



BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Regular Meeting

Thursday, January 19, 2023
3:00 pm

Public Participation/Accessibility

Participation in Person: Public comments may be provided in person at the meeting. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact the St. Lucie TPO at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Participation by Webconference (not intended for Committee Members): Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/4931891720452933725>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to TPOAdmin@stlucieco.org; by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 2:30 pm on January 19, 2023.

AGENDA

1. Call to Order
2. Roll Call
3. Comments from the Public
4. Approval of Agenda
5. Approval of Meeting Summary
 - *September 22, 2022 Regular Meeting*
6. Action Items
 - 6a. Annual Officer Elections: Election of a Chairperson and a Vice Chairperson for the BPAC for 2023.

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

- 6b. 2023 Meeting Dates: Approval of the proposed meeting dates for the remainder of 2023 for the St. Lucie TPO BPAC.
Action: Approve the proposed remaining 2023 meeting dates, approve with conditions, or do not approve.
- 6c. Amendments to the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP): Review of amendments to add funding for Paratransit Demand Response Service and Transit Travel Training to the TIP.
Action: Review and recommend adoption of the TIP Amendments, recommend adoption with conditions, or do not recommend adoption.
- 6d. Public Participation Plan (PPP) 2022 Annual Evaluation: Review of the PPP 2022 Annual Evaluation.
Action: Recommend acceptance of the Evaluation, recommend acceptance with conditions, or do not recommend acceptance.
- 6e. 2023 Safety Performance Targets: Review of the 2023 Safety Performance Targets and Interim Benchmarks for adoption by the TPO.
Action: Review and recommend adoption of the 2023 Safety Performance Targets and the 2023 Interim Benchmarks, recommend adoption with conditions, or do not recommend adoption.
- 6f. East Midway Road Corridor Study Scope of Services: Review of the draft Scope of Services to conduct the East Midway Road Corridor Study.
Action: Recommend approval of the draft Scope of Services, recommend approval with conditions, or do not recommend approval.
7. Recommendations/Comments by Members
8. Staff Comments
9. Next Meeting: The next St. Lucie TPO BPAC meeting is a regular meeting scheduled for 3:00 pm on Thursday, March 23, 2023.
10. Adjourn

NOTICES

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

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

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

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



BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

REGULAR MEETING

DATE: Thursday, September 22, 2022
 TIME: 3:00 pm
 LOCATION: St. Lucie TPO
 Coco Vista Centre
 466 SW Port St. Lucie Boulevard, Suite 111
 Port St. Lucie, Florida

MEETING SUMMARY

1. Call to Order

The meeting was called to order at 3:10 pm.

2. Roll Call

The roll was conducted via sign-in sheet, and a quorum was confirmed with the following members present:

Members Present

Vennis Gilmore, Chair
 Jennifer McGee, Vice Chair

Matt Baum

Anna Santacroce
 Patricia Walker

Others Present

Kyle Bowman
 Peter Buchwald

Representing

Fort Pierce Public Works
 St. Lucie County Environmental
 Resources Department
 St. Lucie County Parks and
 Recreation
 Disability Representative
 Resident Bicycling

Representing

St. Lucie TPO
 St. Lucie TPO

Yi Ding	St. Lucie TPO
Marceia Lathou (via web)	St. Lucie TPO
Rachel Harrison	Recording Specialist
Stewart Robertson	Kimley-Horn
Anthony Walker	St. Lucie TPO Citizens Advisory Committee
Larry Wallace	Florida Department of Transportation (FDOT)

3. Comments from the Public – None.

4. Approval of Agenda

* MOTION by Vice Chairwoman McGee to approve the agenda.

** SECONDED by Ms. Walker Carried UNANIMOUSLY

5. Approval of Meeting Summary
• July 28, 2022 Regular Meeting

* MOTION by Vice Chairwoman McGee to approve the Meeting Summary.

** SECONDED by Mr. Baum Carried UNANIMOUSLY

6. Action Items

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

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

* MOTION by Mr. Baum to recommend approval of the draft Scope of Services, with the condition that the originally proposed St. Lucie West Boulevard segment be replaced with the segment of Midway Road between McCarty Road and S.R. 70.

** SECONDED by Vice Chairwoman McGee Carried UNANIMOUSLY

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

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

* MOTION by Vice Chairwoman McGee to recommend approval of the draft Scope of Services.

** SECONDED by Mr. Baum Carried UNANIMOUSLY

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

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

subsequently continued by detailing a number of options for funding the pilot project.

