



BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Regular Meeting

Thursday, November 16, 2017
3:00 pm

AGENDA

1. Call to Order
2. Roll Call
3. Approval of Minutes
 - *July 20, 2017 Regular Meeting*
4. Comments from the Public
5. Approval of Agenda
6. Action Items
 - 6a. 2018 Meeting Dates: Approval of the proposed 2018 meeting dates for the St. Lucie TPO BPAC.

Action: Approve the proposed 2018 meeting dates, approve with conditions, or do not approve.
 - 6b. Safety Performance Targets: Review of the 2018 Safety Performance Targets established by the Florida Department of Transportation.

Action: Review and recommend support of the 2018 Safety Performance Targets, recommend support with conditions, or do not recommend support.
 - 6c. Complete Street Candidate Corridor Prioritization: Review of the methodology for the prioritization of candidate corridors for complete street treatment.

Action: Review and recommend adoption of the methodology for the prioritization of candidate corridors for complete street treatment, recommend adoption with conditions, or do not recommend adoption.

7. Discussion Items

- 7a. FY 2018/19 – FY 2019/20 Unified Planning Work Program (UPWP) Call for Planning Projects: A discussion of planning projects for possible inclusion in the FY 2018/19 – FY 2019/20 UPWP.

Action: Initiate the discussion of planning projects for possible inclusion in the FY 2018/19 – FY 2019/20 UPWP.

8. Recommendations/Comments by Members

9. Staff Comments

10. Next Meeting: Subject to the approval of Agenda Item 6a, the next St. Lucie TPO BPAC meeting is a regular meeting scheduled for 3:00 pm on Thursday, January 25, 2018.

11. 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.

Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Marceia Lathou 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.

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

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

BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

REGULAR MEETING

DATE: Thursday, July 20, 2017

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

Vice Chairwoman McGee called the meeting to order at 3:10 pm.

2. Roll Call

The roll call was taken via sign-in sheet. A quorum was noted with the following members present.

Members Present:

Jennifer McGee, Vice Chair
James Frye
Lisa Juan
Joseph DeFronzo
Vennis Gilmore
Nancy Hess
Amanda Thompson
Diann Corbett Johnson

Representing:

St. Lucie County Env Resources
Port St. Lucie Parks & Rec
FDOT District 4
Resident/Bicycling
City of Fort Pierce
Resident/Disability
St. Lucie County Env Resources
Resident/Running & Hiking

Others Present:

Peter Buchwald
Edward DeFini

Representing:

St. Lucie TPO
St. Lucie TPO

Yi Ding	St. Lucie TPO
Marceia Lathou	St. Lucie TPO
Alan Love	Resident
Bolivar Gomez	Martin MPO
Eddie Smitsrod	Resident
Holly Woodcock	Recording Specialist
Jessica Donahue	St. Lucie County Health Dept.

3. Approval of Meeting Summary

- May 18, 2017 Regular Meeting

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

** SECONDED by Mr. DeFronzo Carried UNANIMOUSLY

4. Comments from the Public – None

5. Approval of Agenda

* MOTION by Mr. Frye to approve the agenda.

** SECONDED by Ms. Thompson Carried UNANIMOUSLY

6. Action Items

6a. Public Involvement Program (PIP) Annual Evaluation of Effectiveness and Update: Review of the effectiveness of the St. Lucie TPO's PIP during FY 2016/17.

Mr. Buchwald introduced Mr. Ding who highlighted significant increases and decreases in key performance measures for the PIP comparing the past two fiscal years. He noted three changes to be added to address performance measure decreases: increase outreach to community associations, distribute handouts at event booths, and advertise the dates and times of TPO meetings when appearing on radio programs.

Ms. McGee asked how surveys were distributed. Mr. Ding replied through social media and through grassroots efforts.

* MOTION by Ms. Thompson to approve the Meeting Summaries.

** SECONDED by Mr. Frye

Carried UNANIMOUSLY

7. Discussion Items

7a. Complete Street Candidate Corridor Identification: Review of the methodology for the identification of candidate corridors for complete street treatment.

Mr. Buchwald defined complete streets as streets with separate facilities for bicycles and pedestrians and streets with multi-use paths but no bicycle lanes. He clarified that a street is only required to have sidewalk on one side to qualify as a complete street.

Mr. Buchwald stated staff has developed an inventory of complete streets within the TPO area. The next step in the preparation of the Complete Streets Study is the identification of candidate corridors for complete street treatment. Mr. Buchwald described six elements of a proposed methodology for a ranking criteria that would be applied to the candidate corridors to prioritize them for complete street treatment.

Ms. Thompson asked if a project connected to an existing greenway or trail could be a criterion. Mr. Buchwald said this consideration could be added.

Mr. Love asked what happens in the event of a tie between two complete street candidates. Mr. Buchwald explained that additional criteria suggested by the TAC and CAC, particularly the criterion related to the availability of funding, would likely reduce the need for tie-breakers.

7b. Sportsman's Park Traffic Safety Analysis: Review of the initial findings pertaining to pedestrian and bicyclist hazards from traffic around Sportsman's Park in Port St. Lucie.

Mr. Buchwald introduced Ms. Lathou who provided a description of the project site, surrounding land uses, and pedestrian/bicycle amenities. She explained that the Safe Kids Coalition had identified traffic safety hazards in the vicinity related to jaywalking and emergency vehicle access. She provided details regarding implementation priorities to improve safety based on a "4E" approach of coordinated Engineering, Enforcement, Education, and Emergency Response. She noted that the intersection of Airoso Boulevard/Prima Vista Boulevard was identified for further analysis in the Congestion Management Process (CMP) Update.

Discussion ensued regarding the merits of facilitating pedestrian/bicyclist crossings at the Ravenswood Lane unsignalized T-intersection versus diverting users toward the existing signalized intersections at Irving Street and at Airoso Boulevard. Suggestions from committee members included interactive crosswalks, landscaped barriers, railings, and school participation in traffic safety awareness.

