



St. Lucie

**Transportation
Planning
Organization**

St. Lucie

Special Events Congestion Management and Parking Plan

March 2023

Prepared By:

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TABLE OF CONTENTS

Introduction.....	1
Regional Partner Coordination	3
Special Event Location Evaluation.....	7
McCarty Preserve – Bonfire Hayride	7
Clover Park (Mets).....	16
Downtown Fort Pierce/South Beach.....	28
The Port District/Botanical Gardens/City Center.....	42
Fenn Center/Lawnwood Regional Park	47
St. Lucie County Fairgrounds/Emergency Operations Center.....	56
Special Events Needs Analysis	67
McCarty Preserve – Bonfire Hayride	67
Clover Park (Mets).....	69
Downtown Fort Pierce/South Beach.....	71
The Port District/Botanical Gardens/City Center.....	73
Fenn Center/Lawnwood Regional Park.....	75
St. Lucie County Fairgrounds/Emergency Operations Center.....	77
Special Events Improvement Project Development.....	79
Project Prioritization	82
Funding Source Identification	84

TABLE OF FIGURES

Figure 1: Special Events Locations	2
Figure 2: McCarty Preserve Roads	15
Figure 3: Clover Park Roads	26
Figure 4: Clover Park Pedestrian Paths and Bike Lanes	27
Figure 5: Downtown Fort Pierce/South Beach Roads.....	39
Figure 6: Downtown Fort Pierce Pedestrian Paths and Bicycle Lanes.....	40
Figure 7: South Beach Pedestrian Paths and Bicycle Lanes	41
Figure 8: Port District/Botanical Gardens/City Center Roads	45
Figure 9: Port District/Botanical Gardens/City Center Pedestrian Paths and Bicycle Lanes.....	46
Figure 10: Fenn Center/Lawnwood Regional Park Roads	54
Figure 11: Fenn Center/Lawnwood Regional Park Pedestrian Paths and Bike Lanes	55
Figure 12: St. Lucie County Fairgrounds/Emergency Operations Center Roads.....	65
Figure 13: St. Lucie County Fairgrounds/Emergency Operations Center Pedestrian Paths and Bike Lanes	66
Figure 14: McCarty Ranch Preserve Recommended Improvements.....	68
Figure 15: Clover Park Recommended Improvements	70
Figure 16: Downtown Fort Pierce/South Beach Recommended Improvements.....	72

Figure 17: The Port District/Botanical Gardens/City Center Recommended Improvements 74
Figure 18: Fenn Center/Lawnwood Regional Park Recommended Improvements 76
**Figure 19: St. Lucie County Fairgrounds/Emergency Operations Center Recommended
Improvements..... 78**

APPENDIX

A. Meeting Notes

INTRODUCTION

Kimley-Horn was retained by the St. Lucie TPO to establish a Special Events Congestion Management and Parking Plan (SECMAPP) for Special Events locations in the St. Lucie TPO area. The Special Events locations are as follows:

- (1) McCarty Ranch Preserve
- (2) Clover Park
- (3) Downtown Fort Pierce/South Beach
- (4) The Port District/Botanical Gardens/City Center
- (5) Fenn Center/Lawnwood Regional Park
- (6) St. Lucie County Fairgrounds/Emergency Operations Center

Figure 1 shows the special event locations. The Regional Partners include the City of Fort Pierce, City of Port St. Lucie, and St. Lucie County Area Regional Transit. Five (5) virtual meetings were held with regional partners, including:

- (1) City of Port St. Lucie Parks & Recreation (Paul Grives)
- (2) St. Lucie County (County Transit – Adolfo Covelli, Parks & Recreation – Willie Redden)
- (3) St. Lucie County Sheriff's Office (Sargent Matt Dietrich)
- (4) Botanical Gardens Staff (Jeff Chambers)
- (5) City of Fort Pierce (Fort Pierce Police Department – Sargent Fasanello)

This report serves as the documentation of the SECMAPP and summarizes the findings and recommended improvements into the following sections:

Special Event Location Evaluations – Evaluates and quantifies traffic congestion and parking issues at the Special Events locations.

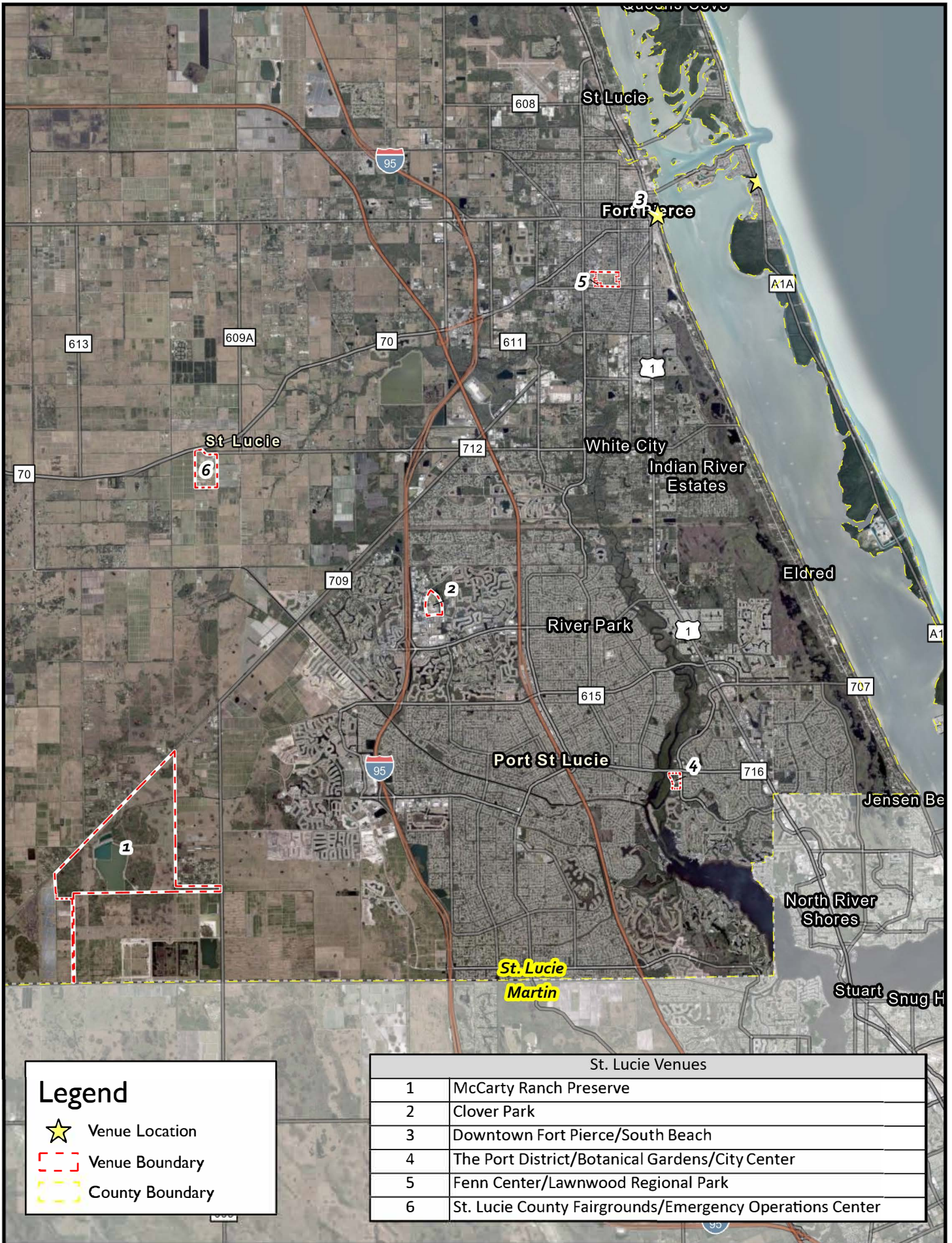
Special Event Needs Analysis – Evaluates existing roadway network and parking areas and identifies potential changes/improvements to the existing Special Events operations and area roadway network.

Special Events Improvement Project Development – Determines potential future projects to address current Special Events traffic and parking deficiencies, grouped into services, technology, and infrastructure categories.

Project Prioritization – Creates a prioritization list which will be categorized into near-term (can be implemented within 1 year), mid-term (can be implemented in 1-5 years), and long-term (can be implemented in 5+ years).

Funding Source Identification – Identifies applicable State and Federal grant opportunities for the proposed improvements.

Figure 1 - Special Events Locations



Legend

- ★ Venue Location
- [- - -] Venue Boundary
- [---] County Boundary

St. Lucie Venues	
1	McCarty Ranch Preserve
2	Clover Park
3	Downtown Fort Pierce/South Beach
4	The Port District/Botanical Gardens/City Center
5	Fenn Center/Lawnwood Regional Park
6	St. Lucie County Fairgrounds/Emergency Operations Center

REGIONAL PARTNER COORDINATION

Five (5) virtual meetings were held with the following regional partners:

- City of Port St. Lucie Parks & Recreation
- St. Lucie County (County Transit and Parks & Recreation)
- St. Lucie County Sheriff's Office
- Port St. Lucie Botanical Gardens
- City of Fort Pierce

The following summarizes the meetings. Detailed meeting notes are provided in **Appendix A**.

City of Port St. Lucie Parks & Recreation

A virtual meeting was held with the Special Events Coordinator, Paul Grives, from the City of Port St. Lucie Parks & Recreation, on Tuesday, December 13, 2022. Paul identified current problems with their congestion management and parking during special events. The main points from this meeting include:

- Mid Florida Events Center Events:
 - St. Patrick's Day (Friday & Saturday events)
 - Parking garage is available to park during parade, but no one uses it
 - Freedom Fest: 4th of July
 - Festival of Lights with fireworks
 - Close parking garage during this event
 - New officers were unaware of what roads to close, and resulted in chaotic traffic operations
- The City of Port St. Lucie has five (5) to six (6) Parks & Recreation officers assigned to each special event
 - Officers meet before event to plan
 - Sergeant Colin Duncombe started 3-4 months ago and runs things
- Downtown Fort Pierce
 - Wayfinding for garage does not mention the garage is always free
- McCarty Ranch Preserve
 - Land utilized for utilities; field is used for events with:
 - Pony rides
 - Food vendors
 - Stage
 - Only one entrance into the park (Range Line Road)
 - Parking is on the road leading into Park from Range Line Road
 - Vehicles on the park entry road have never parked all the way to park entrance
 - PVC was recently installed to organize in parking area
 - Rent portable lights for pedestrians during special events
 - Police presence is limited to the inside of the park
- Recommendations for McCarty Ranch Preserve
 - **Entrance to park could be improved**
 - **New road from Tradition Parkway to Range Line would cut travel time in half**
- Botanical Gardens would like to host River Nights but cannot while parking is under construction until possibly October 2023

St. Lucie County Transit

A virtual meeting was held with Adolfo Covelli from St. Lucie County Transit and Willie Redden from St. Lucie County Parks & Recreation on Tuesday, December 19, 2022. The main points from this meeting include:

- County Transit mostly does not provide the shuttling for special events
 - **Shuttling is recommended for future events to assist with loss of parking at venues such as the Botanical Gardens**
- Botanical Gardens
 - Has satellite parking and shuttling, but they are requesting large buses and there is a 2-year waitlist to provide this
 - Also, shortage of shuttle drivers
 - Overflow parking is currently at the Intermodal Transit Facility which will be upgraded within the next 4 years
 - The City of Port St. Lucie owns the Intermodal facilities to park and shuttle and are therefore in control of these services
- Clover Park
 - No observed traffic congestion but it was noted that the parking has changed which caused minor congestion but not of any major concern
 - The County does not have the authority over the Clover Park parking
 - Transit did provide service for “Citizen’s Academy”
- St. Lucie County Fair is run by Fair Association

St. Lucie County Sherriff’s Office

A virtual meeting was held with Sergeant Matt Dietrich from the St. Lucie Sheriff’s Office on Friday, January 13, 2023. The main points from this meeting include:

- Clover Park holds the New York Mets
 - Mets hire Sheriff’s Officer for security
 - Traffic builds up for these events
 - NW Peacock Blvd is particularly heavy with traffic
 - **Recommendation to have a pickle to help ease traffic and to have a signal timing plan for events to run as many people out of the event as possible**
- Fenn Center/Lawnwood Regional Park
 - Was utilized as a vaccine distribution center
 - Biggest issue is mix of pedestrian and vehicle traffic
 - East lot is westbound only
 - Up to 1,000 people at a time coming in. Pedestrians have to walk up from parking area and then having to cross the street
 - **Recommendation to stop vehicles to let pedestrians pass**
 - **Recommendation to add traffic sign at the 19th Street and Virginia Avenue intersection**
 - o Current limited lefts out
 - No marked pedestrian crossing except at Virginia Avenue
 - Multiple cones and message boards
- St. Lucie County Fairgrounds
 - Was utilized as a vaccine distribution center

- Issue is distance to walk in from parking area
 - **Recommend shuttles**
- No issue into Fairgrounds
- Employee Entrance on Peacock Road and main entrance on W Midway Road
- If planned well, this location could host large events
- Need more sign boards

Port St. Lucie Botanical Gardens

A virtual meeting was held with Volunteer Chair, Jeff Chambers, from the Port St. Lucie Botanical Garden on Thursday, December 15, 2022. The main points of this meeting include:

- Botanical Gardens Current Conditions
 - 170 parking spaces while park is under construction (originally 400 parking spaces)
 - Vendors are not able to park with reduced parking area
 - Three different events were cancelled leading to financial strain
 - Used to have events with 60-70 vendors and 400 + parking spots
- Shuttling
 - City has offered 4 shuttles: 1 for pickup, 1 for drop-off, and 2 in transit for the Botanical Gardens
 - Fort Pierce Police Department shuts down half of the parking area during events, which includes the area where shuttles turn around
 - Requesting a parking garage, but they are aware of the high cost and neighbors would likely object
- Operations for December Holiday Lights Event
 - Have police presence to help with congestion and crossing guards for safety on site
 - 4 police cars onsite to block off road
 - Crossing guards at Port St Lucie Boulevard & West Moreland
- Current congestion issue – West Moreland congestion builds up to Port St. Lucie Boulevard then west over the bridge

City of Fort Pierce

A virtual meeting was held with Sergeant Fasanello from the Fort Pierce Police Department on Tuesday, December 13, 2022. The main points of this meeting include:

- Past Events
 - Christmas Parade
 - Permitted event with road closures (34-35 roads) with no major concern
 - Message boards were set out to inform the public
 - Congestion when exiting events
 - To exit downtown events there is usually congestion since there are only two exit points US-1 or the beach
- **Recommendation to improve bike and pedestrian safety**
- Variable message boards
 - Currently, events have 2-3 boards
 - Lack of wayfinding in downtown
 - No social media awareness of events
 - **Recommendation to have more boards**

- **Recommendation to coordinate with Public Works and inform of road closures on social media**
- **Recommendation to get City of Fort Pierce Committee involved in event planning**

SPECIAL EVENT LOCATION EVALUATION

Field visits were conducted at the special event locations during special events. For more detailed field observations, see individual memorandums for each site visit. The following were documented for each of the Special Events:

- (1) Traffic operations at intersections/driveways in proximity to the Special Event Location
 - a. Traffic Signal Cycle Failures
 - b. Maximum Queues
 - c. Turn lane queue spill back into through lanes
- (2) Bicycle and Pedestrian operations
- (3) Parking ingress and operations including payment type (if applicable)
- (4) Parking egress operations
- (5) Wayfinding signage (including temporary/dynamic messaging signage)

McCarty Preserve – Bonfire Hayride

The event observed at McCarty Preserve was the Bonfire Hayride, which was held on Saturday February 4th, 2023, from 3:00 p.m. – 7:00 p.m. McCarty Ranch Preserve is located at 12525 Range Line Rd, Port St. Lucie, FL 34987. Arrivals and departures occurred throughout the event. **Figure 2** shows the roads in the vicinity of McCarty Preserve. Due to the rural location of the site, there is an absence of pedestrian paths and bike lanes.

Traffic Operations at Intersections/Driveways

Intersection 1: Glades Cut Off Road and Range Line Road

- Westbound Glades Cut Off Road is uncontrolled (Exhibit 1), Eastbound Glades Cut off Road is stop-controlled, and Range Line Road is stop-controlled
- No turn lanes are provided on any approach
- Groups of up to ten (10) vehicles coming northbound along Range Line Road would approach the stop-controlled intersection turning eastbound on Glades Cut Off Road
 - Queues cleared quickly as there was minimal opposing traffic
- Maximum queue was 10 vehicles northbound around the end of the event and had minimal delays



Exhibit 1: Glades Cut Off Road and Range Line Road Intersection

Intersection 2: Range Line Road and Park Entrance

- Range Line Road is uncontrolled, and the park driveway is stop-controlled
- No turn lanes on any approach
- Some speeding along Range Line Road was observed (no speed measurement collected)
- Consistent inbound vehicles, sometimes in groups
 - Sufficient gaps for vehicles to enter from Range Line Road without delay
- Closer to end of the event, there were groups of outbound vehicles because the park driveway was operating as a single lane requiring outbound vehicles to stop and queue while inbound vehicles parked
 - Queue of four to five (4-5) vehicles outbound with minimal delay due to low traffic volumes on Range Line Road (Exhibit 2)

**Exhibit 2: Parking Egress onto Range Line Road****Intersection 3: SW Martin Highway and SW Allapatah Road (Range Line Road)**

- SW Martin Highway and SW Allapatah Road (Range Line Road) operates as all-way stop (Exhibit 3)
- No turn lanes provided on any approach
- Most of the traffic was going east-west on SW Allapatah Road, (non-event related)
 - The maximum queue was 15 vehicles westbound around 3 p.m. (start of event)

**Exhibit 3: SW Martin Highway and SW Allapatah Road (Range Line Road) Intersection**

Bicycle and Pedestrian Operations

- No pedestrian or bicycle paths are provided on the park driveway where attendees park
- Due to the curved segment of park driveway just south off the parking lot, there is a blind spot for drivers for view of pedestrians walking in the road
 - Vehicles parked on this segment and pedestrians would unload (Exhibit 4)
- Two (2) trolleys, tractors with a covered trailer with seats, were provided to transport passengers who parked along park driveway
- Four (4) trolley stops were provided along the park driveway; however, the trolley would stop along park driveway to pick up and drop off pedestrians, blocking traffic
 - Trolley stops marked with sign and straw bale with a portable light nearby
 - Last trolley stop was about 1.1 miles from entrance on Range Line Road (Exhibit 5)
- Portable lights placed along park driveway giving visibility to pedestrians



Exhibit 4: Blind Spot with Trolley and Pedestrians Unloading



Exhibit 5: Trolley Stop

Parking Ingress Operations

- Free parking available on-site with parking staff throughout parking area to assist
 - Grassed parking lot using PVC pipe with string to designate rows (Exhibit 6)
 - Parking lot fits around 170 vehicles
 - Two members of parking staff were positioned outside of the main lot, with one directing vehicles to stop and the other directing them to the entrance of the main parking lot or disabled parking (Exhibit 7)
- Overflow parking was provided along the north side of the park driveway (Exhibit 8)
 - Staff directed attendees to park angled initially and then directed to them to park straight
 - Angled parking required exiting drivers to make a three point turn to turn around vehicle to exit
- Police car was parked at the entrance of the park, but did not assist traffic
- Event staff was giving conflicting messages to drivers at the main lot, and directing them to wait as they figured out next steps
- Internal communication amongst parking staff via walkie talkies to communicate open spots in the main parking lot as they became available



