



MEMORANDUM

TO: Fort Pierce City Commission

FROM: Peter Buchwald
Executive Director

DATE: April 10, 2019

SUBJECT: **SR-A1A South Causeway Bridge Bicycle Lanes**

BACKGROUND

The addition of bicycle lanes to the SR-A1A South Causeway Bridge was evaluated by the St. Lucie Transportation Planning Organization (St. Lucie TPO) in 2011 through the completion of the South Causeway Bridge Reconfiguration Study (Study).

As part of the Study, conceptual plans were prepared showing feasible cross-sections which improve the existing conditions on the bridge for bicycles and pedestrians. These plans reduce the number of vehicle travel lanes on the bridge to maximize the bicycle and pedestrian accommodations. An analysis of the plans at the time identified that the accommodations for bicycles and pedestrians on the bridge could be significantly improved with the daily traffic also being accommodated on the bridge.

The conceptual plans were presented to the Fort Pierce City Commission at a meeting in July 2011. At the meeting, the Fort Pierce City Commission endorsed the conceptual plans for public review and encouraged the TPO to pursue funding opportunities for the potential construction of the project in the future. However, based on the input received at a Public Input Meeting conducted in September 2011 and public comments at the TPO Board Meeting in December 2011, a motion to approve the Study was not passed by the TPO Board.

Since the completion of the Study, there have been a number of inquiries, including from members of the public and from the TPO Advisory Committees, about adding bicycle lanes to the bridge leading to a formal request from the TPO Advisory Committees last November to re-examine

adding bicycle lanes to the bridge. At the meeting on February 6th, the St. Lucie TPO approved the following plan for public input for the reconsideration of the proposed project to add bicycle lanes to the South Causeway Bridge:

- Preparation of an online survey to identify public support for or opposition to the proposed project;
- Presentation of the proposed project at a public workshop at Fort Pierce City Hall; and,
- Presentation of the proposed project to the Fort Pierce City Commission.

Upon completion of the above-listed public input activities, the proposed project would be considered by the TPO Board for endorsement and potential inclusion in the TPO's List of Priority Projects.

As part of the reconsideration plan, the following reconfiguration alternative to add bicycle lanes to the bridge will be presented:

- The existing sidewalks, handrails, and concrete barriers on the bridge remain in their current locations;
- The widths of the two inside travel lanes on the bridge are increased to 12 feet; and,
- The two outside travel lanes remaining on the bridge are restriped with 5-foot wide bicycle lanes and 3.5-foot wide buffers and are designated for emergency vehicles, disabled vehicles, and emergency evacuations.

Cross-sections are attached that depict the existing and proposed configurations of the bridge. The proposed configuration meets the definition of "Complete Streets" from the U.S. Department of Transportation and the Florida Department of Transportation. Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those users include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.

As identified in the attached Facts and Frequently-Asked Questions (FAQs), the above-described alternative significantly improves the bicycle and pedestrian accommodations on the bridge while accommodating the daily traffic volumes on the bridge for each of the past 15 years. The attached Facts and FAQs also identify that the bicycle lanes would be used as vehicle

lanes providing four lanes for vehicles to leave the island in the event of an evacuation of the island. In the event of a vehicle crash on the bridge, the bicycle lanes would function as shoulders to allow for access by emergency vehicles and allow for disabled vehicles to be moved out of the vehicle lanes. In addition, the attached Facts and FAQs summarize the actual process for adding bicycle lanes to the bridge.

ANALYSIS

The Online Survey pertaining to adding bicycle lanes to the bridge was conducted from March 27th through April 10th at www.stlucietpo.org, and more than 600 individuals have completed the survey to date.

The Public Workshop pertaining to the proposed project was conducted on April 4th from 6pm to 8pm in the Fort Pierce City Hall Lobby, and more than 50 individuals attended the workshop.

In addition, emails and correspondence have been received by the St. Lucie TPO from individuals and organizations which provide input and identify support or opposition to adding bicycle lanes to the South Causeway Bridge.

A summary of all of the public input received to date will be provided to the Fort Pierce City Commission at the April 15th Commission Meeting.