Discussion ensued regarding the recommendation for installing an emergency signal and the need for further input from the Fire District. Questions of how long it would take to install a new signal and its method of operation were posed. Also discussed was the impact of an emergency signal on the flow of vehicular traffic.

8. Recommendations/Comments by Members – Ms. Juan discussed the FDOT Complete Streets Handbook, which is being finalized. She noted a workshop on the Handbook’s components and implementation has been scheduled. She provided a website address for further information.
9. Staff Comments – Mr. Buchwald emphasized the importance of the next meeting which is a joint meeting of all the advisory committees.
10. Next Meeting: The next BPAC meeting is a joint meeting with the Technical Advisory Committee and the Citizens Advisory Committee scheduled for 1:30 pm on Tuesday, September 19, 2017.
11. Adjourn – The meeting was adjourned at 3:50 pm.

Respectfully submitted:

Approved by:

Holly Woodcock
Recording Specialist

Jennifer McGee
Vice Chairwoman



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

AGENDA ITEM SUMMARY

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

Meeting Date: November 16, 2017

Item Number: 6a

Item Title: 2018 Meeting Dates

Item Origination: Annual administrative business

UPWP Reference: Task 1.1 - Program Management

Requested Action: Approve the proposed 2018 meeting dates, approve with conditions, or do not approve.

Staff Recommendation: It is recommended that the proposed 2018 meeting dates be approved.

Attachments

- Proposed BPAC 2018 Meeting Dates



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Bicycle/Pedestrian Advisory Committee (BPAC)

PROPOSED

2018 Meeting Dates

(Approved: _____)

Thursday, January 25, 2018, 3:00 pm

Thursday, March 22, 2018, 3:00 pm

Thursday, May 17, 2018, 3:00 pm

Thursday, July 19, 2018, 3:00 pm

Thursday, September 20, 2018, 3:00 pm

Tuesday, November 20, 2018, 1:30 pm
(Joint Meeting with the Technical Advisory Committee
and the Citizens Advisory Committee)

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AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	November 16, 2017
Item Number:	6b
Item Title:	Safety Performance Targets
Item Origination:	Unified Planning Work Program (UPWP), Federal Requirements, and the Florida Department of Transportation (FDOT)
UPWP Reference:	Task 3.1 - Long Range Transportation Planning and MAP-21/FAST Act Implementation
Requested Action:	Review and recommend support of the 2018 Safety Performance Targets, recommend support with conditions, or do not recommend support
Staff Recommendation:	Based on sharing the understanding with FDOT that that the death or injury of any person is unacceptable, it is recommended that the FDOT 2018 Safety Performance Targets be recommended for support by the TPO Board.

Attachments

- Staff Report
- 2017 Florida Highway Safety Improvement Program Excerpt



Coco Vista Centre
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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Livability Planner

DATE: November 7, 2017

SUBJECT: Safety Performance Targets

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act transform the Federal-aid highway program by establishing new performance management requirements to ensure that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) choose the most efficient investments for Federal transportation funds. The initial performance measurement requirements of this legislation pertain to safety. State DOTs and MPOs are required to establish and report five safety performance targets: Number of Fatalities, Number of Serious Injuries, Fatality Rate, Serious Injury Rate, and Total Number of Non-Motorized Fatalities and Serious Injuries.

The Florida Department of Transportation (FDOT) shares the national traffic safety vision, "Toward Zero Deaths", and in 2012 formally adopted their own version, "Driving Down Fatalities". It is identified that FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death or injury of any person is unacceptable. Based on this understanding, zero deaths and serious injuries as FDOT's safety performance targets were included in the 2017 Florida Highway Safety Improvement Program (HSIP), an excerpt of which is attached, that recently was submitted to the Federal Highway Administration (FHWA) for review. Consequently, to comply with the Federal requirements,

the St. Lucie TPO must support the FDOT safety targets or establish its own targets by February 27, 2018.

ANALYSIS

As meeting the target of zero deaths and injuries will be a tremendous challenge, FHWA is requiring the establishment of interim targets in order to better demonstrate progress toward meeting the targets and continue to receive Federal funding. As a result, FDOT has established the following interim and final targets:

2018 Safety Performance Targets, FDOT					
	Fatality	Fatality Rate*	Serious Injury	Serious Injury Rate*	Non-Motorized Fatality and Serious Injuries
2009-2013 5-Year Rolling Average	2,448	1.14	16,434	7.66	2,951
2010-2014 5-Year Rolling Average	2,434	1.13	16,224	7.56	3,031
2011-2015 5-Year Rolling Average	2,533	1.18	16,293	7.59	3,125
2012-2016 5-Year Rolling Average	2,688	1.25	16,544	7.71	3,215
2018 Forecast Range	2,716-3,052	1.06-1.65	18,831-20,861	7.57-11.06	3,066-3,447
2018 Interim Safety Performance Targets	3052	1.65	20,861	11.06	3447
Final Performance Targets	0.1**	0.1	0.1	0.1	0.1

Data Source: 2017 Florida Highway Safety Improvement Program

*Rate per 100 million Vehicle Miles Traveled (VMT)

**While the target actually is 0.0, the FHWA reporting system does not accept anything less than 0.1 to be input into the system

While the data forecast indicates Florida's five-year rolling averages for fatalities and injuries could continue to trend upward in 2017 and 2018, FDOT expects that the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities and injuries.

To evaluate targets for consideration by the St. Lucie TPO, TPO staff reviewed and analyzed the data sources and forecasting methods that FDOT used and developed the following approach:

1. Obtain annual numbers of fatality, serious injury and non-motorized fatality and serious injury data for St. Lucie County from 2009 to 2016 using the Fatality Analysis Reporting System (FARS) and Florida Signal Four Analytics;
2. Obtain Vehicle Miles Traveled (VMT) 2016 data for St. Lucie County from the Transportation Data and Analytics (TDA) Office of FDOT;
3. Calculate the five-year rolling averages for fatalities and injuries and the rates per 100 million VMT from 2013 to 2016;

4. Project the five-year rolling average for 2018 using a linear model based on historical trend and apply a range of 94%-106% for forecasting purposes; and,
5. Establish the 2018 interim performance measure targets by using the high ends of the forecast ranges.