In response to Ms. Walker's question regarding the rationale for the proposed lane configuration for the pilot project, Mr. Robertson explained that previous public involvement efforts had demonstrated a reluctance to reduce the number of eastbound vehicle lanes due to concerns over the potential for daily congestion. Citing additional concerns over evacuation efforts, Mr. Buchwald noted that all lanes would be converted to westbound travel in such cases.

Ms. Walker inquired about the use of green striping to delineate the bike lane along the entire span of the bridge. Mr. Robertson indicated that the green striping would be limited to vehicle conflict zones to emphasize them.

In answer to Mr. Baum's question, Mr. Robertson explained that white pavement markings carried regulatory weight with law enforcement, while green markings were only for safety-related emphasis. Mr. Buchwald further clarified the difference between dotted and solid white pavement markings. Discussion ensued regarding the Florida statute requiring motorists to overtake bicyclists with a minimum clearance of three feet.

In response to Ms. Walker's question regarding the speed limit on the bridge, Mr. Buchwald explained how spot speed studies were employed to help determine the appropriate speed for a given roadway segment. He then described a number of ways to reduce speed, including lane design improvements, education, and enforcement, noting that FDOT would be responsible for posting the speed on the bridge.

Vice Chairwoman McGee speculated that the majority of westbound bicyclists on the bridge would be traveling to downtown Fort Pierce and would therefore be obligated to cross the Indian River Drive intersection. She then inquired if the pilot project could be implemented on the southern side of the bridge instead of the northern side. Mr. Robertson explained that a mirrored design was possible but would incur additional expenses. Mr. Buchwald elaborated upon the additional costs and described other changes that would be required, noting that a goal of the pilot project was minimal disruption to motorized traffic. He then indicated that such ideas could be explored if the pilot project were successful.

In response to Chairman Gilmore's question, Mr. Robertson described the location of existing bike lanes on Seaway Drive.

Responding to Vice Chairwoman McGee's question, Mr. Buchwald described the outreach activities that would likely be conducted prior to the project's implementation. He commented on the seemingly divergent public reaction to the project, with bicyclists generally in favor of it and non-bicyclists generally against it and noted that the bridge represented a transportation gap between the beach and downtown Fort Pierce.

Vice Chairwoman McGee recounted a recent workshop she attended at the Fort Pierce Yacht Club, remarking that the outdoor exercise equipment located nearby was frequently used by residents.

Ms. Walker indicated that she had been in contact with various public officials regarding the pilot project.

- * MOTION by Vice Chairwoman McGee to recommend approval of the proposed Pilot Project and potential funding source.
- ** SECONDED by Ms. Walker Carried UNANIMOUSLY

7. Recommendations/Comments by Members – Ms. Walker enumerated a variety of initiatives she would be supporting in the next year to promote and enhance bicycle and pedestrian activity in the TPO area.

Chairman Gilmore reported that the City of Fort Pierce was requiring new developments to include bicycle parking in proportion to their parking for cars.

Remarking on how South Causeway Bridge presented a barrier to local cyclists, Ms. Walker commented on the health benefits of bicycling and the increasing number of residents using it as their main form of transportation. Mr. Buchwald suggested she contact Bike Florida, an organization that sponsors large rides throughout the state.

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

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

- 10. Adjourn – The meeting was adjourned at 4:05 pm.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Vennis Gilmore
Chairman



AGENDA ITEM SUMMARY

Board/Committee: Bicycle-Pedestrian Advisory Committee (BPAC)

Meeting Date: January 19, 2023

Item Number: 6a

Item Title: Annual Officer Elections

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

UPWP Reference: Task 6.1 – Public Involvement

Requested Action: Nominate and elect a Chairperson and a Vice Chairperson for the BPAC. In 2022, the Chairperson was Vennis Gilmore, and the Vice Chairperson was Jennifer McGee.

Staff Recommendation: Not applicable

Attachments

- None



AGENDA ITEM SUMMARY

Board/Committee: Bicycle-Pedestrian Advisory Committee (BPAC)

Meeting Date: January 19, 2023

Item Number: 6b

Item Title: 2023 Meeting Dates

Item Origination: Annual administrative business

UPWP Reference: Task 1.1 - Program Management

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

Staff Recommendation: It is recommended that the proposed remaining 2023 meeting dates be approved.

