

CITY OF FORT PIERCE

CONFERENCE AGENDA

Conference Agenda Meeting - Monday, February 10, 2020 - 9:00 a.m.
City Hall - Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **New Business**
 - a. Sunrise Theatre and Sunrise Theatre Advisory Board Updates
 - b. Non-motorized watercraft and bicycle rental discussion
 - c. NW Pioneers Park naming submission discussion
 - d. Discussion at the request of Commissioner Sessions regarding the recently adopted Ordinance establishing a no wake zone at Jaycee Park surrounding the existing boat ramp.
 - e. Discussion of traffic calming strategies for controlling speeding on Indian River Drive.
 - f. Indian Hills Golf Course Financial Stability Plan and update.
 - g. Discussion regarding resurfacing Delaware Avenue between US 1 and Hartman Road. Also, consideration of possible lane reconfiguration of the section between 17th Street and 33rd Street.
 - h. Outdoor fitness station discussion.
5. **COMMENTS FROM THE PUBLIC**

Any person who wishes to comment on any subject may be heard at this time. Please limit your comments to three (3) minutes or less, as directed by the Mayor, as this section of the Agenda is limited to thirty minutes. The City Commission will not be able to take any official actions under Comments from the Public. Speakers will address the Mayor, Commissioners, and the Public with respect. Inappropriate language will not be tolerated.
6. **City Commission Boards and Committees Updates**

7. **Adjournment**

Immediately following adjournment, please move toward the doors and exit the chambers. This allows for the safe and courteous exit of all persons, and those on the dais. Conversations after the meeting should be held outside of chambers, in the foyer or elsewhere, but not in the commission chambers where lights will be out as soon as the chambers are empty.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the City Clerk's Office at (772) 467-3065 at least 48 hours prior to the meeting.

City Commission Conference Agenda

4. a.

Meeting Date: 02/10/2020

Re: Sunrise Theatre & Sunrise Theatre Advisory Board Update

Submitted For: Sharon Engle, Executive Director, Sunrise Theatre

SUBJECT:

Sunrise Theatre and Sunrise Theatre Advisory Board Updates

Form Review

Inbox

City Manager

Form Started By: Anne Satterlee

Final Approval Date: 02/05/2020

Reviewed By

Nick Mimms

Date

02/05/2020 12:52 PM

Started On: 02/05/2020 10:05 AM

City Commission Conference Agenda

4. b.

Meeting Date: 02/10/2020

Re: Non-Motorized Watercraft and Bicycle Rental Discussion

Submitted For: Mike Reals, Public Works Manager, Public Works

SUBJECT:

Non-motorized watercraft and bicycle rental discussion

Attachments

PAC Recommendation

RFP

Form Review

Inbox

City Manager

Form Started By: Mike Reals

Final Approval Date: 02/05/2020

Reviewed By

Nick Mimms

Date

02/05/2020 12:48 PM

Started On: 02/03/2020 07:59 AM

Recommendations

- Change Ordinance 18-031 Section 12-202 (z) to read:
It shall be unlawful to.....
(z) Engage in the sale, rental, delivery, demonstration, or display, or offering as a business promotion any item or service for any non-city-sponsored function(s), except as otherwise permitted for special events or special use as provided by this chapter or administrative rule.
- Develop a Special Use process & application form that must be approved by the Director of Public Works with support by the Parks Committee for research & recommendations.
- Pleasure & fishing boat manufacturers & sales organizations can utilize the Special Use application to launch at City boat ramps.
- Upon the completion of the Lisa's Kayaks contract in January, 2020, don't issue further RFPs for vending in any City park.

DELIVER TO: City of Fort Pierce 100 North U.S. #1 Fort Pierce, FL 34950 MAIL TO: City of Fort Pierce Procurement Dept. P.O. Box 1480 Fort Pierce, FL 34954-1480	REQUEST FOR PROPOSALS and PROPOSER ACKNOWLEDGMENT
Contact: Georgia Montgomery, 772-467-3748	RFP No: 2015-052
Pre-Proposal Conference Date: N/A	RFP Title: NON-MOTORIZED WATERCRAFT & BICYCLE RENTAL CONCESSION SERVICES
Pre-Bid Location: N/A	RFP Opening Location: City of Ft. Pierce Procurement Dept. 100 North U.S. #1, 1st Floor Ft. Pierce, Florida 34950
RFP Due Date & Time: 3:00 PM, TUESDAY SEPTEMBER 15,2015	If you need any reasonable accommodation for any type of disability in order to participate in this procurement, please contact this department as soon as possible.
Proposer Name: ----- Mailing Address: ----- ----- -----	<i>I hereby certify that this proposal is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid for the same materials, supplies or equipment, and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of this bid and certify that I am authorized to sign this proposal for the proposer.</i> X _____ Authorized Signature (Manual)
City, State, Zip Code:	Typed or Printed Name:
Type of Entity (Circle One): Corporation Partnership Proprietorship	Title:
Incorporated in the State of: Year:	Delivery in _____ days, ARO
Phone Number:	Payment Terms: Net 30 Days
Fax Number:	FEIN or SS Number:
E-Mail Address:	Local Business: __Y __N WBE: ___Y ___N
Bid Security is attached, when required, in the amount of \$ _____ F.O.B. DESTINATION	If returning as a "No Bid" state reason:
THIS PAGE MUST BE COMPLETED AND RETURNED WITH YOUR BID	

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SECTION I

GENERAL CONDITIONS, INSTRUCTIONS AND INFORMATION FOR PROPOSERS

1. GENERAL INFORMATION

These documents constitute the complete set of specification requirements and proposal forms. All proposal sheets and attachments must be executed and submitted in a sealed envelope. **DO NOT INCLUDE MORE THAN ONE PROPOSAL PER ENVELOPE (CLEARLY MARK PROPOSAL AS "ORIGINAL" AND REQUESTED NUMBER OF COPIES AS "COPY" ON EACH SET ENCLOSED).** The face to the envelope shall contain Proposer's name, return address, the date and time of proposal opening, the proposal number and title. Proposals not submitted on the enclosed Proposal Form shall be rejected. By submitting a Proposal, the Proposer agrees to be subject to all terms and conditions specified herein. No exceptions to the terms and conditions shall be allowed. Proposers shall submit four (4) complete sets (one [1] original and three [3] copies) of their proposal complete with all supporting documentation. **SUBMITTAL OF A PROPOSAL IN RESPONSE TO REQUEST FOR PROPOSAL CONSTITUTES AN OFFER BY THE PROPOSER.** Proposals, which do not comply with the requirements, may be rejected at the option of the City.

2. DELAYS

The City, at its sole discretion, may delay the scheduled due dates indicated above if it is to the advantage of the City to do so. The City will notify proposers of all changes in scheduled due dates by written addendum.

3. EXECUTION OF PROPOSAL

Proposal must contain a manual signature, in ink, of an authorized representative who has the legal ability to bind the Proposer in contractual obligations in the space provided on Page 1 of Proposer/Proposal Acknowledgment and on the Proposal Response Form. FAILURE TO PROPERLY SIGN THE PROPOSAL SHALL INVALIDATE SAME, AND IT SHALL NOT BE CONSIDERED FOR AN AWARD. Proposals must be typed or legibly printed in ink. All corrections made by Proposer to any part of the proposal document must be initialed in ink. The original proposal conditions and specifications cannot be changed or altered in any way. Altered proposals will not be considered. Clarification of proposals submitted shall be in letter form, signed by proposers and attached to the proposal.