The following interim and final targets for the St. Lucie TPO result from the approach:

2018 Safety Performance Targets, St. Lucie TPO					
	Fatality	Fatality Rate*	Serious Injury	Serious Injury Rate*	Non-Motorized Fatality and Serious Injuries
2009-2013 5-Year Rolling Average	27	0.81	114	3.43	25
2010-2014 5-Year Rolling Average	27	0.81	153	4.61	28
2011-2015 5-Year Rolling Average	29	0.87	125	3.77	27
2012-2016 5-Year Rolling Average	31	0.92	123	3.70	24
2018 Linear Projection	33	0.99	113	3.40	25
2018 Forecast Range (0.96-1.08)	32-36	0.96-1.08	108-122	3.25-3.67	24-27
2018 Interim Safety Performance Targets	36	1.08	122	3.67	27
Final Performance Targets	0	0	0	0	0

While the data forecast indicates St. Lucie TPO's five-year rolling averages for fatalities and injuries could continue to trend upward in 2017 and 2018 consistent with the Statewide averages, it appears to be appropriate to expect that the projects chosen by the TPO for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities and injuries in the TPO area. In addition, it appears to be appropriate for the TPO to share FDOT's approach to safety that the death or injury of any person is unacceptable. Finally, as partnering with FDOT in meeting the safety performance targets would optimize the use of Federal funds, it appears to be appropriate for the TPO to support FDOT's 2018 Safety Performance Targets. If the TPO supports the FDOT targets, the TPO's Interim Safety Performance Targets would be used to demonstrate the TPO's share toward the FDOT's progress in meeting its targets.

RECOMMENDATION

Based on sharing the understanding with FDOT that the death or injury of any person is unacceptable, it is recommended that the FDOT 2018 Safety Performance Targets be recommended for support by the TPO Board.

34. Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities 0.1

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total fatalities on Florida's roads is forecast to be between 2,716 and 3,052 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for fatalities is zero in 2018. While the data forecast indicates Florida's five year rolling average for fatalities could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatalities is zero in 2018, Florida has forecast an interim performance measure of 3,052 in order to satisfy the federal requirement.

Number of Serious Injuries 0.1

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for total serious injuries on Florida's roads is forecast to be between 18,831 and 20,861 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for serious injuries is zero in 2018. The data forecast indicates Florida's five year rolling average for serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injuries is zero in 2018, Florida has forecast an interim performance measure of 20,861 in order to satisfy the federal requirement.

Fatality Rate 0.100

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for fatality rate per 100 million VMT on Florida's roads is forecast to be between 1.06 and 1.65 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for fatality rate per

2017 Florida Highway Safety Improvement Program

100 million VMT is zero in 2018. While the data forecast indicates Florida's five year rolling average for fatality rate per 100 million VMT could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatality rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 1.65 in order to satisfy the federal requirement.

Serious Injury Rate 0.100

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for serious injury rate per 100 million VMT on Florida's roads is forecast to be between 7.57 and 11.06 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for serious injury rate per 100 million VMT is zero in 2018. The data forecast indicates Florida's five year rolling average for serious injury rate per 100 million VMT could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the serious injury rate per 100 million VMT. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injury rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 11.06 in order to satisfy the federal requirement.

Total Number of Non-Motorized Fatalities and Serious Injuries 0.1

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for non-motorized fatalities and serious injuries on Florida's roads is forecast to be between 3,066 and 3,447 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for non-motorized fatalities and serious injuries is zero in 2018. The data forecast indicates Florida's five year rolling average for non-motorized fatalities and serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in non-motorized fatalities and serious injuries. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for non-motorized fatalities and serious injuries is zero in 2018, Florida has forecast an interim performance measure of 3,447 in order to satisfy the federal requirement.

Enter additional comments here to clarify your response for this question or add supporting information.

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our own version of the national vision, “Driving Down Fatalities,” in 2012. 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.

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; only Vehicle Miles of Travel (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 2017 and 2018 are based on monthly data from 2005 through 2016 using statistical forecasting methodologies.

[Source: FDOT Highway Safety Plan]

AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	November 16, 2017
Item Number:	6c
Item Title:	Complete Street Candidate Corridor Prioritization
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 4.1 – Complete Streets Study
Requested Action:	Review and recommend adoption of the methodology for the prioritization of candidate corridors for complete street treatment, recommend adoption with conditions, or do not recommend adoption
Staff Recommendation:	Based on the appropriateness of the Complete Streets Corridor Prioritization Methodology, it is recommended that this methodology for the prioritization of candidate corridors for complete street treatment be recommended to the TPO Board for adoption.

Attachments

- Staff Report
- Complete Street Candidate Corridors Inventory
- Complete Street Candidate Corridors Map
- Transportation Alternatives Program Project Prioritization Methodology
- Example Candidate Corridor Prioritizations



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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Peter Buchwald
Executive Director

DATE: November 7, 2017

SUBJECT: Complete Street Candidate Corridor Prioritization

BACKGROUND

A "Complete Street" generally is defined as a street that accommodates all users, regardless of their ages or abilities, in a safe and balanced environment. The users include motorists, transit riders, bicyclists, and pedestrians.

Task 4.1 of the FY 2016/17 - FY 2017/18 Unified Planning Work Program (UPWP) of the St. Lucie TPO includes the preparation of a Complete Streets Study. The purpose of the study is to improve multimodal access, safety, and connections and to encourage the development of complete street corridors within the St. Lucie TPO area.

The Complete Streets Study includes the following:

- Development of an inventory of complete streets within the TPO area
- Identification of candidate corridors for complete street treatment
- Preparation of Complete Street Action Plans for selected corridors

In addition, Task 4.1 includes the implementation of the Complete Street Action Plans subsequent to their preparation and adoption.