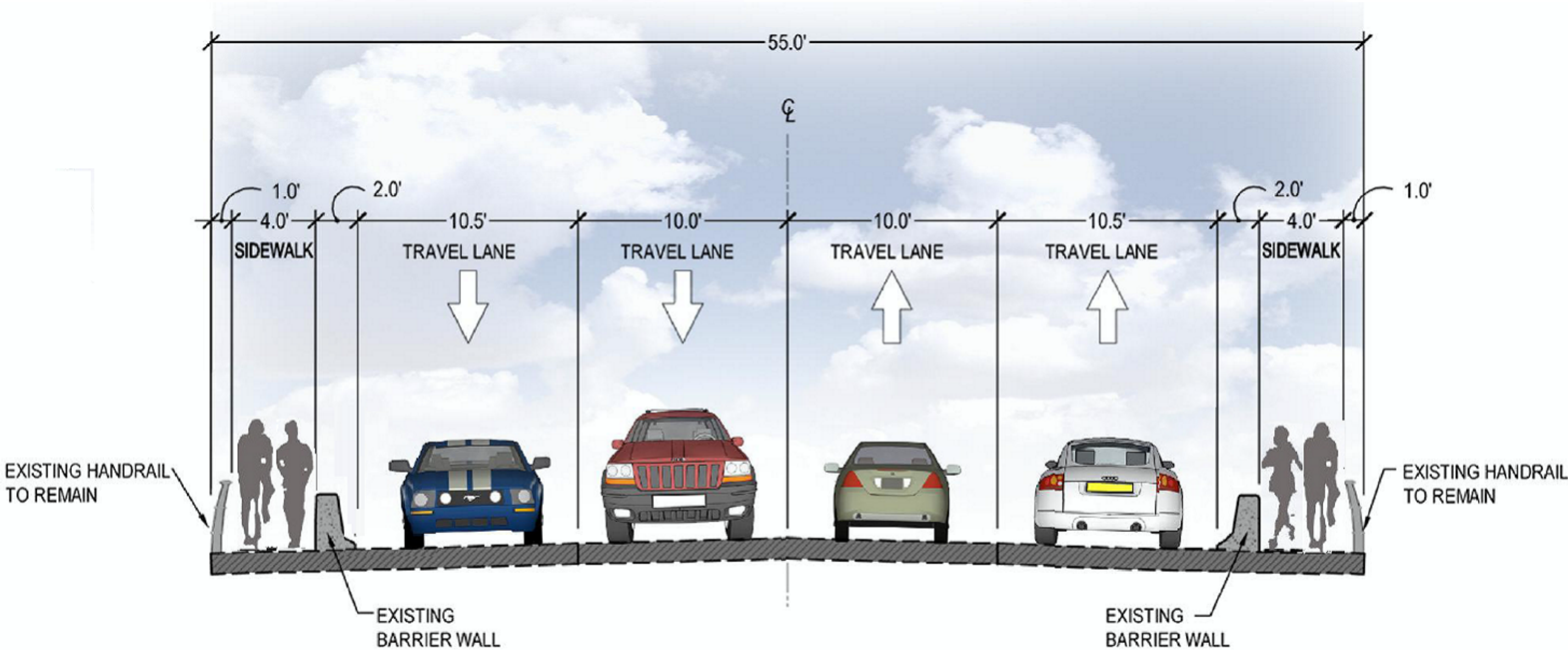
RECOMMENDATION

It is recommended that the proposed project for adding bicycle lanes to the SR-A1A South Causeway Bridge be discussed by the Fort Pierce City Commission and that the process for moving forward with the proposed project be considered by the City Commission based on the discussion.

