

REDI

See *Rural Economic Development Initiative*.

Region

An area of distinctive communities, cities, and counties where residents share: a geographic identity and are socially, economically, and culturally interdependent; a capacity for planning and function; and a capacity to create competitive advantage.

Regional Activity Center

A major facility or area at which an interregional, interstate or international trip begins or ends. Regional activity centers should be connected to the Strategic Intermodal System via regional and local strategic linkages. Examples include central business districts, theme parks or freight distribution centers.

Regional Planning Council

An organization that promotes communication, coordination and collaboration among local governments, metropolitan planning organizations and other local regional authorities on a broad range of regional issues, including transportation and land use planning. There are 11 Regional Planning Councils in Florida.

Regionally Significant Facility

A facility that connects urban, urbanizing or rural areas within multi-county regions, provides connections from regional activity centers to the Strategic Intermodal System (SIS)/Emerging SIS, or otherwise serves important regional travel. Examples of regionally significant facilities could include highway, waterway, rail and transit corridors serving major regional commercial, industrial or medical facilities; and regional transportation hubs

such as passenger terminals, commercial service and major general aviation airports, deepwater and special generator seaports, and major regional freight terminals and distribution centers.

Reliability

See time travel reliability

Reliever Hub

Port or terminal that functions as an alternative for a heavily used hub for the movement of goods or people.

Resurfacing Program

Provides for pavement resurfacing, rehabilitation, minor reconstruction, and pavement milling and recycling. Such projects are intended to preserve the structural integrity of highway pavements.

Routine Maintenance

Operations that may be predicted and planned in advance. These operations (e.g.: cleaning and debris removals, regular inspections, mowing, preventive maintenance, etc.), which may be preventive or corrective in nature, should be conducted on a regularly scheduled basis using standard procedures. Proper scheduling of these operations should be utilized to provide minimum disruptions and hazards to the driving public.

RPC

See *Regional Planning Council*.

Rural Areas of Critical Economic Concern

Designated by the Governor, these areas must be a rural community or region that has been adversely affected by an extraordinary economic event or a natural disaster, or that presents a unique economic development opportunity of regional impact that will create more than 1,000 jobs over a five-year period. Such areas are to be priority assignments of the Rural Economic Development Initiative (REDI).

Rural Economic Development Initiative

The Rural Economic Development Initiative was established by Florida law in 1999 within the Office of Tourism, Trade and Economic Development. It is a proactive, multi-agency effort that assists rural communities in solving problems that affect their fiscal economic or community viability. Among REDI's statutory responsibilities is recommendation to the Governor of up to three rural areas of critical economic concern.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Authorization of the federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009

SAFETEA-LU

See *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*

Safety Management System

A systematic process that has the goal of reducing the number and severity of traffic crashes by ensuring that all opportunities to improve highway safety are identified, considered, implemented as appropriate and evaluated in all phases of highway planning, design, construction, maintenance and operation; and by providing information for selecting and implementing effective highway safety strategies and projects.

Safety Program

Projects designed to improve vehicle and pedestrian safety on the city, county and state highway systems. The program is divided into three subprograms - rail/highway crossings, highway safety and traffic safety grants.

Security

Actions taken to protect system users and workers, critical infrastructure, cargo and other assets, and communities from terrorism and crime related to the transportation system.

Severe Congestion (for auto mode)

A condition in which traffic demand exceeds the capacity.

Short Range Objective

One or more statements of the specific, measurable, intermediate end that is achievable and marks progress toward a goal and long range objective. Specific objectives may be associated with more than one goal or long range objective.

SHS

See *State Highway System*.

SIS

See *Strategic Intermodal System*.

Sketch Plan

A description of the transportation problem (not solution) explaining the primary goal or reason for which a project is being pursued. The statement should be specific enough so that the range of alternatives developed will offer real potential solutions and should reflect priorities and limitations in the area such as environmental resources, growth management, land use planning, and economic development.

Small Hub Airport

A term used by the Federal Aviation Administration to identify commercial service airports that account for 0.05 percent to 0.25 percent of the U.S. passenger enplanements in the United States.

Southeast Florida Rail Corridor

An operating rail corridor owned by the Department. It extends from north of West Palm Beach to Miami. Maintenance and corridor operations are performed by CSX under contract to the Department. Tri-Rail, Amtrak and CSX freight all operate on this Corridor.

Special Generator Seaport

Those seaports in Florida that are not designated as one of the 14 deepwater seaports. Special generator seaports typically handle one or two specific commodities or serve a specific industry.

SRPP

See *Strategic Regional Policy Plan*.

Stable Flow

A flow of traffic on freeways which is not stop and go.

Stakeholders

Individuals and groups with an interest in the outcomes of policy decisions and actions.

State Environmental Impact Report

Process used for environmental review of qualifying non-federal major transportation projects, as defined by FDOT's Project Development and Environmental manual.

State Highway System

A network of approximately 12,000 miles of highways owned and maintained by the State of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike and other toll facilities operated by transportation authorities and arterial highways.

State Implementation Plan

The plan developed by the state and approved by the U.S. Environmental Protection Agency that contains the strategies and mechanisms, enforceable under state law, necessary to meet the national ambient air quality standards and comply with federal and state air quality laws and regulations.

State Transportation Trust Fund

A trust fund used to fund Florida's transportation needs. Revenues from highway fuel taxes, motor vehicle fees (e.g., title and registration fees) and aviation fuel taxes are deposited into the STTF to fund transportation improvements statewide.

Statewide Transportation Corridor

Currently, one of eight corridors identified by the Florida Legislature to provide for the efficient movement of significant volumes of intrastate, interstate, and international commerce by seamlessly linking multiple modes of transport.

STRAHNET

See *Strategic Highway Network*.

Strategic

Important or essential to Florida's statewide economic competitiveness.

Strategic Highway Network

A network of highways which are important to U.S. strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.

Strategic Intermodal System

Florida's transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

Strategic Rail Corridor Network

An interconnected and continuous rail line network consisting of over 38,000 miles of track serving over 170 defense installations in the United States.

Strategic Regional Policy Plan

A plan, required by Section 186,507 of Florida Statutes, developed by each of Florida's 11 Regional Planning Councils. A SRPP serves as the regional long range guide for the physical, economic and social development of the comprehensive planning district, and identifies regional goals and policies. SRPP subject areas include affordable housing, economic development, emergency preparedness, natural resources of regional significance and regional transportation. The statutory requirement is implemented by Rule Chapter 27E-5 of the Florida Administrative Code.

Strategy

A specific activity that is designed to help achieve an objective.

STTF

See *State Transportation Trust Fund*.

Superpave

An asphalt mixture designed to resist the rutting and fatigue cracking caused by heavy loads and extreme temperatures, as experienced with the previous standard (known as the Marshall mix).

Sustainability

Meeting the needs of the present without compromising the ability to meet the needs of the future.

System

A combination of facilities or services forming a network or being selected for analysis.

System Maintenance

Actions taken to preserve the state's transportation infrastructure investment (e.g., resurfacing pavements of roadways and airport runways, repairing and replacing bridges, maintaining existing transit routes and frequencies) to eliminate deficiencies and to extend/achieve the expected life of facilities before, for example, reconstruction is needed.

Target

A quantifiable point in time at which an organization achieves all or a portion of its goals.

TDLC

See *Transportation Design for Livable Communities*.

TEA-21

See *Transportation Equity Act for the 21st Century*.

Throughput

The maximum number of people or vehicles that reasonably can be expected to traverse a point or a uniform transportation facility section during a given time period under prevailing conditions.

TIP

See *Transportation Improvement Plan*.

TOFC

See *Trailer on flatcar*.

Trailer on flatcar

Transporting entire truck trailers, including container and chassis, on a railway flatcar. Also known as “piggyback.”

Transit

A travel mode in which vehicles (including busses, streetcars, and street-running light rail) stop at regular intervals along the roadway to pick up and drop off passengers.

Transportation Alternative Study

A type of corridor study that identifies facility-specific transportation issues and opportunities within the corridor for enhancing the movement of people and goods, improvements in emergency management and response, enhancing homeland security, and ensuring opportunities for economic development. It also discusses potential options for implementation. The study is one of many that contribute to the concept and evaluation stages of the Corridor Planning and Screening Process.

Transportation Corridor

Any land area designated by the state, a county or a municipality which is between two geographic points and which area is used or is suitable for the movement of people and goods by one or more modes of transportation, including areas necessary for management of access and securing applicable approvals and permits.

Transportation Design for Livable Communities

The means by which the Florida Department of Transportation responds to and implements the solutions that have been arrived at during community impact assessment. Considerations include the safety of transportation system users, efficient use of energy, protection of the natural and manmade environment, relationships between land use and transportation planning, and local and state economic development goals. See also *Community Impact Assessment*.

Transportation Disadvantaged

Those persons who, because of disability, income status or age, are unable to transport themselves or to purchase transportation services.

Transportation Equity Act for the 21st Century

An Act of the U.S. Congress authorizing federal highway and transit programs for the fiscal years 1998 through 2003. The core federal programs

established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) are continued in TEA-21.

Transportation Improvement Plan

Short-term (three to five years) plan of approved policies developed by an MPO for a jurisdiction that is fiscally constrained.

Travel time

The total time spent from one point to another.

Travel Time Index

A travel time reliability performance measure defined by the ratio of an actual travel time (typically the 50th, 80th or 95th percentile travel time) to the free flow travel time; conceptually represents the extra travel time travelers must spend compared to an uncongested travel time.

Travel Time Reliability

(1) The percent of trips that succeed in accordance with a predetermined performance standard for time or speed; (2) The variability of travel times that occur on a facility or a trip over a period of time – frequently used performance measures are:

1. Buffer index
2. On-time arrival
3. Planning time index
4. Travel time index

Tri-Rail

A commuter rail system in Southeast Florida operated by the Tri-County Commuter Rail Authority between West Palm Beach and Miami.

Truck

A heavy vehicle engaged primarily in the transport of goods and materials (notes, [1] trucks are included in the definition of HCM definition of automobile, [2] commonly within FDOT use of the term “truck” for traffic purposes is more accurately termed “heavy vehicle”).

Truckway

Highway facilities for exclusive use of heavy-haul trucks (none existing in Florida).

Twenty-Foot Equivalent Unit (TEUS)

The eight-foot by eight-foot by twenty-foot intermodal container used as a basic measure for container cargo. A 40-foot container is considered the equivalent of two TEUs.

Urban Sprawl

Scattered, untimely and poorly planned urban development that occurs in urban fringe and rural areas. It frequently invades land important for environmental and natural resource protection. Sprawl is typically manifested by one or more of the following patterns: leapfrog development; ribbon or strip development; or large expanses of low-density development of one type, such as single family homes.

Utilization (A dimension of mobility)

Conceptually how efficiently the system is used– mobility performance measure typically associated with this mobility dimension are:

1. Volume to capacity ratios
2. Percent miles severely congested
3. Percent travel severely congested

Vehicle

A motorized mode of transportation

Vehicle Miles Traveled (For auto mode)

The total number of miles traveled by vehicles using a highway system.

Vehicle Occupancy

The number of persons, including driver and passenger(s) in a vehicle; also includes persons who did not complete a whole trip. Nationwide Personal Transportation Survey vehicle occupancy rates are calculated as person miles divided by vehicle miles.

Vision(ing)

A description of the future physical appearance and qualities of a community.

VMT

See *Vehicle Miles Traveled*.

Volume to Capacity Ratio

The ratio of demand to capacity.

Wetland and Wildlife Conservation Banks

Large land areas purchased for wetland and wildlife conservation to mitigate transportation impacts on a regional basis.

Work Program

The five-year listing of all transportation projects planned for each fiscal year by the Florida Department of Transportation, as adjusted for the legislatively approved budget for the first year of the program.

APPENDIX B
Public Notification and
Comment Form Examples



PUBLIC INVOLVEMENT PROGRAM MAJOR UPDATE PUBLIC REVIEW AND COMMENT OPPORTUNITIES

Public review and comment opportunities are provided for at least 45 days for the draft Major Update of the Public Involvement Program (PIP) of the St. Lucie Transportation Planning Organization (TPO). The PIP captures public input and facilitates public impact on the transportation planning process which determines transportation priorities and funding in the St. Lucie TPO area.

To Obtain the PIP for Review

- 1) Appear in person or write to the St. Lucie TPO at 2300 Virginia Avenue, Fort Pierce, Florida, 34982
- 2) Call 772-462-1593
- 3) Access the TPO website at www.stlucietpo.org

To Provide Comments on the PIP

- 1) Write to the St. Lucie TPO at 2300 Virginia Avenue, Fort Pierce, Florida 34982
- 2) Call 772-462-1593
- 3) Email TPOAdmin@stlucieco.org
- 4) Appear in person at the following upcoming public St. Lucie TPO Board Meeting:
October 3, 2012, 2:00pm
Port St. Lucie City Council Chambers
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida

For Special Assistance

Disabled: Anyone with a disability requiring accommodation to access this facility should contact Dan Lutzke, St. Lucie County Risk Manager, at 772-462-1546 or TDD 772-462-1428 at least 48 hours prior to the meeting. Anyone with a disability requiring transit accommodation to attend this meeting should contact Community Transit at 772-464-7433 (Fort Pierce) or 772-879-1287 (Port St. Lucie) at least 48 hours prior to the meeting.

Creole: Si ou ta rinmin recevoua information sa en crèole si l bous plait rèlè 772-462-1777.

Spanish: Si usted querria recibir esta informacion en español, llama por favor 772-462-1777.

Title VI Statement: The St. Lucie TPO satisfies the requirements of various non-discrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI should contact Marceia Lathou, the Title VI Coordinator of the St. Lucie TPO, at 772-462-1593.



General Comment Form

Name _____

Organization (if applicable) _____

Address _____

City _____ State _____ Zip Code _____

Telephone _____ Email _____

Do not add me to the mailing list.

Please print your comments below:

If you need additional room, please use reverse side.