An inventory of complete streets was developed and reviewed by the Advisory Committees in November 2016 and in January 2017. Based on the recommendations of the Advisory Committees, the TPO Board adopted a

criteria for complete streets as streets with separate facilities for bicycles and pedestrians and streets with multi-use paths but no bicycle lanes. The Complete Streets Network then was mapped based on this criteria.

Subsequently, candidate corridors for complete street treatment were identified in the attached inventory because they do not meet the adopted criteria for a complete street. The attached map was prepared to depict the candidate corridors along with the existing complete streets and local road networks.

Because of the large number of candidate corridors, a methodology was proposed to prioritize the candidate corridors for complete street treatment. The proposed methodology consisted of a ranking criteria that would be applied to the candidate corridors to prioritize them for complete street treatment. The following ranking criteria was proposed for the prioritization of the corridors:

- **Vulnerable Road User Crash History:** A corridor which has a history of crashes involving vulnerable road users defined as bicyclists, pedestrians, and bicyclists.
- **Title VI /Environmental Justice (EJ) Community:** A corridor which serves a Title VI/EJ Community defined as a community containing more than 50 percent minority persons and/or low-income persons.
- **Major Activity Center (MAC):** A corridor that serves a MAC identified in the St. Lucie TPO Transportation Connectivity Study.
- **Redevelopment/Economic Development:** A corridor that is designated by a local jurisdiction for redevelopment or its improvement is considered to be a stimulus for economic development.
- **Acceptable Level of Service:** A corridor currently operating at an acceptable level of service defined as the adopted level of service for the corridor in the comprehensive plan of the local jurisdiction. Corridors operating at an unacceptable level of service typically already have been identified for improvement that includes a complete street treatment.
- **Dedicated Local Funding:** A corridor that has funding allocated to it in the Capital Improvement Program of a local jurisdiction.

At the TPO Advisory Committee meetings this past July, the proposed Complete Streets Candidate Corridor Prioritization Methodology was presented for review and comments. Based on the comments from the

TPO Advisory Committees, the following additional criteria, indicated in italics, were added to the methodology:

Criterion	Points
Vulnerable Road User Crash History	10
Title VI/EJ Community	10
MAC	10
Redevelopment/Economic Development	10
Dedicated Local Funding	10
Acceptable Level of Service	5
<i>No Right-of-Way Acquisition Needed</i>	<i>10</i>
<i>Fills in a Gap in the Complete Street Network</i>	<i>10</i>
<i>Within 1/2 Mile of a Bus Stop</i>	<i>10</i>
<i>Connects to St. Lucie Walk-Bike Network</i>	<i>10</i>
<i>Posted Speed Limit is 35 MPH or Less</i>	<i>5</i>
TOTAL	100

The revised Complete Streets Candidate Corridor Prioritization Methodology now is being presented to the TPO Advisory Committees for review and recommendation.

ANALYSIS

A total of nine corridors, three from each local jurisdiction, were prioritized for example purposes based on the revised Complete Streets Candidate Corridor Prioritization Methodology. In addition, it was the consensus of the Technical Advisory Committee (TAC) to also prioritize the complete streets candidate corridors using the existing Transportation Alternatives Program (TAP) Project Prioritization Methodology which is attached. Tables are attached for the example candidate corridor prioritizations using the Complete Streets Corridor Prioritization Methodology and the TAP Project Prioritization Methodology.

Because the TAP Project Prioritization Methodology typically is applied to proposed TAP projects where the project details are identified, the TAP methodology contains additional criteria regarding these project details. These additional criteria are not included in the proposed Complete Streets Corridor Prioritization Methodology because the complete streets projects and the corresponding project details have not yet been developed for the corridors. Therefore, it appears to be more appropriate to use the Complete Street Corridor Prioritization Methodology to prioritize the candidate corridors for complete street treatments as opposed to the TAP Project Prioritization Methodology.

RECOMMENDATION

Based on the appropriateness of the Complete Streets Corridor Prioritization Methodology, it is recommended that this methodology for the prioritization of candidate corridors for complete street treatment be recommended to the TPO Board for adoption.