Exhibit 6: PVC, Poles, and Rope in Main Lot to Designate Parking Spots



Exhibit 7: Decision Point for Handicapped Parking and Main Parking Lot Driveway Parking



Exhibit 8: Parking Ingress for Overflow Parking on Park Driveway

Parking Egress Operations

- Police vehicle was parked at the entrance of the park, but was not directing traffic
- Blind spot posed more danger for pedestrians during nighttime conditions (Exhibit 9)
- Exiting vehicles would wait behind the stopped trolley as it was loading/unloading
 - Caused confusion among drivers as they did not have visibility of the pedestrians and would attempt to pass trolley on left while pedestrians crossed to get to parked cars
- Main lot was operating as one-way with no signage for drivers to know where the exit was



Exhibit 9: Main Lot Egress onto Park Driveway with Pedestrians

Wayfinding Signage

- Static signs with “McCarty Ranch Preserve” and an arrow pointing to direction located at:
 - Commerce Centre Drive directly south of Glades Cut Off Road facing northbound traffic
 - W Midway Road directly west of Glades Cut Off Road facing eastbound traffic
 - W Midway Road directly east of Glades Cut Off Road facing westbound traffic
 - Glades Cut Off Road directly east of Range Line Road facing westbound traffic
 - Range Line Road directly north of park entrance facing southbound traffic
 - Range Line Road 500 feet north of park entrance facing southbound traffic
 - Note that this sign says “McCarty Ranch 500” (Exhibit 10)
 - Range Line Road directly south of park entrance facing northbound traffic
- Variable message sign with the event “Bonfire Hayride” and the date and time of event “February 4th 3-7 PM” located at:
 - Glades Cut Off Road directly east of Range Line Road facing westbound traffic (Exhibit 11)
 - At park entrance, only facing vehicles once they turned into park entrance

- “Event Parking” sign with red arrow located near main parking lot to direct drivers (Exhibit 12)



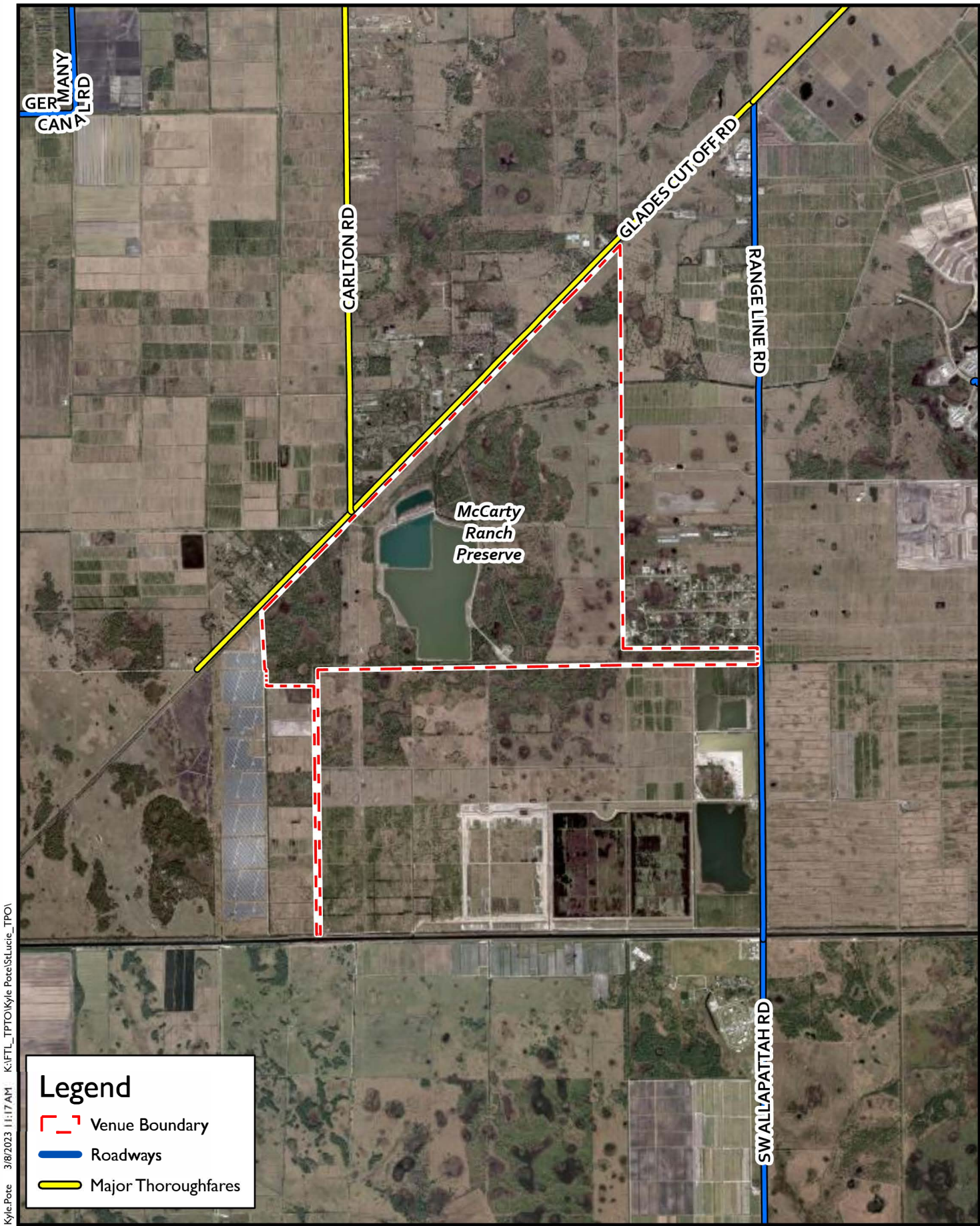
Exhibit 10: Static “McCarty Ranch 500” Sign on Range Line Road



Exhibit 11: Static “McCarty Ranch” Sign and Variable Message Board on Glades Cut off Road



Exhibit 12: Event Parking Sign on the Park Driveway



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Legend

- Venue Boundary
- Roadways
- Major Thoroughfares

Clover Park (Mets)

The event observed at Clover Park was the Mets Spring Training (New York Mets vs. Miami Marlins), which was held on Saturday February 25th, 2023, at 6:10 p.m.

Figure 3 shows the roads in the vicinity of Clover Park. **Figure 4** shows the pedestrian paths and bicycle lanes in the vicinity of the site.

Traffic Operations at Intersections/Driveways

Intersection 1: NW University Boulevard and Piazza Drive (East Entrance)

- Eastbound left on NW University Boulevard into Piazza Drive backed up onto NW Peacock Boulevard
- Significant queues from both the east and west on NW University Blvd (Exhibit 13)
 - Queue backed up all the way to NW Peacock Boulevard



Exhibit 13: NW University Boulevard and Piazza Drive

Intersection 2: NW Peacock Boulevard and Piazza Drive (West Entrance)

- Heavy backup on southbound left turn movement into Piazza Drive (Exhibit 14)
- Vehicles entering Piazza Drive would block opposing traffic
- At 6:20 p.m., entrance was still backed up (10 minutes after game time)
- Police presence at entrance on Piazza Drive during end of event to help direct traffic
- Westbound left vehicles (outbound) caused some northbound backup as they waited



Exhibit 14: Entrance to Clover Park on Piazza Drive

Intersection 3: NW Peacock Boulevard and NW University Boulevard

- 2 Police SUVs stationed from 4:45 to 5:00 p.m. with officer using traffic pickle to control signal timing (Exhibit 15)
- Major backups at this intersection
 - Northbound prior to the game
 - Southbound after the game
- Majority of inbound vehicles would continue straight toward NW Peacock Boulevard entrance instead of using entrance on NW University Boulevard (Exhibit 16)
- Inbound traffic started clearing at 6:30 p.m., and police SUV was no longer present
- Game ended at approximately 8:45 p.m., congestion lasted until approximately 9:30 p.m.
 - Consistent cycle failures due to spillback congestion from downstream NW Peacock Boulevard intersections



Exhibit 15: Northbound queue on NW Peacock Boulevard and NW University Boulevard (Before Game)



Exhibit 16: Northbound queue on NW University Boulevard past NW Peacock Boulevard (Before Game)

Intersection 4: NW Lake Whitney Place and NW Peacock Boulevard

- Prior to game, heavy northbound traffic queues (Exhibit 17)
- At 9:20 p.m., after the game, southbound through lanes spilled back from downstream
- By 9:25 p.m. traffic cleared



Exhibit 17: Northbound queue on Peacock Boulevard at NW Lake Whitney Place

Intersection 5: NW Courtyard Circle and NW Peacock Boulevard

- Prior to start of game observations:
 - Northbound left queue of 17 vehicles and 11 cleared (cycle failure) (Exhibit 18)
 - Northbound through queue of 5 vehicles
 - No queue for northbound right
 - Eastbound left queue of 1 vehicle and cleared
 - Eastbound through queue of 1 vehicle and cleared
 - No queues for eastbound right
 - Westbound left queue of 5 vehicles and 1 cleared (cycle failure)
 - Westbound through queue of 1 vehicle
 - Southbound left queue of 3 vehicles and 1 vehicle cleared
 - Southbound through queue of 3 vehicles and cleared
 - No queues for southbound right
- At 6:05/6:10 p.m., police officers posted at intersection
- After game observations:
 - All movements except southbound through clear
 - Northbound left queue of 3-6 vehicles
 - No queues for northbound through and northbound right
 - Southbound left queue of 1 vehicle
 - Southbound through queue of more than 20 vehicles
 - No queues for eastbound left
 - Eastbound through queue of 1-3 vehicles
 - Eastbound right queue of 3-7 vehicles
 - Westbound left queue of 1-5 vehicles
 - No queues for Westbound through and westbound right



Exhibit 18: Northbound queue on NW Peacock Boulevard at NW Courtyard Circle

Intersection 6: St Lucie W Boulevard and NW Peacock Boulevard

- I-95 at St. Lucie Boulevard is currently under construction, and causing some traffic congestion reaching this intersection
- At 5:10 p.m.:
 - Eastbound left queues ranged from 23 vehicles to 30 or more vehicles extending past end of taper
 - Two cycle failures were observed (Exhibits 19 and 20)
- At 5:30 p.m.:
 - Northbound queues from downstream intersection spilled back into the intersection
 - Caused eastbound left vehicles to get caught in intersection
 - Northbound queues minimal (3-4 vehicles) and cleared
 - Southbound queues minimal (4-5 vehicles) and cleared
 - Eastbound through queues minimal (4-5 vehicles) and cleared
 - Westbound queues cleared but westbound right impacted by northbound congestion
- At 5:40 p.m., westbound left and westbound right heavily blocked by spillback into intersection from NW Peacock Road northbound traffic
 - Initial queue cleared but capacity reduced by spillback
- Traffic from vehicles parking at Clover Park backed up all the way to this intersection
- At 5:50 p.m.:
 - Eastbound left had a 25-vehicle queue to taper, no spillback, only 17 vehicles cleared (cycle failure)
 - Eastbound through had a queue of 16 vehicles but cleared
- Eastbound U-turn decreasing efficiency for vehicles on the southbound right movement exiting Clover Park
- At 6:00 p.m., northbound queues from upstream significantly reduced
- At 8:30 p.m.:

- Signal timing changed to allow over 80 seconds of green time for the southbound movement
- Southbound right queue spilled back into through lanes extending back to the stadium
- All other movements were able to clear in one cycle
- Pedestrians observed crossing St. Lucie W Boulevard to the south
- Some vehicles were observed cutting through to NW Courtyard Circle to bypass queue along NW Peacock Boulevard
- Traffic from game cleared by 9:33 p.m.



Exhibit 19: Eastbound Left Queue at St Lucie W Boulevard and NW Peacock Boulevard



Exhibit 20: Eastbound Left Queue at St Lucie W Boulevard and NW Peacock Boulevard

Bicycle and Pedestrian Operations

- To avoid paying the parking fee, several eventgoers parked in the parking lots along the south side of NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Pedestrians would use the crosswalk located near the bus stop west of Piazza Drive to get across NW University Boulevard and into the stadium
 - No lighting is present at this bus stop or crosswalk (Exhibit 21)
 - Lack of street lighting leading to dangerous conditions for pedestrians crossing the street
- No lighting is present along the east side of NW Peacock Boulevard; no lighting for sidewalk
- Sidewalks not well lit along NW University Boulevard
- Pedestrians crossed NW Peacock Road at Piazza Drive to parked vehicles across the street on west side of NW Peacock Boulevard (Exhibit 22)
 - Pedestrians were able to stop inside cones in median to avoid traffic
- Consistent pedestrian activity along NW Peacock Boulevard observed after the end of the game (Exhibit 23)



Exhibit 21: Bus Stop and Crosswalk on NW University Boulevard



Exhibit 22: Pedestrians Walking Across NW Peacock Boulevard to Parked Vehicles



Exhibit 23: Pedestrians crossing at NW Peacock Boulevard and NW Courtyard Circle

Parking Ingress Operations

- Piazza Drive at NW Peacock Boulevard
 - Cashless parking signs at entrance
 - Drivers would argue with each other causing delays as some drivers would exit their vehicles to argue
 - Piazza Drive operating as a single lane until near pay station then it split into two
 - Staff directing vehicles where to park

- Parking fee at Clover Park was \$15 (cashless)
- Piazza Drive at NW University Boulevard entrance operates as two lanes into parking area
- Row of vehicles parked in right of way on NW Peacock Boulevard across from Piazza Drive

Parking Egress Operations

- Steady flow of vehicles exiting both exits by 8 p.m. (7th inning)
- Cones set up for exiting vehicles
- 2 exit lanes out of the west entrance (Piazza Drive and NW Peacock Boulevard)
- For rideshare, drivers were confused where pick-up location was after the roadblocks
 - Designated rideshare pickup location (at the bus shelter) was not lit up, and not accessible by cars after police blocked the road (Exhibit 24)



Exhibit 24: Rideshare Sign

Wayfinding Signage

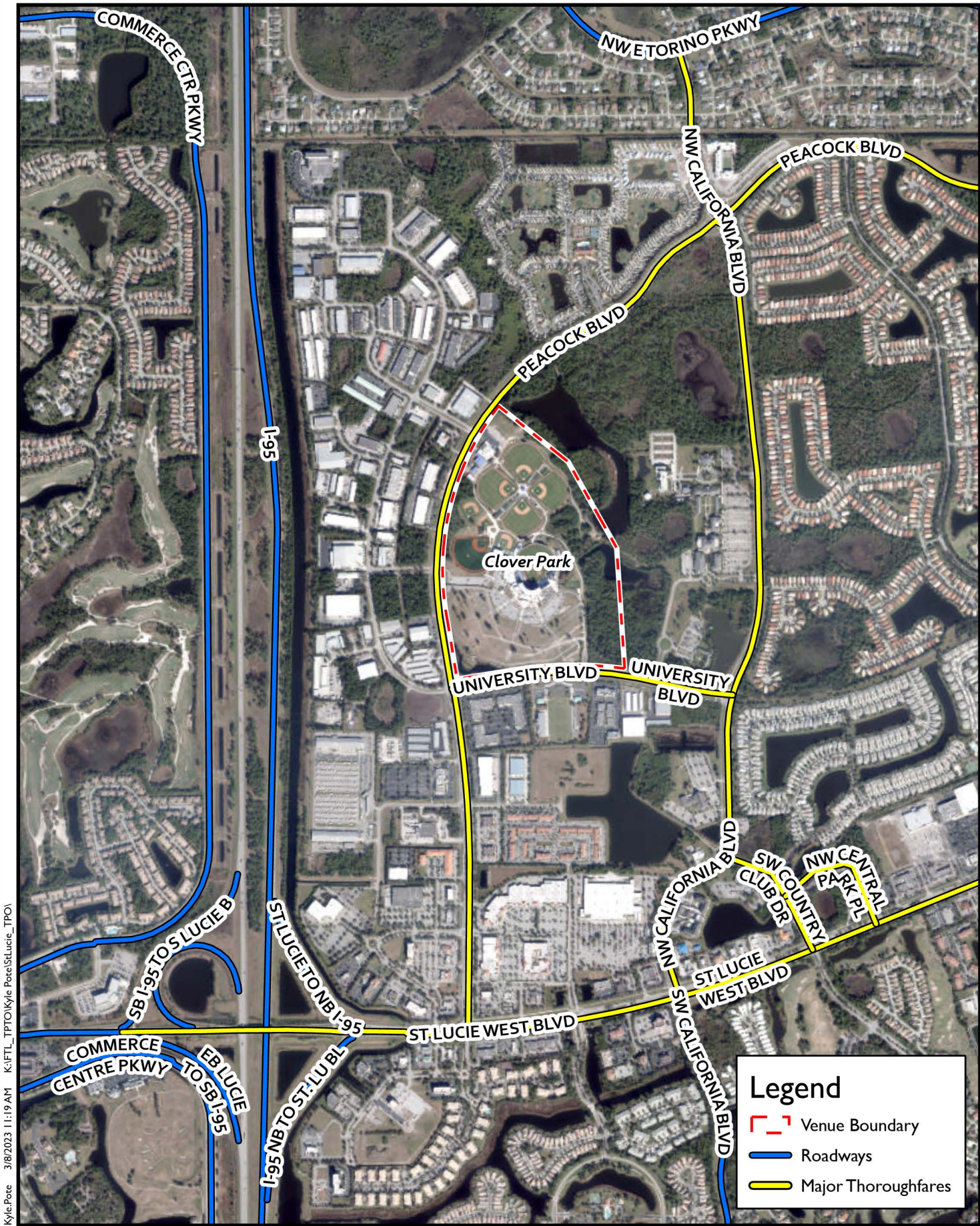
- Variable message sign on NW Peacock Boulevard just south of NW University Boulevard (Exhibit 25)
 - Message 1: Stadium traffic
 - Message 2: Stay Right
- Static green "Stadium" Sign with directional arrow at I-95 northbound off-ramp
- Static brown sign with "Spring Training Home of the New York Mets" sign located at NW California Boulevard just south of NW University Boulevard facing northbound traffic (Exhibit 26)



Exhibit 25: DMS on NW Peacock Boulevard just South of NW University Boulevard



Exhibit 26: Static Brown Sign with Direction to Mets Spring Training at Clover Park

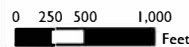


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CLOVER PARK
ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL

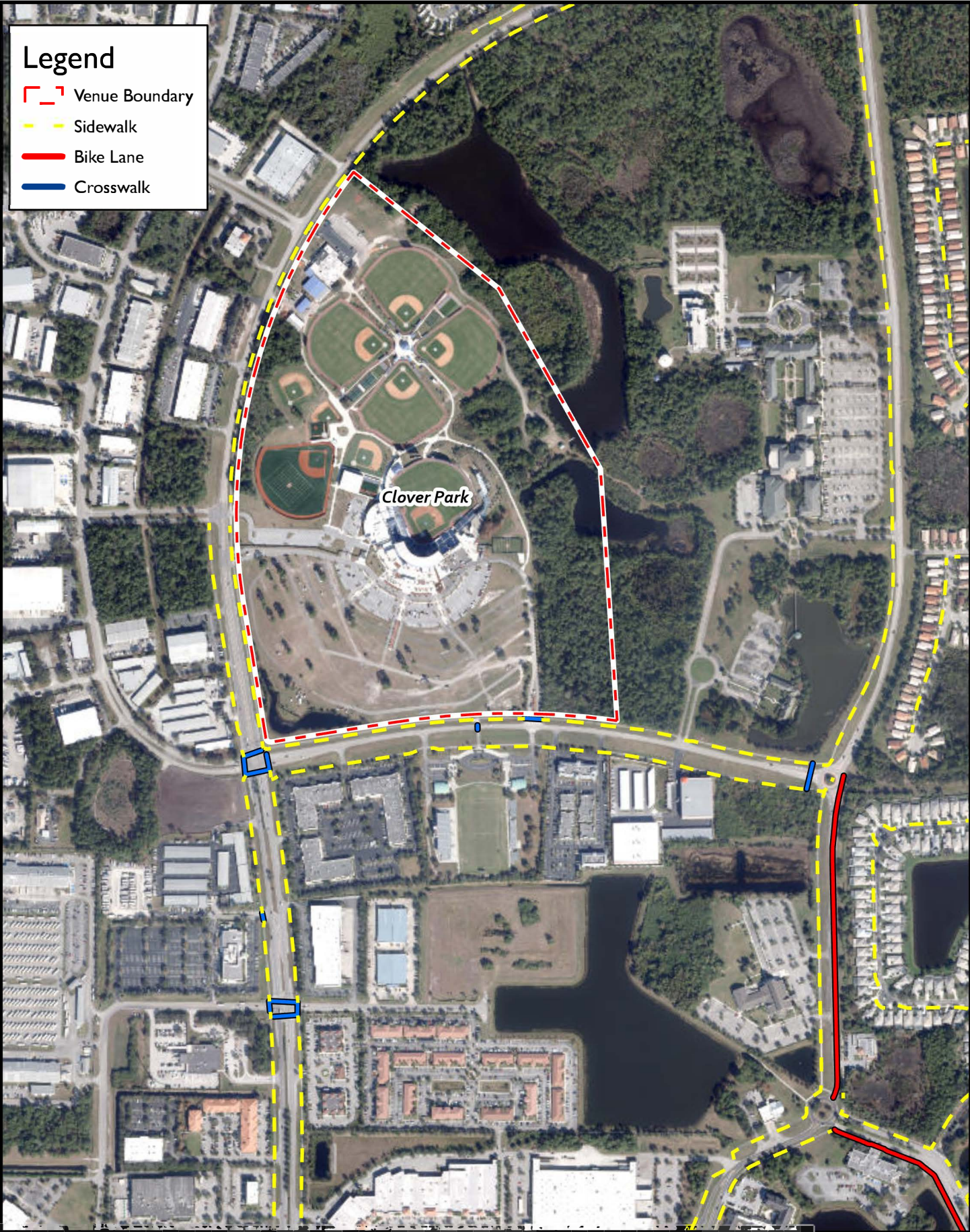


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FIG. 3

Legend

-  Venue Boundary
-  Sidewalk
-  Bike Lane
-  Crosswalk



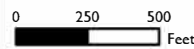
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CLOVER PARK

ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



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FIG. 4

Downtown Fort Pierce/South Beach

The event observed in Downtown Fort Pierce was the Friday Fest at Marina Square, which was held on Friday March 3rd, 2023, from 5:00 p.m. – 8:30 p.m.

Figure 5 shows the roads in the vicinity of Downtown Fort Pierce and South Beach. **Figure 6** shows the pedestrian paths and bicycle lanes in Downtown Fort Pierce, and **Figure 7** shows the pedestrian paths and bicycle lanes in South Beach.

Traffic Operations at Intersections/Driveways

Roundabout at Avenue A and N Indian River Drive

- East leg was shut down for through traffic but provided access to parking lot (Exhibit 27)
- Northbound traffic buildup due to pedestrians walking in roundabout (Exhibit 28)
 - Short delay but did spill back to Orange Avenue
- There are only two crosswalk signs present



Exhibit 27: East Leg Shut Down for Event



Exhibit 28: Pedestrians Walking on Crosswalks at Roundabout

Orange Avenue and US Highway 1

- Eastbound left turn is short causing spillback into through lane
- Queuing observations at start of event:
 - Westbound left/through had queue of 7 vehicles and 6 cleared in one cycle
 - Westbound left had consistent spillback and did not always clear
 - Westbound right had 1 vehicle queue and cleared
 - Eastbound left had 15 or more vehicles with spillback into through lane
 - Eastbound through had 3-5 vehicles and cleared
 - Northbound left had 2-3 vehicles and cleared
 - Northbound right had 10 vehicles and cleared
 - Southbound left had 7 vehicle spillback and 6 cleared
 - Southbound through had 10 or more vehicles in the queue and cleared
- Queuing observations at 8:30 p.m. (end of Friday Fest):
 - No queue on westbound right
 - Eastbound through/right had a queue of 2 vehicles and cleared
 - Eastbound left had spillback with queue of 8 vehicles (Exhibit 29)
 - Westbound through/left had spillback onto railroad tracks (maximum 13 vehicle queue) (Exhibit 30)
 - Did not interfere with vehicles exiting Fort Pierce Public Parking Garage
 - Northbound left had a queue of 3 vehicles and cleared
 - Northbound through/right had a queue of 8 vehicles and cleared
 - No queue for southbound left
 - Southbound through/right had a queue of 8 vehicles and cleared



Exhibit 29: Eastbound Left Lane Spillback



Exhibit 30: Westbound Through/Right Lane Spillback

US Avenue 1 and Avenue A

- Queuing observations at start of event:
 - Northbound left did not have a queue
 - Northbound through/right had an 8 vehicle queue and cleared
 - Southbound left had a queue of 4 vehicles and cleared

- Southbound through/right had a 7 vehicle queue and cleared
- Westbound left had queue of 1-2 vehicles and cleared
- Westbound through/right had queue of 5 vehicles and cleared
- Queuing observations at 8:30 p.m. (end of Friday Fest):
 - Westbound left had queue of 4 vehicles and cleared
 - Westbound through/right had queue of 5 vehicles and cleared

Bicycle and Pedestrian Operations

- Two streetlights near train tracks on Orange Avenue were off/non-functional
- Some pedestrians walked through middle of roundabout at Avenue A and N Indian River Drive instead of walking in crosswalks
- Pedestrians did not pay attention to the No Walk Sign and would block vehicles on the westbound left movement at Orange Avenue and N Indian River Drive
- Consistent pedestrian traffic around event throughout observation period
- Lighting provided on both sides of all streets around event
- Parking lot on Indian River Drive between A E Backus Avenue and Avenue D did not have any sidewalks or lights (Exhibit 31)
- Melody Lane only had lighting on west side, east side was along water
- Non-ADA compliant sidewalks at Indian River Drive and Orange Avenue (Exhibit 32)
- Missing Pedestrian Push Button Signs at some the intersection poles at Orange Avenue and US Highway 1 (Exhibit 33)
- Only two legs on the roundabout at Avenue A and N Indian River Drive have Yield to Pedestrians signs (Exhibit 34)



Exhibit 31: Lack of Lighting at Parking Lot between AE Backus Avenue and Avenue D



Exhibit 32: Missing ADA Compliant Sidewalk



Exhibit 33: Missing Pedestrian Traffic Signal (Walk/Don't Walk) Signs



Exhibit 34: Yield to Pedestrians Sign at Roundabout Crosswalk

Parking Ingress Operations

- Free parking available at Marina Square (Exhibit 35), Melody Lane Fishing Pier, Restaurant/Shopping Parking lot west of N Indian River Dr between Orange Avenue and Avenue A, Fort Pierce Public Parking Garage, south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D
 - Fort Pierce Public Parking Garage filled to the fifth floor
 - Lanes in parking garage are not wide with a small turning radius
 - Large trucks were sticking out of spaces, making it difficult for 2-way traffic
 - Open Space Parking lot south of A E Backus Avenue between N 2nd Street and N Indian River Drive filled up
 - Restaurant/Shopping parking lot is free for two hours, but was not time-limited during the hours of the event (Exhibit 36)
 - All lots near event filled up
- Electrical cart offering drop-off service for \$2 per person for people further away from event (Exhibit 37)
- All on-street parking near event was full (Exhibit 38)
- Freebee was operating in the area (Exhibit 39)
 - Service that offers a free way for residents to get around Fort Pierce
- Vehicles were observed circling lots near event before parking at the more distant lots



Exhibit 35: Marina Square Parking Lot



Exhibit 36: Time Limited Restaurant/Shopping Parking Lot



Exhibit 37: Fort Pierce Electrical Cart



Exhibit 38: Full On-Street Parking



Exhibit 39: Freebie Vehicle

Parking Egress Operations

- Steady flow of vehicles exiting Fort Pierce Public Parking Garage towards end of event
 - Other parking observations
 - A couple of times a vehicle queue of 3-4 vehicles observed outbound of parking garage
 - Generally outbound traffic from parking lots was spread out and not concentrated during a specific time or location
 - Parking garage had maps showing where the main points of interest were in downtown
- Vehicles were towed if parked in non-designated areas

Wayfinding Signage

- 2 portable signs (Detour and Road Closed) on Melody Lane at the south end of the event, but one was blocked and facing the wrong way and the other was knocked down during the event and not put back in place (Exhibit 40)
 - Sign did not direct vehicles where to go
 - Signs were at drive aisle for parking lot and not at a road with decision point
- Signs with directions to main points of interest in downtown including parking present throughout downtown area (Exhibit 41)
 - Parking is not clearly indicated as free or as public parking
- Public Parking sign on Orange Avenue facing westbound traffic was blocked by train signage (Exhibit 42)
 - No signs advertising the event in the area
 - Minimal/limited signage near Marina directing traffic to Fort Pierce Public Parking Garage or any other parking area
 - Signs that were provided had supplemental "Jury" plaque



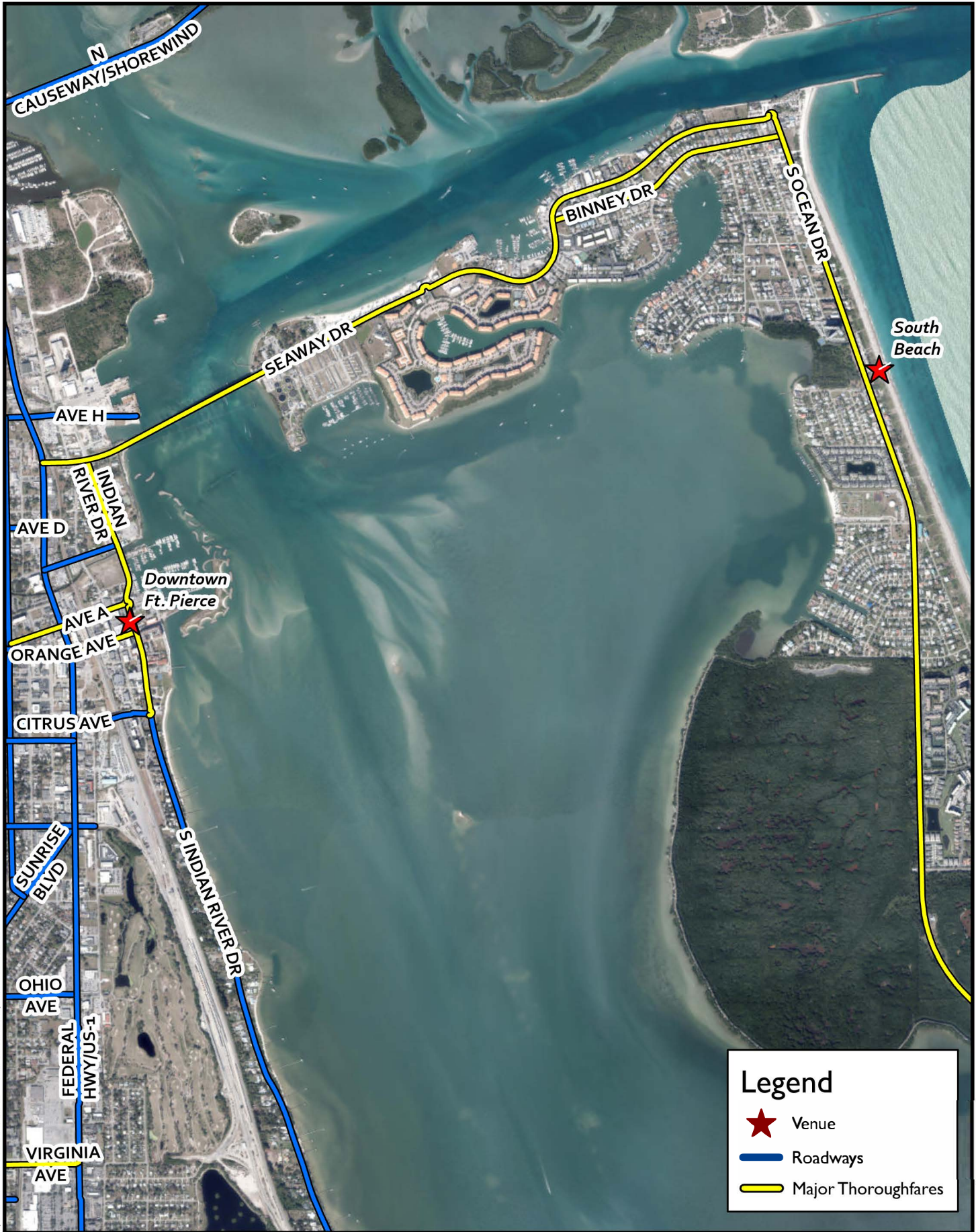
Exhibit 40: Detour Sign and Backwards Detour Sign at Melody Lane



Exhibit 41: Sign with Directions to Main Points of Interest in Downtown



Exhibit 42: Free Parking Sign Blocked by Train Signs



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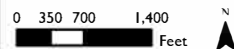
Legend

- ★ Venue
- Roadways
- Major Thoroughfares

DOWNTOWN FT. PIERCE /
SOUTH BEACH
ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



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FIG.
5

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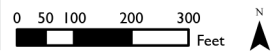
Legend

- ★ Venue
- Crosswalk
- - - Sidewalk
- Bike Lane

DOWNTOWN FT. PIERCE
ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

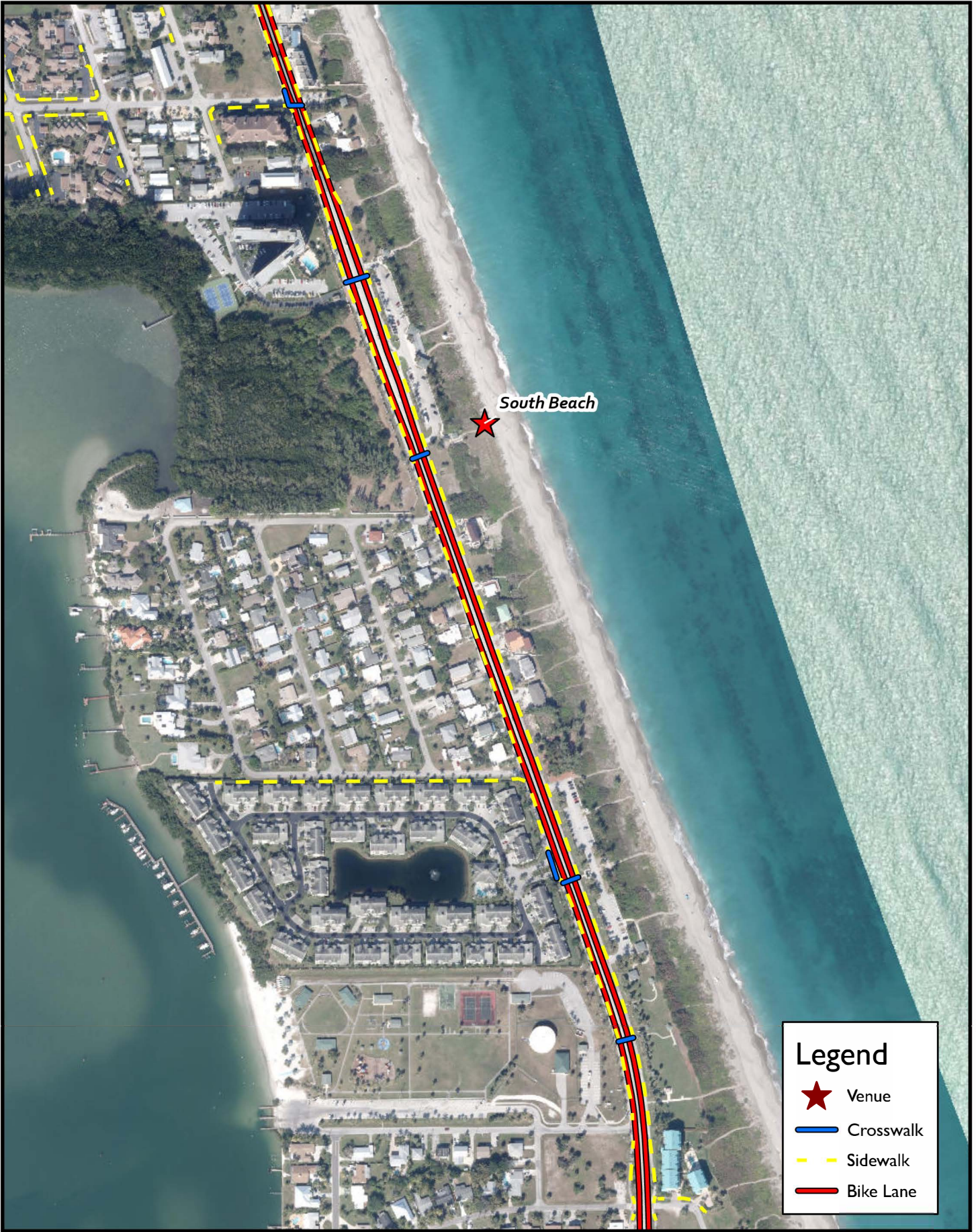
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FIG. 6

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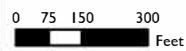
Legend

- ★ Venue
- ▬ Crosswalk
- - - Sidewalk
- ▬▬ Bike Lane

DOWNTOWN FT. PIERCE
ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



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FIG.
7

The Port District/Botanical Gardens/City Center

An event was not observed at the Botanical Gardens as events have been limited due to the construction occurring on-site. However, a field visit was conducted to study the current operations. **Figure 8** shows the roads in the vicinity of Port District/Botanical Gardens/City Center. **Figure 9** shows the pedestrian paths and bicycle lanes in the vicinity of the site.