Attachments

- BPAC Proposed 2023 Meeting Dates



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

Bicycle-Pedestrian Advisory Committee (BPAC) **PROPOSED** 2023 Meeting Dates (Approved: _____)

Thursday, January 19, 2023, 3:00 pm

Thursday, March 23, 2023, 3:00 pm

Thursday, May 18, 2023, 3:00 pm

Thursday, July 20, 2023, 3:00 pm

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

Thursday, November 16, 2023, 3:00 pm

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AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	January 19, 2023
Item Number:	6c
Item Title:	Amendments to the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP)
Item Origination:	Florida Department of Transportation (FDOT)
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Review and recommend adoption of the TIP Amendments, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Because the proposed TIP amendments are consistent with the SmartMoves 2045 Long Range Transportation Plan and do not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendments to add funding for Paratransit Demand Response Service and Transit Travel Training be recommended to the TPO Board for adoption.

Attachments

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



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

MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Peter Buchwald
 Executive Director

DATE: January 10, 2023

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

BACKGROUND

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

ANALYSIS

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

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

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

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

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

RECOMMENDATION

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

January 9, 2023

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

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

Dear Mr. Buchwald:

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

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

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

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

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

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

Kurt Lehmann

Kurt Lehmann
Interim MPO Liaison
District Four

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

MPO Chairman or Designee

Date

Signature

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



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

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

STIP Page Number (if applicable): _____

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

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

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

TIP Amendment Criteria:

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

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

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

TIP Amendment Criteria: A

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

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

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

Authorized Signature:

 St. Lucie TPO Chairperson or Executive Director

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



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

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

STIP Page Number (if applicable): _____

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

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

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

TIP Amendment Criteria:

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

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

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

TIP Amendment Criteria: A

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

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

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

Authorized Signature:

 St. Lucie TPO Chairperson or Executive Director



AGENDA ITEM SUMMARY

Board/Committee: Bicycle-Pedestrian Advisory Committee (BPAC)

Meeting Date: January 19, 2023

Item Number: 6d

Item Title: Public Participation Plan (PPP) 2022 Annual Evaluation

Item Origination: Unified Planning Work Program (UPWP) and Federal and State requirements

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

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

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

Attachments

- Staff Report
- Draft 2022 PPP Annual Evaluation



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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Marceia Lathou
 Transit/ACES Program Manager

DATE: January 5, 2023

SUBJECT: Public Participation Plan (PPP) 2022 Annual
 Evaluation

BACKGROUND

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

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

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

ANALYSIS

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

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

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

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

RECOMMENDATION

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

2022 Public Participation Plan Annual Evaluation

Environmental Justice/Title VI Participation

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

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

²2020 Baseline Measure

³2021 Baseline Measure

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

Online Activities

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

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

In-Person Activities

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

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



AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	January 19, 2023
Item Number:	6e
Item Title:	2023 Safety Performance Targets
Item Origination:	Unified Planning Work Program (UPWP), Federal Requirements, and the Florida Department of Transportation (FDOT)
UPWP Reference:	Task 2.4 - Performance Management
Requested Action:	Review and recommend adoption of the 2023 Safety Performance Targets and the 2023 Interim Benchmarks, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Based on sharing the understanding with FDOT that the death or injury of any person is unacceptable, it is recommended that the same targets as FDOT's 2023 Safety Performance Targets and the 2023 Safety Performance Interim Benchmarks be recommended for adoption by the TPO Board.

Attachments

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



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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: January 11, 2023

SUBJECT: 2023 Safety Performance Targets

BACKGROUND

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

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

ANALYSIS

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

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

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

*Rate per 100 million Vehicle Miles Traveled (VMT)

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

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

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

Data Source: FDOT Safety Office, FDOT Transportation Data and Analytics Office
 *Rate per 100 million Vehicle Miles Traveled (VMT)
 ** 2020 population

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

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

Data Source: Signal Four Analytics, FDOT Safety Office, FDOT Transportation Data and Analytics Office
 *Rate per 100 million Vehicle Miles Traveled (VMT)