4. NO BID

If not submitting a proposal, respond by returning only the Proposer acknowledgment form, marking it "No Bid," and give the reason in the space provided.

5. PROPOSAL OPENING

Shall be public, at the address, date, and time specified on the proposer Acknowledgment form. The proposal time must be and shall be scrupulously observed. Under no circumstances shall proposals delivered after the time specified be considered; such proposals will be returned unopened. The City will not be responsible for late deliveries or delayed mail. The time/date stamp clock located in the Purchasing Department shall serve as the official authority to determine lateness of any proposal. It is the Proposers sole responsibility to assure that his/her proposal is complete and delivered at the proper time and place of the proposal opening. Proposals, which for any reason are not so delivered, will not be considered. Offers by facsimile, telegram, or telephone are not acceptable. A proposal may NOT be altered by the Proposer after opening of the proposals. Proposal tabulations will be furnished on the web site: www.cityoffortpierce.com.

6. TAXES

The City is exempt from Federal Excise and State Sales Taxes on direct purchases of tangible personal property. The City exemption number is on the face of the Purchase Order. If requested,

the Director of Administrative Services will provide an exemption certificate to the awarded Proposer. Vendors or contractors doing business with the City shall not be exempt from paying sales tax to their suppliers for materials to fulfill contractual obligations with the City Tax Exemption Number in securing such materials. This exemption does not apply to purchases of tangible personal property in the performance of contracts for the City.

7. DISCOUNTS

Cash discounts for prompt payment shall not be considered in determining the lowest net cost for proposal evaluation purposes.

8. MISTAKES

a. Proposers are expected to examine the specifications, delivery schedule, proposal prices, extensions and all instructions pertaining to supplies and services. **FAILURE TO DO SO WILL BE AT PROPOSER'S RISK.** In the event of extension error(s), the unit price will prevail and the Proposer's total offer will be corrected accordingly.

b. Written amounts shall take precedence over numerical amounts. In the event of addition error(s), the unit price and extension thereof will prevail and the Proposer's total offer will be corrected accordingly. Proposals having erasures or corrections must be initialed in ink by the Proposer.

9. INVOICING AND PAYMENT

Payment for any and all invoice(s) that may arise as a result of a contract or purchase order issued pursuant to this proposal specification shall minimally meet the following conditions to be considered as a valid payment request:

a. A timely submission of a properly certified invoice(s), in strict accordance with the price(s) and delivery elements as stipulated in the contract or purchase order document, and to be submitted to the Engineering Department at the address as stipulated on the Purchase Order.

b. All invoices submitted shall consist of an original and one (1) copy; clearly reference the subject contract or purchase order number; provide a sufficient salient description to identify goods or service for which payment is requested; contain date of delivery; proposal number, original or legible copy of signed delivery receipt including both a manual signature and printed name of a designated City employee or authorized agent; be clearly marked as "partial", "complete", or "final" invoice. The City will accept partial deliveries unless otherwise specified into contract or purchase order document.

c. The invoice shall contain the Proposer's Federal Employer Identification Number (F.E.I.N.).

10. DELIVERY

Unless actual date is specified (or if specified delivery cannot be met), show number of days required to make delivery after receipt of purchase order or contract in space provided. Delivery time may be a basis for making of award. Delivery shall be during the normal working hours of the user department, Monday through Friday, unless otherwise specified and incorporated into contract or purchase order document. Delivery shall be to the location specified in the proposal specifications.

11. ADDITIONAL TERMS AND CONDITIONS

No additional terms and conditions included with the proposal response shall be evaluated or considered. Any and all such additional terms and conditions shall have no force and effect, and are inapplicable to this proposal if submitted either purposely through intent or design, or inadvertently appearing separately in transmittal letters, specifications, literature, price lists or warranties. It is understood and agreed that the general and/or any special conditions in these Proposal Documents are the only conditions applicable to this proposal and the Proposer's authorized signature on the Proposal Form attests to this.

12. INTERPRETATION

All Proposers shall carefully examine the Proposal Documents. Any ambiguities or inconsistencies shall be brought to the attention of the City in writing prior to the opening of Proposals; failure to do so, on the part of the proposer, will constitute an acceptance by the Proposer of any subsequent decision. Any questions concerning the intent, meaning, and interpretation of the Proposal Documents shall be requested in writing, and received by the City at least seven (7) days prior to the Proposal Opening. Inquiries shall be addressed to the attention of the Contact person as indicated on Page 1. No person is authorized to give oral interpretations of, or make oral changes to, the proposal. Therefore, oral statements given before the proposal opening will not be binding. Any interpretation of or changes to the proposal will be made in the form of a written Addendum to the proposal and will be furnished to all Proposers. Receipt of all addenda shall be acknowledged by the Proposers by signing and enclosing said addenda with their proposal.

The City will record its responses to inquiries and any supplemental instructions in the form of a written addendum. The City will send a written addendum to all Proposers who requested a proposal directly from the City Purchasing Department. All proposers should contact the City at least seven (7) calendar days before the proposal opening date to ascertain whether any addendums have been issued. Failure to do so could result in rejection of the proposal as unresponsive. The City shall not be responsible for providing said addendum to proposers who receive proposal packages from other sources.

13. ADDENDUM

Should revisions to the Proposal Documents become necessary, the City will provide a written addendum to all proposers who received a proposal package from the City's Purchasing Department. Proposers who obtain Proposal Documents from other sources must officially register with the City's Purchasing Department in order to be placed on the mailing list for any forthcoming addendum or their official communications. Failure to register as a prospective Proposer may cause your proposal to be rejected as non-responsive if you have failed to submit a proposal without an addendum acknowledgment for the most current addendum.

Previous addenda are deemed received when a subsequent addendum is acknowledged. It is the Proposer's responsibility to contact the City in the event that a previous addendum is not received. Latest addendum shall be signed and returned with the proposal as acknowledgment of addendum.

14. DISPUTES

Any Proposer who disputes the proposal selection or contract award recommendation shall file such dispute according to the proposal protest procedures. These procedures are available upon request from the City.

15. CONFLICT OF INTEREST

All proposers must disclose with their proposal the name of any officer, director, or agent who is also an employee of the City. All Proposers must disclose the name of any City employee who owns, directly or indirectly, an interest of five percent (5%) or more in the Proposer's firm or any of its branches.

16. LEGAL REQUIREMENTS

Proposers are required to comply with all provisions of Federal, State, County and local laws and ordinances, rules and regulations, that are applicable to the items being proposal. Lack of knowledge by the proposer shall in no way be a cause for relief from responsibility, or constitute a cognizable defense against the legal effect thereof.

17. DRUG-FREE WORK PLACE (DFW)

Preference shall be given to business with Drug-Free Work Place (DFW) Programs. Whenever two or more proposals which are equal with respect to price, quality, and service are received by the City for the procurement of commodities or contractual services, a proposal received from a business that completes the attached DFW form certifying that it is a DFW shall be given preference in the award process.

18. MINORITY/WOMEN OWNED BUSINESS ENTERPRISE (MWBE)

Minority/Women Owned Business Enterprise (MWBE) indicates a business entity which is owned and operated by a minority. In this instance, minority group members are citizens of the United States or lawfully admitted permanent residents who are Black, Hispanics, Women, Native Americans, Asian-Pacific, Asian-Indian, and eligible others. An MWBE wishing to participate in the City procurement process may contact the Purchasing Department for information and assistance.