Bicycle and Pedestrian Operations

- At the intersection of SE Westmoreland Boulevard/SE Veterans Memorial Parkway and SE Port St Lucie Boulevard, there are dual southbound right movements across the west leg crosswalk. Currently, a Turning Vehicles Yield to Pedestrians sign is present, but vehicles on the second (inside) right-turn lane have limited visibility to the pedestrians and sign. (Exhibit 43)
- Parking areas within the Botanical Gardens have lighting, but there is an absence of pedestrian level lighting along sidewalks (Exhibit 44)

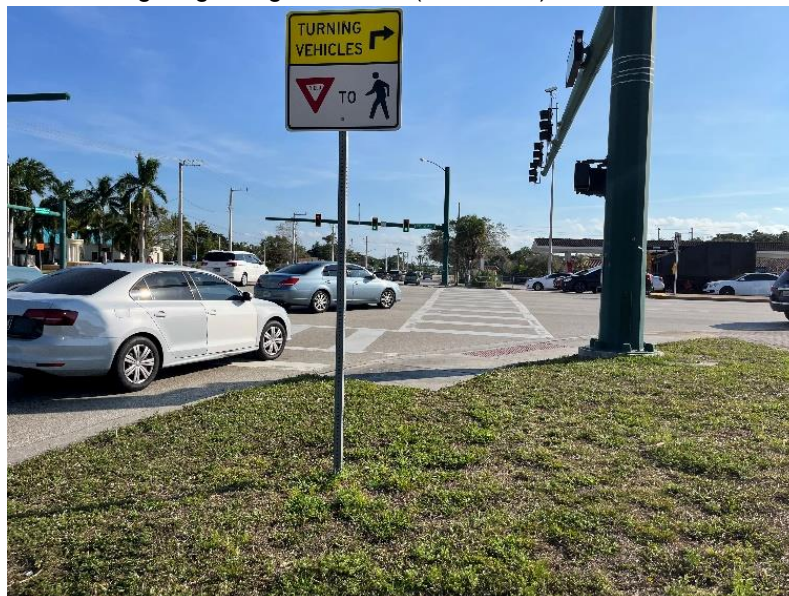


Exhibit 43: Turning Vehicles Yield to Pedestrian Sign



Exhibit 44: Parking Lot Lighting

Wayfinding Signage

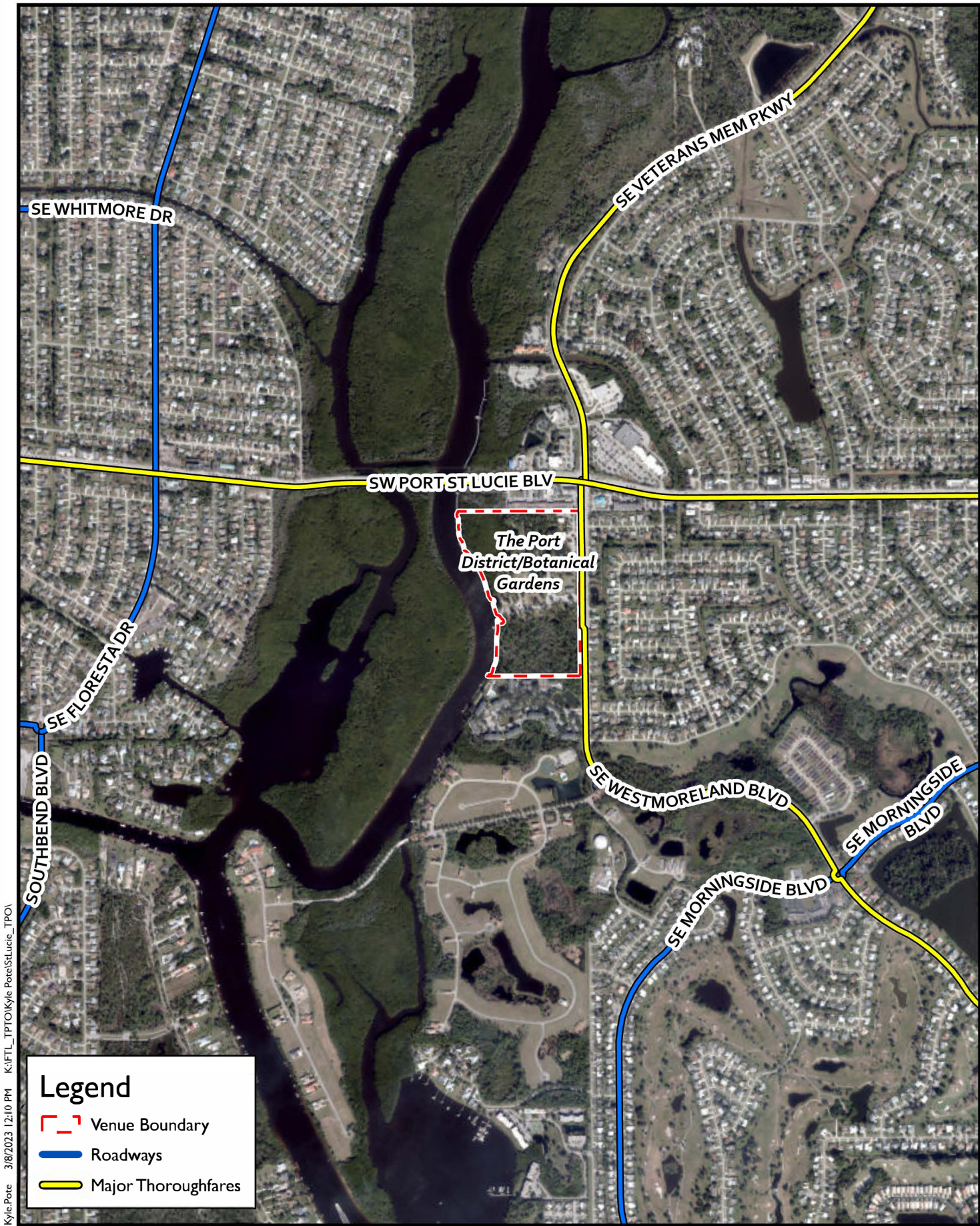
- Brown signs with directions to the Botanical Gardens were observed
 - Both eastbound and westbound along SE Port St Lucie Boulevard at SE Veterans Memorial Parkway (Exhibit 45)
 - Southbound SE Veterans Memorial Parkway north of SE Port St Lucie Boulevard (Exhibit 46)



Exhibit 45: Botanical Gardens Sign on Eastbound SE Port St Lucie Boulevard



Exhibit 46: Botanical Gardens Sign on Southbound SE Veterans Memorial Parkway



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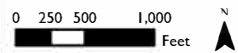
Legend

- Venue Boundary
- Roadways
- Major Thoroughfares

THE PORT DISTRICT /BOTANICAL GARDENS
ST. LUCIE TPO AREA

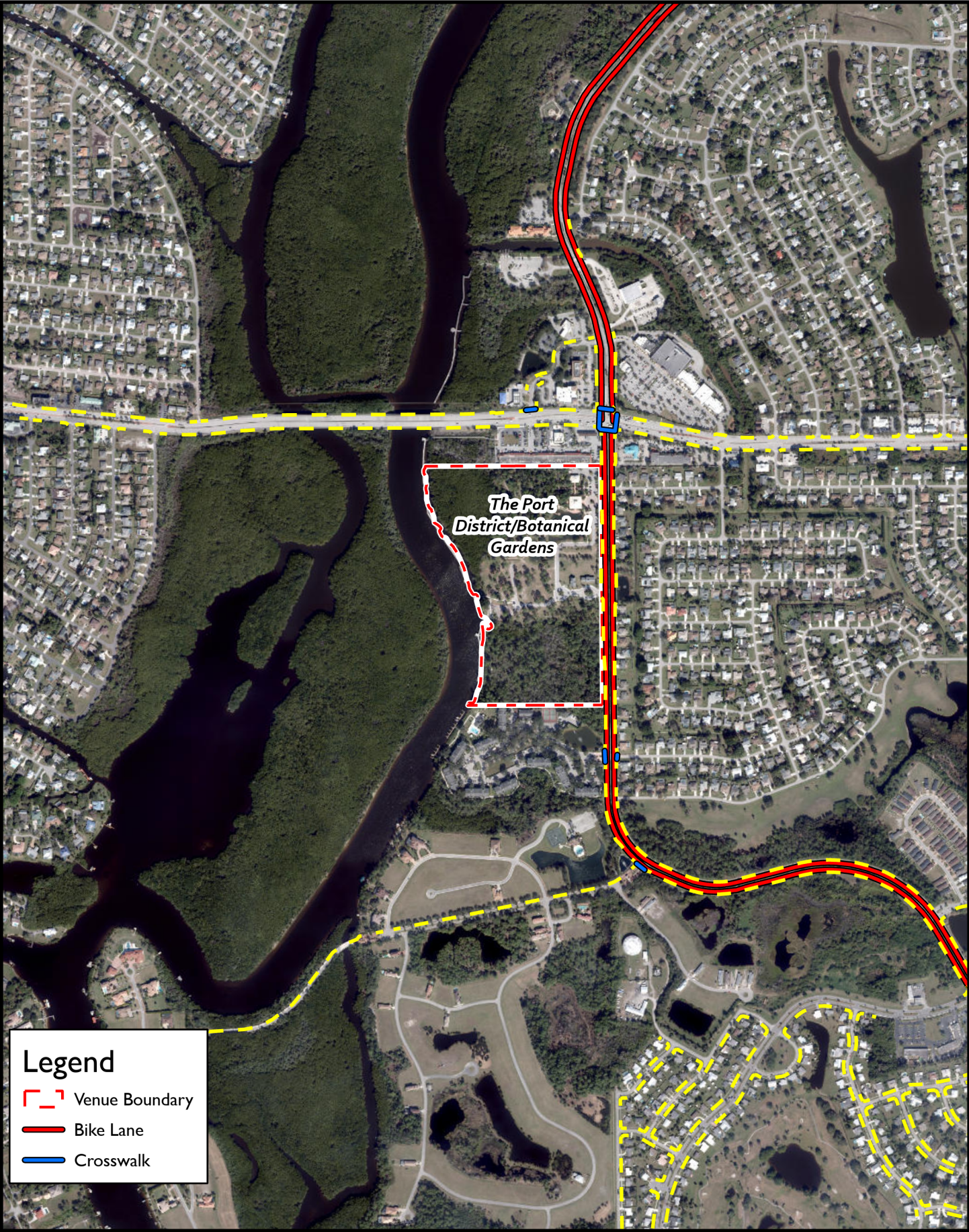
SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



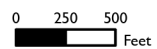
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FIG. 8



Legend

- Venue Boundary
- Bike Lane
- Crosswalk



Fenn Center/Lawnwood Regional Park

The event observed at Fenn Center was WWE NXT, which was held on Friday January 20th, 2023, from 7:00 – 10:00 p.m. Fenn Center is located at 2000 Virginia Avenue, Fort Pierce, FL. The event began at 7:30 P.M and ended at approximately 10:05 p.m. **Figure 10** shows the roads in the vicinity of Fenn Center/Lawnwood Regional Park. **Figure 11** shows the pedestrian paths and bicycle lanes in the vicinity of the site.

Traffic Operations at Intersections/Driveways

Intersection 1: S 25th Street and Virginia Avenue

- At 5:30 p.m. the east-west movement would clear in one cycle with no failures
- North-south movements would clear in one cycle except for the southbound left turn
 - Southbound left turn had a queue of more than 10 vehicles each cycle, and the spillback was past the taper (Exhibit 47)
 - Vehicles queued up on the yellow pavement marking without impacting the southbound through movement
- For a short period, the westbound left turn began to have a longer queue that did not clear in one cycle and would extend to taper
- At 6:30 p.m., all queues cleared in one cycle



Exhibit 47: Southbound Left Turn Spillback onto Taper

Intersection 2: S 13th Street and Virginia Avenue

- Minimal queues observed, all movements would clear in one cycle with no failures (Exhibit 48)
- One unmanned police car was parked on the northwest corridor



Exhibit 48: S 13th Street and Virginia Avenue Intersection

Intersection 3: Fenn Center/Lawnwood Regional Park Driveway and 19th Street

- Driveway is stop-controlled, and 19th Street is uncontrolled
- No observed traffic congestion at this intersection (Exhibit 49)
- At 10:05 p.m. (event released):
 - Low volume of traffic along Virginia Avenue so exiting vehicles did not have to wait long for a gap in traffic
 - More traffic southbound right than southbound left
 - Observed southbound right traffic roll through intersection
 - Maximum southbound queue of 4 vehicles



Exhibit 49: Fenn Center/Lawnwood Regional Park Driveway and 19th Street Intersection

Bicycle and Pedestrian Operations

- Central walk from main lot to satellite lot had a curb ramp into the roadway with no crosswalk and no receiving curb ramp or sidewalk on the other side (Exhibit 50)
- Sidewalk on end caps of satellite parking had no curb ramps (Exhibit 51)
- Multiple lights were off in parking area creating dark conditions where pedestrians were walking
- Most pedestrians crossed between main central aisle and driveway aligned just to the north
- Many families with children observed crossing from venue to satellite lot (Exhibit 52)
- Vehicles did stop for pedestrians crossing
- Exiting pedestrians used main/central walk
- Observed 2 bicyclists



Exhibit 50: Central Walk from Satellite Parking Lot to Main Lot



Exhibit 51: Satellite Parking End Caps



Exhibit 52: Families Crossing from Venue to Satellite Lot

Parking Ingress Operations

- No police presence
- At 6:20 p.m., a line began to form to get into the front door
 - Parking lot still had many spaces available
 - No attendant present at parking entrance
- At 6:40 – 6:45 p.m. the doors opened, and attendees entered

- The main lot was full
 - Vehicles started to use satellite parking
- With no attendant or signage to show main lot was full some vehicles circled main lot before circling back to satellite lot
 - Many vehicles did see vehicles in satellite parking and parked there instead of going to main lot
- No police presence or event staff
- Slow but steady flow of inbound traffic
 - No queues or congestion at Virginia Avenue entrance
- Limited connectivity between one-way driveway aisles in satellite lot, so long drives if driver wanted to switch from eastbound to westbound drive aisle or if driver went wrong way (Exhibit 53)
- Vehicles parked in “No Parking” area on both sides of road of North side of Fenn Center (Exhibit 54)
- Drop offs occurred at front door



Exhibit 53: Limited Connectivity in Satellite Parking Lot



Exhibit 54: Vehicles Parked in No Parking Zone

Parking Egress Operations

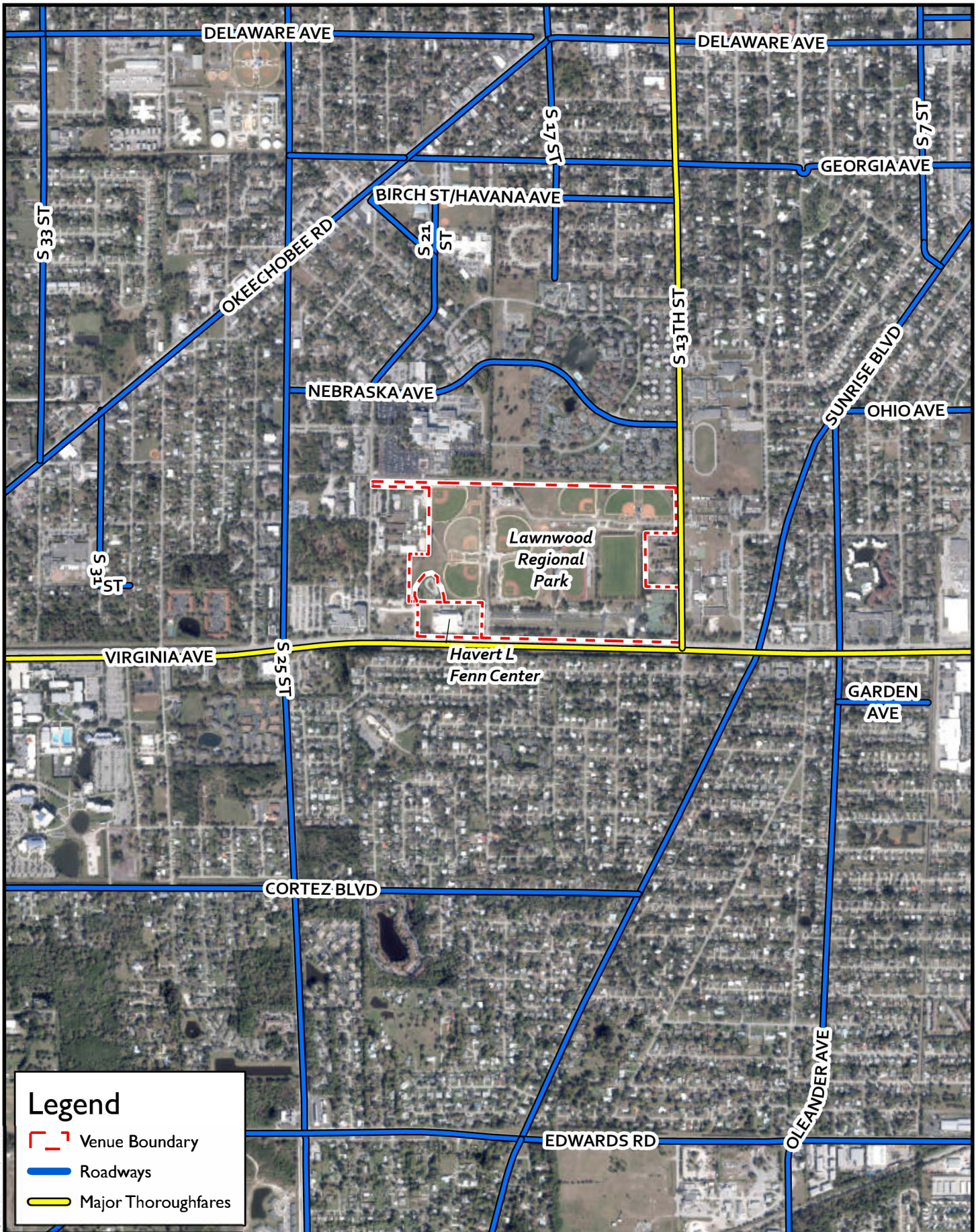
- No event staff in parking areas or police presence to guide vehicles or pedestrians
- Lawnwood Regional Park was closed so all lights in park were off
- Some congestion present in main lot at single exit
- Faster exit for satellite parking than the main lot
- More traffic was present in the southbound right lane than the southbound left lane
 - Low volume of traffic along Virginia Avenue so exiting vehicles did not need to wait for gaps in traffic
- By 10:20 p.m., both lots were mostly empty and venue doors closed
 - Minimal delay observed for southbound (outbound) vehicles

Wayfinding Signage

- One-way signs for satellite parking areas facing south but nothing facing north to alert southbound drivers from main lot or park
- No Do Not Enter signs for one way exit aisles
- One wayfinding sign to get to Fenn Center was provided east of site, but sign was dirty and hard to see (Exhibit 55)
- Event specific signage or static/variable message signs were not provided at or near event
- No signage for event or parking at Fenn Center
- Free flowing east-west traffic did not appear to be speeding