Please return comments to the St. Lucie TPO in one of the following ways:

Mail: St. Lucie TPO
466 Port St. Lucie Boulevard, Suite 111
Port St. Lucie, FL 34953

Telephone: (772) 462-1593

Fax: (772) 462-2549

Email: admin@stlucieco.org

Kreyòl Ayisyen: Si ou ta rinmin recevoua information sa en chèle si l bous plait rèlè 772-462-1777.

Español: Si usted desea recibir esta informaciòn en español, por favor llame al 772-462-1777.

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

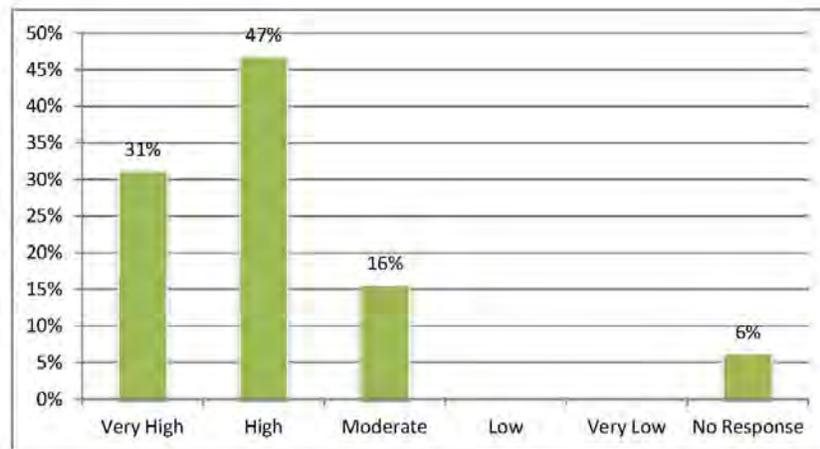
APPENDIX C
Public Involvement Plan
Survey Results

The following are the results from the public, on-line survey conducted during the creation of this Public Involvement Program. Invitations to the On-line survey were widely distributed throughout St. Lucie County via direct email (nearly 300 individuals were contacted using a county-wide database of agency, local government, and community leader contacts), and the survey was posted on the St. Lucie TPO and Treasure Coast Regional Planning Council websites.

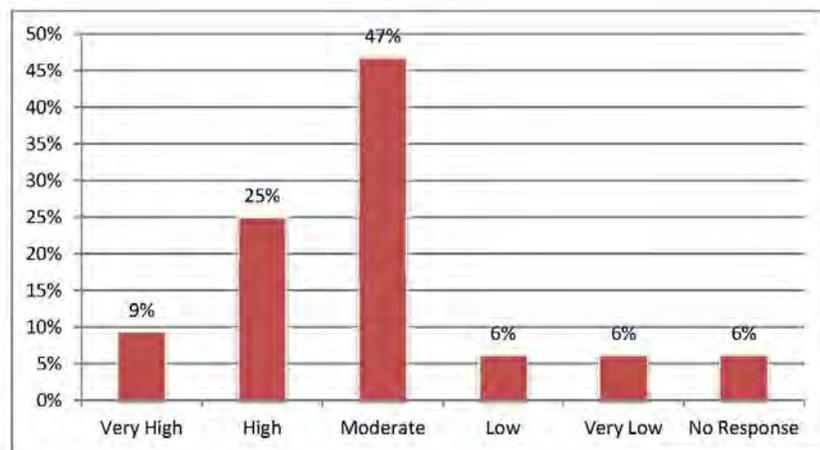
Respondents said that it is important for them to be involved in community and transportation planning issues, they are moderately happy with their current level of public involvement opportunities, and prefer hands-on workshop type of activities. Per the survey responses, email is a high-ranking method of notification and although the majority of respondents rarely use social media, they do feel it is an appropriate method for public outreach.

Section 1 - How do you participate in decisions affecting your community?

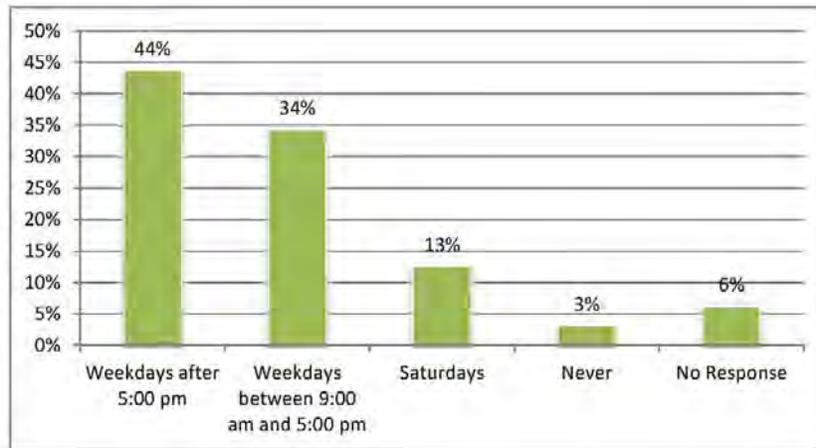
1. How important is it for you to be included in workshops/meetings to discuss issues that affect your community?



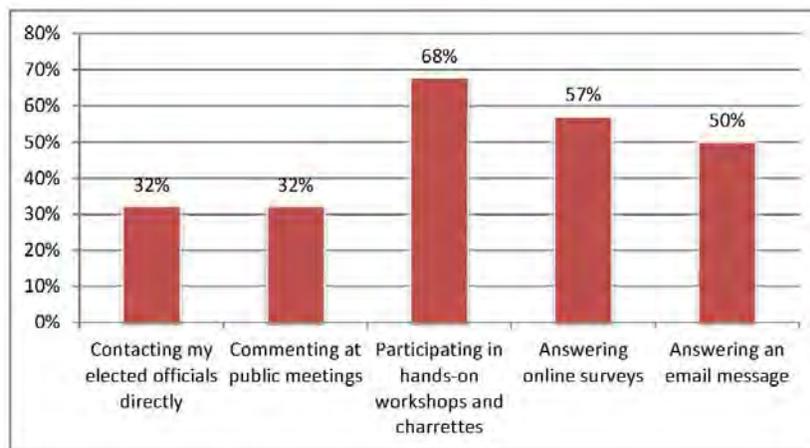
2. What is your current level of satisfaction with the opportunities to be involved in the decisions that affect your community?



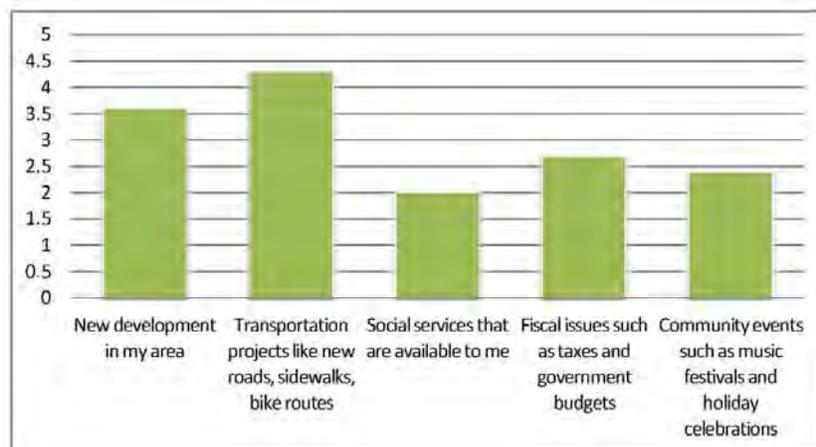
3. What is the best time for you to attend public meetings or workshops?



4. I prefer to participate in community decisions by: (select all that apply)



5. Please rank, in order of importance, your level of interest in participating in decisions on the following subjects:

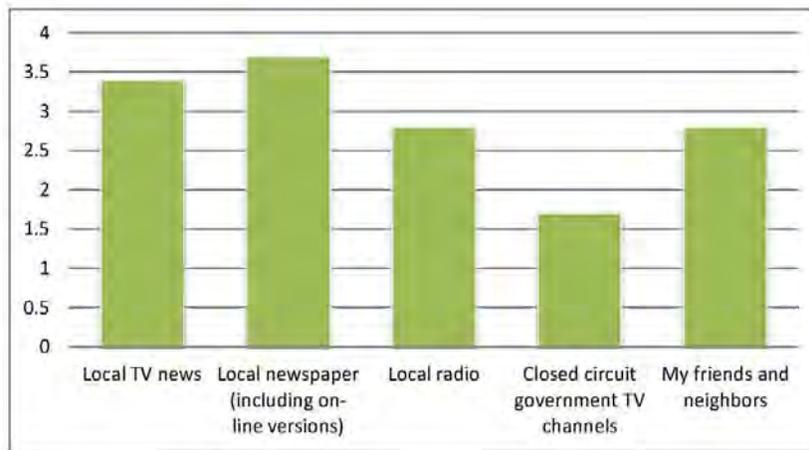


6. Please rank, in order of importance, your level of interest in participating in transportation initiatives on the following subjects:

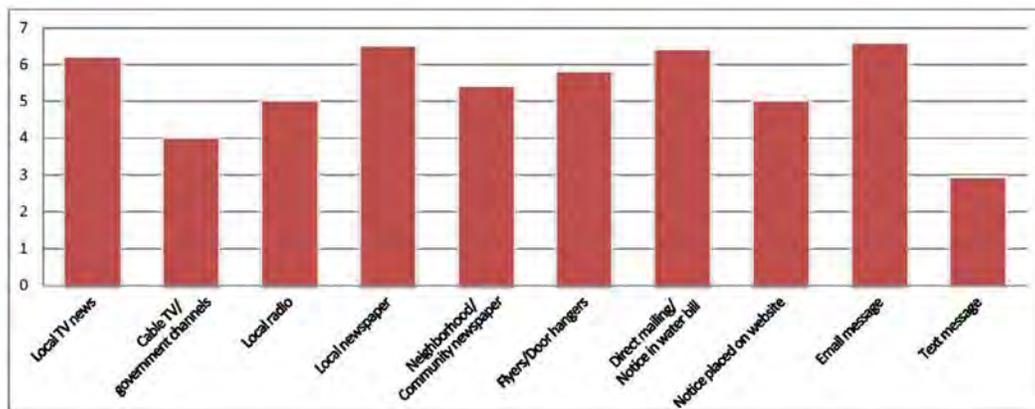


Section 2 - What is the best way to reach you?

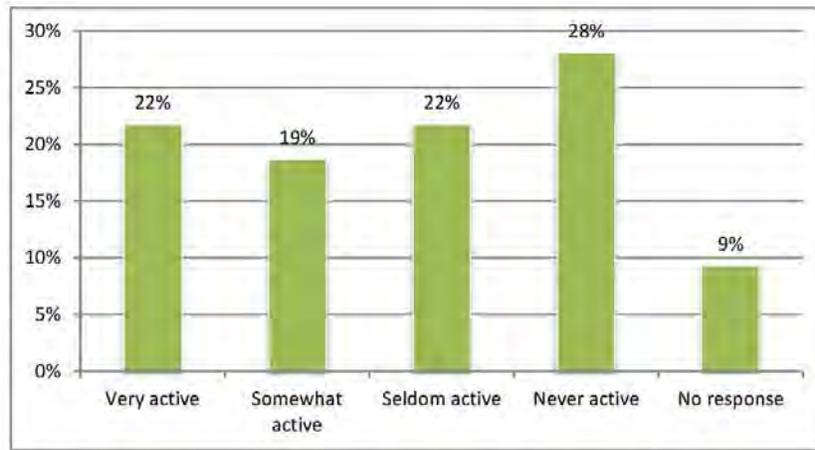
7. Please rank how you get your information and news:



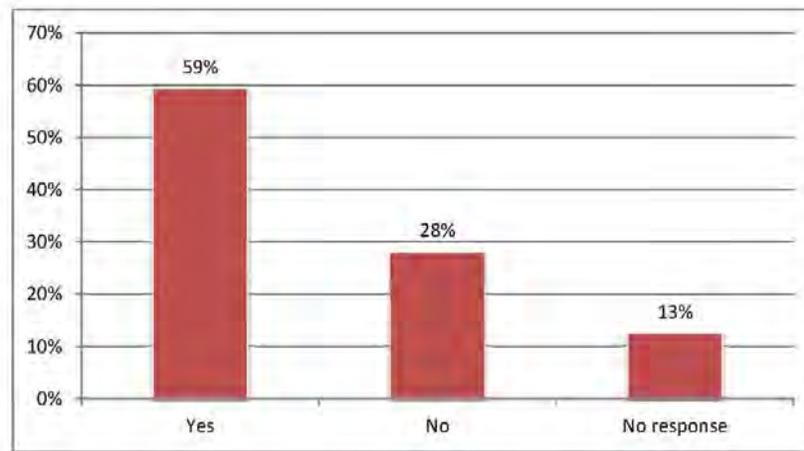
8. Please rank the best way to inform you of public meetings:



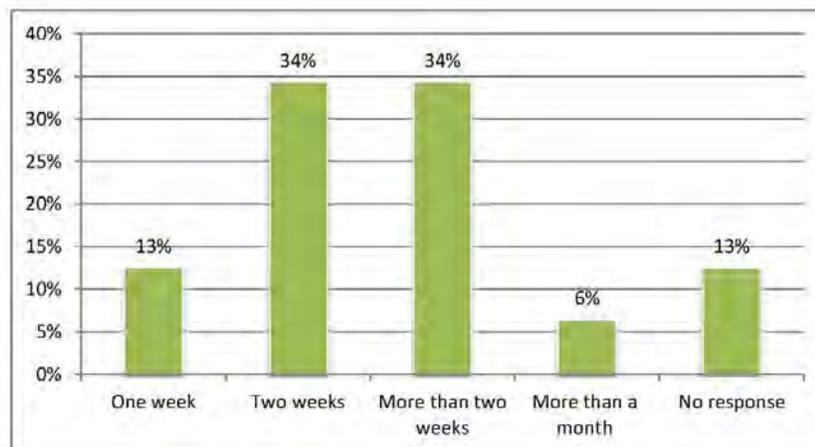
9. How actively you use social media to get community information (Facebook, Twitter, list serves, etc.)