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

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

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

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

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

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

RECOMMENDATION

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

TARGETS

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



DATA FORECASTS

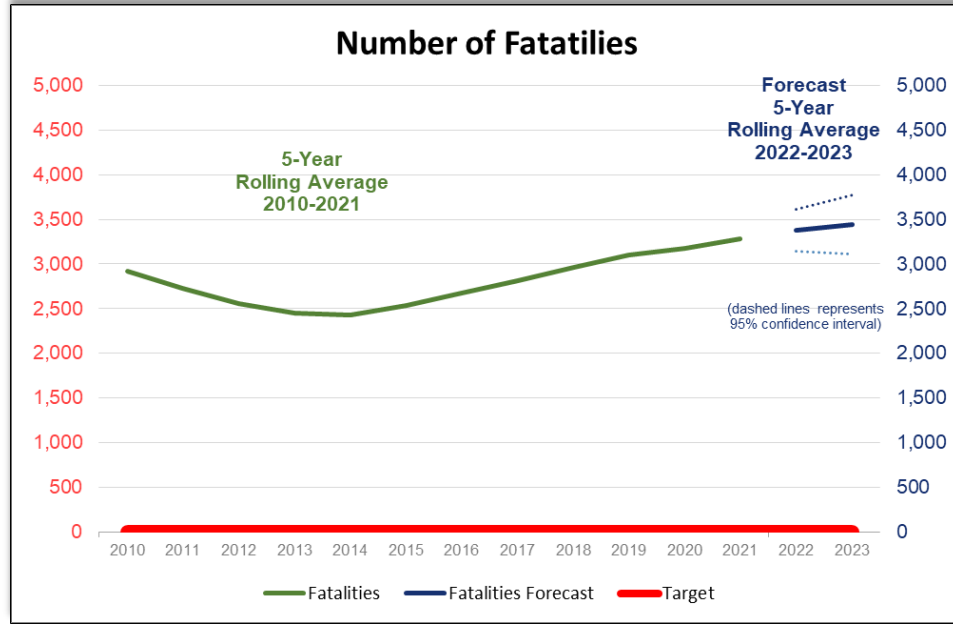
Understanding that zero fatalities cannot be reached within the HSP FY 2023 year, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