Exhibit 55: Wayfinding for Fenn Center



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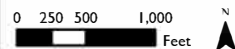
Legend

- Venue Boundary
- Roadways
- Major Thoroughfares

FENN CENTER & LAWNWOOD REGIONAL PARK
ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

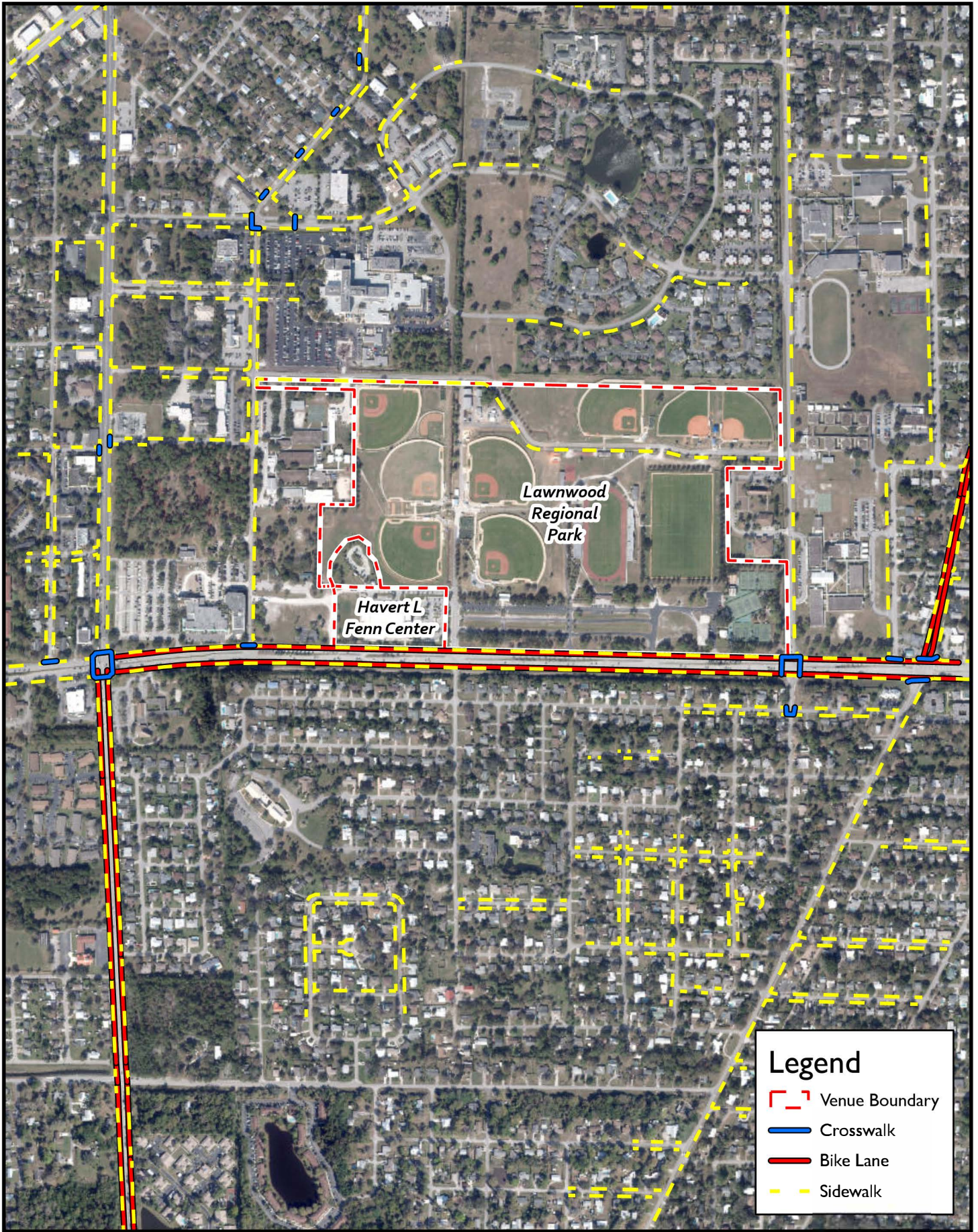
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FIG. 10

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Legend

- - - Venue Boundary
- Crosswalk
- = = Bike Lane
- - - Sidewalk

St. Lucie County Fairgrounds/Emergency Operations Center

The event observed at St. Lucie Fairgrounds was the St. Lucie County Fair, which was held from February 24 – March 5th. The time that was observed was from 5:00 p.m. – 9:00 p.m.

Figure 12 shows the roads in the vicinity of St. Lucie County Fairgrounds/Emergency. **Figure 13** shows the pedestrian paths and bicycle lanes in the vicinity of the site.

Traffic Operations at Intersections/Driveways

Intersection 1: W Midway Road and James W Bass Boulevard/Fairground Entrance

- From 5:50-6:20 p.m.:
 - James W Bass Boulevard operating as a two lane in, two lanes out (Exhibit 56)
 - Eastbound right queues of 15 or more vehicles with no spillback as lane is a drop lane
 - Westbound left queues of 30 or more vehicles would extend past taper and block through lane
 - Westbound left queues continued to extend past taper for an extended time period as turning vehicles did not use 2nd inbound lane and assumed 1 inbound lane only
 - Northbound left vehicle cut off eastbound through motorcycle
- At 6:30 p.m.:
 - Police officer began to move cones to limit outbound to right-turn only
 - Arranged cones so that westbound left vehicles would use the inside lane and eastbound right vehicles would use the outside lane
 - Not all westbound left traffic realized they could use the inside lane even after the cones were rearranged
- At 7:00 p.m.:
 - Westbound W Midway Road backed up with vehicles heading to the event (Exhibit 57)
 - Steady inflow on eastbound right with maximum queue of 11 vehicles
 - Instances of vehicles turning right into James W Bass Boulevard from W Midway Road using the inside lane meant for westbound left turns
 - Caused traffic backup in eastbound through lanes with a maximum queue of 24 vehicles
 - Traffic buildup in eastbound right lane due to drivers slowing down to ask parking staff where to go
- At 7:30 p.m.:
 - Observed outbound right turn vehicle from Fairgrounds head eastbound then make U-turn to go back to SR-70
 - Westbound through had queue of 4-5 vehicles
 - Eastbound through had queue of 1-2 vehicles
 - Eastbound right on Midway into Fairgrounds would extend back to merge from SR-70
 - Portable lighting present on James W Bass Boulevard at intersection (Exhibit 58)



Exhibit 56: W Midway Road and James W Bass Boulevard Intersection



Exhibit 57: Westbound Queue on W Midway Road



Exhibit 58: Portable Lighting on James W Bass Boulevard and W Midway Road

Intersection 2: Okeechobee Road (SR-70) and W Midway Road

- At 6:15 p.m.:
 - Maximum queue of 24 vehicles in the westbound left lane with a cycle failure and 7-10 vehicles not making it through (Exhibit 59)
 - Typically, 4-5 vehicles left after cycle failure
 - Steady flow of vehicles turning into event from east on SR-70
 - No vehicles experienced multiple cycle failures
 - Vehicles would make a westbound left turn against red light as there was minimal eastbound traffic
- At 7:00 p.m.:
 - Westbound left had queue of more than 25 vehicles and spillback into through lanes
- At 7:30 p.m.:
 - Westbound left had 20 or more vehicle queue and only 9 made it through the protected green phase
 - Northbound cycle was skipped if there was no traffic
 - Maximum northbound queue of 5 vehicles
 - Due to County Fair exit being right turn only, this limited traffic toward this intersection



Exhibit 59: Westbound Left Turn Queue on SR-70

Bicycle and Pedestrian Operations

- Parking lot has designated pedestrian exit points that put pedestrians in grass and unmarked crossing locations (Exhibit 60)
 - Pedestrians would walk between inbound cars
- Parking lot doesn't have signage to direct pedestrians to access points
 - No cones to separate pedestrians from cars in main drive aisle (Exhibit 61)



Exhibit 60: Designated Pedestrian Exit Points



Exhibit 61: Pedestrians Walking in Middle of Street

Parking Ingress Operations

- No parking fees
- St. Lucie County Sheriff Explorers with lit batons directed traffic (Exhibit 62)
- Cones were present on James W Bass Boulevard to separate vehicles (Exhibit 63)
- Entry driveway was operating as two lanes, merging into one lane on a dirt road on the northwest side of the parking lot causing backup of traffic onto W Midway Road
- At 6:00 p.m.:
 - Inbound on James W Bass Boulevard queues caused by lines to get into County Fair parking
 - Not all inbound traffic realized there were 2 inbound lanes and would mostly use western most lane (Exhibit 64)
 - At first, only one lane was allowed through gate so merging traffic would queue back to intersection
 - At 6:00 p.m., parking staff opened 2 lanes through gate which alleviated queuing
 - 3 guard houses are at the end of the entrance before parking field but there were no people inside and traffic continued in without stopping
- At 6:30 p.m.:
 - In the parking lot the 2 inbound lanes diverted to 2 different lots
 - Outside lane wrapped around front of parking lot back to northeast lot
 - Inside lane went to northwest lot
- Some drop off occurred at front gate which was also an inbound lane for parking so this would hold up line
- Ticket/entrance line would back up to drive aisle but did not impact traffic trying to park
- Vehicles did not start parking in furthest northwest grass area until paved parking was full which occurred at 8:00 p.m.
- Inbound traffic started to slow down after 8:00 p.m.
- Once main lot was full, inbound traffic was directed to merge to one lane at gate to divert all vehicles to northwest overflow lot

- Cones created a difficult left turn from the inside lane
- Staff directing traffic did not assist with the merging lanes, and just directed all traffic to go which would lead to conflict



Exhibit 62: Explorer with Baton Directing Traffic



Exhibit 63: Cones on Entry Driveway (James W Bass Boulevard)



Exhibit 64: Vehicles Using only One of Inbound Lanes

Parking Egress Operations

- The snaking of inbound vehicles from front lot created back up within the venue's main road towards the exit (Exhibit 65)
 - Vehicles then made a right into northeast lot causing confusion between outbound and inbound vehicles and where to go
 - Vehicles trying to exit were initially directed to go to the second parking lot as parking staff was unaware that the vehicles were trying to leave
 - Caused circulation problem
 - This shifted into vehicles being asked to turn hazard lights on to show event staff that they were trying to exit parking
- Peacock Road gate was open, but 2 parking staff members stood to block entering vehicles
 - Exit only for vehicles parked in grass field in northwest corner (Exhibit 66)
- Observed vehicles make illegal left from County Fair even though cones were set up for right-turn only (Exhibit 67)
- Minimal traffic on eastbound/westbound W Midway Road so there were no queues outbound



Exhibit 65: Venue's Main Road in Parking Lot



Exhibit 66: Exit only Driveway at Peacock Road



Exhibit 67: Vehicle Making Illegal Left Turn onto W Midway Road from Driveway

Wayfinding Signage

- No signs or message boards at I-95 interchange and W Midway Road
- Variable message board was present along W Midway Road halfway between I-95 (Exhibit 68)
 - The message provided information on dates of the fair as well as a message to expect traffic delays.

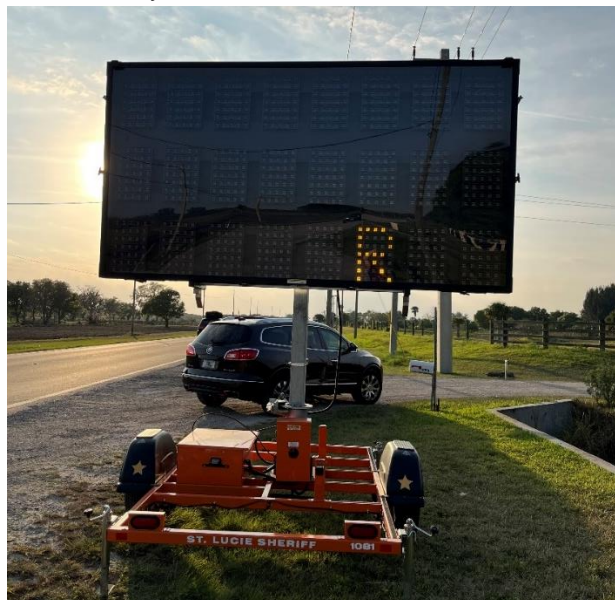
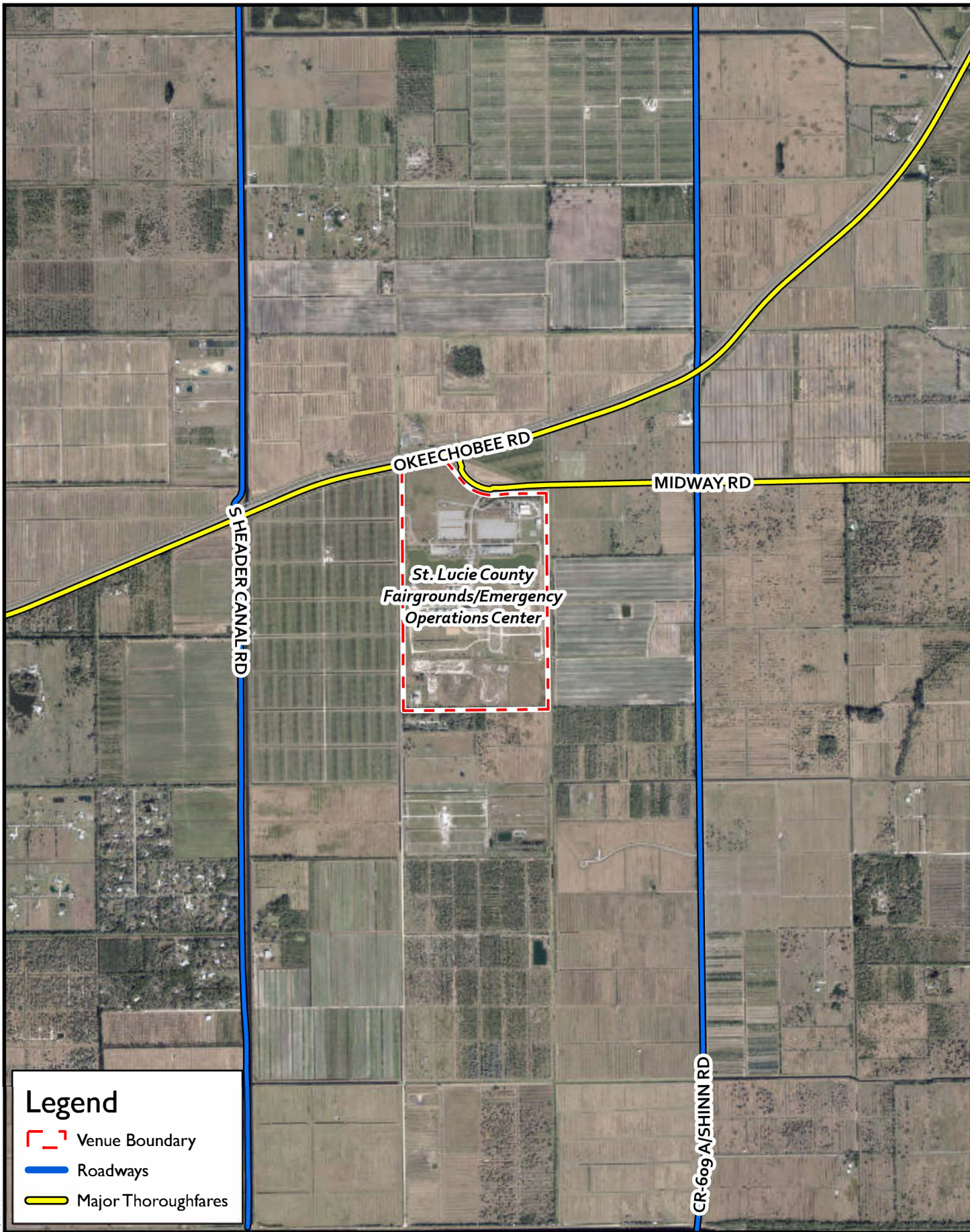


Exhibit 68: Variable Message Board on SR-70 Halfway between I-95 and Entrance

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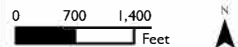
Legend

- Venue Boundary
- Roadways
- Major Thoroughfares

ST. LUCIE FAIRGROUNDS /EMERGENCY
OPERATIONS CENTER
ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

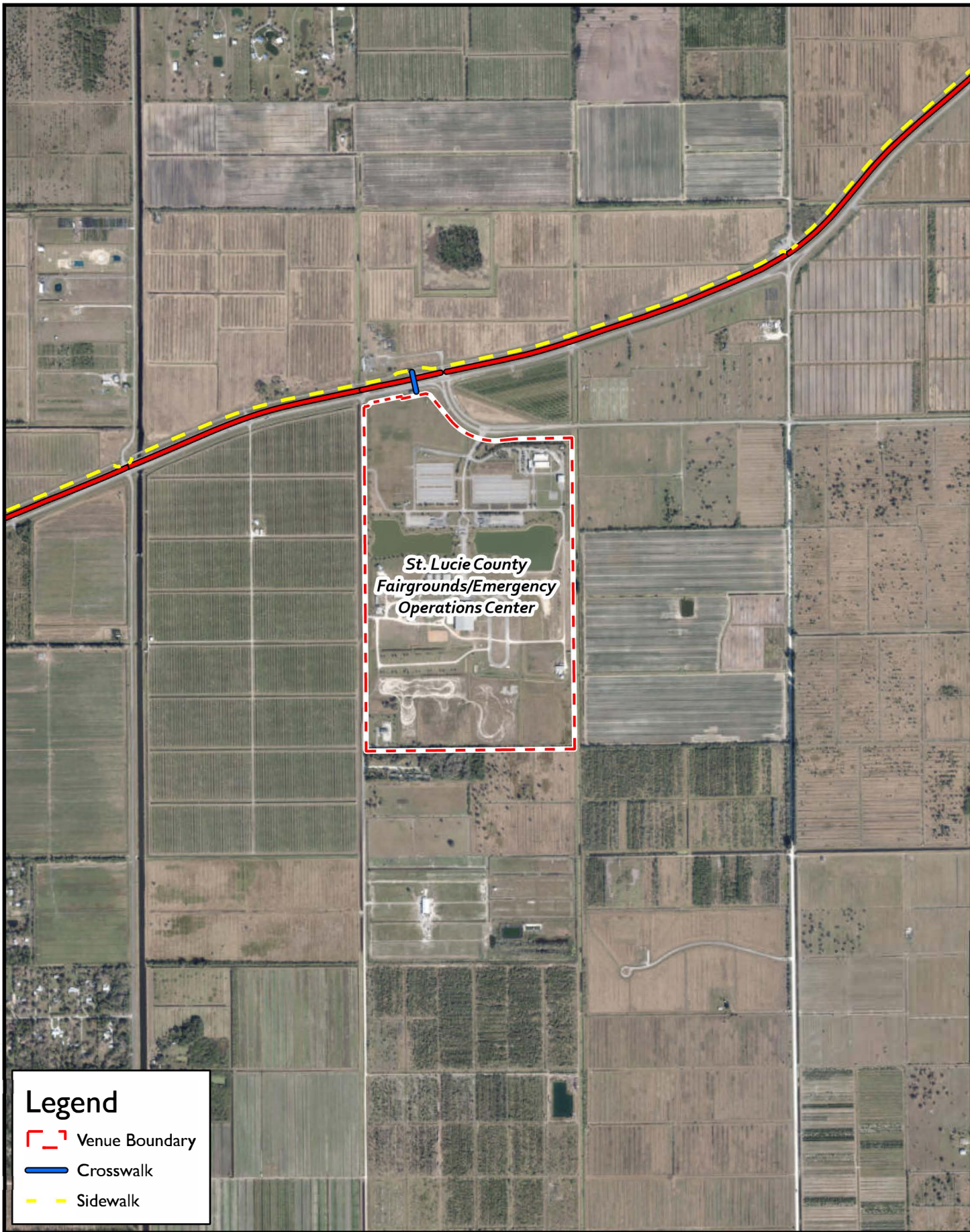
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FIG. 12

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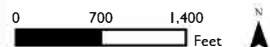
Legend

- Venue Boundary
- Crosswalk
- Sidewalk

ST. LUCIE FAIRGROUNDS /EMERGENCY
 OPERATIONS CENTER
 ST. LUCIE TPO AREA

SPECIAL EVENTS LOCATIONS

ST. LUCIE COUNTY, FL



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FIG.
 13

SPECIAL EVENTS NEEDS ANALYSIS

Based on the field observations from the special events, existing roadway network and parking areas were evaluated to determine advantageous operations that allow for safe and expedient ingress and egress to and from each special event location. In addition, potential changes/improvements to the existing Special Events operations and area roadway network to achieve desired operations are below.