19. PUBLIC ENTITY CRIMES

No award will be executed with any person or affiliate identified on the Department of Management Services "convicted vendor" list. This list is defined as consisting of persons and affiliates who are disqualified from public contracting and purchasing process because they have been found guilty of a public entity crime. No public entity shall award any contract to, or transact any business in excess of the threshold amount provided in Section 287.017, Florida Statutes for Category Two (currently \$10,000.00) with any person or affiliate on the "convicted vendor" list for a period of thirty-six (36) months from the date that person or affiliate was placed on the "convicted vendor" list unless that person or affiliate has been removed from the list pursuant to Section 287.133(3)(f) Florida Statutes.

20. AWARD

As the best interest of the City may require, the right is reserved to make award(s) by individual item, group of items, "All or None", or a combination thereof; with one or more suppliers; to reject any or all proposals, or waive any minor irregularity or technicality in proposals received, and may, at its sole discretion, request a rebid. Proposers are cautioned to make no assumption until the City has entered into a contract or issued a purchase order.

21. EEO STATEMENT

The City is committed to assuring equal opportunity in the award of contracts, and therefore complies with all laws prohibiting discrimination on the basis of race, color, religion, national origin, age or sex.

22. CONTRACTUAL AGREEMENT

The terms, conditions, and provisions in this Request for Proposal shall be included and incorporated in any final contract or purchase order. The order of precedence will be Proposal Document and response, purchase order or contract, and general law. Any and all legal action necessary to enforce a contract or purchase order will be interpreted according to the laws of Florida. The venue shall be Fort Pierce, Florida.

23. GOVERNMENTAL RESTRICTION

In the event that any governmental restrictions are imposed which would necessitate alteration of the material quality, workmanship or performance of the items offered on this proposal prior to their delivery, it shall be the responsibility of the Proposer to notify the Purchasing Department at once, indicating in his/her letter the specific regulation which required an alteration, including any price adjustments occasioned thereby. The City reserves the right to accept such alteration or to cancel the contract or purchase order at no further expense to the City.

24. PATENTS AND ROYALTIES

The Proposer, without exemption, shall indemnify and save harmless, the City, its employees and/or any of its Commission/Board from liability of any nature or kind, including cost and expenses for or on account of any copyrighted, patented, or unpatented invention, process, or item manufactured by the Proposer.

Further, if such claim is made, or is pending, the Proposer may, at its option and expense, procure for the City the right to use, replace or modify the item to render it non-infringing. If none of the alternatives are reasonably available, the City agrees to return the article on request to the Proposer and receive reimbursement. If the Proposer used any design, device, or materials covered by letters, patent or copyright, it is mutually agreed and understood, without exception, that the proposal prices shall include all royalties or cost arising from the use of such design, device, or materials in any way involved in the work.

25. **ADVERTISING**

In submitting a proposal, Proposer agrees not to use the results therefrom as a part of any commercial advertising, without the express written approval, by the appropriate level of authority within the City.

26. **ASSIGNMENT**

Any purchase order or contract issued pursuant to this Invitation to Proposal and the monies which may become due hereunder are not assignable except with the prior written approval of the City, through the Purchasing Department.

27. **COMPLIANCE WITH OCCUPATIONAL SAFETY AND HEALTH**

Proposer certifies that all material, equipment, etc., contained in his/her proposal meets all applicable O.S.H.A. requirements. Proposer further certifies that, if he/she is the successful Proposer, and the material, equipment, etc., delivered is subsequently found to be defective in applicable O.S.H.A. requirement in effect on the date of delivery, all costs necessary to comply with the requirements shall be born by the Proposer.

28. **FACILITIES**

The City reserves the right to inspect the Proposer's facilities at any reasonable time, during normal working hours, with prior notice to determine that Proposer has a bona fide place of business, and is a responsible Proposer.

29. **REPRESENTATION**

A Proposer must have at the time of proposal opening, a manufacturing plant in operation, or be a fully authorized agent or representative of the product proposal, and capable of producing or providing the items proposal, and so certify upon request.

30. **DISQUALIFICATION OF PROPOSER**

More than one proposal from an individual, firm, partnership, corporation, or association under the same or different names will not be considered. Reasonable grounds for believing that a Proposer is involved in more than one proposal submittal will be cause for rejection of all proposals in which such Proposers are believed to be involved. Any or all proposals will be rejected if there is reason to believe that collusion exists between Proposers Proposals in which the prices obviously are unbalanced will be subject to rejection.

31. **ADJUSTMENTS/CHANGES/DEVIATIONS**

No adjustments, changes or deviations shall be accepted on any item unless conditions or specifications of a proposal expressly so provide. Any other adjustments, changes or deviations shall require prior written approval, and shall be binding ONLY if issued by the City's Purchasing Department. The Proposer shall bear sole responsibility for any and all costs of claims arising from any adjustments, changes or deviations not properly executed as required herein.

32. **INSURANCE**

The awarded Proposer(s) shall maintain insurance coverage reflecting the minimum amounts and conditions specified in the attached specifications or the Special Terms and Conditions. In the event the proposer is a governmental entity or a self-insured organization, different requirements may apply. Misrepresentation of any material fact, whether intentional or not, regarding the Proposer's insurance coverage, policies or capabilities may be grounds for rejection of the proposal and rescission of any ensuing contract.

33. **PUBLIC RECORDS**

Upon award recommendation or ten days after opening, proposals become "public records" and shall be subject to public disclosure consistent with Chapter 119, Florida Statutes. Proposers must invoke the exemptions to disclosure provided by law in the response to the Proposal, and must identify the data or other materials to be protected, and must state the reasons why such exclusion from public disclosure is necessary.

34. PROPOSAL PREPARATION COSTS

Neither the City nor its representatives shall be liable for any expenses incurred in connection with preparation of a response to this Invitation to Proposal. Proposers should prepare their proposals simply and economically, providing all information and prices as required.

35. COOPERATIVE PURCHASING

Any governmental purchasing authority may participate in this purchase for services and commodities from this successful award.

ANY AND ALL SPECIAL TERMS AND CONDITIONS, TECHNICAL REQUIREMENTS, SCOPE OF WORK OR SPECIFICATIONS ATTACHED HERETO WHICH VARY FROM THESE GENERAL CONDITIONS SHALL HAVE PRECEDENCE.

SECTION II

SPECIAL TERMS AND CONDITIONS LOCAL VENDOR PREFERENCE

1. DEFINITION

“Local business”, shall mean a business which meets the following criteria:

- 1.1 Has had a fixed office or distribution point located in and having a street address within St. Lucie, Indian River, Martin or Okeechobee County for at least six (6) months immediately prior to the issuance of the request for competitive bids or request for proposals by the City. The fixed office or distribution point must be staffed and have a valid business tax receipt issued by the City of Fort Pierce at least 6 months prior to bid/proposal (must provide a copy). Post office boxes are not verifiable and shall not be used for the purpose of establishing a physical address; and
- 1.2 Holds any business license required by City of Fort Pierce; and
- 1.3 Is the principal offeror who is a single offeror; a business which is the prime contractor and not a subcontractor; or a partner or joint venturer submitting an offer in conjunction with other businesses.

2. CERTIFICATION

Any vendor claiming to be a local business as defined by subsection 1-above, shall so certify in writing to the Purchasing Department. The certification shall provide all necessary information to meet the requirements of subsection (1.1) above. The Purchasing Department shall not be required to verify the accuracy of any such certifications, and shall have the sole discretion to determine if a vendor meets the definition of a “local business”.