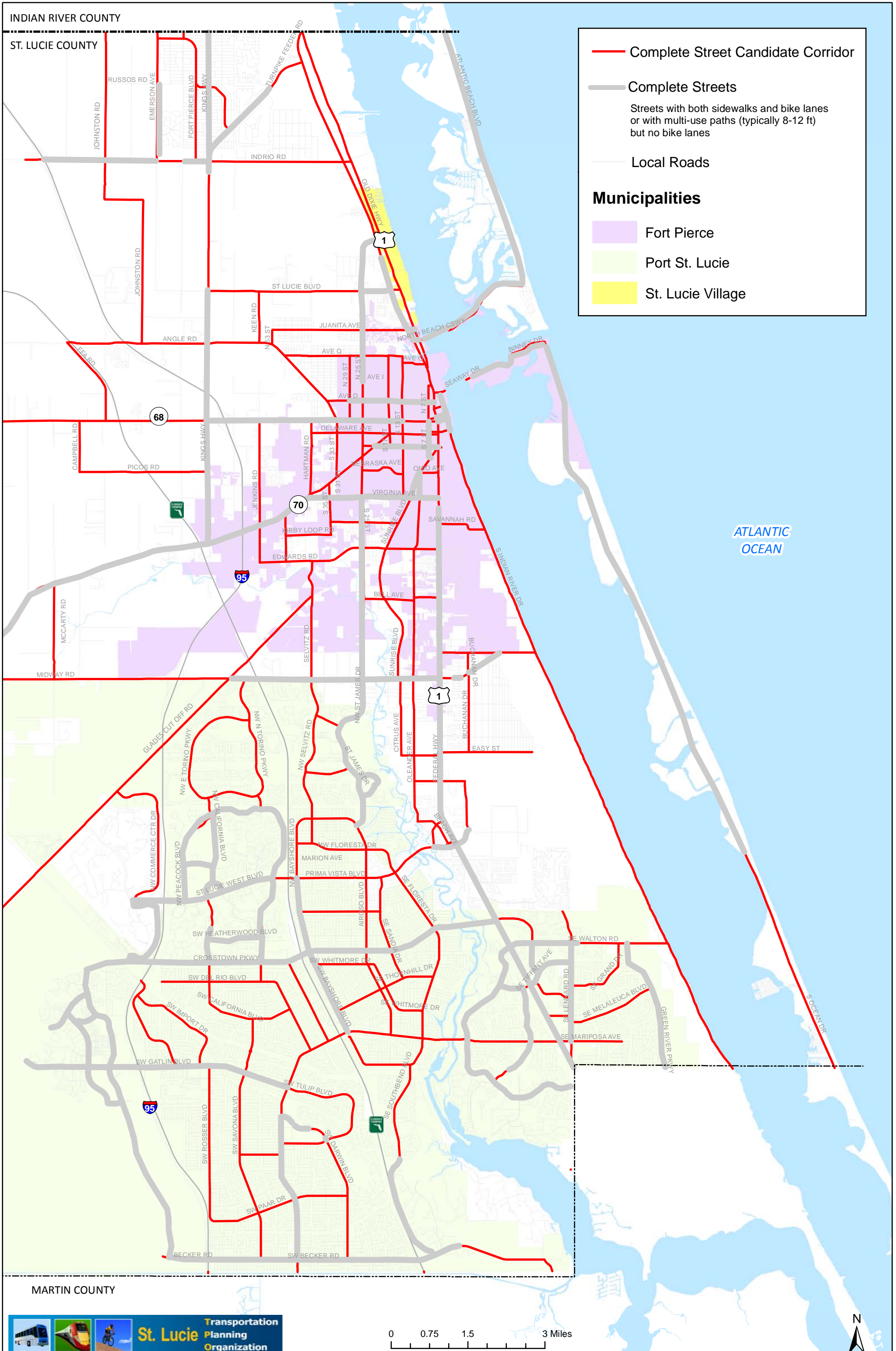
COMPLETE STREET CANDIDATE CORRIDORS INVENTORY

STREET NAME	INCOMPLETE	FROM	TO	Score	Ranking
AE BACKUS AVE					
AIROSO BLVD					
ANGLE RD					
AVE A	N 7 ST		US HIGHWAY 1		
AVE C					
AVE D	ANGLE RD		N 29 ST		
AVE H					
AVE O					
AVE Q					
BEACH AVE					
BELL AVE					
BINNEY DR					
BLUEFIELD DAIRY RD					
BUCHANAN DR					
CAMEO BLVD					
CAMPBELL RD					
CARLTON RD					
CITRUS AVE					
CORTEZ BLVD					
DELAWARE AVE					
EASY ST					
EDWARDS RD					
EMERSON AVE	COUNTY LINE		HIBISCUS RD		
FARMERS MARKET RD					
FFA RD					
FORT PIERCE BLVD					
GEORGIA AVE	S 25 TH		OKEECHOBEE RD		
GLADES CUT OFF RD					
HARTMAN RD					
HEADER CANAL RD					
HILLMOOR DR					
INDRIO RD	KINGS HWY		US HIGHWAY 1		
INDRIO RD	SEMINOLE RD		EMERSON AVE		
JENKINS RD					
JENNINGS RD					
JOHNSTON RD					
JUANITA AVE					
KEEN RD					
KINGS HWY	1,000 FT SOUTH OF INDRIO RD		ST LUCIE BLVD		
KIRBY LOOP RD					
KITTERMAN RD					
LENNARD RD					
MCCARTY RD					
MCNEIL RD					
MIDWAY RD	COUNTY LINE		GLADES CUT OFF RD		
MIDWAY RD	US HIGHWAY 1		BUCHANAN DR		
N 17 ST					
N 25 ST	AVE I		VIRGINIA AVE		
N 29 ST					
N 53 ST					
N 7 ST					
NE CAMINO ST					
NE FLORESTA DR					
NE INDIAN RIVER DR					

STREET NAME	INCOMPLETE FROM	TO	Score	Ranking
NE RIOMAR DR				
NEBRASKA AVE				
NORTH BEACH CSWY				
NW BAYSHORE BLVD				
NW BRITT RD				
NW CALIFORNIA BLVD	NW NAME WEST TORINO PKWY	NW PEACOCK BLVD		
NW CASHMERE BLVD	NW NAME WEST TORINO PKWY	NW PEACOCK BLVD		
NW COMMERCE CTR DR				
NW E TORINO PKWY				
NW FLORESTA DR				
NW MANVILLE DR				
NW N TORINO PKWY				
NW PEACHTREE BLVD				
NW SELVITZ RD				
NW ST JAMES DR				
NW W TORINO PKWY				
OHIO AVE				
OKEECHOBEE RD	COUNTY LINE	CARLTON RD		
OKEECHOBEE RD	VIRGINIA AVE	DELAWARE AVE		
OLD DIXIE HWY				
OLEANDER AVE	VIRGINIA AVE	BEACH AVE		
ORANGE AVE	S 13 ST	US HIGHWAY 1		
ORANGE AVE	COUNTY LINE	KINGS HWY		
PARKWAY DR				
PICOS RD				
PRIMA VISTA BLVD	BAYSHORE BLVD	RIO MAR DR		
RANGE LINE RD				
ROSSER BLVD / PAAR D				
S 13 ST				
S 17 ST				
S 25 ST				
S 35 ST				
S INDIAN RIVER DR	CITRUS AVE	COUNTY LINE		
SAEGER AVE				
SAVANNAH RD				
SE BECKER RD	2,800 FT EAST OF SE WATERFALL LN	COUNTY LINE		
SE FLORESTA DR				
SE GILSON RD				
SE GRAND DR				
SE LAKEHURST DR				
SE LENNARD RD	SE MARIPOSA AVE	US HIGHWAY 1		
SE MARIPOSA AVE				
SE MELALEUCA BLVD				
SE MORNINGSIDE BLVD	SE CAMBRIDGE DR	SE WESTMORELAND BLVD		
SE OAKRIDGE DR				
SE SANDIA DR				
SE SOUTHBEND BLVD	SE FLORESTA DR	SE EAST SNOW RD		
SE THORNHILL DR				
SE VILLAGE GREEN DR	US HIGHWAY 1	SE WALTON RD		
SE WALTON RD	600 FT EAST OF LENNARD RD	S INDIAN RIVER RD		
SE WEST VIRGINIA DR				
SE WHITMORE DR				
SELVITZ RD				
SEMINOLE RD				
SHINN RD				