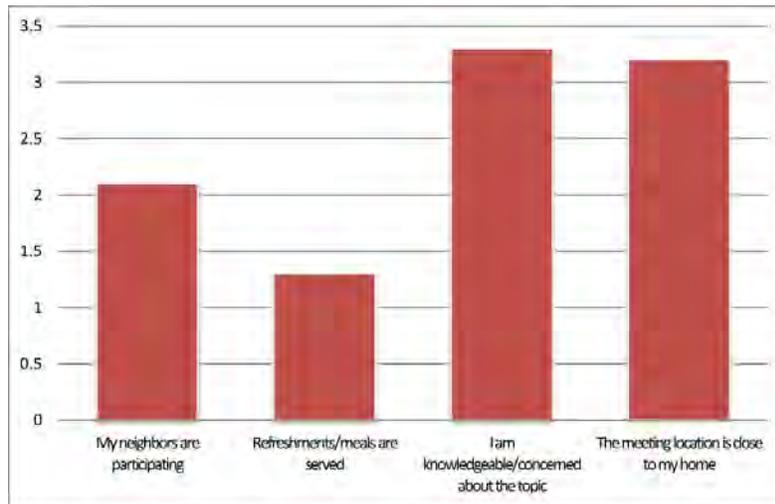
10. Do you consider social media an appropriate public outreach method?



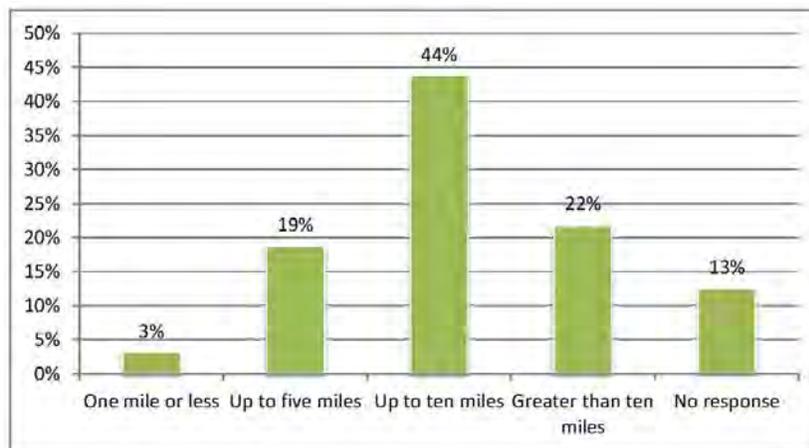
11. How much advance notice do you prefer to participate in a public event or meeting?



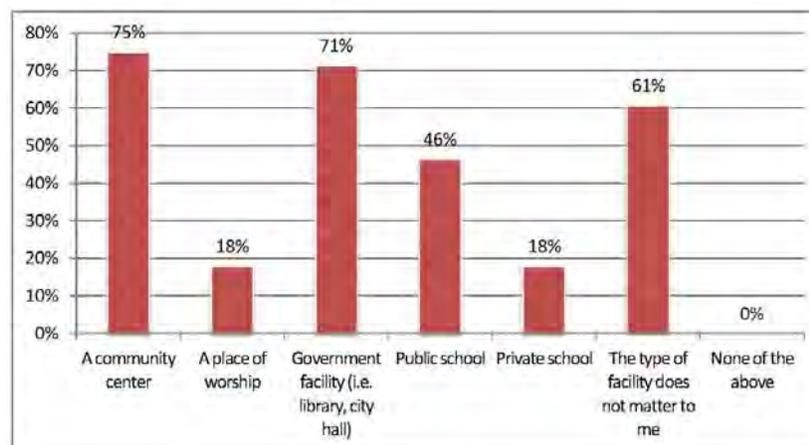
12. Please rank, in order of importance, the factors that make you more likely to participate in a public meeting/event:



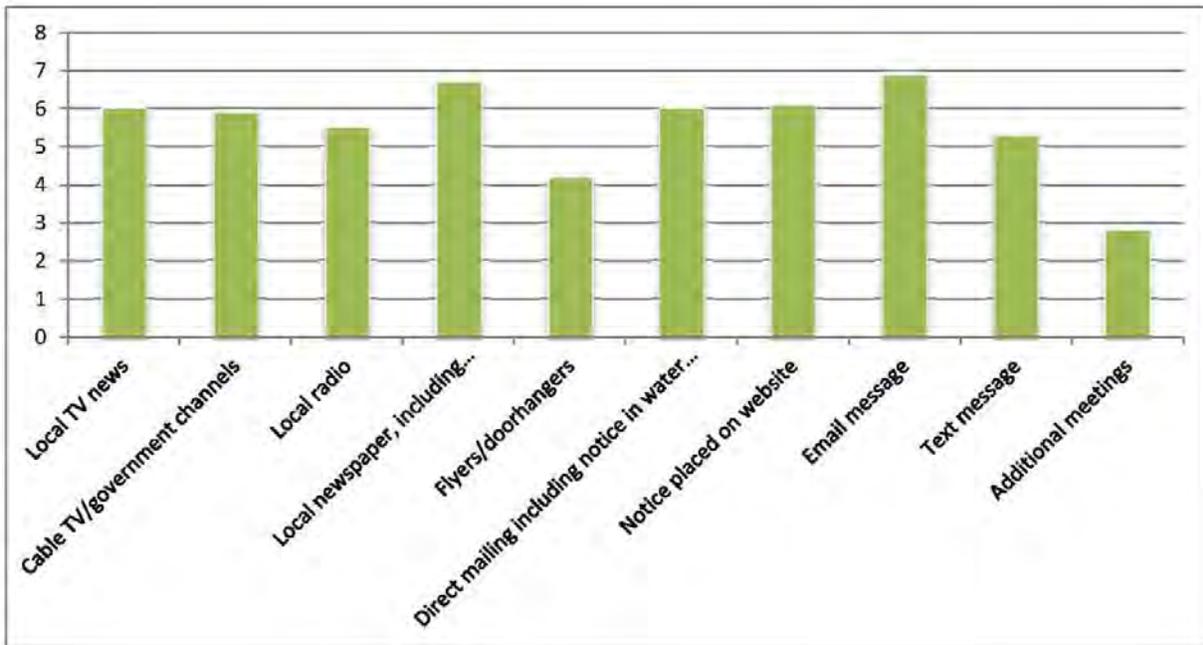
13. How far will you travel to participate in a public meeting/event?



14. Which of the following places do you think are appropriate facilities for holding a public meeting/event: (You may choose more than one)

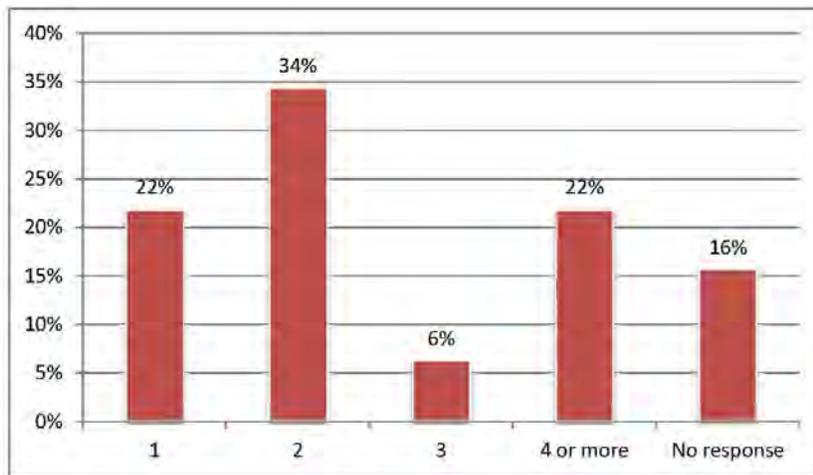


15. Please rank the best method to provide you with updates after a public meeting/event:)

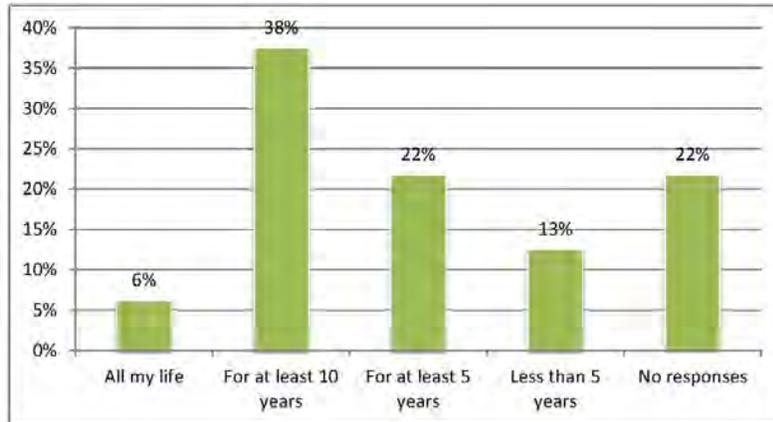


Section 3 - Would you please tell us a little about yourself?

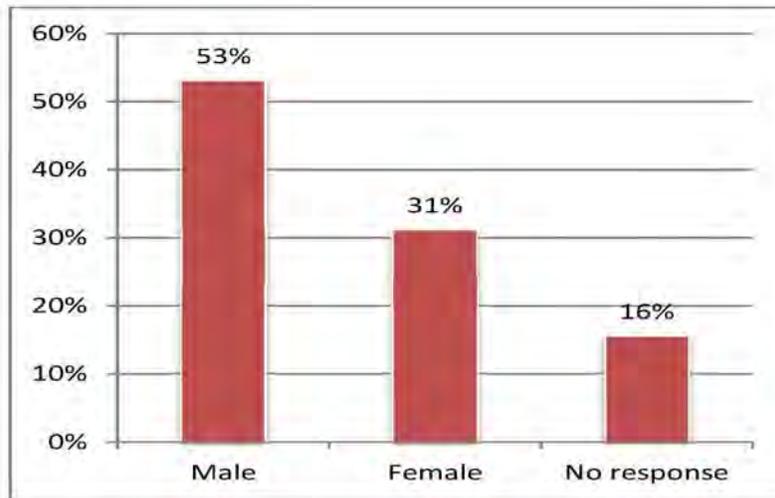
16. How many people are in your household?



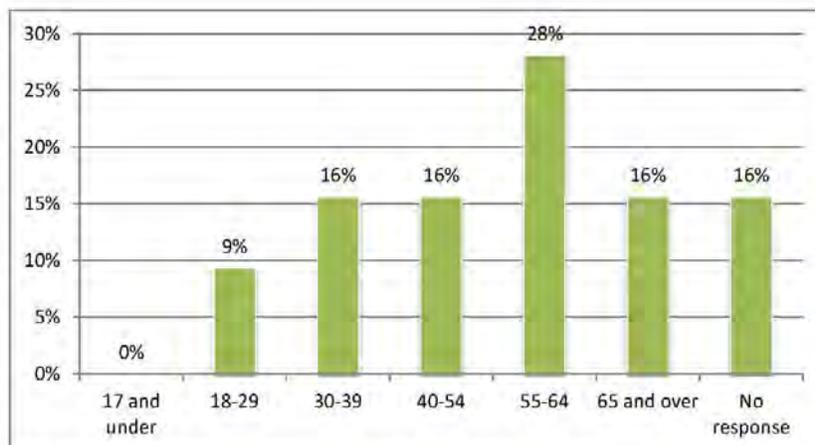
17. How long have you been a resident of St. Lucie County?



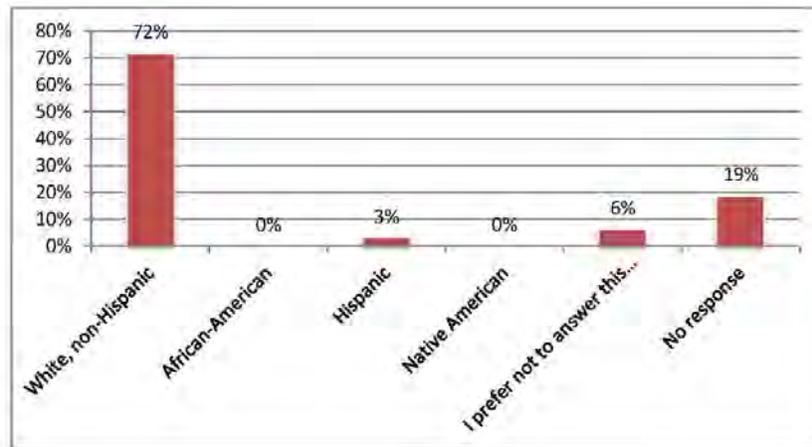
18. What is your gender?



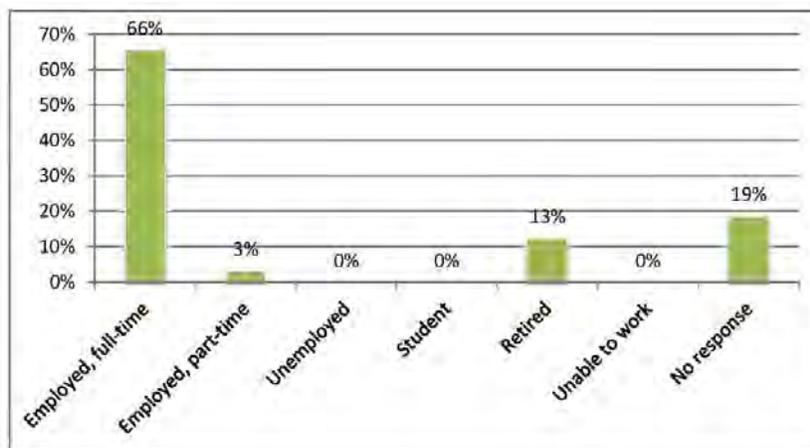
19. What is your age group?