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

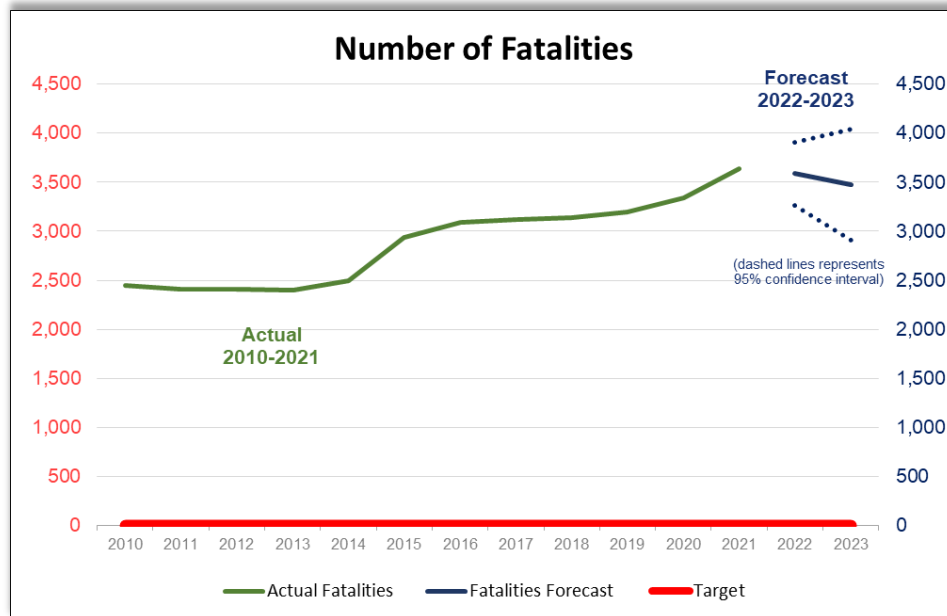
C1 - NUMBER OF FATALITIES

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

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



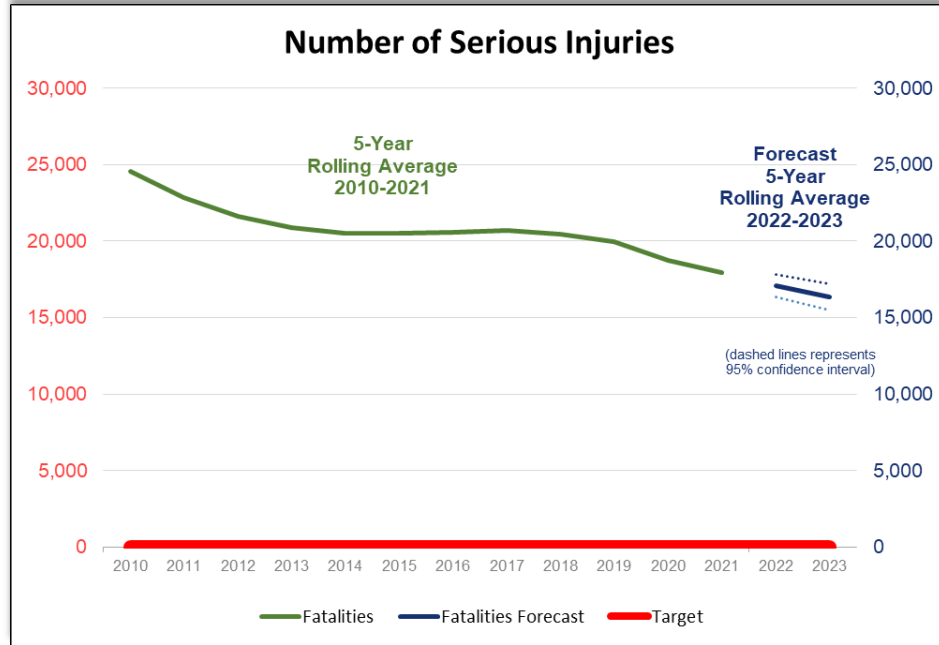
- **Actual Annual Graph:** The chart below reflects the annual traffic fatalities for each year and the data forecast for 2022 and 2023.



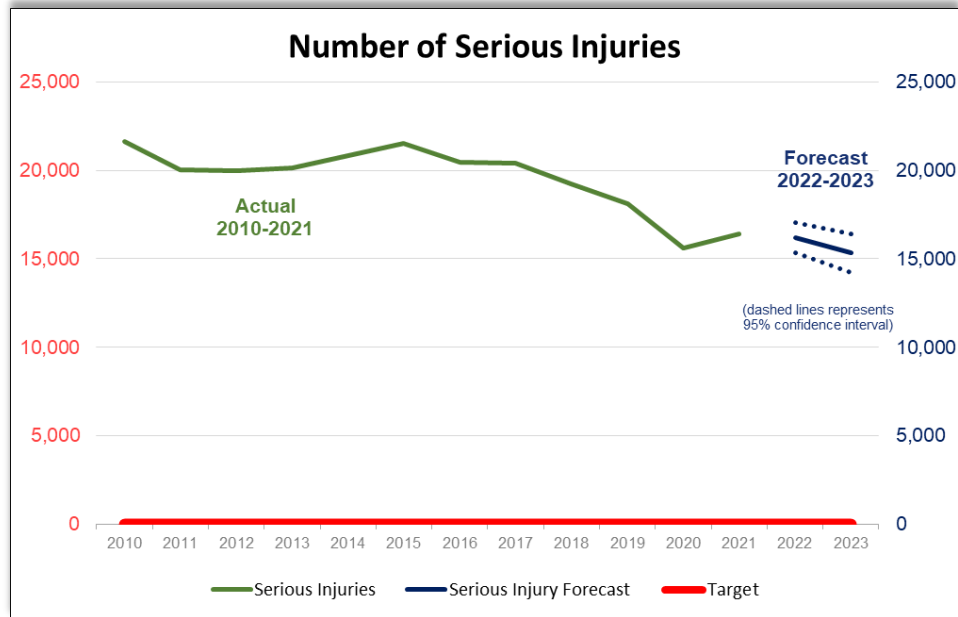
C2 - NUMBER OF SERIOUS INJURIES

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

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



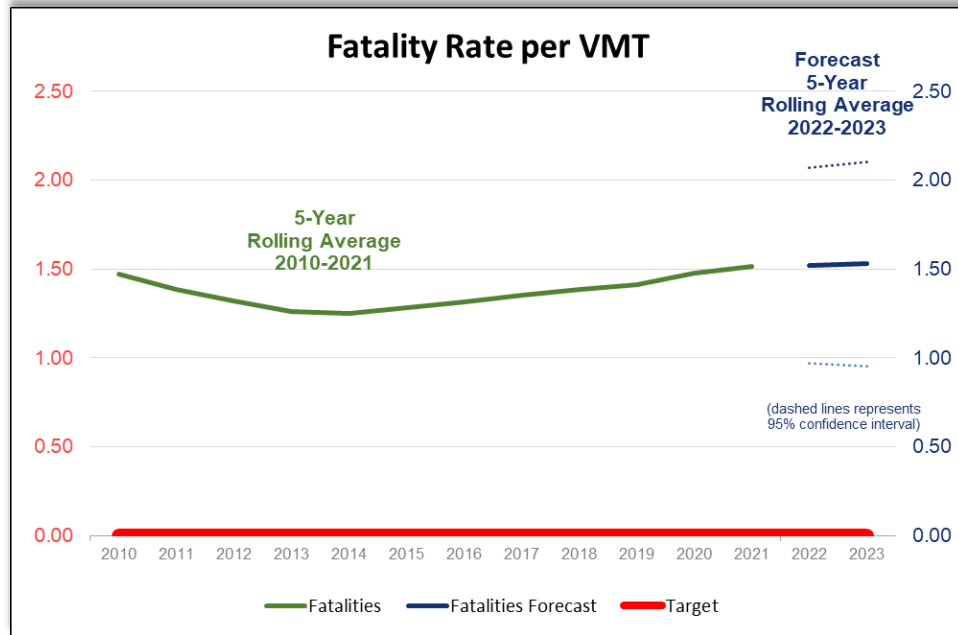
- **Actual Annual Graph:** The chart below reflects the annual serious injuries for each year and the data forecast for 2022 and 2023.