STREET NAME	INCOMPLETE FROM	TO	Score	Ranking
SNEED RD				
ST LUCIE BLVD	N 25 ST	KINGS HWY		
ST LUCIE BLVD				
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD		
SUNRISE BLVD	VIRGINIA AVE	BEACH AVE		
SW ALCANTARRA BLVD				
SW BAYSHORE BLVD				
SW BECKER RD				
SW CALIFORNIA BLVD	ST LUCIE WEST BLVD	1,000 FT NORTH OF SW HEATHERWOOD BLVD		
SW CASHMERE BLVD	CROSSTOWN PKWY	SW DEL RIO BLVD		
SW DARWIN BLVD	SW LISA ST	SW TULIP BLVD		
SW DEL RIO BLVD				
SW GALIANO RD				
SW IMPORT DR				
SW LAKEHURST DR				
SW OAKRIDGE DR				
SW PAAR DR				
SW PORT ST LUCIE BLVD	SW DARWIN BLVD	US HIGHWAY 1		
SW PORT ST LUCIE BLVD	SW BECKER RD	COUNTY LINE		
SW ROSSER BLVD				
SW SAVAGE BLVD				
SW SAVONA BLVD				
SW THORNHILL DR				
SW TULIP BLVD				
SW WHITMORE DR				
TURNPIKE FEEDER RD	SPANISH LAKES BLVD	US HIGHWAY 1		
US HIGHWAY 1	N 25 ST	EUCLID ST		
US HIGHWAY 1	CAUSEWAY DR	GARDENIA AVE		
WEATHERBEE RD				
WESTMORELAND ROUNDAB				
WINTER GARDEN PKWY				

St. Lucie TPO Complete Street Candidate Corridor



Complete Street Candidate Corridor

Complete Streets
Streets with both sidewalks and bike lanes or with multi-use paths (typically 8-12 ft) but no bike lanes

Local Roads

Municipalities

- Fort Pierce
- Port St. Lucie
- St. Lucie Village



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT PRIORITIZATION METHODOLOGY

(Adopted June 1, 2011)

PRIORITIZATION CRITERIA

The following five criteria have been established for prioritizing TAP Projects:

- 1. Project Need/Function**
- 2. Project Usage**
- 3. Project Details**
- 4. Cost-Effectiveness**
- 5. Equitable Distribution**

PROJECT SCORING

TAP projects will be prioritized based on the total project score it receives within the project category identified by the project applicant/sponsor with a maximum total score of 100 points being possible. The following maximum points are possible for each prioritization criteria within the identified project category:

Prioritization Criteria	Project Categories		
	A) Bicycle and Pedestrian	B) Historic Preservation/ Archeological	C) Other Transportation Enhancement and Beautification
1. Project Need/Function	45 Points Maximum	20 Points Maximum	35 Points Maximum
2. Project Usage	10 Points Maximum	20 Points Maximum	15 Points Maximum
3. Project Details	25 Points Maximum	40 Points Maximum	30 Points Maximum
4. Cost-Effectiveness	10 Points Maximum	10 Points Maximum	10 Points Maximum
5. Equitable Distribution	10 Points Maximum	10 Points Maximum	10 Points Maximum
TOTAL POSSIBLE SCORE	100 Points Maximum	100 Points Maximum	100 Points Maximum

TAP projects receive points for each of the prioritization criteria within the project category identified by the project applicant/sponsor as follows:

A. Bicycle and Pedestrian Projects

1. Project Need/Function (45 points maximum)

Score	Project Need/Function
10 points	Included in the regional bicycle plan
5 points	Included in an adopted local bike or pedestrian plan
10 points	Completion and/or extension of a missing link where there is an identified need
10 points	Connection to school bus stops or transit facilities
0 to 5 points	Provides access to major destinations such as existing commercial uses, institutional uses, etc. (1 point per destination with a maximum of 5 points possible)
5 points	Improves accessibility for the physically disabled

2. Project Usage (10 points maximum)

Score	Estimated Number of Users
2 points	<1,000
4 points	1,000 - 3,000
6 points	3,001 - 5,000
8 points	5,001 - 10,000
10 points	>10,000

For usage estimates, a 1-mile distance will be used for bicycle projects, and a 0.25 -mile distance will be used for pedestrian projects. The most recent Census Block population/employment data will be used to estimate the number of users.

3. Project Details (25 points maximum)

Score	Project Details
5 points or 2.5 points	Provides paved pathway (shared-use) at least 8 feet wide
5 points or 2.5 points	Provides paved pathway (sidewalk) that meets minimum applicable requirements
5 points or 2.5 points	Provides a designated bike lane
2.5 points	Provides paved shoulder that meets applicable standards
2.5 points	Provides safe accommodation for bicyclists and/or pedestrians for crossing at an intersection where the crossing pavement width is at least 40 feet
2.5 points	Provides a signalized crossing or enhanced pedestrian accommodations
5 points	Addresses a bicycle/pedestrian accident history
0 to 2.5 points	Located on or adjacent to a roadway with a posted speed limit greater than 25 mph (0.5 points for every 5-mph increment greater than 25 mph)
2.5 points	More than one jurisdiction is collaborating in the project (e.g. assisting with project application, providing in-kind services, contributing matching funds)

4. Cost-Effectiveness (10 points maximum)

Score	Project Cost-Effectiveness
10 points	Project includes an analysis demonstrating its cost-effectiveness