20. What is your ethnic background?



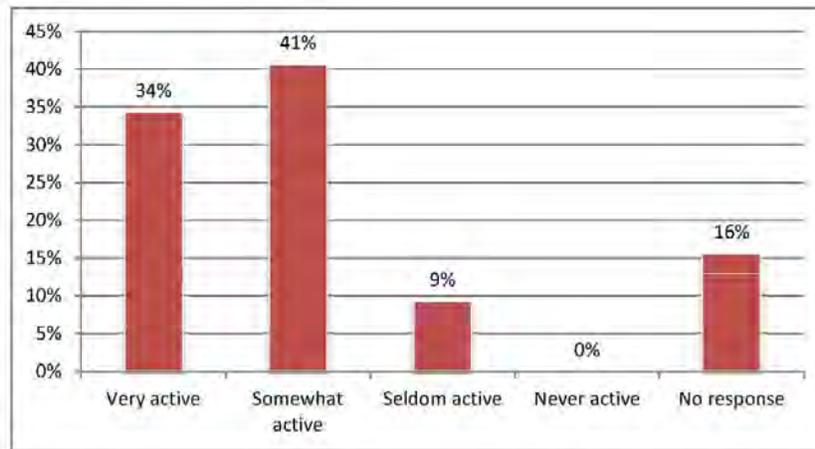
21. Which of the following best describe your employment status?



22. What is the zip code of your primary residence?

Zip Code	Percentage
33334	4.5%
34949	9.0%
34950	9.0%
34951	4.5%
34952	13.5%
34981	4.5%
34982	23.0%
34983	4.5%
34986	23.0%
34997	4.5%

23. I consider my level of community involvement as:



APPENDIX D Community Profiles

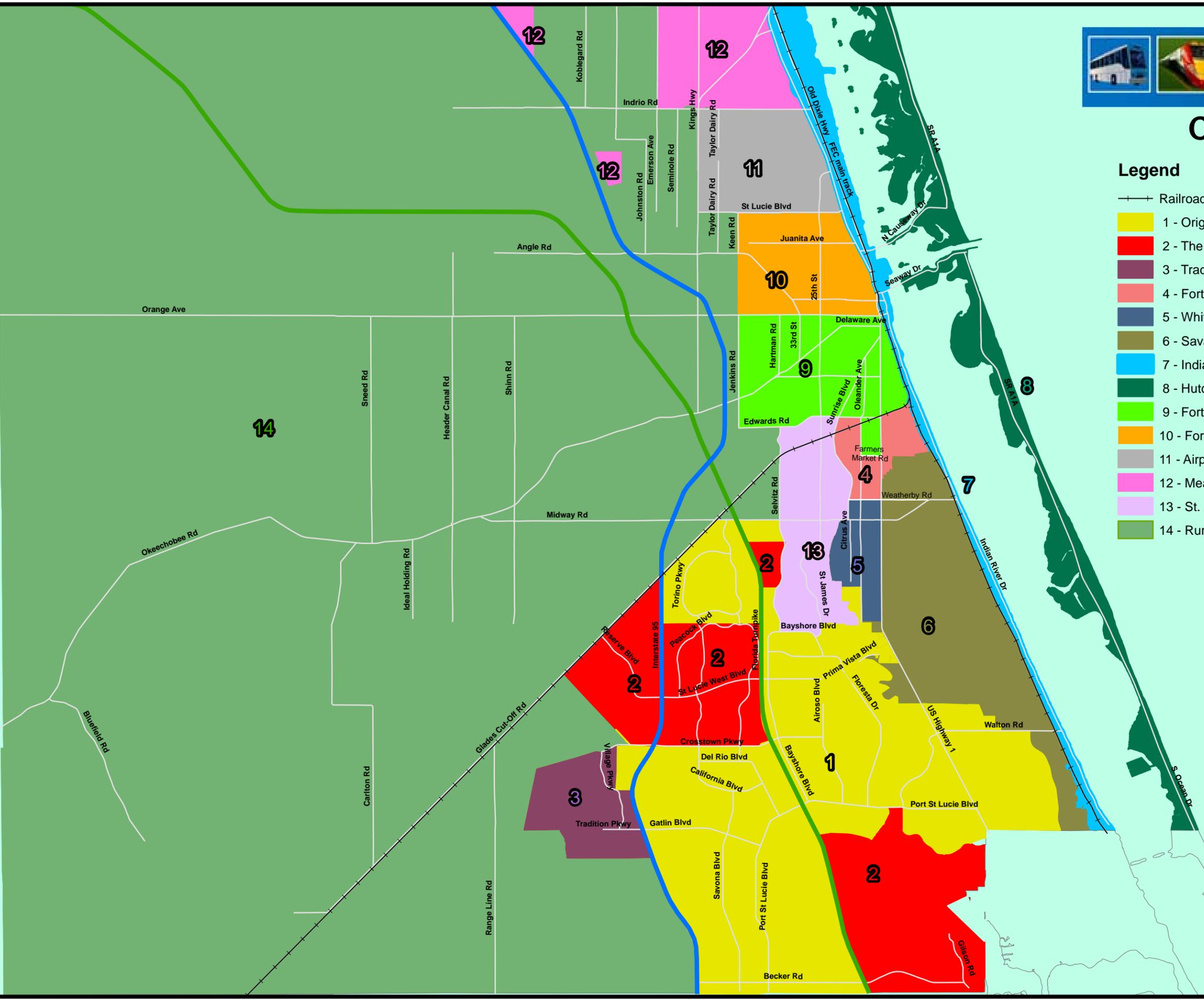
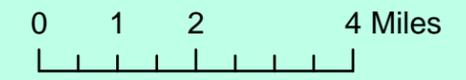
Communities

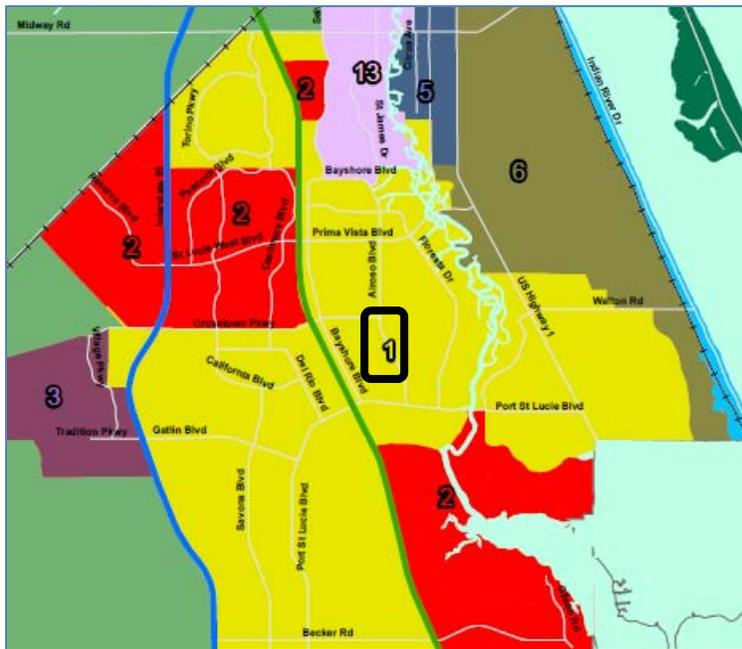
Legend

-  Railroad
-  1 - Original Port St Lucie / General Development Corporation (GDC)
-  2 - The Reserve / St. Lucie West / Port St. Lucie Gated Golf Courses
-  3 - Tradition
-  4 - Fort Pierce South
-  5 - White City
-  6 - Savannas - Savannah Club - Indian River Estates
-  7 - Indian River Drive - St. Lucie Village
-  8 - Hutchinson Islands
-  9 - Fort Pierce Central
-  10 - Fort Pierce North
-  11 - Airport Area
-  12 - Meadowood - Spanish Lakes Fairways - Lakewood Park
-  13 - St. James Corridor - St. James Drive / 25th Street
-  14 - Rural St. Lucie



1 Inch = 2 Miles





Community Number 1

Original Port St. Lucie General Development Corporation (GDC)

Jurisdiction(s):

City of Port St. Lucie

SUMMARY

- Largest community
- Most diverse
- 10,000 square foot lots
- Income levels are dispersed

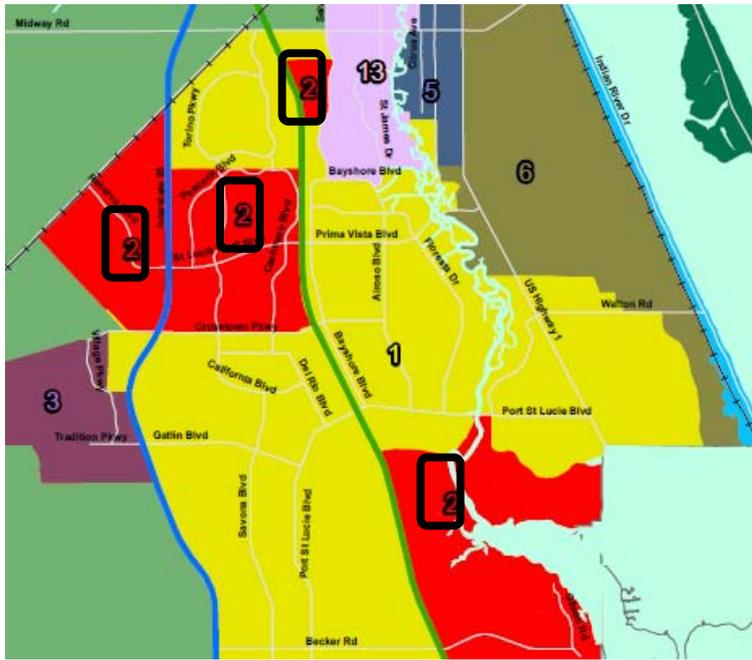
NARRATIVE

The Original Port St. Lucie - General Development Corporation (GDC) Community is the largest community with 48,100 households, and it is the most diverse community. It consists of approximately 80,000 quarter-acre single family residential lots that were platted by GDC in the early 60s. Most residential blocks contain 20 to 40 single family households, each with a wide range of household incomes. The Minority Population is 56,023 persons of which 20,856 speak Spanish. Approximately 5,000 persons do not speak English well. The residential community lacks pedestrian facilities such as sidewalks and paved shoulders.

Original Port St. Lucie - General Development Corporation (GDC)

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
24,216	573	2,533	95	5,912	4,434	26,779	108,527
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
55,281	48,100	7,181	100,086	135,306	35,220	97,543	79,283
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
56,023	17,155	66,196	69,110	37,126	10,974	9,032	15,448
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
11,123	6,212	6,526	48,333	4,369	930	96,962	20,856
NO VEHICLE	USE PUBLIC TRANSIT	AVG MED HH INCOME	HOUSEHOLDS				
1,784	198	47,465	48,100				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)



Community Number 2

**The Reserve
St. Lucie West
Port St. Lucie Golf
Courses**

Jurisdiction(s):

City of Port St. Lucie

SUMMARY

- Newer PSL Communities
- Golf course communities
- Gated Communities
- Suburban land use pattern
- Highest Median HH Income
- Older proportionate population

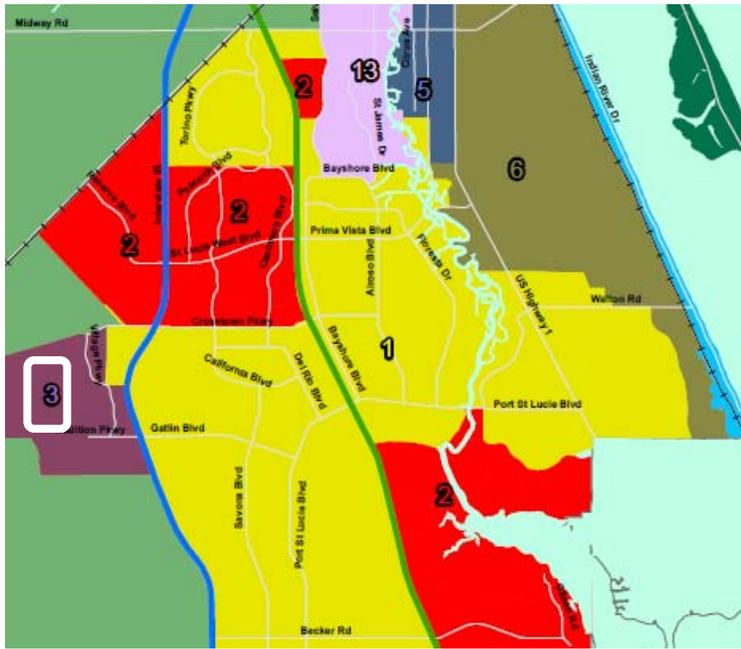
NARRATIVE:

This community consists of The Reserve, St. Lucie West, St. James Golf Club, PGA Village, and the Port St. Lucie golf communities of Tesoro, Ballantrae, and the Floridian. With frontage along the St. Lucie River, many areas of this community provide both golf and yachting opportunities for its gated communities. Most of the community consists of newer gated residential Planned Unit Developments. The community has an older population and the highest median household income. Much of the community includes sidewalks.

The Reserve- St. Lucie West - Port St. Lucie Golf Courses Community

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
1,519	52	677	6	387	391	2,497	22,979
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
15,166	11,819	3,347	22,161	25,476	3,315	22,444	20,487
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
4,989	9,573	12,052	13,424	10,118	1,701	2,229	3,524
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
1,974	1,504	2,595	11,822	275	112	23,379	1,783
NO VEHICLE	USE PUBLIC TRANSIT	AVG MED HH INCOME	HOUSEHOLDS				
240	51	52,100	11,819				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)



Community Number 3

Tradition

Jurisdiction(s):

City of Port St. Lucie

SUMMARY

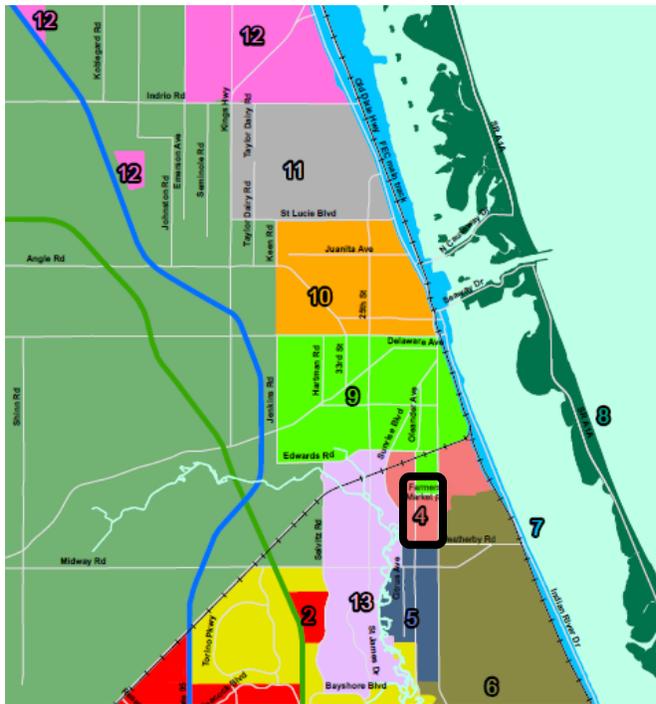
- o Newest community
- o Mixed use land use pattern
- o 20% -25% of units vacant
- o Shortest commute to West Palm Beach of any community

NARRATIVE

Tradition, with 1,580 households is a master-planned mixed-use community established in 2003. It covers 8,300 acres with seven gated residential neighborhoods surrounding a town square, neighborhood parks, lakes and a retail shopping center. This community has a younger, somewhat diverse population with a large portion of household incomes above \$50,000. This community includes sidewalks, and recreational facilities are located throughout the community. This community provides its residents the shortest commute to West Palm Beach than any other community in the TPO area.