McCarty Preserve – Bonfire Hayride

(1) Wayfinding

- Two (2) variable message boards for advertising the event are recommended to face each direction (northbound and southbound traffic) on Range Line Road each side of the park entrance, instead of the current single variable message board placed at the park entrance.
- Two (2) brown static signs indicating direction to McCarty Ranch Preserve should be placed at SW Discover Way and Range Line Road facing westbound traffic after it is paved, and at SW Martin Highway and SW Allapatah Road (Range Line Road) facing westbound traffic (in Martin County). The current static sign on eastbound W Midway Road and Glades Cut off Road should be placed further away from the intersection to give drivers time to decide to turn right towards McCarty Ranch Preserve.
- A sign like the “Event Parking” with the red arrow located near the main parking lot should also be placed on the park driveway near the entrance to avoid confusion about parking as the parking lot is a long distance from entrance.

(2) Traffic Routing and Operations

- It is recommended that a pedestrian trail or path be placed on the south side of the park driveway to increase safety for pedestrians that are trying to walk back to their vehicles or the park.
- It also recommended that the trolley pick up/drop off riders in the designated trolley stops instead of the driveway, to prevent a queue of outbound vehicles behind the trolley.
- Intersection lighting is recommended at Glades Cut Off Road and Range Line Road to help northbound traffic see stop sign and east-west traffic.

(3) Parking Demand/Capacity

- Parking on the park driveway should be straight in instead of angled, so that vehicles have a smoother exit and have minimal delays.

(4) Parking Management

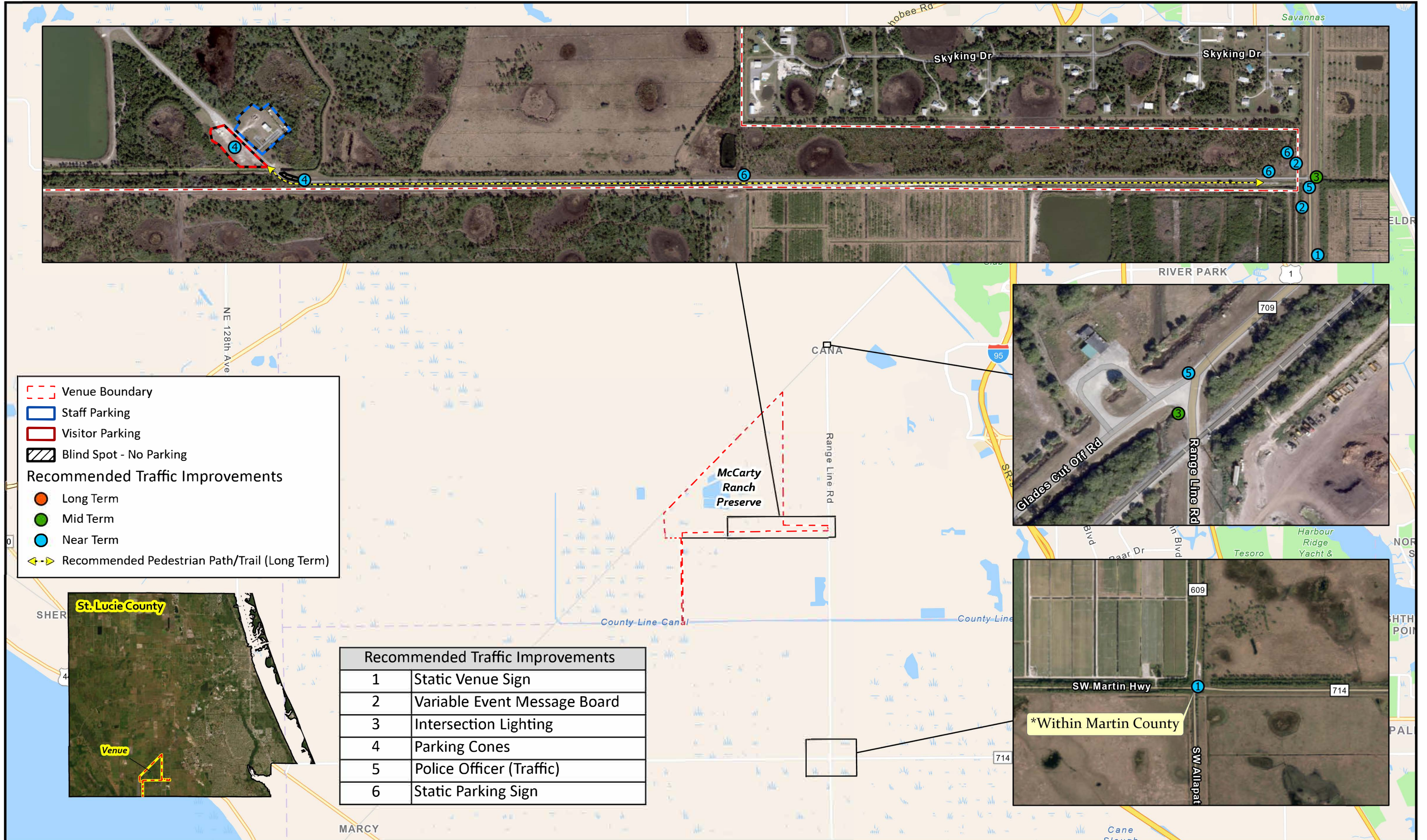
- Cones or no parking signs should be mounted at the blind spot on the park driveway curve to improve safety for pedestrians.
- Exit signs should be placed in the parking lot to direct drivers out of the parking lot.
- For larger events, additional trolley stops should be placed closer to park entrance to serve all the parked vehicles.

(5) Event Staff and Law Enforcement

- Parking staff should have coordination meetings prior to the event so that staff understands operations and their roles during the event.
 - These meetings should go over past event mistakes and how to better improve for future events.
- For large events, it is recommended that a police officer be positioned at the park entrance to stop traffic and let vehicles out of the park.

Figure 14 illustrates the recommended improvements and locations.

Figure 14 - McCarty Ranch Preserve

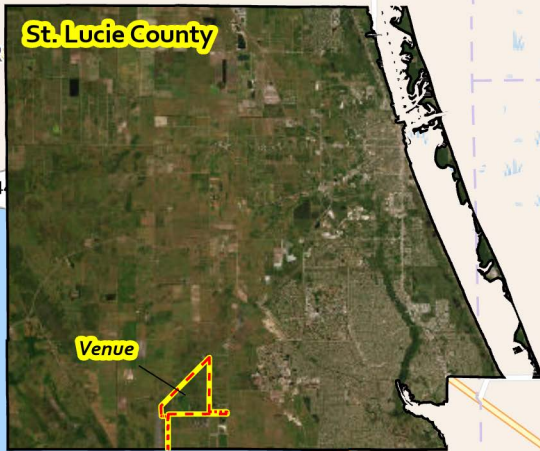
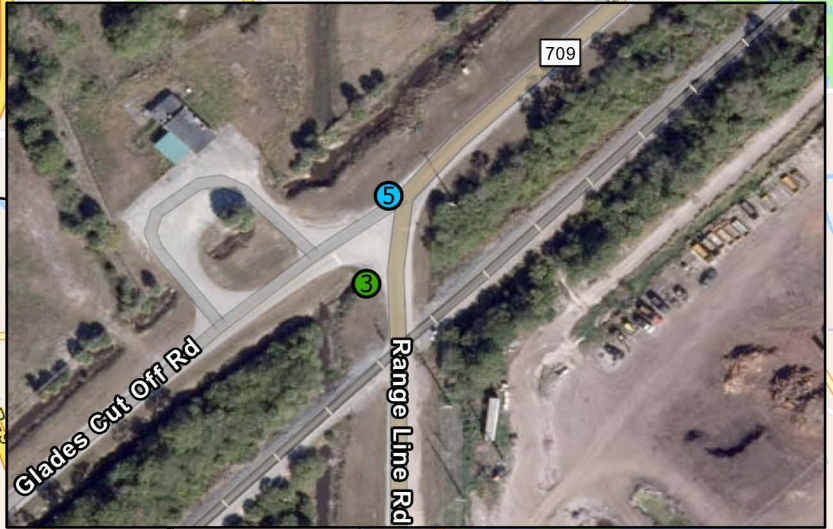


Venue Boundary
 Venue Boundary

Parking
 Staff Parking
 Visitor Parking
 Blind Spot - No Parking

Recommended Traffic Improvements

- Long Term
- Mid Term
- Near Term
- ↔ Recommended Pedestrian Path/Trail (Long Term)



Clover Park (Mets)

(1) Wayfinding

- Recommend variable message boards at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and St Lucie West Boulevard and NW Country Club Drive intersection.
- Recommend Variable message sign on northbound NW Peacock Boulevard directing to both parking entrances.
- Rideshare should be better marked, better lit, and easier to access.

(2) Traffic Routing and Operations

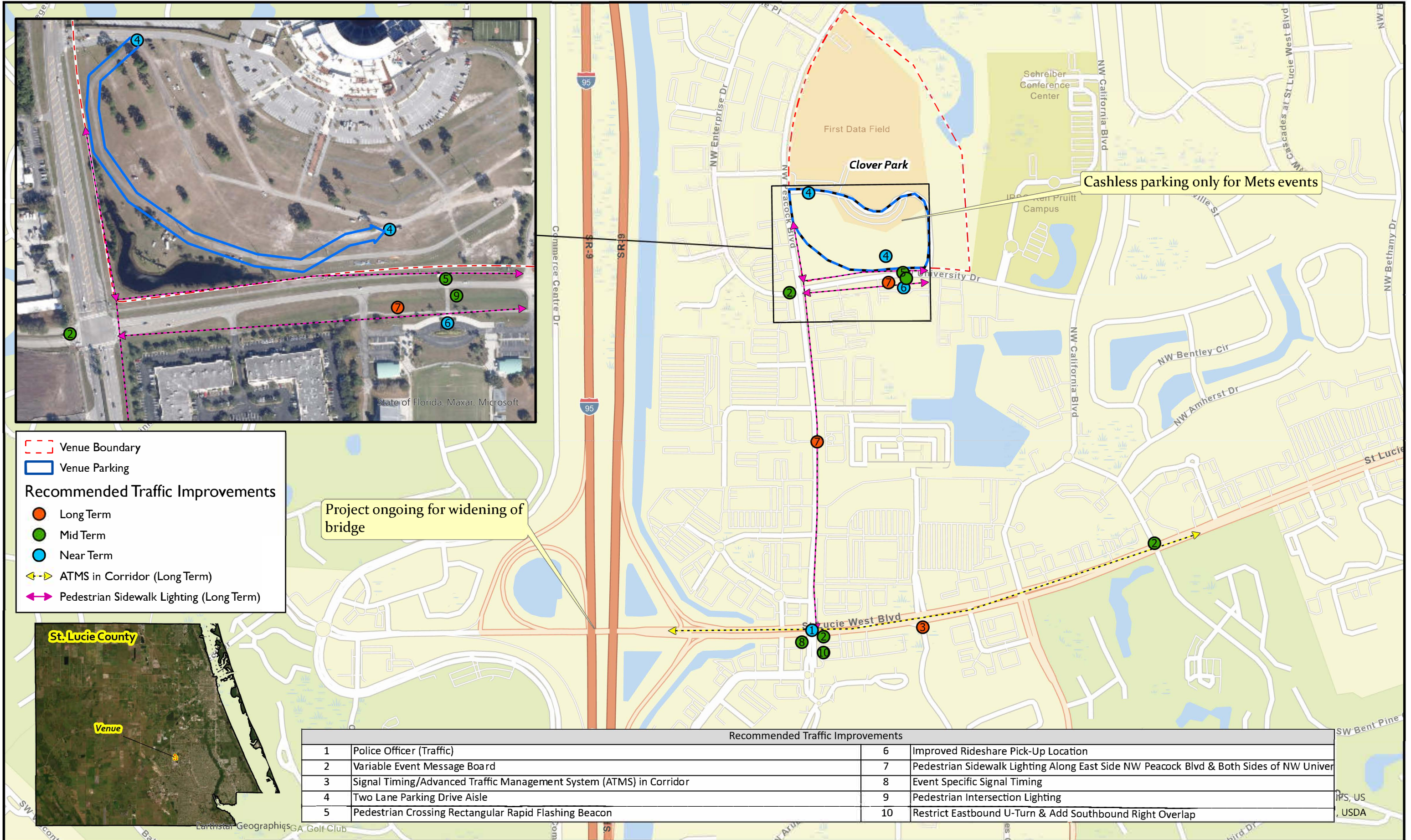
- Recommend restricting U-turns for the eastbound left at the St Lucie West Boulevard and NW Peacock Boulevard intersection and allowing a southbound right overlap movement. The U-turns can be restricted using a blank out sign restricting U-turns at certain times of the day when events are held.
- Recommend event specific signal timing at the St Lucie West Boulevard and NW Peacock Boulevard intersection to provide more southbound green time.
- Recommend Advanced Traffic Management System (ATMS) on St Lucie West Boulevard corridor
- Recommend placing pedestrian sidewalk lighting along east side of NW Peacock Boulevard and both sides of NW University Drive.
- Recommend a pedestrian crossing rectangular rapid flashing beacon (RRFB) and pedestrian intersection lighting for the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive to improve safety for pedestrians who are walking from the parking lot across the street to Clover Park.
- Two lane parking drive aisles internal to the parking lot are recommended to reduce queues on the public roads.

(3) Law Enforcement

- Recommend police officer presence at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and NW University Drive and Piazza Drive intersection to control traffic.

Figure 15 illustrates the recommended improvements and locations.

Figure 15 - Clover Park



Downtown Fort Pierce/South Beach

(1) Wayfinding

- For Friday Fest recommend placing a detour sign further south on Melody Lane to help guide vehicles that are not event related to a major intersection (i.e., Orange Avenue).
- Recommend better wayfinding signage for parking to guide vehicles to the main parking lot (Fort Pierce Public Parking Garage) or other satellite lots.
- Recommend temporary event static signs and variable message boards for street closures.
- Signs with directions to main points of interest in downtown including parking present throughout downtown area should be reflective and with bigger letters to help visibility at night. These signs should be edited to clearly indicate free public parking.
- Recommend placing a sign that indicates the Marina Square parking lot is full to prevent vehicles from circling around.

(2) Traffic Routing and Operations

- Recommend placing more Pedestrians Crossing signs on S Indian River Drive approaching crosswalks at Atlantic Avenue.
- Recommend pedestrian improvements for downtown intersections including Leading Pedestrian Intervals (LPIs), Pedestrian Crossing Signs, and more pedestrian level lighting.
- Recommend installing Yield to Pedestrians Crossing signs on all legs of N Indian River Drive and Avenue A.
- Recommend improving ADA non-compliant sidewalk present at Indian River Drive and Orange Avenue.
- Recommend installing sidewalks at the further parking lots (south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D) to connect pedestrians to the existing sidewalk network.
- Recommend more green time outbound for the signal timing at Orange Avenue and US Highway 1 at the end of events.
- Recommend event specific signal timing at the N US Highway 1 and Seaway Drive intersection.
- Recommend a trolley parking lot connection near open area parking south of AE Backus Avenue, at South Causeway Island Park, Jetty Park Beach, and South Causeway Island Park

(3) Parking Management, Event Staff, Law Enforcement

- Recommend police presence at the Avenue A and N 6th Street intersection and the S 5th Street and Atlantic Avenue intersection.
- Recommend event staff at the South Beach Boardwalk and South Jetty Park Beach.

Figure 16 illustrates the recommended improvements and locations.

The Port District/Botanical Gardens/City Center

(1) Wayfinding

- Recommend implementing four (4) variable event message boards along SE Westmoreland Boulevard and SE Port St Lucie Boulevard.

(2) Traffic Routing and Operations

- Recommend implementing pedestrian level lights or portable lights in the parking area on-site to improve safety for pedestrians.
- Recommend changing current Turning Vehicles Yield for Pedestrians Sign on southbound SE Veterans Memorial Parkway at SE Port St Lucie Boulevard to a Turning Vehicles Stop for Pedestrians Sign.
 - Adding a Turning Vehicles Stop for Pedestrians Sign to the mast arm facing southbound traffic at this intersection to increase visibility for the second right-turn lane.
- Recommend programming a Leading Pedestrian Interval (LPI) to the signal timing at SE Veterans Memorial Parkway and SE Port St Lucie Boulevard to increase safety for pedestrians in the west leg crosswalk.
- Recommend implementing an eastbound right turn lane on SE Port St Lucie Boulevard and SE Westmoreland Boulevard.
- Recommend bus shuttle commuter routes to satellite parking.
- Recommend event specific signal timing at intersection of SE Port St Lucie Boulevard and SE Westmoreland Boulevard and entrance of Botanical Gardens.

(3) Parking Management, Event Staff, Law Enforcement

- Recommend having event staff help with parking management.
- Recommend having police officer presence at entrance and the SE Port St Lucie Boulevard and SE Westmoreland Boulevard intersection.