5. Equitable Distribution (10 points maximum)

Score	Equitable Distribution
10 points	Project demonstrates equitable distribution of available funding (e.g. does not consume an excessive amount of an annual grant allocation)

B. Historic Preservation/Archeological Projects

1. Project Need/Function (20 points maximum)

Score	Project Need/Function
5 points	Supported by an existing local or regional transportation plan
5 points	Positively affects the local transportation system/network
5 points	Is part of a local preservation/archaeological effort
5 points	Relieves a threat to an existing historic/archeological resource

2. Project Usage (20 points maximum)

Score	Project Usage
20 points	Open to the public
0 points	Not open to the public

3. Project Details (40 points maximum)

Score	Project Details
10 points	Determined by the State Historic Preservation Officer to be eligible for inclusion on the National Register of Historic Places
5 points	Appropriately represents the significance of the historical/archeological resource
5 points	Addresses a specific transportation issue or impact from a historical or archeological perspective
5 points	Is connected to the overall local transportation network/system
5 points	Serves a current or planned transportation facility or function
5 points	Is connected to a transportation network/system of regional significance
5 points	More than one jurisdiction is collaborating in the project (e.g. assisting with project application, providing in-kind services, contributing matching funds)

4. Cost-Effectiveness (10 points maximum)

Score	Project Cost-Effectiveness
10 points	Project includes an analysis demonstrating its cost-effectiveness

5. Equitable Distribution (10 points maximum)

Score	Equitable Distribution
10 points	Project demonstrates equitable distribution of available funding (e.g. does not consume an excessive amount of an annual grant allocation)

C. Other Transportation Enhancement and Beautification Projects

1. *Project Need/Function (35 points maximum)*

Score	Project Need/Function
7 points	Supported by an existing local or regional transportation plan
7 points	Positively affects the local transportation system/network
7 points	Is part of a local enhancement or beautification effort
7 points	Addresses an environmental issue
7 points	Addresses an aesthetic issue

2. *Project Usage (15 points maximum)*

Score	Estimated Number of Residents and Workers Served by the Project
5 points	<5,000
10 points	5,000 - 20,000
15 points	>20,000

or

Score	Number of Vehicles Traveling Past the Project (AADT)
5 points	<5,000
10 points	5,000 - 12,000
15 points	>12,000

3. *Project Details (30 points maximum)*

Score	Project Details
10 points	Removes existing visual blight or its influence
5 points	Creates a visual effect unique to the local or regional identity
5 points	Is connected to the overall local transportation network/system
5 points	Serves a current or planned transportation facility or function
5 points	Is connected to a transportation network/system of regional significance

4. *Cost-Effectiveness (10 points maximum)*

Score	Project Cost-Effectiveness
10 points	Project includes an analysis demonstrating its cost-effectiveness

5. Equitable Distribution (10 points maximum)

Score	Equitable Distribution
10 points	Project demonstrates equitable distribution of available funding (e.g. does not consume an excessive amount of an annual grant allocation)

Example Candidate Corridor Prioritizations

RANK	COMPLETE STREETS SCORE	CANDIDATE CORRIDOR	FROM	TO
1	65	WALTON ROAD	LENNARD ROAD	GREEN RIVER PARKWAY
2	45	SELVITZ RD	MILNER DRIVE	PEACHTREE BOULEVARD
3	40	N 17 ST	GEORGIA AVE	AVE Q
3	40	N 29 ST	AVENUE I	AVENUE Q
3	40	N 29 ST	AVENUE Q	AVENUE T
3	40	SE FLORESTA DR	SOUTHBEND BOULEVARD	PSL BOULEVARD
3	40	SE FLORESTA DR	PORT ST. LUCIE BLVD.	STREAMLET
8	35	OLEANDER AVE	MIDWAY ROAD	MARKET STREET
9	30	OLEANDER AVE	MIDWAY ROAD	SAGER AVE

RANK	TA SCORE	STREET NAME	FROM	TO
1	46.5	WALTON ROAD	LENNARD ROAD	GREEN RIVER PARKWAY
2	43.5	OLEANDER AVE	MIDWAY ROAD	MARKET STREET
2	43.5	N 17 ST	GEORGIA AVE	AVE Q
2	43.5	SE FLORESTA DR	SOUTHBEND BOULEVARD	PSL BOULEVARD
5	41.5	SELVITZ RD	MILNER DRIVE	PEACHTREE BOULEVARD
6	41	SE FLORESTA DR	PORT ST. LUCIE BLVD.	STREAMLET
7	36.5	N 29 ST	AVENUE I	AVENUE Q
8	34	OLEANDER AVE	MIDWAY ROAD	SAGER AVE
9	32.5	N 29 ST	AVENUE Q	AVENUE T



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AGENDA ITEM SUMMARY

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

Meeting Date: November 14, 2017

Item Number: 7a

Item Title: FY 2018/19 – 2019/20 Unified Planning Work Program (UPWP) Call for Planning Projects

Item Origination: TPO staff

UPWP Reference: Task 1.2 – UPWP Development

Requested Action: Initiate the discussion of planning projects for possible inclusion into the FY 2018/19 – 2019/20 UPWP.

Staff Recommendation: Because input from the advisory committees is a vital part of the TPO planning process, it is recommended that a discussion of planning projects for possible inclusion into the FY 2018/19 – 2019/20 UPWP be initiated.

Attachment

- Staff Report



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
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MEMORANDUM

TO: St. Lucie Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit Program Manager

DATE: November 7, 2017

SUBJECT: FY 2018/19 – 2019/20 UPWP Call for Planning Projects

BACKGROUND

The Unified Planning Work Program (UPWP) is the two-year program of transportation planning activities supported by state and federal funds undertaken by the TPO. The UPWP includes a description of the planning work and resulting products, who will perform the work, timeframes for completion, costs, and funding sources. The UPWP serves as the foundation document for carrying out the continuing, cooperative, and comprehensive transportation planning process within the TPO area. The UPWP is required for the TPO to receive funding from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Florida Commission for the Transportation Disadvantaged (FCTD), and the Florida Department of Transportation (FDOT).