BLACK	AMERICAN INDIAN	ASIAN	HAWAIIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
268	11	82	6	55	74	557	2,855
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
1,827	1,333	494	2,594	3,412	818	2,916	2,437
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
975	551	1,661	1,751	970	363	154	257
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
219	251	700	1,074	69	-	3,202	241
NO VEHICLE	USE PUBLIC TRANSIT	AVG MED HH INCOME	HOUSEHOLDS				
24	16	52,100	1,580				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)



Community Number 4

Fort Pierce South

Jurisdiction(s):

City of Fort Pierce

Unincorporated St. Lucie County

SUMMARY

- More established community
- Includes commercial and industrial development
- Somewhat diverse
- Significant senior population

NARRATIVE

Fort Pierce South, with 1,640 households, straddles U.S. Highway 1 and includes industrial and commercial development in addition to suburban and rural residential development. The community is somewhat diverse with over 10 percent of the population speaking Spanish. The community also includes a significant senior population with approximately 30 percent of the population over 65 years of age.

Fort Pierce South

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
268	11	82	6	55	74	557	2,855
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
1,827	1,333	494	2,594	3,412	818	2,916	2,437
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
975	551	1,661	1,751	970	363	154	257
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
219	251	700	1,074	69	-	3,202	241
NO VEHICLE	USE PUBLIC TRANSIT	AVG MED HH INCOME	HOUSEHOLDS				
24	16	52,100	1,580				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)

Community Number 5

White City

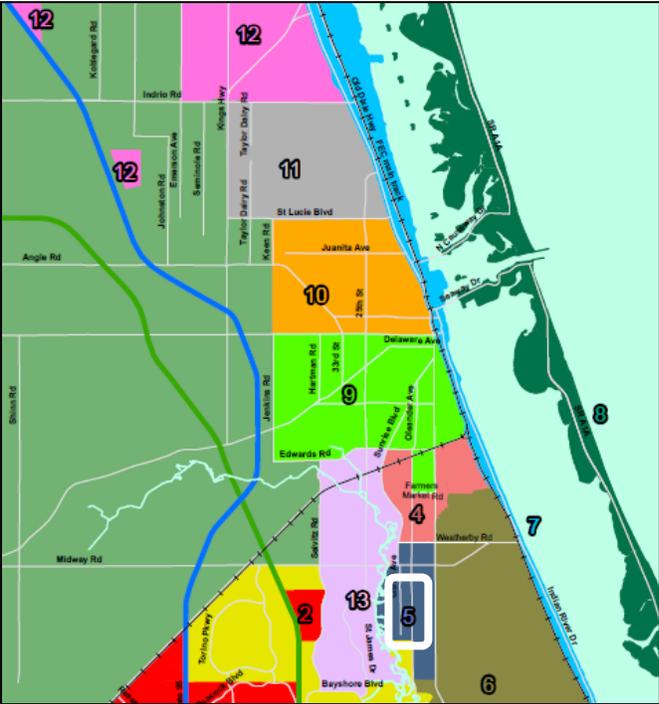
Jurisdiction(s):

Unincorporated St. Lucie County

City of Fort Pierce

SUMMARY

- Rural enclave
- Low density
- Broad distribution of incomes
- Equal proportions of senior and youth populations
- Significant Spanish speaking population



NARRATIVE

White City, with 1,128 households is a low-density, rural enclave. There is a broad distribution of incomes in this community, and it includes a significant Spanish-speaking population with over 10 percent of the population east of Oleander speaking Spanish. Approximately 30 percent of the population west of Oleander Avenue is age 65 and older. However, there is an equal proportion of youth population in the community.

White City

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
124	8	48	-	52	41	305	2,648
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
1,227	1,128	99	2,365	2,953	588	2,680	2,447
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
506	579	1,468	1,485	882	246	253	348
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
166	114	221	1,099	144	49	1,866	423
NO VEHICLE	USE PUBLIC TRANSIT	MED HH INCOME	HOUSEHOLDS				
44	0	64.063	1,128				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)

Community Number 6

Savannas - Savannah Club Indian River Estates

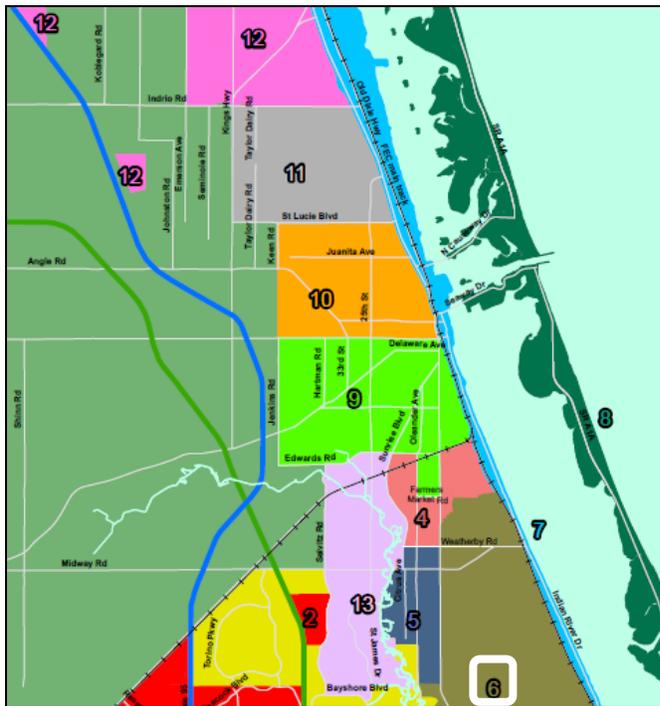
Jurisdiction(s):

City of Fort Pierce

Unincorporated St. Lucie County

SUMMARY

- Low density
- Large amount of undeveloped/conservation land
- Large senior population
- Significant low income population



NARRATIVE

This community contains a large amount of undeveloped/conservation land including the Savannas State Preserve and the Savannas County Park. The community also includes the Savannah Club, a mobile home resort development; Gator Trace, a golf course development; and Indian River Estates, a single-family residential development with 80 foot by 125 foot lots. The community includes a large proportionate senior population and a significant low income population.

Savannas - Savannah Club - Indian River Estates

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
938	68	109	9	348	294	1,463	16,196
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
10,719	8,871	1,848	15,468	17,659	2,191	15,893	14,917
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
2,742	6,900	8,450	9,209	6,919	1,952	2,520	2,887
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
1,822	643	760	8,627	218	97	17,309	1,371
NO VEHICLE	USE PUBLIC TRANSIT	MED HH INCOME	HOUSEHOLDS				
411	25	39,450	8,871				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)

Community Number 7

**Indian River Drive
St. Lucie Village**

Jurisdiction(s):

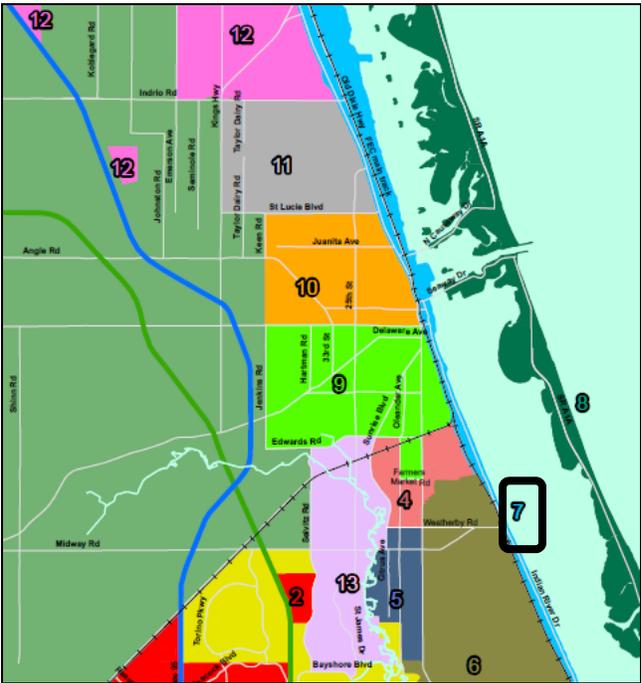
St, Lucie Village

City of Fort Pierce

Unincorporated St. Lucie County

SUMMARY

- Single-family residential development
- Ages are fairly distributed
- Significant rental population
- Scenic Highway designation



NARRATIVE

Through this community, this designated Treasure Coast Scenic Highway (Indian River Drive) remains a two-lane rural road for nearly the entire 19 mile length. The majority of the development along the road is single family homes, and the east side of the road fronts the Indian River Lagoon. This community includes The Town of St. Lucie Village that was incorporated in 1961, and currently, has a population of approximately 615. The ages of the population in this community are fairly distributed, and the community includes a significant rental population.

Indian River Drive - St Lucie Village

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
99	8	24	-	28	32	148	2,148
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
1,428	1,122	306	1,997	2,296	299	2,105	1,952
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
295	489	1,165	1,131	773	349	397	318
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
211	66	106	1,097	12	6	2,087	74
NO VEHICLE	USE PUBLIC TRANSIT	MED HH INCOME	HOUSEHOLDS				
411	25	39,450	1,122				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)

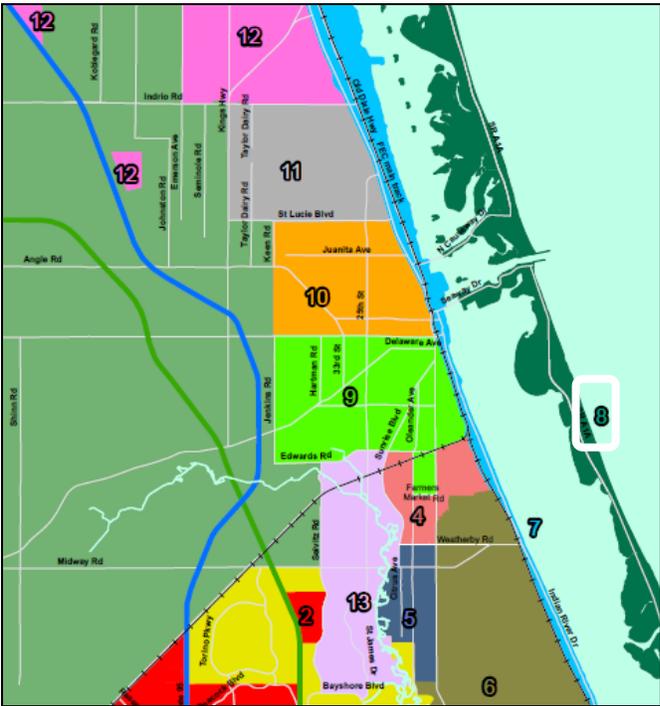
Community Number 8

Hutchinson Islands

Jurisdiction(s):

City of Fort Pierce

Unincorporated St. Lucie County



SUMMARY:

- o Large high income population
- o Largest proportion of seniors
- o Significant mobile home development
- o Large vacancy rate

NARRATIVE:

The Hutchinson Islands includes two barrier islands bordered by the Atlantic Ocean on the east and the Indian River Lagoon on the west. The ocean front is lined with mid-rise luxury condominium buildings with a sporadic hotel/motel development. The community includes several mobile home developments, the largest of which is Nettles Island. The community contains a large high income population with the largest proportion of seniors in the TPO area. The community also includes a large vacancy rate.

Hutchinson Islands

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
96	13	92	8	52	71	410	11,894
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
15,808	7,065	8,743	11,757	11,227	547	11,972	11,629
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
675	6,864	5,906	6,398	5,677	1,388	1,478	2,006
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
1,284	804	1,491	7,064	10	-	10,058	536
NO VEHICLE	USE PUBLIC TRANSIT	MED HH INCOME	HOUSEHOLDS				
223	10	46,458	7,065				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)

Community Number 9

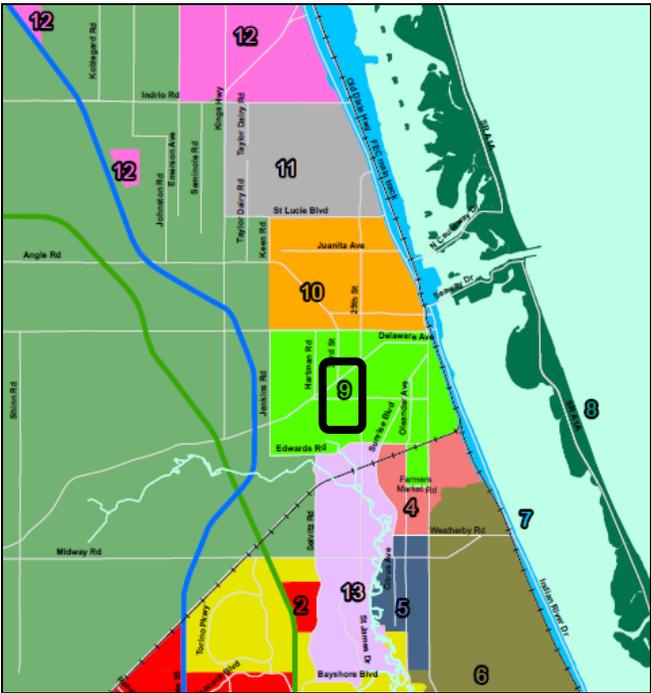
Fort Pierce Central

Jurisdiction(s):

City of Fort Pierce
Unincorporated St. Lucie County

SUMMARY

- Traditionally underserved community
- Large Spanish speaking population
- Large proportion of children
- Transit dependent
- Majority of households are rented



NARRATIVE

This community is well established and is traditionally underserved. Commercial corridors extend along Okeechobee Road and Virginia Avenue. The community includes a large Hispanic population with a large proportion of children. A significant proportion of households do not have a vehicle and are transit dependent. The majority of the households are rented and incomes are not well distributed.