ATTACHMENTS

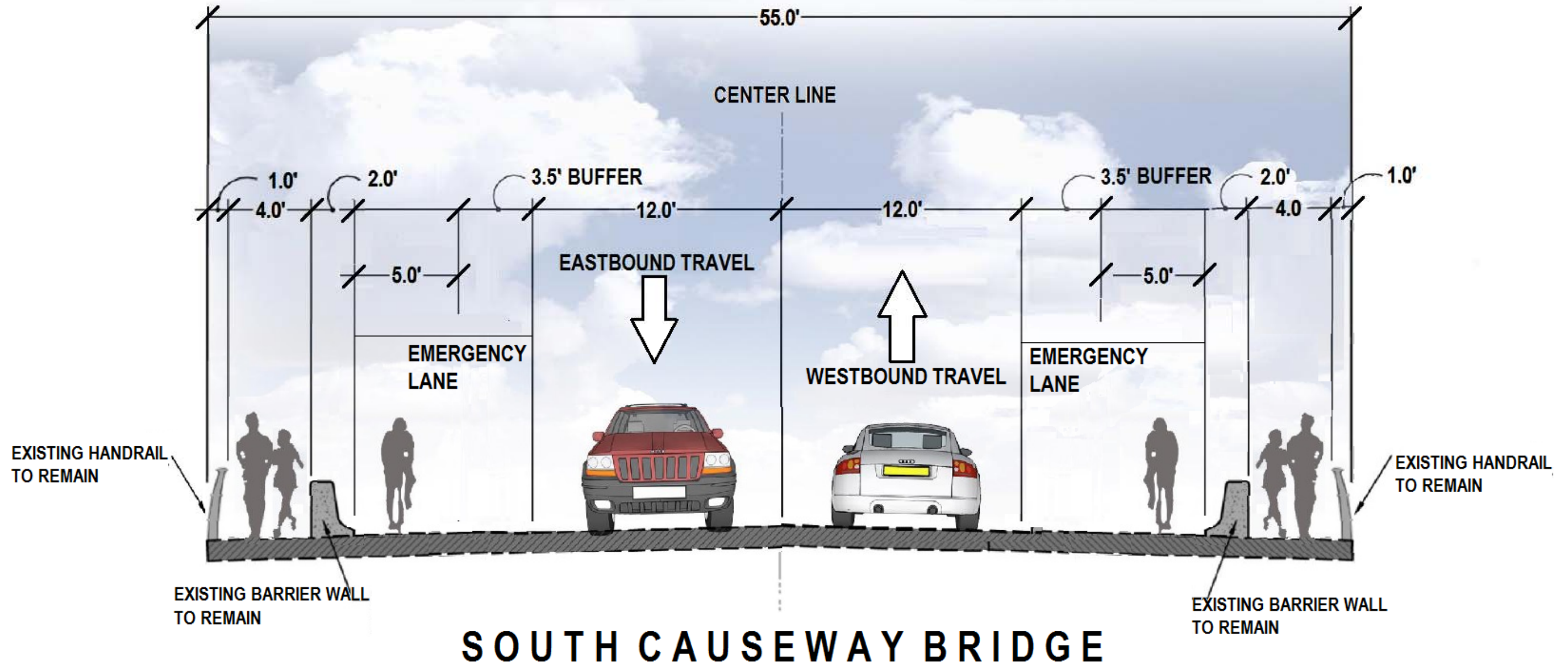
- Existing and Proposed Cross-Sections
- Facts and Frequently-Asked Questions (FAQs)

EXISTING CROSS-SECTION



SOUTH CAUSEWAY BRIDGE

PROPOSED CROSS-SECTION



SR-A1A SOUTH CAUSEWAY BRIDGE BICYCLE LANES (PETER P. COBB MEMORIAL BRIDGE)

Facts and Frequently-Asked Questions (FAQs)

- Responsible Agency: Florida Department of Transportation
- Construction date: 1974
- Length: 0.585 miles

(Source: Florida Department of Transportation)

- Average Annual Daily Traffic most recently counted on bridge (2017) = 14,800 vehicles per day
- Average Annual Daily Traffic counted on bridge over the past 15 years ranges from a low of 10,800 vehicles per day in 2011 to a high of 15,200 vehicles per day in 2005
- Daily Capacity of a 4-lane bridge = 36,700 vehicles per day
- Daily Capacity of a 2-lane bridge = 16,500 vehicles per day

(Source: Florida Traffic Online 2017, <https://tdaappsprod.dot.state.fl.us/fto/>)

- Current Cross-Section: Inside vehicle lanes = 10 feet in width
 Outside vehicle lanes = 10.5 feet in width
 Sidewalks = 4 feet in width
 - Proposed Cross-Section: Inside vehicle lanes = 12 feet in width
 Bicycles lanes and buffers = 8.5 feet in width
 Sidewalks = 4 feet in width
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What would happen to the bridge during an evacuation of the island?

The bicycle lanes would be used as vehicle lanes providing four lanes for vehicles to leave the island.

What would happen if there was a vehicle crash on the bridge?

The bicycle lanes would function as shoulders and allow for emergency vehicles to pass and for disabled vehicles to be moved out of the vehicle lanes.

What/when are the opportunities for public comment regarding adding bicycle lanes to the bridge?

- Online Survey, March 27th – April 10th, www.stlucietpo.org
- Public Fair, April 4th, 6pm – 8pm, Fort Pierce City Hall Lobby
- City Commission Presentation, April 15th, 6:30pm, Fort Pierce Commission Chambers
- St. Lucie TPO Presentation, June 5th, 2:00pm, St. Lucie TPO Boardroom

What is the process for adding bicycle lanes to the bridge?

If the City of Fort Pierce and the St. Lucie TPO approve, a lane elimination request will be submitted for the bridge to the Florida Department of Transportation District 4 (FDOT) who will review and evaluate the request in accordance with their lane elimination process. Upon their completion of the process, FDOT will decide on whether to replace vehicle lanes with bicycle lanes on the bridge. IF FDOT decides to replace vehicle lanes with bicycle lanes on the bridge, it is anticipated that FDOT will use State funding to complete the project.