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

The current UPWP for FY 2016/17 – FY 2017/18 ends on June 30, 2018. Therefore, it is necessary to initiate the development of the UPWP for FY 2018/19 – FY 2019/20.

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

adopting the draft UPWP at its April meeting. A public comment period for the draft UPWP will precede its adoption by the TPO Board. An initial discussion of the proposed FY 2018/19 – FY 2019/20 UPWP is requested of the advisory committees at this time consisting of the identification and discussion of the planning priorities, tasks, projects, and activities that should comprise the proposed UPWP.

ANALYSIS

TPO staff is initiating a call for projects to be included in the FY 2018/2019 – 2019/20 UPWP which extends from July 1, 2018 through June 30, 2020. Eligible projects include concept-level planning, analysis, and design initiatives involving state or federal funds.

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

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

The FAST Act carries forward the above-listed planning factors and also provides for consideration of projects and strategies that will:

9. Improve the resiliency and reliability of the transportation system.
10. Reduce or mitigate stormwater impacts of surface transportation.
11. Enhance travel and tourism.

The following locally-specific transportation planning priorities were identified by the St. Lucie TPO in the UPWP for FY 2016/17 - FY 2017/18 to address the above-listed Federal priorities while also addressing local needs:

- Go2040 Long Range Transportation Plan (LRTP): Continue to implement the policies to meet the goals and objectives of the Go2040 LRTP and the Treasure Coast 2040 Regional LRTP.
- Previous Planning Efforts: Build upon and/or implement the results of previous UPWP planning efforts
- Modeling and Data: Build upon previous efforts to improve travel demand modeling and data collection, monitoring, and management
- Safety and Security: Provide for the consideration and implementation of projects, strategies, and services that increase the safety and security of the transportation system
- Multimodal Planning: Continue to perform multimodal planning which increases mobility options
- Alternative Transportation Facilities: Support the provision of alternative transportation facilities including sidewalks, bike paths/lanes, and transit and airport infrastructure
- Regional Efforts: Build upon previous efforts and identify new opportunities for regional coordination and collaboration
- Public Involvement and Education: Continue to enhance public involvement and education
- Livability and Sustainability: Enhance the livability and sustainability of the local communities
- Transportation Demand Management: Support efficient travel behaviors

The following tasks, projects, and activities were completed by the St. Lucie TPO over the past two fiscal years in accordance with the priorities identified in the FY 2016/17 - FY 2017/18 UPWP:

Program Administration

- Legislative Priorities for 2017 and 2018

Traffic Count Program Management

- Traffic Counts for 2016
- Level of Service (LOS) Report for 2016

Long Range Transportation Plan (LRTP)

- Go2040 LRTP Performance Measures and Report

Transit Planning

- Planning and Technical Support to St. Lucie County and Community Transit
- Waterways Taxi Feasibility Study
- Transit Development Plan Annual Progress Reports

Transportation Improvement Program (TIP)

- Interactive TIP for FY 2017/18 – FY 2021/22
- List of Priority Projects (LOPP) for 2016/17 and 2017/18
- FDOT Work Program Review for FY 2017/18 – FY 2021/22 and FY 2018/19 – FY 2022/23

Congestion Management Process (CMP)

- CMP Major Update Phase 2

Bicycle/Pedestrian/Greenway Planning

- Transportation Alternatives (TA) Grant Program Implementation
- East Coast Greenway Implementation
- Walton Road Multimodal Improvements Feasibility Study

Safety and Security Planning

- Sportsman's Park Traffic Safety Analysis
- Security and Safety Issue Identification
- Treasure Coast Community Traffic Safety Team Support
- Continuity of Operations Plan (COOP) Activations

Transportation Disadvantaged (TD) Program

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

Freight Planning

- 2040 Treasure Coast Regional Freight Plan

Ladders of Opportunity

- Transportation Connectivity Study

Complete Streets Study

- Development of an Inventory of Complete Streets
- Complete Streets Candidate Corridor Identification

Regional Planning and Coordination

- Treasure Coast Transportation Council Support
- Transportation Regional Incentive Program Administration
- 2040 Treasure Coast Regional Long Range Transportation Plan

Intergovernmental Planning and Coordination

- Fort Pierce Technical Review Committee
- Transportation Grant Support

Public Involvement, Education & Outreach

- Public Involvement Plan Evaluation of Effectiveness and Update for 2016 and 2017
- Title VI/Environmental Justice Analyses
- Public Involvement Gallery Operation

While tasks, projects, and activities such as the LRTP, TIP, and CMP are required by Federal regulations to be completed by the TPO, there are other transportation planning tasks, projects, and activities that can be completed by the TPO to meet local needs. The following are several tasks, projects, and activities proposed to be included in the FY 2018/19 – FY 2019/20 UPWP to meet the Federal requirements and local needs:

I-95/Gatlin Boulevard Jobs Express Terminal Connectivity Access Study: Evaluate the multi-modal transportation system's connectivity to the future I-95/Gatlin Boulevard Jobs Express Terminal especially with regard to the "first mile/last mile."

Lead Pedestrian Interval (LPI) Implementation Study: Identify potential locations for implementing LPI traffic signals which provide pedestrians with the opportunity to begin crossing the street before adjacent motor vehicles are permitted to proceed.

Transit Development Plan (TDP) Major Update: Assist the transit provider in the development of a major update to its TDP, the provider's planning, development, and operational guidance document, based on a ten-year planning horizon.

Public Involvement Plan (PIP) Major Update: Complete a major update of the PIP which was last adopted in 2011.

Continued Preparation of Complete Street Action Plans: Prepare implementation strategies for corridors identified as candidates for complete streets treatment.

Sea Level Rise Local Mapping: Identify locations susceptible to community-level impacts from coastal flooding or sea level rise.

RECOMMENDATION

Because input from the advisory committees is a vital part of the TPO planning process, it is recommended that a discussion of planning projects for possible inclusion in the FY 2018/19 – 2019/20 UPWP be initiated.