Fort Pierce Central

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
7,963	201	267	17	3,962	847	8,969	16,884
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
15,808	7,065	8,743	11,757	27,038	7,298	12,599	8,579
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
16,937	2,589	12,785	12,731	4,181	4,468	3,201	3,100
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
1,372	604	659	8,941	2,186	1,335	10,058	7,917
HH NO VEHICLE	HH USE PUBLIC TRANSIT	AVG MED HH INCOME	HOUSEHOLDS				
223	160	29,802	8,649				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)

Community Number 10

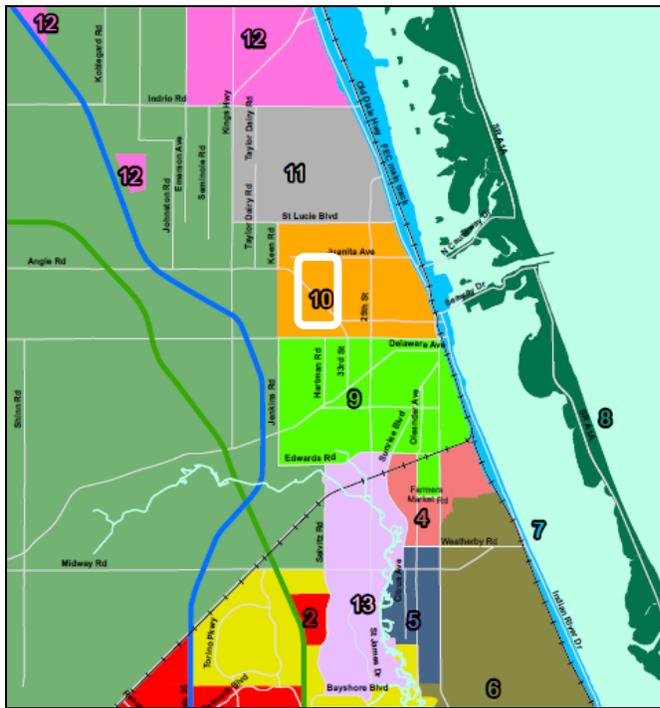
Fort Pierce North

Jurisdiction(s):

City of Fort Pierce
Unincorporated St. Lucie County

SUMMARY

- Traditionally underserved community
- Large rental population
- Large proportion of children
- Transit dependent



NARRATIVE

This community is well established and is traditionally underserved. The community includes downtown Fort Pierce and several historic neighborhoods. The community includes a large African-American population with a large proportion of children. A significant proportion of households do not have a vehicle and are transit dependent. The majority of the households are rented and incomes are not well distributed.

Fort Pierce North

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
13,685	63	27	4	621	352	1,339	15,490
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
7,728	6,017	1,711	12,015	16,829	4,814	2,077	1,625
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
15,204	2,309	8,110	8,719	2,801	3,216	2,896	1,804
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
860	249	203	6,018	602	174	15,300	1,655
HH NO VEHICLE	HH USE PUBLIC TRANSIT	AVG MED HH INCOME	HOUSEHOLDS				
1,003	36	27,400	6,017				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)

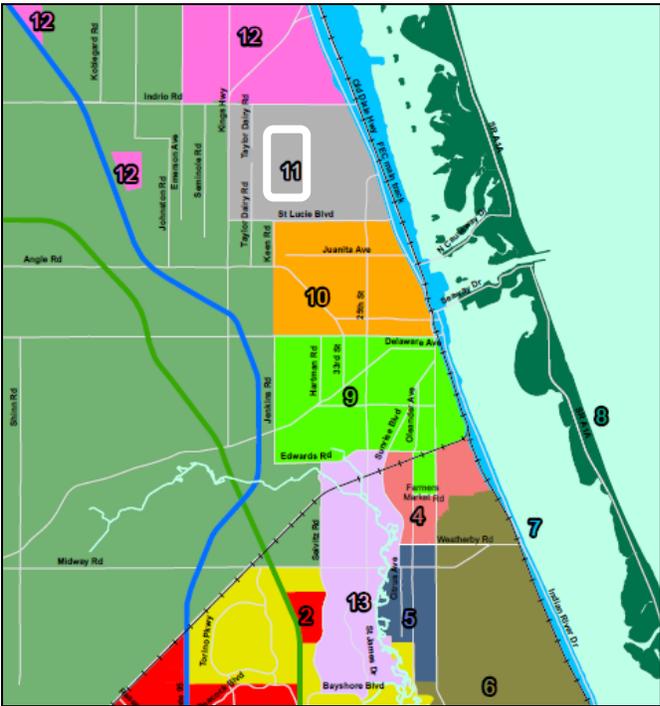
Airport Area

Jurisdiction(s):

Unincorporated St. Lucie County

SUMMARY

- Smallest residential population
- Airport and industrial development
- Fairly diverse



NARRATIVE

This community is dominated by the St. Lucie County International Airport and associated development. It has the smallest residential population with large amounts of undeveloped land. The community is fairly diverse.

Airport Area

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
148	2	2	1	28	16	94	637
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
378	304	74	569	731	162	534	474
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
257	117	370	361	206	98	134	71
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
47	16	35	304	10	13	698	40
HH NO VEHICLE	HH USE PUBLIC TRANSIT	AVG MED HH INCOME	HOUSEHOLDS				
5	0	19,678	304				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL).

Community Number 12

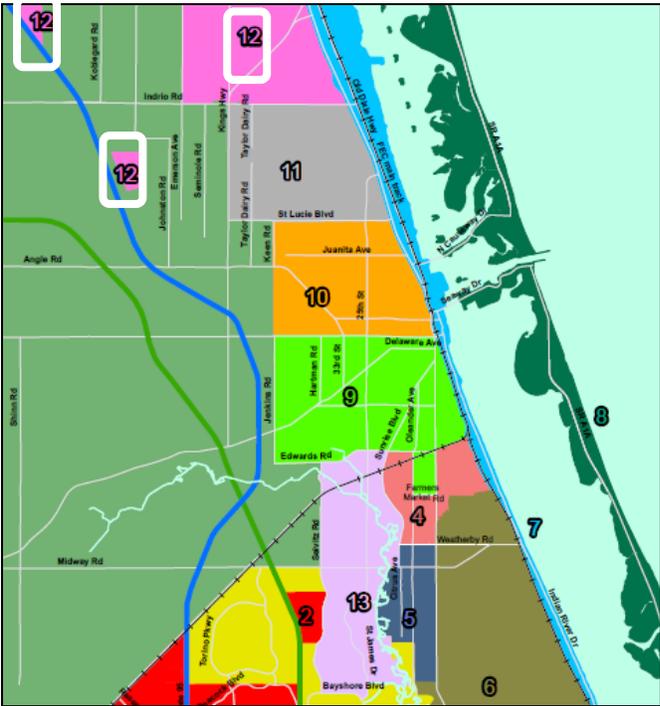
**Meadowood
Spanish Lakes Fairways
Lakewood Park**

Jurisdiction(s):

Unincorporated St. Lucie County

SUMMARY:

- o Significant senior population
- o Large middle income and working class populations
- o Households primarily are owned



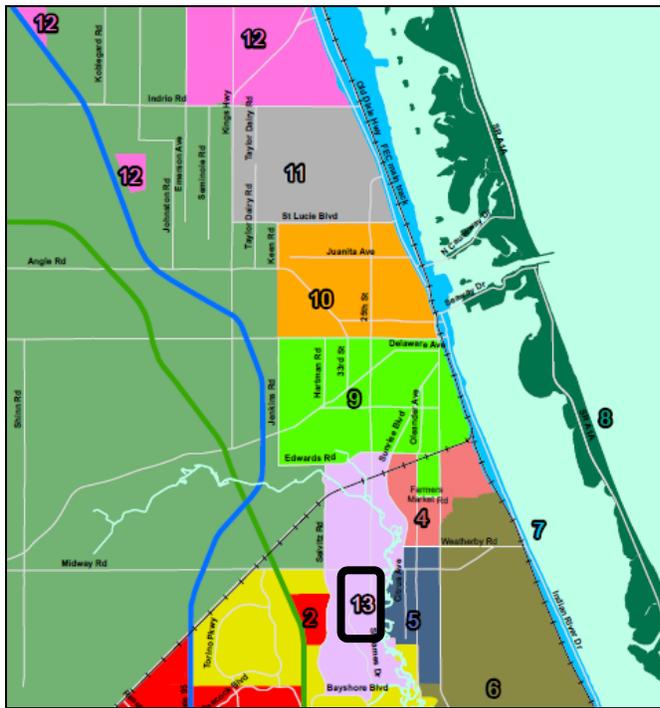
NARRATIVE:

Located in the northern portion of the TPO area, this community contains Lakewood Park, a suburban residential development; Spanish Lakes Fairways, a gated mobile home/golf development; and Meadowood, a gated golf development. The community includes a significant senior population and large middle income and working class populations. The households in the community primarily are owned.

Meadowood - Spanish Lakes Fairways - Lakewood Park

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
1,076	28	171	3	148	205	740	12,216
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
7,324	5,989	1,335	10,939	12,956	2,017	11,325	10,779
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
2,177	4,395	6,198	6,758	5,084	905	1,629	1,935
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
1,302	727	717	6,309	109	47	12,225	689
HH NO VEHICLE	HH USE PUBLIC TRANSIT	AVG MED HH INCOME	HOUSEHOLDS				
239	7	42,256	5,989				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL).



Community Number 13

**St. James Corridor
St. James Drive - 25th St.**

Jurisdiction(s):

- City of Port St. Lucie
- City of Fort Pierce
- Unincorporated St. Lucie County

SUMMARY

- o Contains St. Lucie River and Ten-Mile Creek
- o Less established
- o Newer development
- o Smaller subdivisions
- o Significant proportion of children
- o Broad distribution of incomes

NARRATIVE

This community is less established with newer development. The smaller subdivisions of this community are adjacent to the St. Lucie River and Ten-Mile Creek. St. James Drive and 25th Street are commercial corridors with sidewalks and bicycle lanes. The community includes a significant proportion of children and a broad distribution of incomes.

St. James Corridor - St. James Drive - 25th Street

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
1,081	8	126	5	229	144	825	5,310
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
2,450	2,188	262	4,539	6,135	1,596	4,542	4,003
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
2,132	847	2,955	3,180	1,665	523	546	774
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
387	264	452	2,421	243	218	5,483	958
HH NO VEHICLE	HH USE PUBLIC TRANSIT	AVG MED HH INCOME	HOUSEHOLDS				
98	34	47,123	2,188				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 - American Community Survey (ACS) 2007-2011 - 2010 Census TAZ Data (FGDL).

Community Number 14

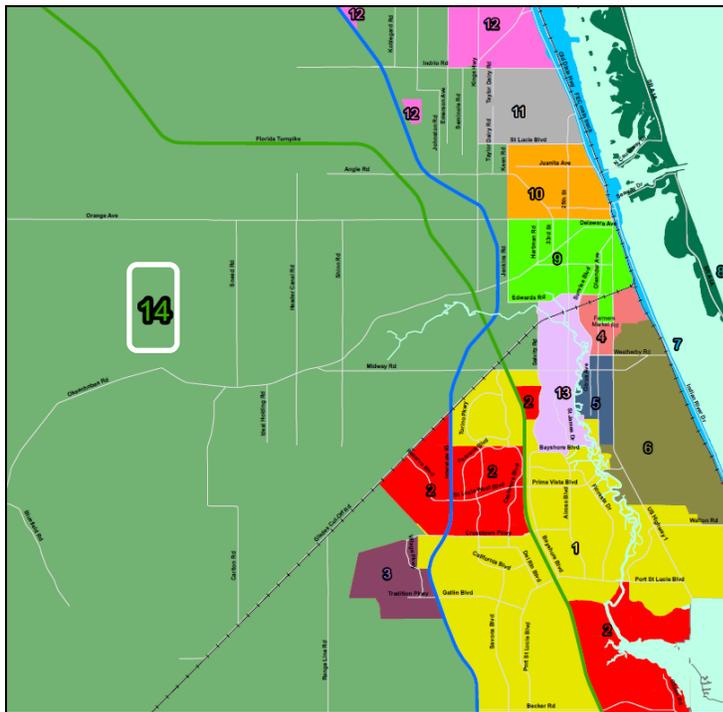
Rural St. Lucie

Jurisdiction(s):

City of Port St. Lucie
St. Lucie County

SUMMARY

- Rural land use pattern
- Least dense
- Significant low income population
- Large proportion of workers



NARRATIVE

This community is the least dense in TPO area. The community is dominated by a rural land use pattern and includes a significant low income population and a large proportion of workers. However, the community has approximately 192 subdivisions previously platted for development.