3. NON-LOCAL BUSINESS

“Non-local business” means a bidder which is not a local business

- 3.1 Preference in purchase of commodities and services by means of competitive bid. Under any such applicable solicitation, bidders/proposers desiring to receive local preference will be invited and required to affirmatively state and provide documentation as set forth in the solicitation in support of their status as local business. Any bidder who fails to submit sufficient documentation with their bid offer shall not be granted local preference consideration for the purposes of that specific contract award. Except where federal or state law, or any other funding source, mandates to the contrary, City of Fort Pierce and its agencies and instrumentalities, will give preference to local businesses as outlined below in Section 4.

4. COMPETITIVE BID (SECOND CHANCE OFFER)

- 4.1 Each formal competitive bid solicitation (i.e. sealed bids) shall clearly identify how the price order of the bids received will be evaluated and determined. A **Second Chance Offer** will be offered to the lowest bidder if non-local and the lowest local bidder within 5% of the non-local bidder. Each bidder will be given the opportunity to resubmit a “second chance” bid price. Once the bids have been received by the Purchasing Department, a recommendation for award will be made with the new bid prices. If the local bidder does not resubmit a “second chance” bid price, declines, or is not the lowest bid price, then award will be made to the lowest overall qualified and responsive responsible bidder. If **ALL** bids made by “second chance” bidders are higher than the original low bid, then award will be made to the original low overall qualified and responsive responsible bidder.
- 4.2 In the event a bidder is awarded a contract pursuant to this section, all requests for change orders must be approved by the City Commission of the City of Fort Pierce.

5. CONSTRUCTION PROJECTS

- 5.1 **OPTION 1: NON-LOCAL CONTRACTORS** for construction projects that use a minimum of 60% up to 75% of the dollar value of the project for local sub-contractors and material suppliers would qualify as a “local” contractor.
- 5.2 **OPTION 2: NON-LOCAL CONTRACTORS** ~ that employs more than 30% minority employees and a minimum of 60% up to 75% local employees whose primary residence is within the boundaries of St. Lucie County, would qualify as a “local” contractor.
- 5.3 **Preference for RFP (request for proposals)** – In purchasing of, or letting of contracts for procurement of, personal property, materials, contractual services, and construction of improvements to real property or existing structures for which a request for proposals is developed with evaluation criteria, the locality rating evaluation score shall be assigned as follows:

LOCALITY RATING ~ TABLE

LOCATION	RATING
Headquartered within the City of Fort Pierce	25
Headquartered within the four counties (Martin, Okeechobee, Indian River, St. Lucie County)	20
Satellite office in four counties (Martin, Okeechobee, Indian River, St. Lucie County)	15
Office located in State of Florida	10
Office located outside of Florida	0

Proposing firms can only receive a score from one of the above categories.

6. NOTICE

Both bid documents and request for proposal documents shall include notice to vendors of the local preference policy.

7. WAIVER OF APPLICATION OF LOCAL PREFERENCE

The application of Local Preference to a particular purchase or contract for which the City of Fort Pierce is the awarding authority may be waived upon approval of the Commissioners.

8. COMPARISON OF QUALIFICATIONS

The preference established herein in no way prohibit the right of the Commissioners to compare quality of materials proposed for purchase and compare qualifications, character, responsibility and fitness of all persons, firms or corporations submitting bids. Further, the preferences established herein in no way prohibit the right of the City Commission from giving any further preference permitted by law instead of the preference granted herein.

9. RECIPROCITY

In the event any other Florida county or municipality (“local government”) deemed appropriate by the City of Fort Pierce extends preferences to local businesses. City of Fort Pierce may enter into an interlocal agreement with such local government wherein the preferences of this section may be extended and made available to vendors that have a valid business tax receipt issued by the specific local government to do business in that local government that authorizes the vendor to provide the commodities and services to be purchased, and a physical business address located within the limits of that local government. Post Office Boxes are not verifiable and shall not be used for the purpose of establishing said physical address. Vendors must also be authorized to do business in City of Fort Pierce. Vendors shall affirm in writing their compliance with the foregoing at the time of submitting their bid to be eligible for consideration as a “local business” under this section. In no event shall the amount of the preference accorded other local government firms exceed the amount of preference that such local government extends to City of Fort Pierce firms competing for its contracts.

SECTION III

REQUIRED LIMITS OF INSURANCE

Contractor shall, at its own expense, procure and maintain throughout the term of this Contract, with insurers acceptable to the City of Fort Pierce, the types and amounts of insurance conforming to the minimum requirements set forth herein. Contractor shall not commence work until the required insurance is in force and evidence of insurance acceptable to the City of Fort Pierce has been provided to, and approved by, the City of Fort Pierce. An appropriate Certificate of Insurance shall be satisfactory evidence of insurance. Until such insurance is no longer required by this Contract, Contractor shall provide the City of Fort Pierce with renewal or replacement evidence of insurance at least thirty (30) days prior to the expiration or termination of such insurance. To the extent Contractor is permitted to and elects to sub-contract any of the work performed under this Agreement, Contractor will require all subcontractors to provide insurance coverage complying with the requirements set forth herein, and will provide the City of Fort Pierce with evidence of such coverage prior to the commencement of the subcontractor's work.

Workers' Compensation/Employers' Liability - Such insurance shall be no more restrictive than that provided by the Standard Workers' Compensation Policy, as filed for use in Florida by the National Council on Compensation Insurance, without restrictive endorsements. In addition to coverage for the Florida Workers' Compensation Act, where appropriate, coverage is to be included for the Federal Employer's Liability Act and any other applicable Federal or State law. The minimum amount of coverage (inclusive of any amount provided by an umbrella or excess policy) shall be:

Part One:	“Statutory”	
Part Two:	\$500,000	(Each Accident)
	\$500,000	(Disease-Policy Limit)
	\$500,000	(Disease-Each Employee)

Commercial General Liability - Such insurance shall be no more restrictive than that provided by the most recent version of standard Commercial General Liability Form (ISO Form CG 00 01) as filed for use in the State of Florida without any restrictive endorsements. The City of Fort Pierce shall be included as an “Additional Insured” on a form no more restrictive than ISO Form CG 20 10 (Additional Insured - Owners, Lessees, or Contractors). The minimum limits (inclusive of amounts provided by an umbrella or excess policy) shall be:

General Aggregate	\$1,000,000
Products/Completed Operations Aggregate	\$1,000,000
Personal and Advertising Injury	\$1,000,000
Each Occurrence	\$1,000,000
Fire Damage (any one fire)	\$Nil
Medical Expense (any one person)	\$Nil

Automobile Liability - Such insurance shall be no more restrictive than that provided by Section II (Liability Coverage) of the most recent version of standard Business Auto Policy (ISO Form CA 00 01) without any restrictive endorsements, including coverage for liability contractually assumed, and shall cover all owned, non-owned, and hired autos used in connection with the performance of the work. Such insurance shall not be subject to any aggregate limit and the minimum limits (inclusive of any amounts provided by an umbrella or excess policy) shall be:

Each Occurrence Bodily Injury and Property Damage Liability Combined	\$1,000,000
---	-------------

Environmental Impairment Liability – Such insurance shall provide coverage for third party liability and clean up costs at the proposed site resulting from pollution or other environmental impairment arising out of the activities which are contemplated by the permit. Such insurance shall be on a form acceptable to the city attorney. The applicant shall either be the named insured on the policy or, if another party is the named insured on the policy, applicant shall be shown as an additional insured. If such insurance is on a claims made basis, insurance must respond to claims reported within three (3) years following the termination or completion of the project.