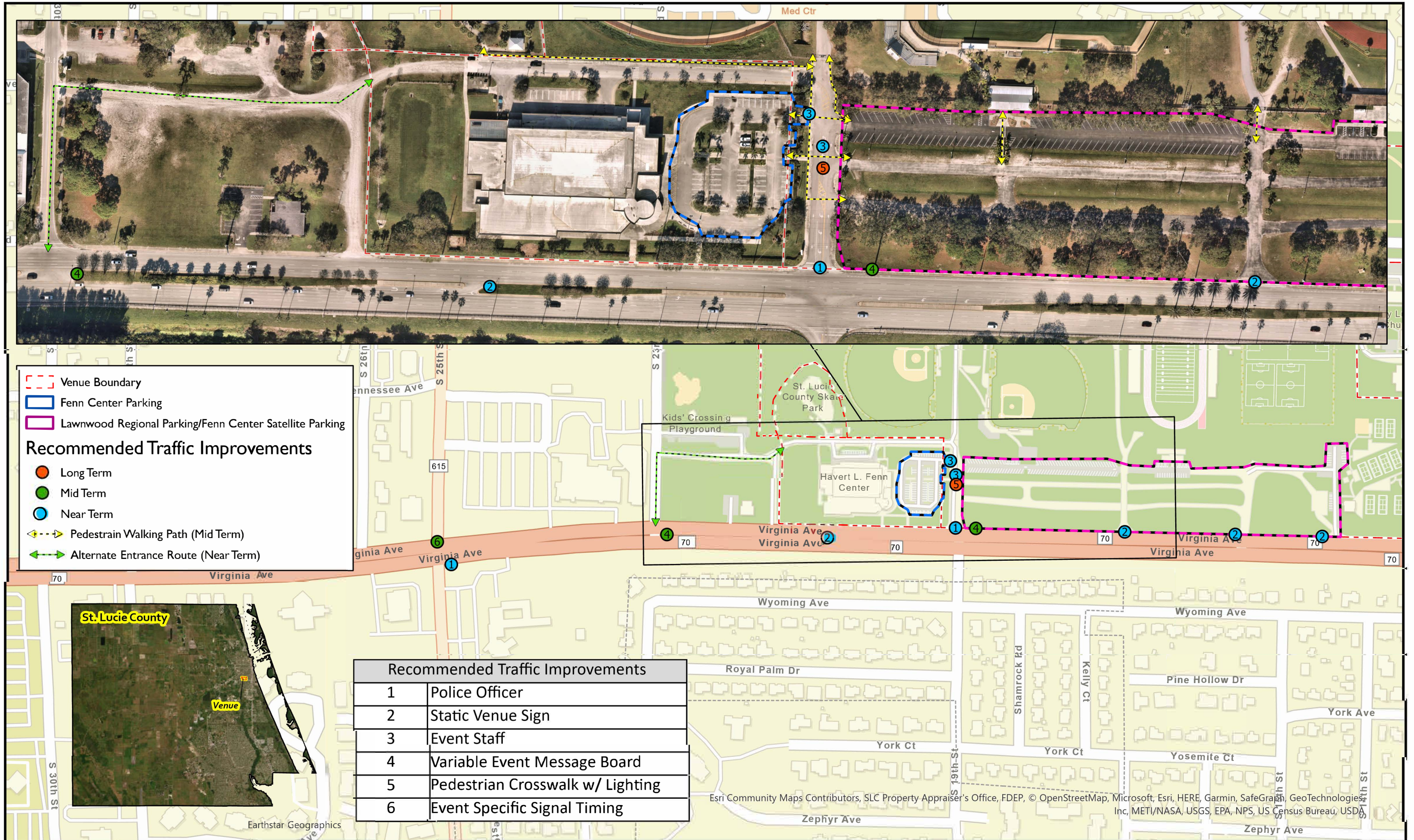
Figure 17 illustrates the recommended improvements and locations.

Fenn Center/Lawnwood Regional Park

- (1) Wayfinding
 - Four (4) static venue signs are recommended to be placed along Virginia Avenue for the venue entrances. Two (2) variable event message boards are recommended to be placed along Virginia Avenue.
- (2) Traffic Routing
 - For the special event observed, all traffic was accommodated. However, for larger events providing an alternative route is recommended (i.e., S 23rd Street).
- (3) Traffic Operations
 - Recommend creating a special events signal timing to be implemented at the intersections observed.
 - During special events held at rush hour, it is recommended that there be additional green time programmed for the southbound and westbound left turn at the Virginia Avenue and S 25th Street intersection.
 - It is recommended that pedestrian routes be paved to improve accessibility in the parking lot.
 - Recommend adding a pedestrian crosswalk with lighting between the main lot and satellite parking lot.
- (4) Parking Demand/Capacity
 - The main lot was at full capacity for the special event observed, but satellite did not fill up entirely. However, if the satellite parking does fill, the adjacent field to the west can be used for parking. If the field is used as parking for future events, parking improvements and upgrades such as delineation and staff is recommended.
- (5) Parking Management, Event Staff, Law Enforcement
 - Staff to manage parking operations is recommended. Barriers or a sign showing that the parking lot is full would be more efficient for drivers and congestion. However, this should be done with help with staff so that ride-share can still drop off at the venue entrance or a designated drop-off location.
 - It is recommended that police officers be present at the S 19th Street and Virginia Avenue intersection for large events to help control traffic.

Figure 18 illustrates the recommended improvements and locations.

Figure 18 - Fenn Center/Lawnwood Regional Park

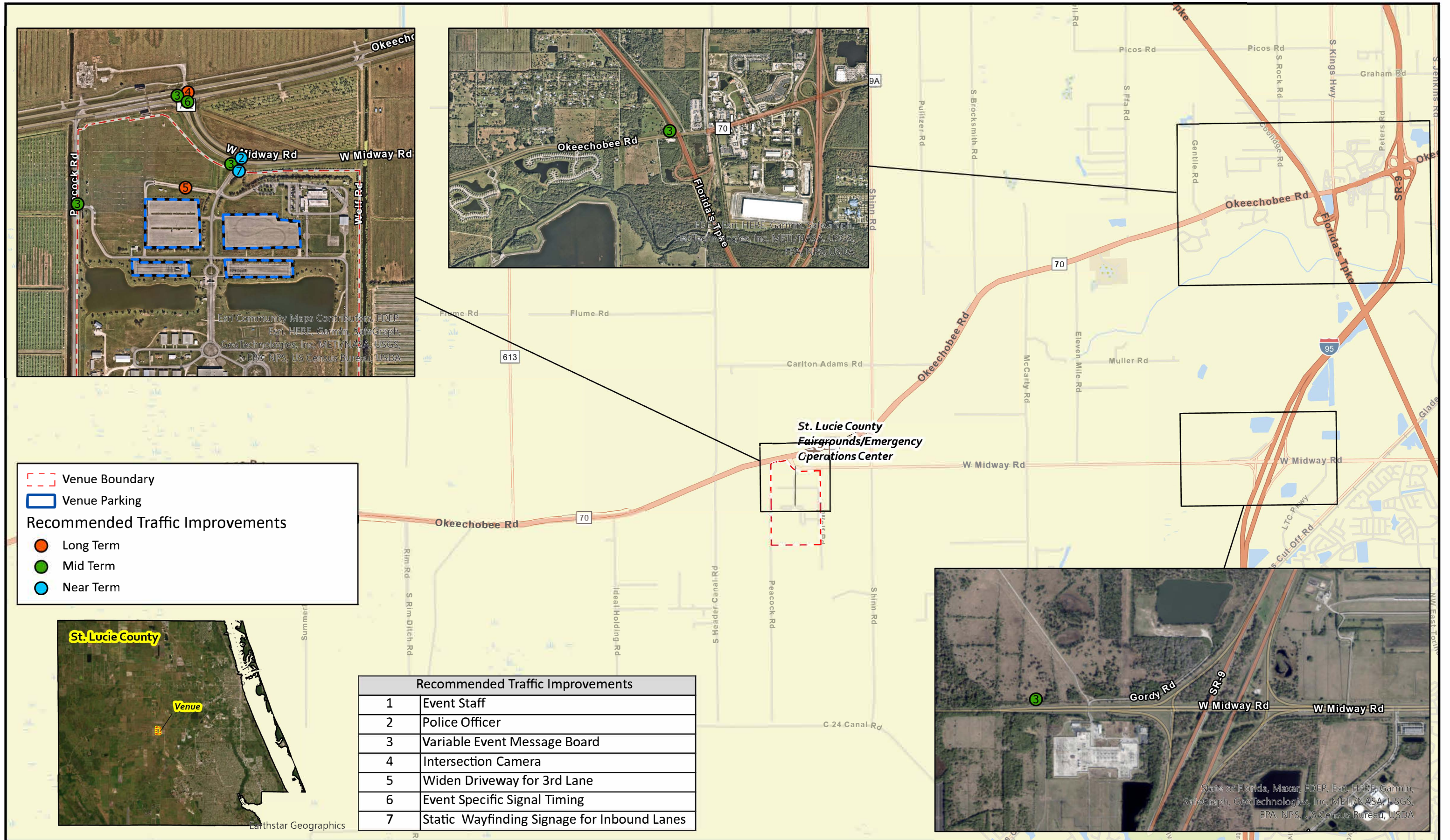


St. Lucie County Fairgrounds/Emergency Operations Center

- (1) Wayfinding
 - Two (3) variable message signs advertising event and location are recommended to be placed along SR-70. One (1) variable message board is recommended to be placed along W Midway Road.
 - Recommend using a static wayfinding sign that directs vehicles to use both lanes to enter parking to help with drivers thinking there is only one lane to enter.
- (2) Traffic Routing
 - Recommend widening driveway for a third lane along James W Bass Boulevard and internal to site to alleviate congestion backup to W Midway Road.
- (3) Traffic Operations
 - Due to the minimal eastbound traffic at the SR-70 and W Midway Road intersection, it is recommended to have an event specific signal timing reallocating green time from the eastbound through movement to the westbound left movement.
 - Recommend adding an intersection camera to W Midway Road and SR-70 to relay operation back to Traffic Management Center (TMC).
- (4) Parking Management, Event Staff, Law Enforcement
 - Recommend having a police officer present at the W Midway Road and James W Bass Boulevard intersection to control traffic.

Figure 19 illustrates the recommended improvements and locations.

Figure 19 - St. Lucie County Fairgrounds/Emergency Operations Center



SPECIAL EVENTS IMPROVEMENT PROJECT DEVELOPMENT

The Special Events Needs Analysis was used to determine potential future projects to address current Special Events traffic and parking deficiencies. The projects were grouped into three categories: (1) Services, (2) Technology, and (3) Infrastructure. Draft maps with the approximate locations for each potential improvement were provided for each Special Event location.

McCarty Preserve – Bonfire Hayride

- (1) Services
 - Pre-planning meetings among parking staff to improve coordination and organization of event
 - Police presence on Range Line Road and park entrance intersection
- (2) Technology
 - Variable message board to be placed at the park entrance
- (3) Infrastructure
 - Intersection lighting at the Glades Cut Off Road and Range Line Road intersection
 - Once Discovery SW Discovery Way gets paved, placing a static sign at the intersection with Range Line Road to indicate McCarty Ranch Preserve is to the left
 - Brown static sign indicating direction to McCarty Ranch Preserve at SW Martin Highway and SW Allapatah Road
 - Sign like the “Event Parking” with the red arrow located near the main parking lot placed on the park driveway near the entrance
 - Moving current static sign on eastbound W Midway Road and Glades Cut off Road further away from the intersection
 - Parking cones mounted at the blind spot on the park driveway

Clover Park (Mets)

- (1) Services
 - Police officer presence at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and NW University Drive and Piazza Drive intersection
- (2) Technology
 - Variable message boards at St Lucie West Boulevard and NW Peacock Boulevard, NW University Drive and NW Peacock Boulevard, and St Lucie West Boulevard and NW Country Club Drive
 - Variable message sign on northbound NW Peacock Boulevard directing to both parking entrances
 - Event specific signal timing at the St Lucie West Boulevard and NW Peacock Boulevard intersection
 - Advanced Traffic Management System (ATMS) on St Lucie West Boulevard corridor
- (3) Infrastructure
 - Two lane parking drive aisles internal to parking lot
 - Improved ride share location
 - Pedestrian Crossing Rectangular Rapid Flashing Beacon (RRFB) at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Pedestrian intersection lighting at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive

- Restricting U-turns for the eastbound left at the St Lucie West Boulevard and NW Peacock Boulevard intersection and allowing a southbound right overlap movement
- Pedestrian sidewalk lighting along east side of NW Peacock Boulevard and both sides of NW University Drive

Downtown Fort Pierce/South Beach

(1) Services

- Police presence at the Avenue A and N 6th Street intersection and the S 5th Street and Atlantic Avenue intersection
- Event staff at South Beach Boardwalk and South Jetty Park Beach

(2) Technology

- Variable message boards for street closures around Downtown Ft. Pierce and South Beach
- Leading Pedestrian Intervals (LPIs)
- Event specific signal timing at the N US Highway 1 and Seaway Drive intersection and more green time outbound for the signal timing at Orange Avenue and US Highway 1

(3) Infrastructure

- Wayfinding signage for parking to guide vehicles to the main parking lot (Fort Pierce Public Parking Garage) or other satellite lots
- For Friday Fest, placing a detour sign further south on Melody Lane
- Temporary event static signs for street closures
- Pedestrians Crossing signs on S Indian River Drive approaching crosswalks at Atlantic Avenue
- Parking wayfinding signage and general signage improvements around various locations downtown
- Pedestrian Crossing Signs and more pedestrian level lighting
- Improving ADA non-compliant sidewalk present at Indian River Drive and Orange Avenue
- Installing sidewalks at the further parking lots (south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D)
- Trolley parking lot connection (Jetty Park Beach, South Causeway Island Park, and South Beach Boardwalk, and open area parking south of AE Backus Avenue)

The Port District/Botanical Gardens/City Center

(1) Services

- Event staff to manage parking operations
- Police officer presence at entrance at the SE Port St Lucie Boulevard and SE Westmoreland Blvd intersection

(2) Technology

- Variable event message boards along SE Westmoreland Boulevard and SE Port St Lucie Boulevard
- Programming a Leading Pedestrian Interval (LPI) to the signal timing at SE Veterans Memorial Parkway and SE Port St Lucie Boulevard
- Event specific signal timing at intersection of SE Port St Lucie Boulevard and SE Westmoreland Boulevard and entrance of Botanical Gardens

(3) Infrastructure

- Pedestrian level lights or portable lights in the parking area on-site

- Changing current Turning Vehicles Yield for Pedestrians Sign on southbound SE Veterans Memorial Parkway at SE Port St Lucie Boulevard to a Turning Vehicles Stop for Pedestrians Sign and adding a Turning Vehicles Stop for Pedestrians Sign to the mast arm facing southbound traffic at this intersection
- Eastbound right turn lane on SE Port St Lucie Boulevard and SE Westmore Boulevard
- Bus Shuttle Commuter Routes to satellite parking

Fenn Center/Lawnwood Regional Park

- (1) Services
 - Event staff to manage parking operations
 - Police officer presence at the S 19th Street and Virginia Avenue intersection for large events
- (2) Technology
 - Event specific signal timing on intersections observed
 - Additional green time programmed for the southbound and westbound left turn on the Virginia Avenue and S 25th Street intersection during rush hour events
 - Variable event message boards placed along Virginia Avenue
- (3) Infrastructure
 - Static venue signs places along Virginia Avenue for the venue entrances
 - Alternative route for larger events (i.e., S 23rd Street)
 - Pedestrian crosswalk with lighting between the main lot and satellite parking lot
 - Paved pedestrian routes in parking lot
 - Adjacent field to the west of satellite parking lot improvements

St. Lucie County Fairgrounds/Emergency Operations Center

- (1) Services
 - Police officer present at the W Midway Road and James W Bass Boulevard intersection
- (2) Technology
 - Variable message signs advertising event and location placed along SR-70
 - Event specific signal timing reallocating green time from the eastbound through movement to the westbound left movement at the SR-70 and W Midway Road intersection
- (3) Infrastructure
 - Static wayfinding sign that directs vehicles to use both lanes to enter parking
 - Intersection camera on the SR-70 and W Midway Road intersection
 - Widening driveway for a third lane along James W Bass Boulevard and internal to site

PROJECT PRIORITIZATION

Using the potential improvement projects found in the Special Events Improvement Project Development, a prioritization list was created and grouped in the following groups:

- (1) Near-Term (can be implemented within 1 year)
- (2) Mid-Term (can be implemented in 1-5 years)
- (3) Long-Term (can be implemented in 5+ years)

The Special Events Improvement Project Development and associated maps were revised to identify the potential improvements by priority.

McCarty Preserve – Bonfire Hayride

- (4) Near-Term
 - Pre-planning meetings among parking staff to improve coordination and organization of event
 - Brown static sign indicating direction to McCarty Ranch Preserve at SW Martin Highway and SW Allapatah Road
 - Sign like the “Event Parking” with the red arrow located near the main parking lot placed on the park driveway near the entrance
 - Moving current static sign on eastbound W Midway Road and Glades Cut off Road further away from the intersection
 - Parking cones mounted at the blind spot on the park driveway
 - Police presence on Range Line Road and park entrance intersection
 - Variable message boards to be placed at the park entrance
- (5) Mid-Term
 - Intersection lighting at the Glades Cut Off Road and Range Line Road intersection
- (6) Long-Term
 - Once Discovery SW Discovery Way gets paved, placing a static sign at the intersection with Range Line Road to indicate McCarty Ranch Preserve is to the left

Clover Park (Mets)

- (1) Near-Term
 - Police officer presence at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and NW University Drive and Piazza Drive intersection
 - Two lane parking drive aisles internal to parking lot
 - Improved ride share location
- (2) Mid-Term
 - Variable message boards at St Lucie West Boulevard and NW Peacock Boulevard, NW University Drive and NW Peacock Boulevard, and St Lucie West Boulevard and NW Country Club Drive
 - Variable message sign on northbound NW Peacock Boulevard directing to both parking entrances
 - Pedestrian Crossing Rectangular Rapid Flashing Beacon (RRFB) at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Pedestrian intersection lighting at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Restricting U-turns for the eastbound left at the St Lucie West Boulevard and NW Peacock Boulevard intersection and allowing a southbound right overlap movement

- Event specific signal timing at the St Lucie West Boulevard and NW Peacock Boulevard intersection
- (3) Long-Term
 - Pedestrian sidewalk lighting along east side of NW Peacock Boulevard and both sides of NW University Drive
 - Advanced Traffic Management System (ATMS) on St Lucie West Boulevard corridor

Downtown Fort Pierce/South Beach

- (1) Near-Term
 - Police presence at the Avenue A and N 6th Street intersection and the S 5th Street and Atlantic Avenue intersection
 - Wayfinding signage for parking to guide vehicles to the main parking lot (Fort Pierce Public Parking Garage) or other satellite lots
 - For Friday Fest, placing a detour sign further south on Melody Lane
 - Temporary event static signs for street closures
 - Event staff at South Beach Boardwalk and South Jetty Park Beach
 - Pedestrians Crossing signs on S Indian River Drive approaching crosswalks at Atlantic Avenue
- (2) Mid-Term
 - Variable message boards for street closures around Downtown Ft. Pierce and South Beach
 - Parking wayfinding signage and general signage improvements around various locations downtown
 - Pedestrian improvements for downtown intersections including Leading Pedestrian Intervals (LPis), Pedestrian Crossing Signs, and more pedestrian level lighting
 - Improving ADA non-compliant sidewalk present at Indian River Drive and Orange Avenue
 - Installing sidewalks at the further parking lots (south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D)
 - Event specific signal timing at the N US Highway 1 and Seaway Drive intersection and more green time outbound for the signal timing at Orange Avenue and US Highway 1
- (2) Long-Term
 - Trolley parking lot connection (Jetty Park Beach, South Causeway Island Park, and South Beach Boardwalk, and open area parking south of AE Backus Avenue)