Rural St. Lucie

BLACK	AMERICAN INDIAN	ASIAN	HAWIAN PACIFIC ISLAND	OTHER RACE	MULTIPLE RACE	HISPANIC	NOT HISPANIC
1,443	64	79	2	367	205	1,165	9,474
HOUSING UNITS	OCCUPIED	VACANT	AGE 18+	POPULATION 2010	AGE UNDER18	WHITE	WHITE NOT HISPANIC
4,145	3,541	604	8,628	10,639	2,011	8,479	7,760
MINORITY PERSONS	AGE 65 +	MALE	FEMALE	OWNER	RENTER	HH Income <25K	HH Income 25K - 50K
2,879	1,294	4,779	3,764	2,158	611	563	833
HH Income 50K - 75K	HH Income 75K - 100K	HH Income 101K >	Workers	SPEAK ENGLISH NOT WELL	SPEAK ENGLISH NOT AT ALL	SPEAK ENGLISH	SPEAK SPANISH
467	212	357	2,433	92	25	5,890	566
HH NO VEHICLE	HH USE PUBLIC TRANSIT	AVG MED HH INCOME	HOUSEHOLDS				
52	0	25,124	3,541				

Data Sources: 2010 Census Blocks & Block Groups - Florida Geographic Data Library (FGDL) - St. Lucie TPO Traffic Analysis Zones (TAZs) TCRPM4 – American Community Survey (ACS) 2007-2011 – 2010 Census TAZ Data (FGDL)

APPENDIX E
Consideration of
Public Comments

FY 2016/17 – 2017/18 UPWP Call for Projects Summary of Comments

Comment	Commenter	Date/Method Received	Incorporation into UPWP
Traffic is heaviest on St. Lucie West Blvd during the mid-day. A mid-day traffic analysis is needed.	CAC Member	November 17, 2015/CAC Meeting Call for Projects Presentation	Task 3.4 Congestion Management Process (CMP), CMP Major Update
A Complete Streets Study is needed.	TAC Member	November 17, 2015/TAC Meeting Call for Projects Presentation	Task 4.1 Complete Streets Study
Pedestrian/traffic safety hazards exist in the vicinity of Sportsman's Park in Port St. Lucie	Safe Kids Coalition Members	December 4, 2015/Safe Kids Coalition Meeting Call for Projects Presentation	Task 3.7 Safety and Security, Sportsman's Park Traffic Safety Analysis
The Indian River Estates residential neighborhood lacks pedestrian/bicycle access to essential services on US-1.	Safe Kids Coalition Member	December 4, 2015/email (member had attended 11/19/2015 BPAC Call for UPWP Projects presentation).	Task 3.9, Ladders of Opportunity, Transportation Connectivity Study
A multi-use trail system is needed in Port St. Lucie.	General Public	January 20, 2016/Email response to UPWP Call for Projects on social media	Task 3.5 Bicycle/Pedestrian/Greenway Planning, St. Lucie Walk-Bike Network Update
More bus routes and shorter distances between bus stops are needed.	General Public	February 4, 2016/ UPWP outreach at Indian River State College and Fort Pierce and Port St. Lucie Intermodal Stations	Task 3.9, Ladders of Opportunity, Transportation Connectivity Study
Sidewalk gaps exist on US-1 and on Juanita Avenue	General Public	February 4, 2016/ UPWP outreach at Indian River State College and Fort Pierce and Port St. Lucie Intermodal Stations	Task 3.9, Ladders of Opportunity, Transportation Connectivity Study Task 4.1 Complete Streets Study



Congestion Management Process Major Update – Phase I Summary of Comments

Comment	Commenter	Date/Method Received	Incorporation into Study
The most congested time of year for the county is from Thanksgiving to Easter.	CAC Member	3/14/2017, CAC meeting	The volumes used for the volume to capacity ratio consider the AADT and seasonal factors.
St. Lucie West is a very congested corridor, especially from I-95 to Bayshore Blvd	CAC Member	3/14/2017, CAC meeting	This roadway segment is added to the list of Phase I projects.
The intersection at Peacock and St. Lucie West have congestion issues, check V/C.	CAC Member	3/14/2017, CAC meeting	V/C ratio was checked for the corridor and it was found not to have a large value, congestion along St. Lucie West Blvd could be due to signal timing and not capacity of the Blvd.
The safety performance measure should have higher weight in the prioritization.	TAC Member	3/14/2017, TAC meeting	Segments that were given just points on safety but did not receive points in other performance measure categories have been added to the project that should be further analyzed in Phase II.
The severity of accidents and fatalities should be considered in the safety performance measure.	TAC Member	3/14/2017, TAC meeting	Comment was considered for evaluation.
Intersection improvements at PSL Blvd and Gatlin are underway and will be constructed next fiscal year.	Roxanne Chesser	3/14/2017, TAC meeting	Segments and intersections currently under construction have been eliminated from the recommended Phase II projects.



Congestion Management Process Major Update – Phase I Summary of Comments

Comment	Commenter	Date/Method Received	Incorporation into Study
Roadway segments on the State Highway System are evaluated and funded by the FDOT	TAC Member	3/14/2017, TAC meeting	Segments and intersections on the State Highway System have been eliminated from the recommended Phase II projects.

Summary Completion Date: March 27, 2017

Transportation Connectivity Study Summary of Comments

Comment	Commenter	Date/Method Received	Incorporation into Study
General comments were made.	General Public	September 27, 2016, Hurston Library outreach. Residents reviewed MAC list and map.	N/A
General comments were made.	General Public	September 29, 2016, Morningside Library outreach. Residents reviewed MAC list and map.	N/A
Could the study result in changes to bus routes?	LCB Member	December 16, 2016, LCB meeting presentation	Recommendations have been made for additional bus routes.
General comments were made.	Indian River, Martin and St. Lucie transit/MPO staff	January 13, 2017, Treasure Coast Transit Meeting (TCTM). Attendees reviewed MAC map.	N/A
Riders were surveyed, "Where Do You Shop for Groceries? What Supermarket is Nearest Your Home?"	General Public	January 13, 2017, Fort Pierce Intermodal Station Outreach	Survey results were incorporated into the Study.
Add the Airport and the Port of Fort Pierce as emerging Major Activity Centers (MACs)	CAC Members	January 17, 2017 CAC meeting presentation	The Airport and Port were added.
<ul style="list-style-type: none"> • Add the Airport as an emerging Major Activity Center • Identify St. Lucie West Blvd sub-districts • Assign numerical weights to the Major Activity Center criteria 	TAC Members	January 17, 2017 TAC meeting presentation	<ul style="list-style-type: none"> • The Airport was added • The St. Lucie West Major Activity Center was subdivided • Numerical weights were assigned to a prioritization criteria • North County line was added

Transportation Connectivity Study Summary of Comments

Comment	Commenter	Date/Method Received	Incorporation into Study
<ul style="list-style-type: none"> Add the north County line 			
Add Becker Road retail as a MAC	BPAC member	January 19, 2017 BPAC meeting presentation	The Becker Road retail plaza only serves the immediate neighborhood and subsequently was not added as a MAC
General comments were made.	TCN members.	January 24, 2017 TCN meeting presentation	N/A
<ul style="list-style-type: none"> Add the retail plazas at Prima Vista/U.S. 1 and at Midway Road/U.S. 1 as MACs Prioritize the Airport as an important future employment generator An inter-county connection bus with South Hutchinson Island is needed Bus service to the HANDS clinic is needed 	TPO Board members	February 1, 2017 TPO Board meeting	<ul style="list-style-type: none"> Retail plazas that primarily serve the surrounding neighborhood and are not part of a diverse land use complex were not added The Airport was added The South Hutchinson Island and HANDS clinic comments were addressed by the transit provider representative

Transportation Connectivity Study Summary of Comments

Comment	Commenter	Date/Method Received	Incorporation into Study
<p>Traffic backs up on Prima Vista Blvd at Ravenswood Drive, blocking access to fire trucks from the Ravenswood station</p> <p>Suggestions to facilitate emergency vehicle access included:</p> <ul style="list-style-type: none"> • Signage to warn motorists against blocking Ravenswood Drive • Emergency signal traffic light at the intersection • Coordinate fire calls with police calls so police can issue appropriate citations to motorists • Use technology to sync fire calls with light signals at Airoso Blvd to prevent traffic back-ups 	<p style="text-align: center;">Safe Kids Coalition members</p>	<p>February 2, 2017 Safe Kids Coalition meeting</p>	<p>Comments were summarized and included in the recommendations for the Prima Vista Blvd corridor at Sportsman’s Park complete streets improvements.</p>

March 22, 2017

APPENDIX F
Application for Serving on
Committees/Board



APPLICATION FOR SERVING ON COMMITTEES/BOARD

1. Name _____
2. Home or Mobile Phone _____ 3. Email Address _____
4. Home Address _____
5. How long have you lived at this location? _____
6. Business Address (optional) _____
7. Business Phone (optional) _____
8. Are you employed by a government agency? Yes_____ No_____
9. Do you now serve on a government committee or board? Yes_____ No_____
10. If Yes, which one(s)? _____
11. Brief summary of your education _____

12. Brief summary of your experience _____

13. Please select each St. Lucie Transportation Planning Organization (TPO) Board or Committee you are interested in serving on (more than one may be selected):
Transportation Disadvantaged Local Coordinating Board (LCB) _____
Citizens Advisory Committee (CAC) _____
Bicycle-Pedestrian Advisory Committee (BPAC) _____
14. May your application be submitted to the TPO Board whenever vacancies occur on the selected Board/Committee(s) until you are appointed? Yes_____ No_____
15. Will you be able to attend quarterly LCB meetings, CAC meetings every other month, or BPAC meetings every other month? Yes_____ No_____

SIGNATURE _____ Date _____

Submit completed application by mail, fax, or email to:

MAIL: St. Lucie Transportation Planning Organization
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, FL 34953
FAX: 772-785-5839
EMAIL: TPOAdmin@stlucieco.org

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

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

Crèole: Si ou ta rinmin recevoua information sa en crèole si l bous plait rèlè 772-462-1777.

Español: Si usted desea recibir esta información en español, por favor llame al 772-462-1777.

APPENDIX G
PIP Revisions Log and
Annual Updates

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Livability Planner

DATE: July 31, 2015

SUBJECT: Public Involvement Program (PIP) Annual Evaluation of Effectiveness and Update

BACKGROUND

The Unified Planning Work Program (UPWP) includes substantial public involvement efforts within a continuous and ongoing task which includes compliance with all Title VI and Nondiscrimination requirements. These public involvement efforts are advanced through the PIP of the St. Lucie TPO.

Annually reviewing the effectiveness of the St. Lucie TPO Public Involvement Goal, Objectives, and Strategies enables the TPO to adjust and modify the public involvement techniques accordingly. Various performance measures, which are summarized in the attached summary, were used by TPO staff to evaluate the PIP. The results of the annual Evaluation of Effectiveness can quantify public access to transportation planning activities as well as the level of public participation and impact during FY 2014/15. The public participation tools and techniques in the attached Public Outreach Matrix subsequently are continued, refined, and/or replaced based on the results of the evaluation.

ANALYSIS

The PIP Annual Update includes evaluating the effectiveness of the PIP by applying the performance measures to the strategies for meeting the PIP objectives. It is the first time that performance measures data has been collected, and the results will be used as a baseline in the future for further

evaluating and refining the PIP tools and techniques. The three greatest measures for FY 2014/15 were the total number of persons contacted for all surveys and questionnaires (23,584), the total number of students who participated in the TPO activities (4,235), and the total number of survey and questionnaire responses (799). Additional information regarding student participation in the TPO is provided in the attached Safe Routes to School Annual Report which summarizes the TPO's highly-successful "Be Safe, Be Seen" student pedestrian safety campaign.

Revising the Public Outreach Matrix with the addition of new tools and techniques is part of the Annual Update as well. Based on the performance measures, "Social Media" provided the best results, and it is recommended to revise the Public Outreach Matrix in order to use "Social Media" for the upcoming UPWP, LOPP, CMP, and Projects.

At their meetings in July, the TPO Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle-Pedestrian Advisory Committee (BPAC) recommended the acceptance of the Annual PIP Evaluation of Effectiveness and Update.

RECOMMENDATION

Based on the performance results demonstrating where the PIP is effective and the Public Outreach Matrix being revised to further enhance the effectiveness of the PIP, it is recommended that the Annual PIP Evaluation of Effectiveness and Update be accepted by the TPO Board.

Public Involvement Plan - Performance Measures and Annual Update FY 14-15

Objective A - Hold Regularly Scheduled and Advertised Meetings Open to the General Public		
Strategy	Measure of Effectiveness	
	Measure	Quantity FY 14-15
Strategy A1: All TPO Policy Board and Advisory Committee meetings, times, agendas, and locations will be publicly noticed in local newspapers and online.	Number in attendance at meetings	372
Strategy A2: Video recorded TPO meetings will be available for replay on the local government channels and the internet (St. Lucie Online - Video on Demand - via link from TPO website - www.stlucietpo.org).	Number of online hits to TPO website and social media	566
Strategy A3: TPO meetings will be held in ADA-compliant locations accessible to transit and traditionally underserved communities	Number of meeting participants who are transit riders and/or the physically challenged.	4
Strategy A4: TPO meetings and workshops will be publicly noticed in a variety of means to ensure that a variety of communities are reached and a scrapbook of the notifications will be maintained. Build data base of all meeting requests, concerns and inquiries regarding meeting schedules and logistics.	Number of meeting attendance by minority and traditionally underserved communities	85
Strategy A5: Ensure that all Advisory Committee positions are filled.	Number of meetings where advisory committee positions remained unfilled.	0
Strategy A6: Ensure all Advisory Committee recommendations are presented to the TPO Board. Keep log of all Committee recommendations to the TPO Board and the respective actions taken by the Board.	Total number of persons contacted for all surveys and questionnaires	23,584
Strategy A7: Incorporate specialized surveys and questionnaires in meetings and events where appropriate.	Total number of survey and questionnaire responses	799

Public Involvement Plan - Performance Measures and Annual Update FY 14-15

Objective B - Seek Out Traditionally Underserved Communities		
Strategy	Measure of Effectiveness	
	Measure	Quantity FY 14-15
Strategy B1: The TPO will create electronic newsletters and pamphlets describing its purpose and activities to be widely distributed throughout the TPO area as well as placed on the TPO website. Materials will also be made available in Spanish and Haitian Creole.	Number of meeting attendees/survey respondents who indicate they saw/received the TPO newsletters and flyers.	0
Strategy B2: All televised TPO meetings will be closed-captioned for the hearing impaired.		
Strategy B3: TPO notices, meeting agendas, and packets will be sent to minority communities or traditionally underserved populations to ensure notification of TPO events.	Number of meeting participation of Spanish and Creole speakers.	6
Strategy B4: TPO staff will provide presentations to community groups throughout the County to discuss the TPO process and projects.		
Strategy B5: Tailor outreach methods according to socio-economic characteristics summarized in the community profiles.	Number of traditionally underserved and minority community participants who indicate they saw/received TPO communications.	0
Strategy B6: Identify communities with higher concentrations of minority and/or under-served populations, develop relationships with community and religious leaders in these communities, and hold workshops and meetings in these communities.	Participation by religious and community leaders in minority and underserved communities.	30
Strategy B7: A contact list of minority and underrepresented citizens will continue to be maintained and updated by the TPO.		
Strategy B8: Utilize public transportation equipment and infrastructure for advertising community-based TPO workshops and planning activities.	Number of participants who use public transportation.	2