The minimum limits (inclusive of amounts provided by an umbrella or excess policy) shall be:

Each claim/occurrence	\$1,000,000
Annual aggregate	\$1,000,000

General Conditions

The insurance provided by Contractor shall apply on a primary basis. Any insurance, or self-insurance, maintained by the City of Fort Pierce shall be excess of, and shall not contribute with, the insurance provided by Contractor.

Except as otherwise specifically authorized in this Contract, or for which prior written approval has been obtained hereunder, the insurance maintained by the Contractor shall apply on a first dollar basis without application of a deductible or self-insured retention. Under limited circumstances, the Owner may permit the application of a deductible or permit the Contractor to self-insure, in whole or in part, one or more of the insurance coverages required by this Contract. The Contractor shall pay on behalf of the Owner or the Owner's officer or employee any deductible or self-insured retention applicable to a claim against the Owner or the Owner's officer or employee.

Compliance with these insurance requirements shall not limit the liability of Contractor. Any remedy provided to the City of Fort Pierce by the insurance provided by the City of Fort Pierce shall be in addition to and not in lieu of any other remedy (including, but not limited to, as an indemnity of Contractor) available to the City of Fort Pierce under this Agreement or otherwise.

Neither approval nor failure to disapprove insurance furnished by Contractor shall relieve Contractor from responsibility to provide insurance as required by this Agreement.

Certificates of Insurance must be completed as follows:

1. Certificate Holder

**City of Fort Pierce
Attn: Purchasing Department
P.O. Box 1480
Fort Pierce, FL 34954-1480**

2. Additional Insured for General Liability

City of Fort Pierce and their members, officials, officers and employees.

SECTION IV

INSTRUCTIONS TO PROPOSERS

1. PURPOSE

The purpose of this proposal is to establish a contractual arrangement with a qualified vendor(s) to conduct non-motorized watercraft and bicycle rental concession services at South Causeway Park and Jaycee Park.

2. PROPOSAL OPENING

- 2.1 Proposals are due on or before **3:00 PM, Tuesday, September 15, 2015**. Four (4) copies (one original and three copies) of sealed proposals shall be mailed or delivered to:

Delivery Address:
City of Fort Pierce
100 North U.S. #1
Fort Pierce, FL 34950

Mailing Address:
City of Fort Pierce
P.O. Box 1480
Fort Pierce, FL 34954-1480

Copies of the proposal documents are available electronically from the Procurement Department by e-mail request to biddesk@city-ftpierce.com on the web site of City of Fort Pierce (www.cityoffortpierce.com) and Demandstar.com (www.demandstar.com) .

Any proposals received after the designated time and date listed above will be returned unopened.

- 2.2 All proposals and qualifications will be publicly opened at the time and place specified. In accordance with Section 2-63(2)d of the City of Fort Pierce Code, “No proposals shall be handled so as to permit disclosure of the identity of any offeror or the contents of any proposal to competing offerors during the process of negotiation. A register of proposals shall be prepared containing the name of each offeror, the number of modifications received, if any, and a description sufficient to identify the item offered. **The register of proposals shall be open for public [viewing] only after contract award.**”

3. CONTRACT TERMS

Concession Agreements will be executed with the selected vendor(s) for a one (1) year period with three (3) additional one (1) year options for renewal upon successful annual review(s).

4. INQUIRIES/QUESTIONS

4.1 All inquiries will be in a written format and addressed to City of Fort Pierce Public Works Manager with a copy to the Purchasing Manager:

TO

City of Fort Pierce
Mike Reals
Public Works Manager
P. O. Box 1480
Fort Pierce, FL 34954-1480
Fax: (772) 466-5808
Email: mreals@city-ftpierce.com

COPY

City of Fort Pierce
Gelencia Carter
Purchasing Manager
P.O. Box 1480
Fort Pierce, FL 34954-1480
Fax: (772) 467-3848
Email: biddesk@city-ftpierce.com

4.2 No inquiries will be received within seven (7) calendar days of proposal closing date. **The deadline for submission of written questions and requests for clarification shall be no later than 5:00PM, Thursday, September 3, 2015.**

5. MINORITY PARTICIPATION AND OUTREACH PROGRAM

Describe your firm's program and/or policies in regard to minority and non-discrimination, including the firm's history of Minority and Women Owned Business Enterprise (M/WBE) participation. Include a strategy for promoting minority participation in this project and a realistic goal for participation. List references of Owners, M/WBE firms or consultants who can speak to your firm's utilization of M/WBE on previous projects.

6. CERTIFICATE OF INSURANCE

In order to do business with the City of Fort Pierce, you must provide proof of insurance to include general liability, workers compensation, and automobile insurance with proposal submittal. If awarded, insurance must comply with the Required Limits of Insurance as indicated in the award documentation.

7. REFERENCE CHECK FORM

Please provide a detailed list of reference showing your expertise and experience in providing the services requested. A minimum of two (2) references are required for this proposal. Please complete the two Reference Check forms (pages 23) and submit with proposal package. References should include project description, contact names, addresses, phone, and email.

8. BUSINESS TAX RECEIPT (OCCUPATIONAL LICENSE)

Provide a valid Business Tax Receipt (Occupational License) from your jurisdiction with your proposal submittal.

SECTION V

STATEMENT OF WORK

1. SCOPE OF SERVICES

The proposer shall provide non-motorized watercraft and bicycle rental concession services at designated locations within City park boundaries as determined by the City Manager or his/her designee. The activities agreed upon by the City of Fort Pierce and the selected vendor(s) shall be in compliance with all applicable laws, ordinances, and safety regulations.

The selected vendor(s) shall not erect any structures on the premises and shall not utilize the public parks for any other purpose except as stated herein.

2. COMPENSATION

Compensation shall be made to the City of Fort Pierce on a monthly basis. The selected vendor shall pay one hundred (\$100.00) dollars per month per location. Payments should be made on or before the fifth (5th) day of the month. Payments not received by the tenth (10th) day of the month shall be delinquent and shall accrue interest at the rate of 1% per month until paid. The selected vendor(s) shall pay all fees and charges owed to the City of Fort Pierce Finance Department.

3. PROPOSAL REQUIREMENTS

All proposals must include, at a minimum, the information specified below. Failure to include this information will seriously detract from a proposal and may be cause for its rejection. The inclusion of any additional information, which will assist in the evaluation, is encouraged. The adequacy, depth, and clarity of the proposal will influence to a considerable degree its evaluation. The proposal submitted must be complete enough for a selection to be made from the material contained in it alone.

SECTION VI

INSTRUCTIONS FOR PREPARING PROPOSALS

****NOTE:** The Proposer must use sections and tabs which are clearly identified and also must number and label all parts, pages, figures, and tables in its proposal. Additional tabs may be appended which contain any other pertinent matters which the proposer wishes the City to take into consideration in reviewing the proposal.

- A. **RULES FOR PROPOSALS:** The proposal must name all persons or entities interested in the proposal as principles. The proposal must declare that it is made without collusion with any other person or entity submitting a proposal pursuant to this RFP.

The City does not guarantee a minimal amount of work or compensation for any of the Respondents selected for contract negotiations, and the City reserves the right to seek additional assistance from other firms if the City finds this to be in the City's best interest.