The Port District/Botanical Gardens/City Center

- (1) Near-Term
 - Event staff to manage parking operations
 - Police officer presence at entrance at the SE Port St Lucie Boulevard and SE Westmoreland Blvd intersection
 - Pedestrian level lights or portable lights in the parking area on-site
 - Changing current Turning Vehicles Yield for Pedestrians Sign on southbound SE Veterans Memorial Parkway at SE Port St Lucie Boulevard to a Turning Vehicles Stop for Pedestrians Sign and adding a Turning Vehicles Stop for Pedestrians Sign to the mast arm facing southbound traffic at this intersection
- (2) Mid-Term
 - Variable event message boards along SE Westmoreland Boulevard and SE Port St Lucie Boulevard

- Programming a Leading Pedestrian Interval (LPI) to the signal timing at SE Veterans Memorial Parkway and SE Port St Lucie Boulevard
 - Event specific signal timing at intersection of SE Port St Lucie Boulevard and SE Westmoreland Boulevard and entrance of Botanical Gardens
- (3) Long-Term
- Eastbound right turn lane on SE Port St Lucie Boulevard and SE Westmore Boulevard
 - Bus Shuttle Commuter Routes to satellite parking

Fenn Center/Lawnwood Regional Park

- (1) Near-Term
- Event staff to manage parking operations
 - Police officer presence at the S 19th Street and Virginia Avenue intersection for large events
 - Static venue signs placed along Virginia Avenue for the venue entrances
 - Alternative route for larger events (i.e., S 23rd Street)
 - Pedestrian crosswalk with lighting between the main lot and satellite parking lot
 - Paved pedestrian routes in parking lot
 - Event specific signal timing on intersections observed
 - Additional green time programmed for the southbound and westbound left turn on the Virginia Avenue and S 25th Street intersection during rush hour events
- (2) Mid-Term
- Variable event message boards placed along Virginia Avenue
- (3) Long-Term
- Adjacent field to the west of satellite parking lot improvements

St. Lucie County Fairgrounds/Emergency Operations Center

- (1) Near-Term
- Police officer present at the W Midway Road and James W Bass Boulevard intersection
 - Static wayfinding sign that directs vehicles to use both lanes to enter parking
- (2) Mid-Term
- Variable message signs advertising event and location placed along SR-70
 - Event specific signal timing reallocating green time from the eastbound through movement to the westbound left movement at the SR-70 and W Midway Road intersection
- (3) Long-Term
- Intersection camera on the SR-70 and W Midway Road intersection
 - Widening driveway for a third lane along James W Bass Boulevard and internal to site

FUNDING SOURCE IDENTIFICATION

Applicable State and Federal grant opportunities were researched to determine potential funding mechanisms for the proposed improvements. The funding opportunities are the following:

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
Auto Club Group Foundation	American Automobile Association (AAA)	Not Listed	Not Listed	Rolling	Rolling	<p>Traffic Safety Traffic safety programs, research and initiatives that make our roadways safer for all users.</p> <p>Community Service Initiatives that focus on the priority areas of Traffic Safety, Education, and Tourism.</p>	The Auto Club Group Foundation is dedicated to supporting traffic safety programs , research and initiatives that make our roadways safer for all users.
Community Facilities Florida	United States Department of Agriculture	Not Listed	15% - 75%	Rolling	Rolling	To purchase, construct, and / or improve essential community facilities, purchase equipment and pay related project expenses.	<p>Public facilities such as town halls, courthouses, airport hangars or street improvements</p> <p>Community support services such as child care centers, community centers, fairgrounds or transitional housing</p> <p>Public safety services such as fire departments, police stations, prisons, police vehicles, fire trucks, public works vehicles or equipment</p>
Gary Sinise Foundation First Responder Grant Program	Gary Sinise Foundation	\$100,000	N/A	Open	Rolling	Emergency relief, training, and essential equipment for First Responders. The Gary Sinise Foundation prioritizes volunteer, low, and underfunded departments. Grant requests are limited to equipment and training only. Building costs, operating costs, and weapons costs are not allowed. Applicants are limited to 1 grant every 12 months.	Training grants, mental health treatment, equipment , scuba gear, community programming funding, retreat sponsorships, community meal funding, turnout gear sets, fire fighting tools, radios, program sponsorships.

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
Grid Resilience Grants (Topic Area 1)	Department of Energy	Amount eligible entity has spent on resilience investments in the last 3 years or \$100M, whichever is lower.	50%	11/18/22 Next funding cycle opens Q1 2024.	12/16/22 Concept Papers 04/06/23 Full application	(1) Transform community, regional, interregional, and national resilience, including in consideration of future shifts in generation and load; (2) Catalyze and leverage private sector and non-federal public capital for impactful technology and infrastructure deployment; (3) Advance community benefits.	Undergrounding of electrical equipment, hardening of power lines , facilities, substations, of other systems, weatherization technologies and equipment, monitoring and control technologies, including microgrids and battery-storage sub-components, utility pole management , Adaptive Protection Technologies. The following activities are NOT eligible for funding: construction of new electric generating facility, large-scale battery storage facility that is not used for enhancing system adaptive capacity during disruptive events, or cybersecurity.
Hazard Mitigation Grant Program	Federal Emergency Management Agency (FEMA) via Florida Division of Emergency Management (FDEM)	Varies	25%	Following Presidentially Declared Disaster	Varies	Funds hazard mitigation plans and rebuild in a way that reduces, or mitigates, future disaster losses in their communities. When requested by an authorized representative, this grant funding is available after a presidentially declared disaster	Infrastructure retrofit (measures to reduce risk to existing utility systems, roads, and bridges) , Drainage system upgrades and improvements, Structural elevation, Land contour alteration, Wind breaks, Flood wall installation or improvement, Elevation of roads, Flood proofing, Acquisition or relocation Ineligible: Projects that address, without an increase in the level of protection, the operation, deferred or future maintenance, rehabilitation, restoration, or replacement of existing structures, facilities, or infrastructure
Law Enforcement Officer and Fire/EMS Safety Grants	Guardian Angel Devices	Not listed	Not listed	Open	Rolling	To save lives with their high-tech wearable safety lights.	Wearable safety lights - law enforcement, fire and rescue, construction, roadside, etc.

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
National Police Association Grants	National Police Association	\$1,000 per year	N/A	Open	Rolling	The NPA provides grants to law enforcement reserve divisions, explorers, cadets, chaplains, and other programs established to help citizens help police departments accomplish their goals. The NPA will also consider grants to departments for equipment and training.	Community services, K9 ballistic vests, support for cadet programming, officer safety equipment , support for D.A.R.E. programming,
PENN Entertainment Foundation	Penn Entertainment	Not Listed	Not Listed	Open	04/01/23	Address the broad needs of the residents of the communities in which PEF operates or has a business interest.	Foundation grants generally fall in the following categories: Community Development: Projects and programs related to community infrastructure improvements, public safety , economic development, housing, historic preservation, citizen involvement, civic leadership training, and other general community activities.
Ronald C. Hart Family Foundation Grants	Ronald C. Hart Family Foundation P.O. Box 611327 Rosemary Beach, FL 32461	\$10,000	\$0	Rolling	Rolling	Improving public safety and community health.	Enhancement and support of public safety, including crime prevention, law enforcement, and police agencies

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
Safety Grant Program (Safety Equipment for Law Enforcement Agencies)	Spirit of Blue Foundation	Up to \$20,000	None listed	Must fill out a grant consideration form	Not listed. Likely 6/23	Priorities: Protecting Life - passive protection tools to defend officers, deputies, or agents. Projecting Force - the right tools and equipment to respond to critical threats with the appropriate speed and strength. Creating Advantage - access to better equipment, better information, and the ability to coordinate efforts and solutions better than adversaries.	K9 ballistic vest, K9 heat alarm, Guardian Angel personal lighting devices , concealable vest carriers, C-A-T tourniquets, holographic weapon sites, night vision binoculars, tactical training classes, ballistic shields, Fox Fury LED lights , officer ballistic vests, cellular phones.
Shared Asset Program	Florida Sheriffs Association https://www.flsheriffs.org/law-enforcement-programs/fsa-grant-program	\$85,500 Average	\$0	Rolling	Rolling	To provide effective and timely support, training, and information exchange for Florida's sheriffs and to foster effective law enforcement, crime prevention and apprehension of criminals and protection of life and property of the citizens of Florida.	The program provides funds for assets that can be shared regionally, such as boats, utility terrain vehicles, drones, and speed trailers. Note that dynamic message signs may be an option.

A. Meeting Notes

Special Events Congestion Management Meeting (12-13-2022)

DATE: Tuesday, December 13, 2022

LOCATION: Microsoft Teams

MEETING TOPIC: Special Events Congestion Management Meeting

ATTENDEES: Paul Grives (Parks & Rec), Ian Raiden

Meeting Summary

Paul Grives – Port St. Lucie Parks & Rec

1. Mid Florida Events Center
 - a. St Patrick' Day (Friday & Saturday)
 - i. Had parking garage for the parade but people are not aware of it
 - b. Freedom Fest: 4th of July
 - c. Festival of Lights with fireworks
 - i. Closed parking garage
 - ii. Christmas was hectic – New officers didn't know what streets to block
 - iii. Closed for parade
 - d. City has five or six Parks & Rec officers assigned
 - e. Come up with plan before event
 - f. Sargent Colin Dunchin
 - i. Just started 3-4 months ago
2. Downtown Fort Pierce
 - a. Wayfinding for garage directs to garage but does not mention that it is free 24/7
 - b. Vehicles park in flat lots for garage, 1st floor fills and half of 2nd, and the 3rd floor never fills
 - c. Close roads for parade
3. McCarty Ranch
 - a. Paul's team plans all events at McCarty
 - b. Events at lake
 - i. Stage on east side
 - ii. Pony rides
 - iii. Food vendors
 - c. Land is used for utilities
 - i. Only entrance is on Range Line Road
 - ii. Field is used to hold events
 - d. Parking is on road leading onto Range Line Road
 - i. Installed PVC and with rope can divert traffic
 - ii. Never parked back to Range Line Road
 - iii. Rent portable lights for people walking
 - e. No police present outside park, just inside
 - f. Paul's recommendations
 - i. Getting to park could be better
 - ii. New road from Tradition Parkway to Range Line would cut time in half
 - g. Bonfire Hayride
 - i. November & February

Special Events Congestion Management Meeting (12-13-2022)

- ii. October – a different event
- iii. Feb 4th 3-7pm coordinate with Paul
- h. Used to do River Nights but due to construction, it is not being held Oct 2023? If construction ends

Special Events Congestion Management Meeting (12-19-2022)

DATE: Monday, December 19, 2022

LOCATION: Microsoft Teams

MEETING TOPIC: Special Events Congestion Management Meeting

ATTENDEES: Adolfo Covelli (County Transit), Willie Redden (Parks & Rec), Ian Rairden, Kyle Pote

Meeting Summary

Adolfo Covelli – County Transit

1. Introduction
 - a. Adolfo has been with the County for 2.5 years and as Director for the past few months
2. City of Port St. Lucie
 - a. Want to use buses
 - b. Adolfo's team gave them local contractors in the area
 - c. Transit did talk to City about using intermodal to park and shuttle
 - i. City owns it so it is up to them to use it
3. St. Lucie County
 - a. Has not reached out but Adolfo's team will take care of it if asked
4. Clover Park
 - a. Helped with event called Citizens Academy
 - b. Mets
 - i. Nothing special
5. Fenn Center/ South Beach
 - a. Not doing shuttles
 - b. Adolfo recommends open running shuttles
6. County Transit
 - a. Doesn't do much of the shuttling for special events, however, shuttling is recommended for future events to assist with loss of parking at venues such as the botanical gardens
7. Deacon & PSL Boulevard for Botanical Gardens
 - a. Satellite parking and shuttling but they want big buses and it's a 2 year wait list
 - b. Will be upgrading Intermodal Transit Facility in the next 4 years.
 - i. Being used for overflow lot of botanical gardens
 - c. Events for botanical garden are every weekend so not interrupting service, there is a driver shortage.

Willie Redden - Port St Lucie County Parks & Rec

1. Introduction
 - a. Willie has been with the County for 23 years
2. Events
 - a. Variety of events and venues
 - i. Fairs
 - ii. High School Football
 - iii. Soccer

- iv. Track
- 3. Clover Park
 - a. Mets
 - i. Hold some events on front lawn
 - b. Major league through Jan-March
 - c. Minor League through March-August
 - d. Hasn't experienced congestion
 - i. Clover Park has had changes/modifications to its parking in the last 12 years
 - 1. Caused minor congestion but nothing concerning
 - e. County does not handle, it is up to Mets or local vendor
- 4. Upcoming events
 - a. Next big event is MLK at Lawnwood in Ft. Pierce though it may not happen
 - b. St Lucie County Fair on February 24th
 - i. Parks & Rec turns it over to Fair Association from top to bottom
 - c. Willie is not sure any services are needed at the moment for the upcoming events.
 - d. The County just had the Christmas parade where some streets were closed down

Special Events Congestion Management Meeting (1-13-2023)

DATE: Friday, January 13, 2023

LOCATION: Microsoft Teams

MEETING TOPIC: Special Events Congestion Management Meeting

ATTENDEES: Sargent Matt Dietrich (St. Lucie Sheriff's Office), Ian Rairden

Meeting Summary

Sargent Matt Dietrich

1. McCarty Ranch Preserve
 - a. Agriculture staff oversees event parking
 - b. Sergeant is not aware of procedures for this event location
2. Clover Park
 - a. Holds covid testing
 - b. Food Drive Giveaway
 - c. COVID Vaccines
 - d. Message boards/signage – Peacock (out) University (in)
 - e. Entrance/Exit
 - i. Manpower intensive
 - f. Limit turns, restrict lefts
 - g. Snake crowd in SW portion of lot
 - h. Food venue
 - i. Sheriff's office just bought new message board but could always use more
 - j. Social media helps
 - k. Mets Events
 - i. Line for security
 - ii. Traffic buildup
 1. Pickle is recommended
 - iii. NW Peacock Blvd traffic is chaotic during events
 - iv. Not involved with this location's parking
 - v. Signal timing upgrades
 1. Suggestion to run as many people out as possible
3. Downtown Fort Pierce
 - a. Not involved with this location
4. Botanical Gardens
 - a. Not involved with this location
5. Fenn Center/Lawnwood Regional Park
 - a. Vaccine distribution center
 - b. Biggest issue is mix of road and vehicle traffic
 - i. East lot is WB only
 - c. Would be good for 24th Park Entrance
 - d. Up to 1,000 people at a time coming in a mix of pedestrians walking up far from park area and then having to cross the street
 - i. Recommendation to stop vehicles to let pedestrians pass
 - e. Add traffic sign to the 19th Street and Virginia Avenue intersection

Special Events Congestion Management Meeting (1-13-2023)

- i. Limited lefts out
 - f. Worked concerts and MMA and does not have feedback on parking
 - g. No marked pedestrian crossing except at Virginia Avenue
 - h. Lots of cones and message boards
- 6. St. Lucie County Fairgrounds
 - a. Vaccine distribution center
 - i. Issue is distance to walk in from parking
 - 1. Need shuttles
 - b. No issues into roadway
 - c. Employee entrance on Peacock Road
 - d. Main entrance on Midway Road
 - e. Did car loop to east (in) then (out) the west?
 - f. Can hold larger events if planned well
 - g. Sign boards are a great tool, and would want more

Special Events Congestion Management Meeting (12-15-2022)

DATE: Thursday, December 15, 2022

LOCATION: Microsoft Teams

MEETING TOPIC: Special Events Congestion Management Meeting

ATTENDEES: Jeff Chambers (Botanical Gardens), Ian Rairden

Meeting Summary

Jeff Chambers- Botanical Garden

1. Current Conditions
 - a. Has 170 parking spaces right now
 - b. Issue is that vendors can't park
 - c. Already had to cancel 3 different events
 - i. The cancellation of events is a financial hit
 - d. Staff is parking at shopping center next door
2. City
 - a. Offered shuttles
 - i. 4 total
 1. 1 pickup, 1 drop-off, 2 in transit
 - ii. Problem with shuttles is that during events the police shut down half the parking area which includes where shuttle would have to turn around
3. Events
 - a. How many big events are typically held per year before construction?
 - b. Events had 60-70 vendors + 400 parking spots
 - c. Upcoming Events
 - i. Taste of Tropics in June
 - ii. Lights of December
 1. Supplementary, with further small sales
 - iii. For December there are artists and there are food trucks & Dessert Truck
 1. Running through Jan 2nd
 2. 16th – 18th, 23rd, and 30th – Pavilion will be open
 3. 6:30-7pm (busiest), closes at 9
 - d. Past Events
 - i. Halloween - Botanical Gardens
 - ii. Art show - 2 days
 - iii. Botanical Regular - 2 days
 - e. Hosts weddings with no problem
4. Future
 - a. In process of fencing property to prevent theft
 - b. Changing operating hours
 - c. Police will be present for December
 - i. 4 Police cars onsite to block off road
 - ii. Crossing guards at Port St Lucie & West Moreland
5. West Moreland Congestion
 - a. Could back up & PSL Blvd then west over the bridge

Special Events Congestion Management Meeting (12-15-2022)

- b. Saturday night traffic is the worst
- c. Would like parking garage but it's expensive
- d. Neighbors likely wouldn't object to garage at Bank of America

Special Events Congestion Management Meeting (12-13-2022)

DATE: Tuesday, December 13, 2022

LOCATION: Microsoft Teams

MEETING TOPIC: Special Events Congestion Management Meeting

ATTENDEES: Sargent Fasanello, Ian Raiden

Meeting Summary

1. Past Events
 - a. Police Dept. just completed their Christmas parade:
 - i. Permitted, Road Closure
 - ii. 34 or 35 in a row- no major concern
 - iii. Message Boards were sent out to make the public aware of event
 - iv. There is congestion when exiting the event
 - v. People go where they can go to park
 - vi. Future concerns should be:
 1. Parking
 2. Volume of traffic
2. Upcoming Events
 - a. MLK parade on January 16th, 2023
 - i. Close Avenue Q – Virginia Avenue (NOT IN DOWNTOWN OR SOUTH BEACH)
 - ii. FDOT Permit
 - b. St Lucie County Fair- Held in Feb
 - i. 5k runs do come through – not a lot of traffic
 - ii. Bridge Busters
 - c. On events like 4th of July and Christmas parade, everyone leaves same time and only 2 exit points US-1 or Beach
 - d. Bike and Pedestrian Safety could help
3. Variable Message Boards
 - a. Have signs in each direction of downtown
 - b. Allow info of closures on social media
 - c. Coordinate with public workers
 - d. Never have enough boards
 - e. Each event can take 2-3 boards
4. Would be worth the City of Fort Pierce Parking Committee to be involved