Public Involvement Plan - Performance Measures and Annual Update FY 14-15

Objective C - Engage the Public Clearly, Continually, and Comprehensively through a Variety of Outreach Activities to Maximize Public Impact		
Strategy	Measure of Effectiveness	
	Measure	Quantity FY 14-15
Strategy C1: Schedule at least two workshops or community presentations per year in the evening and/or at locations other than government buildings to increase public awareness and outreach.	Number of online traffic relative to TPO outreach efforts.	
Strategy C2: Track and keep records of public comments and contacts to the TPO through telephone calls, emails, letters, and include summary in annual update.	Number of telephone, email, and regular mail public inquiries to TPO programs and planning activities.	20
Strategy C3: Use TPO website to improve amount of information available, its appeal, its usefulness, and make the site interactive so that public input can be obtained electronically.	Number of positive public responses to website performance and interaction capabilities.	1
Strategy C4: Continue to explore and document new and/or alternative tools and techniques for reaching out to the community and facilitating public impact including advancements in social media outlets, engagement activities, and the TPO Visualization Campaign.	Number of comment forms and survey responses.	584
Strategy C5: Create an outreach link with local schools and universities to emphasize the relationships between transportation, mobility, and livability.	Number of students who participate in TPO activities.	4,235

Public Involvement Plan - Performance Measures and Annual Update FY 14-15

Objective D - Integrate the Principles and Special Projects Adopted in the 2035 RL RTP in Public Outreach Efforts, Emphasizing Key Concepts of the Plan Including Enhanced Mobility, the US 1 Corridor Retrofit Project, and the Treasure Coast Loop Trail		
Strategy	Measure of Effectiveness	
	Measure	Quantity FY 14-15
Strategy D1: Partner with other transportation planning agencies, local governments, and community leaders to broaden the awareness of TPO priorities and objectives in the 2035 RL RTP, especially in traditionally under-served communities.	Number of non project-specific meetings with other planning agencies to discuss broader range issues.	6
Strategy D2: Include key concepts of the 2035 RL RTP in outreach tools including TPO newsletters, annual reports, and project postcards.	The output of 2035 RL RTP special project visualization products (postcards, flyers, posters, etc).	10
Strategy D3: Maintain the 2035 RL RTP website and outreach database to ensure continuity through each future planning effort.	Number of 2035 RL RTP implementation projects underway.	6
	Number of public inquiries regarding the 2035 RL RTP-specific planning efforts and special projects.	0

Public Outreach Matrix

		PIP	LRTP	TIP		UPWP	CMP	Projects
				Priorities	Document			
Public Review and Comment	Comment Forms	X	X	X	X		X	X
	Surveys & Questionnaires		X					
	Email, Mail, In Person, or Telephone Comments		X		X			
	Formal Review and Comment Periods		X		X			
TPO Website		X	X	X	X	X	X	X
Social Media Networking (Facebook/Twitter)			X	X	X	X	X	X
TPO Committee and Board Meetings		X	X	X	X	X	X	X
Visualization Campaign	TPO Newsletter							
	TPO Gallery and Kiosks		X					
	Posters, Flyers, and Brochures		X					
Engagement Activities	Public Workshops or Charrettes		X					
	Event Booths		X					
	Community Associations							
	Telephone Town Hall Meetings		X					
Efficient Transportation Decision-Making Process		N/A				N/A		
Media and Meeting Notification	Newspapers	X	X	X	X		X	X
	Television							
	Radio							
	Direct Mailing							
	Email	X	X	X	X		X	X

PIP: Public Involvement Program LRTP: Long Range Transportation Plan TIP: Transportation Improvement Program

UPWP: Unified Planning Work Program CMP: Congestion Management Process N/A: Not applicable

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Livability Planner

DATE: July 15, 2016

SUBJECT: Public Involvement Program (PIP) Annual Evaluation of Effectiveness and Update

BACKGROUND

The Unified Planning Work Program (UPWP) includes substantial public involvement efforts within a continuous and ongoing task which includes compliance with all Title VI and Nondiscrimination requirements. These public involvement efforts are advanced through the PIP of the St. Lucie TPO.

Annually reviewing the effectiveness of the PIP Goal, Objectives, and Strategies enables the TPO to adjust and modify the public involvement techniques accordingly. Various performance measures identified in the attached summary were used by TPO staff to evaluate the effectiveness of the PIP. The results of the annual Evaluation of Effectiveness can quantify public access to transportation planning activities as well as the level of public participation and impact within FY 2015-16. The public participation tools and techniques in the attached public outreach matrix subsequently are continued, refined, and/or replaced based on the results.

ANALYSIS

The PIP Annual Update includes evaluating the effectiveness of the PIP by applying the performance measures to the strategies for meeting the PIP objectives. It is the second time that performance measures data has been

collected, and the results will be used to compare to last year's data for evaluating and refining the PIP tools and techniques.

The three greatest measures for FY 2015/16 were the increase in the number of online hits to the TPO website and social media (13,188), the increase in the number of students who participated in TPO activities (5,315), and the increase in questionnaire recipients who responded to the questionnaire (1,885). These increases are attributed to the extensive social media outreach conducted for the first time as part of the public involvement efforts associated with the development of the Go2040 Long Range Transportation Plan and the FY 2016/17 – FY 2017/18 Unified Planning Work Program.

Revising the Public Outreach Matrix with the addition of new tools and techniques is part of the Annual Update as well. Based on the performance measures, "Social Media" has provided the best results, and it is recommended to extend the use of "Social Media" as part of the public involvement efforts associated with the upcoming Congestion Management Process (CMP) Major Update.

At their meetings in July, the TPO Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle-Pedestrian Advisory Committee (BPAC) recommended the acceptance of the PIP Annual Evaluation of Effectiveness and Update.

RECOMMENDATION

Based on the performance results and the Public Outreach Matrix demonstrating where the PIP is effective, it is recommended that the PIP Annual Evaluation of Effectiveness and Update be accepted by the TPO Board.

Public Involvement Plan - Performance Measures and Annual Update FY 15-16

Objective A - Hold Regularly Scheduled and Advertised Meetings Open to the General Public					
Strategy	Measure of Effectiveness				
	Measure	Quantity FY 14-15	Quantity FY 15-16	Number Change	Percent Change
Strategy A1: All TPO Policy Board and Advisory Committee meetings, times, agendas, and locations will be publicly noticed in local newspapers and online.	Overall increase in attendance at meetings	372	484	112	30%
Strategy A2: Video recorded TPO meetings will be available for replay on the local government channels and the internet (St. Lucie Online - Video on Demand - via link from TPO website - www.stlucietpo.org).	Increase in number of online hits to TPO website and social media	566	13,754	13,188	2330%
Strategy A3: TPO meetings will be held in ADA-compliant locations accessible to transit and traditionally underserved communities	Overall increase in number of meeting participants who are transit riders and/or the physically challenged.	4	19	15	375%
Strategy A4: TPO meetings and workshops will be publicly noticed in a variety of means to ensure that a variety of communities are reached and a scrapbook of the notifications will be maintained. Build data base of all meeting requests, concerns and inquiries regarding meeting schedules and logistics.	Overall increase in meeting attendance by minority and traditionally underserved communities	85	108	23	27%
Strategy A5: Ensure that all Advisory Committee positions are filled.	Overall decrease in the number of meetings where advisory committee positions remained unfilled.	0	0	0	N/A
Strategy A6: Ensure all Advisory Committee recommendations are presented to the TPO Board. Keep log of all Committee recommendations to the TPO Board and the respective actions taken by the Board.	Percentage increase in number of persons contacted for all surveys and questionnaires	23,584	7,451	-16,133	-68%
Strategy A7: Incorporate specialized surveys and questionnaires in meetings and events where appropriate.	Percentage increase in recipients who responded to the questionnaire	799	2,684	1,885	236%

Public Involvement Plan - Performance Measures and Annual Update FY 15-16

Objective B - Seek Out Traditionally Underserved Communities					
Strategy	Measure of Effectiveness				
	Measure	Quantity FY 14-15	Quantity FY 15-16	Number Change	Percent Change
Strategy B1: The TPO will create electronic newsletters and pamphlets describing its purpose and activities to be widely distributed throughout the TPO area as well as placed on the TPO website. Materials will also be made available in Spanish and Haitian Creole.	Percentage increase in meeting attendees who indicate they participated in the TPO outreach efforts	0	10	10	N/A
Strategy B2: All televised TPO meetings will be closed-captioned for the hearing impaired.					
Strategy B3: TPO notices, meeting agendas, and packets will be sent to minority communities or traditionally underserved populations to ensure notification of TPO events.	Overall increase in the participation of Spanish and Creole speakers.	6	8	2	33%
Strategy B4: TPO staff will provide presentations to community groups throughout the County to discuss the TPO process and projects.					
Strategy B5: Tailor outreach methods according to socio-economic characteristics summarized in the community profiles.	Percentage increase of traditionally underserved and minority community participants in TPO outreach efforts	0	34	34	N/A
Strategy B6: Identify communities with higher concentrations of minority and/or under-served populations, develop relationships with community and religious leaders in these communities, and hold workshops and meetings in these communities.	Overall increase in participation by religious and community leaders in minority and underserved communities.	30	35	5	17%
Strategy B7: A contact list of minority and underrepresented citizens will continue to be maintained and updated by the TPO.					
Strategy B8: Utilize public transportation equipment and infrastructure for advertising community-based TPO workshops and planning activities.	Overall increase in participants who use public transportation.	2	3	1	50%

Public Involvement Plan - Performance Measures and Annual Update FY 15-16

Objective C - Engage the Public Clearly, Continually, and Comprehensively through a Variety of Outreach Activities to Maximize Public Impact					
Strategy	Measure of Effectiveness				
	Measure	Quantity FY 14-15	Quantity FY 15-16	Number Change	Percent Change
Strategy C1: Schedule at least two workshops or community presentations per year in the evening and/or at locations other than government buildings to increase public awareness and outreach.	Overall increase in the percentage of telephone, email, and regular mail public inquiries to TPO programs and planning activities.	20	23	3	15%
Strategy C2: Track and keep records of public comments and contacts to the TPO through telephone calls, emails, letters, and include summary in annual update.					
Strategy C3: Use TPO website to improve amount of information available, its appeal, its usefulness, and make the site interactive so that public input can be obtained electronically.	Percentage increase in positive public responses to website performance and interaction capabilities.	1	4	3	300%
Strategy C4: Continue to explore and document new and/or alternative tools and techniques for reaching out to the community and facilitating public impact including advancements in social media outlets, engagement activities, and the TPO Visualization Campaign.	Overall increase in the percentage of comment forms and survey responses.	584	73	-511	-88%
Strategy C5: Create an outreach link with local schools and universities to emphasize the relationships between transportation, mobility, and livability.	Overall increase in the number of students who participate in TPO activities.	4,235	9,550	5,315	126%

Public Involvement Plan - Performance Measures and Annual Update FY 15-16

Objective D - Integrate the Principles and Special Projects Adopted in the 2040 LRTP in Public Outreach Efforts, Emphasizing Key Concepts of the Plan Including Enhanced Mobility, the US 1 Corridor Retrofit Project, and the Treasure Coast Loop Trail					
Strategy	Measure of Effectiveness				
	Measure	Quantity FY 14-15	Quantity FY 15-16	Number Change	Percent Change
Strategy D1: Partner with other transportation planning agencies, local governments, and community leaders to broaden the awareness of TPO priorities and objectives in the Go2040 LRTP, especially in traditionally under-served communities.	Overall increase in the number of non project-specific meetings with other planning agencies to discuss broader range issues.	6	9	3	50%
Strategy D2: Include key concepts of the Go2040 LRTP in outreach tools including TPO newsletters, annual reports, and project postcards.	Overall increase in the output of Go2040 LRTP special project visualization products (postcards, flyers, posters, etc).	N/A	3	N/A	N/A
	Overall increase in the number of Go2040 LRTP implementation projects underway.	N/A	16	N/A	N/A
Strategy D3: Maintain the Go2040 LRTP website and outreach database to ensure continuity through each future planning effort.	Percentage increase in the number of public inquiries regarding the Go2040 LRTP-specific planning efforts and special projects.	N/A	2	N/A	N/A

Public Outreach Matrix

		PIP	LRTP	TIP		UPWP	CMP	Projects
				Priorities	Document			
Public Review and Comment	Comment Forms	X	X	X	X		X	X
	Surveys & Questionnaires		X					
	Email, Mail, In Person, or Telephone Comments		X		X			
	Formal Review and Comment Periods	X	X		X	X		
TPO Website		X	X	X	X	X	X	X
Social Media Networking (Facebook/Twitter)		X	X	X	X	X	X	X
TPO Committee and Board Meetings		X	X	X	X	X	X	X
Visualization Campaign	TPO Newsletter							
	TPO Gallery and Kiosks		X					X
	Posters, Flyers, and Brochures		X					
Engagement Activities	Public Workshops or Charrettes		X					X
	Event Booths		X			X		
	Community Associations							
	Telephone Town Hall Meetings		X					
Efficient Transportation Decision-Making Process		N/A				N/A		
Media and Meeting Notification	Newspapers		X		X	X		
	Television							
	Radio							
	Direct Mailing							
	Email	X	X	X	X	X	X	X

PIP: Public Involvement Program LRTP: Long Range Transportation Plan TIP: Transportation Improvement Program

UPWP: Unified Planning Work Program CMP: Congestion Management Process N/A: Not applicable