- B. **PROPOSAL FORMAT:** Proposers shall prepare their proposals using the following format.

1. **Letter of Transmittal** - This letter will summarize in a brief and concise manner, the proposer's understanding of the Scope of Work and make a positive commitment to timely perform the work. The letter must name all of the persons authorized to make representations for the proposer, including the titles, addresses, and telephone numbers of such persons. An official authorized to negotiate for the proposer must sign the Letter of Transmittal. The letters should not exceed two pages in length.
2. **Organization Profile and Qualifications** - This section of the proposal must describe the proposer, including the size, range of activities, etc. The proposer must emphasize its expertise in, and experience with, similar programs. The proposal must identify the primary individuals responsible for supervising the work. The proposer shall provide the City of Fort Pierce with the resumes of the primary individuals. The proposal must also include recent and pertinent references, including contact name, telephone number, and address.
3. **General Information** - The RFP shall include general information regarding the firm's relative experience.
4. **Scope Of Services** – This section of the proposal should explain the Scope of Services as understood by the proposer and detail the approach that includes the following:
 - **Description of Proposed Operations.** In your proposal, submit a detailed outline of the operation proposed to fulfill the requirements of the Agreement (“Operating Plan”).
 - **Emergency Response Plan.** An Emergency Response Plan which sufficiently demonstrates the proposer's preparedness to handle any potential emergencies that might occur in conjunction with implementing this Agreement.

5. **Additional Data** - Any additional information which the proposer considers pertinent for consideration should be included in a separate section of the proposal.

C. **EVALUATION OF PROPOSALS**

1. **Evaluation Method And Criteria:**

Proposals will be evaluated by the City of Fort Pierce who shall be the sole judge of its own best interests, the proposal itself, the qualifications of the applicant, and the resulting final negotiated agreement. The City's decisions in these matters shall be final and binding.

2. The City's evaluation will include, but shall not be limited to, consideration of the following:

- **Responsiveness.** The extent to which a proposal clearly addresses the elements of this RFP is a key factor in selection. A thorough, well-written response is essential.
- **Professional Experience.** The past experience of the proposer in successfully managing an operation of this type.
- **Operating Plans.** The proposer's Operating Plan included in the response to this RFP will be evaluated based on the overall reasonableness of the Plan, the extent to which the Plan(s) comply with the requirements of this proposal, and the proposer's plan to minimize impacts of operations on the local community.
- **Financial Capability.** The proposer must exhibit the necessary financial responsibility and strength to successfully carry out the Concession operation for the term of the Agreement. The proposer must have the means to adequately staff the proposed Concession operation(s) and comply with all requirements of this Agreement.
- **Safety Standards.** The proposer's Emergency Response Plan must sufficiently address any potential emergencies that might occur in connection with implementing this Agreement. The Proposer's ability to successfully manage the safety of its operation will be evaluated.

Selection: The City of Fort Pierce shall evaluate the written proposals submitted, conduct discussions with, and may require presentations from qualified firms regarding their qualifications, and ability to furnish the required service.

SECTION VII - FORMS

DRUG-FREE WORK PLACE FORM

The undersigned vendor in accordance with Florida Statute 287.087 hereby certified that _____ does:

(Name of Business)

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business=s policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are proposed a copy of the statement specified in subsection (1).
4. In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee’s community, by any employee who is so convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this firm complies fully with the above requirements.

Proposer’s Signature

Date

**Request for Taxpayer
 Identification Number and Certification**

Give form to the requester. Do not send to the IRS.

Print or type
 See Specific Instructions on page 2.

Name (as shown on your income tax return)

Business name, if different from above

Check appropriate box: Individual/Sole proprietor Corporation Partnership
 Limited liability company. Enter the tax classification (D=disregarded entity, C=corporation, P=partnership) ▶ Exempt payee
 Other (see instructions) ▶

Address (number, street, and apt. or suite no.) Requester's name and address (optional)

City, state, and ZIP code

List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on Line 1 to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Social security number

or

Employer identification number

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
- I am a U.S. citizen or other U.S. person (defined below).

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the Certification, but you must provide your correct TIN. See the instructions on page 4.

Sign Here Signature of U.S. person ▶ Date ▶

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

- Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
- Certify that you are not subject to backup withholding, or
- Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax on any foreign partners' share of income from such business. Further, in certain cases where a Form W-9 has not been received, a partnership is required to presume that a partner is a foreign person, and pay the withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid withholding on your share of partnership income.

The person who gives Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States is in the following cases:

- The U.S. owner of a disregarded entity and not the entity,



Certification Statement Local Vendor Preference

I certify that my company meets all of the following qualifications to be eligible for the local vendor preference:

- 1) That my company has a fixed, staffed office or distribution point located in and having a street address within St. Lucie, Indian River, Martin or Okeechobee County for at least one year prior to the issuance of the request for competitive bids or request for proposals by St. Lucie County; and
- 2) That my company holds any business or contractor license required by St. Lucie County and/or can document payment of business license taxes in St. Lucie County;
- 3) That my company is principal offeror who is single offeror; a business which is the prime contractor and not a subcontractor; or a partner or joint venturer submitting an offer in conjunction with other businesses.
- 4) Attached is a copy of a business or contractor license and/or business tax receipt for St. Lucie County, Indian River, Martin or Okeechobee Counties to verify that I have been in business at least one year prior to the issuance of the Request for Bid or Proposal.

Company Name: _____

Address: _____

Business or Contractor License Number: _____

Phone Number: _____ Fax Number: _____

Owner's Name: _____

Signature: _____

Sworn to before me this _____ day of _____, 201_____

Notary Public for the State of _____ My Commission Expires _____

Notary Public Signature _____ Printed Name _____

FOR PROCURMENT OFFICE ONLY ~ DO NOT COMPLETE BELOW

To be verified and completed by an authorized representative from the City of Fort Pierce Purchasing Department:

Vendor Certified by: _____ Date: _____
(Authorized Signature)

To be approved as a local bidder and receive bid preference on an eligible local project, this certification and a copy of your local business or contractor license must be submitted with your bonafide Bid/RFP package.



REFERENCE CHECK FORM

Bid No: 2015-052 Title: NON-MOTORIZED WATERCRAFT & BICYCLE RENTAL CONCESSION SERVICES

Bidder/Respondent Name: _____
Reference Company Name: _____
Telephone Number: _____ Fax Number: _____
Contact Name: _____ Email: _____

Reference Instructions: Submit a minimum of three (2) References. Fill out top portion only one per Reference. The City of Fort Pierce will send forms to the referenced company after the City's receipt of form in the Bid.

The above company submitted a proposal to general contracting services to the City of Fort Pierce. He/she listed you as a reference. Please complete the questions below and fax back to (772) 467-3848.

- When did this company work for you? From: _____ To: _____
- How would you describe the Contractor:

Quality of Work: _____

Dependability: _____

Integrity of owner and employees: _____

What areas could he/she improve upon? _____

Would you contract with this Contractor again? Yes No Maybe

- On a scale of 1 to 5, how would you rate his/her work in general? 1 2 3 4 5

- Add any information/comments that might help us evaluate their ability to perform for us?

CITY OF FORT PIERCE PROPOSER’S CHECKLIST

This checklist is provided to assist each Proposer in the preparation of their proposal response. Included in this checklist are important requirements, which is the responsibility of each Proposer to submit with their response in order to make their response fully compliant. This checklist is only a guideline~ it is the responsibility of each Proposer to read and comply with the Request for Proposal in its entirety.