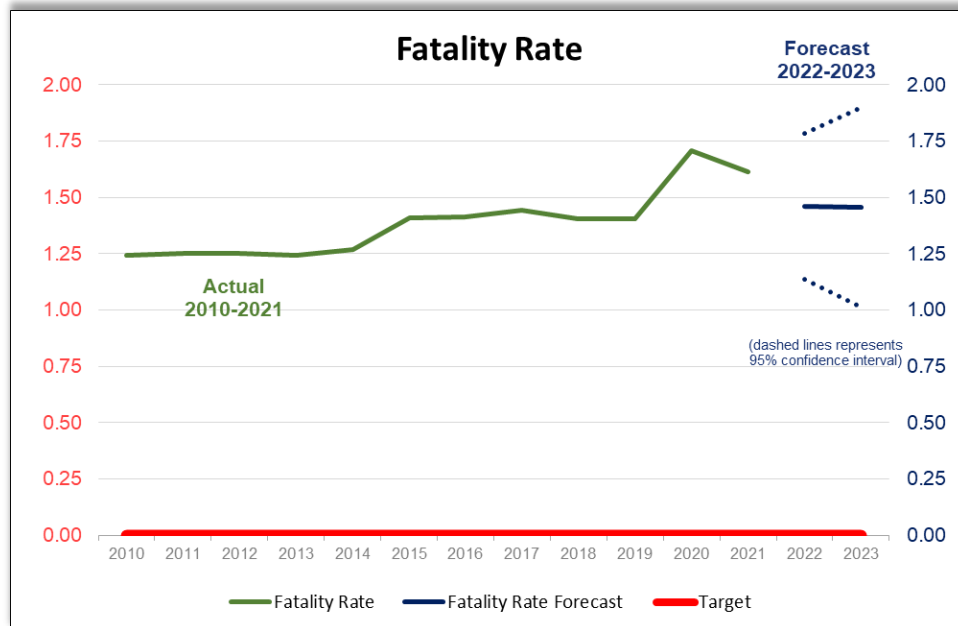
C3 - FATALITY RATE PER 100M VMT

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

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



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





AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	January 19, 2023
Item Number:	6f
Item Title:	East Midway Road Corridor Study Scope of Services
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.7 – Safety and Security Planning
Requested Action:	Recommend approval of the draft Scope of Services, recommend approval with conditions, or do not recommend approval.
Staff Recommendation:	Because the East Midway Road Corridor Study responds to public and local agency input regarding safety issues on East Midway Road and the Scope of Services is consistent with Task 3.7 of the UPWP, it is recommended that the draft Scope of Services for the East Midway Road Corridor Study be recommended for approval by the TPO Board.

Attachments

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



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 772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Peter Buchwald
 Executive Director

DATE: January 10, 2023

SUBJECT: East Midway Road Corridor Study Scope of Services

BACKGROUND

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

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

ANALYSIS

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

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

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

RECOMMENDATION

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

St. Lucie TPO East Midway Road Corridor Study

Project Understanding:

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

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

Task 1: Goals and Objectives

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

Deliverable: Goals and objectives memorandum.

Task 2: Data Collection

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

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

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

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

Task 3: Safety Analysis

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

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

Deliverable: Safety analysis memorandum.

Task 4: Traffic Analysis

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

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

Deliverable: Recommendations memorandum.

Task 5: Documentation

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

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

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

Schedule

The project will be completed by August 2023.

Fee

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

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