Check “Yes” or “No” to each of the following:

	YES	NO
Is Request for Proposal cover page (page 1) completed, signed and attached?	_____	_____
All prices have been reviewed for mathematical accuracy, all price corrections initialed, and all price extensions and totals thoroughly checked.	_____	_____
Include proof of proper licensing as stated in proposal documents.	_____	_____
Include proof of proper insurance as stated in proposal documents.	_____	_____
Proposal envelope is marked accordingly.	_____	_____
Is Drug-Free Work Place form signed and enclosed?	_____	_____
W-9 Form completed, signed and attached?	_____	_____
Are four (4) complete proposal packages included (one original and three copies)?	_____	_____
Is each Addendum (when issued) signed and included?	_____	_____

PLEASE SIGN AND RETURN WITH PROPOSAL _____

City Commission Conference Agenda

4. c.

Meeting Date: 02/10/2020

Re: NW Pioneers Park Naming Submission Discussion

Submitted For: Mike Reals, Public Works Manager, Public Works

SUBJECT:

NW Pioneers Park naming submission discussion

Attachments

Park information

PAC recommendation

Form Review

Inbox

City Manager

Form Started By: Mike Reals

Final Approval Date: 02/05/2020

Reviewed By

Nick Mimms

Date

02/05/2020 12:47 PM

Started On: 02/03/2020 07:27 AM

GUIDELINES FOR THE NAMING OF PUBLIC FACILITIES

City of Fort Pierce, Florida

Purpose

The purpose of these guidelines is to establish a systematic and consistent approach for the official naming of public facilities in the City of Fort Pierce, including parks, facilities, recreational areas, streets, municipal buildings, and specialized areas.

Objectives

- Ensure that parks, facilities, recreational areas, streets, municipal buildings, and specialized areas are easily identified and located.
- Ensure that given names to parks, facilities, recreational areas, streets, municipal buildings, and specialized areas are consistent with the values and character of the area or neighborhood served.
- Encourage public participation in the naming, renaming, and dedication of parks, facilities, recreational areas, streets, municipal buildings, and specialized areas.
- Encourage the dedication of lands, facilities, or donations by individuals and/or groups.
- Advance the reputation of the City as well as increase the understanding and public support for its programs.

Criteria

The practice of the City of Fort Pierce is to name parks, recreation areas, facilities, streets, municipal buildings, and specialized areas through an adopted process utilizing the above objectives, emphasizing community values and character, local and national history, geography, the environment, civics, and service to the City of Fort Pierce. Therefore, the following criteria shall be used in determining the appropriateness of the naming designation:

- Neighborhood, geographic, or common usage identification;
- A historical figure, place, event, or other instance of historical or cultural significance;
- National, state, and local leaders or heroes, both past and present;
- Natural or geographical features, such as plant materials, streams, rivers, lakes, and creeks;
- An individual, living or deceased [a] who has made a significant land and/or monetary contribution to the park, recreation area, facility, or municipal building, or [b] who has had the contribution made "In Memoriam" and when the name has been stipulated as a condition of the donation;
- An individual, living or deceased, who has contributed outstanding civic service to the City.

Facilities, specialized areas, or amenities may have a name different from that of the larger park, recreation area, facility, or municipal building.

When feasible, the process to name parks, recreation areas, facilities, streets, municipal buildings, and specialized areas should begin within twelve (12) months after the City has acquired title to the land and/or formally accepted the dedication.

Names that are similar to existing parks, recreation areas, facilities, streets, municipal buildings, and specialized areas should not be considered in order to minimize confusion.

Renaming

The City reserves the right to change the name of a park, recreation area, facility, street, municipal building, or specialized area to maintain consistency with these guidelines. However, renaming carries with it a much greater burden of process compared to initial naming. Tradition and continuity of name and community identification are important community values. Each request to rename must meet the criteria of this policy, but meeting all criteria does not ensure renaming.

Procedures

The steps to name a public facility include but are not limited to:

1. An open call for submissions by the City of Fort Pierce including a deadline for submission;
2. A completed "City of Fort Pierce Nomination Form" submitted to the City Clerk for each nomination by any citizen, group, or organization;
3. Submissions vetted by the Parks Committee, including all facts and backgrounds listed on the nomination form plus any other research deemed appropriate;
4. All vetted submissions presented to the Commissioners for review with notes from the research;
5. Commissioners discuss these submissions during a Conference Agenda meeting. The Commission may accept or reject the Committee submissions. In the latter event, the Commission shall refer the call for submissions back to the Committee.
6. Commissioners select the name by vote at a Commission Meeting.

City of Fort Pierce Naming of Public Facilities Nomination Form

This Nomination Form is to establish a systematic and consistent approach for the official naming of public facilities in the City of Fort Pierce including parks, facilities, recreational areas, streets, municipal buildings, and specialized areas. The criteria for nomination are explained in the document "Guidelines for the Naming of Public Facilities".

Nominator

Name Dawn A Alexander
Address, City, State, Zip 5115 N Soorum Loop Rd #63 Lakeland, FL 33809
Phone 813445-2511 Email btrflydawn@yahoo.com

Nomination

The nominator must answer the following questions and submit this form to the City Clerk by _____

Name being nominated Rufus J. Alexander Jr

If a person:

- A. Address, City, State, Zip (or former if deceased) 2901 Avenue M Ft Pierce FL 34947
- B. Date of Death (if deceased) 11/11/2000
- C. List specific years of involvement (Example - 01/10-12/17) 1969-2000
- D. Identify the general area of contribution made by the nominee.
a. (Example - Health, Education, Business, Environment, Civic, Other) Community
- _____
- E. Summarize the type of contribution (accomplishments and community involvement) that the nominee made. (more detail in #1 and #2) neighborhood, community
a. (Examples - Neighborhood or geographic, Natural or geological features; National, State, and local leaders; Historical figure, place, or event; Individuals who have made significant monetary contributions or have contributed outstanding service to the community).

If other than a person:

- A. Summarize the reason for this nomination (more detail in #3) N/A
- _____

1. Identify in detail the area of contribution made by the nominee and be specific – name either facilities or specialized areas. (Example - Health, Education, Business, Environment, Civic, Other).

See attached pages

2. Describe the type of contribution (accomplishments and community involvement) that the nominee made. (Examples – Neighborhood or geographic; Natural or geological features; National, State, and local leaders; Historical figure, place, or event; Individuals who have made significant monetary contributions or have contributed outstanding service to the community).

3. Describe in detail why the name being nominated is related to this facility, including any background, details, or other relevant information.

Signature of Nominator *Raura A. DeFaria*

Return the completed forms by email or mail to:

Email: lcox@city-ftpierce.com

Mail: Linda Cox, City Clerk, City of Fort Pierce, 100 N US Highway 1, Fort Pierce, FL 34950

1. Identify in detail the area of contribution made by the nominee and be specific-name either facilities or specialized areas. (Example-Health, Education, Business, Environment, Civic, Other).

1969-1979 Accomplishments

- Sheraton Plaza Park
- Sheraton Park lighting district
- Paradise Park Playground, swimming pool and clubhouse
- Paradise Park lighting district
- 25th Street, Belcher Canal Bridge (walkway protective enclosure for school children)
- Paving of Avenues R, S and T (North of 25th Street) and most streets North of Moore's Creek
- Northwest Pioneers Park, Avenue M and 29th Street
- Replacement Program of street light bulbs with present fluorescent lamps
- Heavy Garbage Dumpsters
- Annual Trash pickup program
- Wrote city junk car ordinance
- Collecting toys and donations by Postal workers for WIRA Christmas Program
- Local mail drop boxes throughout county and mail drop boxes at main Post Office
- Clubhouse improvements on Horatio Grisby's park
- Improvements on open space, park, swimming pool & playground 13th Street and Ave M
- Northwest Ball and Bat Club Charter in Little League
- Left turn lane and signal light at 13th, 17th and 25th Street on Ave D.
- Organized Home Owners Association in Sunland Gardens, Harmony Heights #1, Harmony Heights #2, Sheraton Plaza and Paradise Park
- Removal of septic tanks and wells, connecting homes in area of North 25th street to North 29th street, Ave M to Ave Q to city water and sewer system
- Signal lights at Avenue I, Juanita Avenue on North 25th Street
- Schools collecting can goods, toys for the poor-supporting the WIRA Christmas Program
- Piping of Snake Creek from Avenue D to 10th Street
- First all-black Little League Tournament in Fort Pierce on the Elks Little League Field
- Added Lincoln Park aka historical homes to the St. Lucie County Historical Society Roll
- Coordinated movement in placing a commemorating monument on the original site of the Old Lincoln Park Academy located on Means Court
- Coordinated a program to raise funds to enlarge child care center next to the Lincoln Park Community Center and to purchase playground equipment and toys
- Organized Annual Sickle-Cell anemia fundraising drive. Coordinated with Sam Carter, schools, McDonald, Bike and Walk-A-Thon.

2. Describe the type of contribution. See above.. He also served on the St. Lucie County School Biracial Committee and Co-Chairman of the Mayor's Street paving Committee

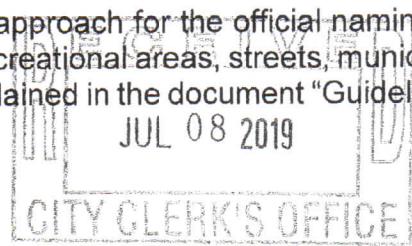
3. Describe in detail why the name being nominated is related to the facility, including any background, details, or other relevant information.

Rufus J. Alexander Jr. Lived directly across the street from Northwest Pioneer Park from the time it was nothing but woods and a dirt road. As you can see from the many contributions and his commitments to the community and the neighborhood, he worked tirelessly to build up the community to make it better

and functional for everyone. He was instrumental in having the streets paved, lighting, trash cans, parks around the community and he didn't stop there. Once the park was built, he kept an eye on it every day and night up until he took his last breath on November 11, 2000. Everyone in Ft. Pierce knew if you were in the park and Mr. Alexander saw or heard you making noise, you might get yelled at or the police called on you. He was the neighborhood watch even at 78 years old. He loved his neighborhood and his city, even though very little was being done by others to help build and keep it up. The numerous letters and calls to commissioners, governors, leaders, editors, newspapers, etc... He called out, some responded but not many followed through. His only wish was always to have somewhere for us to gather and be proud of while being safe.

City of Fort Pierce Naming of Public Facilities Nomination Form

This Nomination Form is to establish a systematic and consistent approach for the official naming of public facilities in the City of Fort Pierce including parks, facilities, recreational areas, streets, municipal buildings, and specialized areas. The criteria for nomination are explained in the document "Guidelines for the Naming of Public Facilities".



Nominator

Name PERCY S. ALEXANDER SR
Address, City, State, Zip 9940 BAYWATER DR, BOCA RATON, FL 33496
Phone 561 789 7683 Email PERCY@PERCYPC.COM

Nomination NORTHWEST Pioneers Park on 29th & Ave M
The nominator must answer the following questions and submit this form to the City Clerk by _____
Name being nominated RUFUS J. ALEXANDER JR.

If a person:

A. Address, City, State, Zip (or former if deceased) 2901 AVE M Fort Pierce, FL

B. Date of Death (if deceased) November 2000

C. List specific years of involvement (Example - 01/10-12/17) 1969-1979

D. Identify the general area of contribution made by the nominee.
a. (Example - Health, Education, Business, Environment, Civic, Other) CIVIC

EDUCATION

E. Summarize the type of contribution (accomplishments and community involvement) that the nominee made. (more detail in #1 and #2) Fought for Equal Representation of LINCOLN PARK
a. (Examples - Neighborhood or geographic; Natural or geological features; National, State, and local leaders; Historical figure, place, or event; Individuals who have made significant monetary contributions or have contributed outstanding service to the community).

If other than a person:

A. Summarize the reason for this nomination (more detail in #3) _____

1. Identify in detail the area of contribution made by the nominee and be specific – name either facilities or specialized areas. (Example - Health, Education, Business, Environment, Civic, Other).

Fought to get Signal Lights at Critical sites to prevent Accidents
He WAS FAR TO NONE WHEN IT CAME TO HELPING youths
get facilities for RECREATION TO KEEP them out of trouble:
PARADISE PARK Playground, Clubhouse & Swimming Pool. Lights
so they could play AFTER DARK. PAVING streets - Protecting
CHILDREN crossing on BRIDGES - GARBAGE Dumpsters

2. Describe the type of contribution (accomplishments and community involvement) that the nominee made. (Examples – Neighborhood or geographic; Natural or geological features; National, State, and local leaders; Historical figure, place, or event; Individuals who have made significant monetary contributions or have contributed outstanding service to the community).

Sheraton PLAZA PARK - Lights

ADDED "LINCOLN PARK AREA HOMES TO ST LUCIE County
HISTORICAL Society ROLL. HE NOT ONLY MADE HISTORY
IN PERFORMING HIS CIVIC DUTY, BUT HE FOUGHT TO PRESERVE
HIS FAMILY'S LEGACY. THEY WERE PIONEERS OF FORT
PIERCE AND DONATED TIME AND LAND TO UPLIFT HIS COMMUNITY

3. Describe in detail why the name being nominated is related to this facility, including any background, details, or other relevant information. Because RUFUS ALEXANDER JR

COMMANDED THE RESPECT OF HIS COMMUNITY, WHEN
PEOPLE HAD ISSUES OR COMPLAINTS, THEY SOUGHT HIS ASSISTANCE
AND KNEW THAT HE WAS RELENTLESS. ALWAYS GOT RESULTS.

NEVER ALLOW THE LEGACY OF THE LINCOLN PARK COMMUNITY
TO BE LOSS OVER TIME! HE WAS TAUGHT TO BE A LEADER AND
FOUGHT FOR THE DOWNTRODDEN!

Signature of Nominator Percy S. Alexander SR.

Return the completed forms by email or mail to:

Email: lcox@city-ftpierce.com

Mail: Linda Cox, City Clerk, City of Fort Pierce, 100 N US Highway 1, Fort Pierce, FL 34950



ZONING ADMINISTRATION
 DEVELOPMENT REVIEW
 COMPREHENSIVE PLANNING
 URBAN DESIGN
 HISTORIC PRESERVATION
 CULTURAL RESOURCES

CITY OF FORT PIERCE

2005 Florida League of Cities "City of Excellence" Award Winner

DEPARTMENT OF PLANNING

"IMPROVING THE WAY WE DO BUSINESS"

TO: JON WARD, DIRECTOR OF THE FORT PIERCE REDEVELOPMENT AGENCY

THROUGH: MATTHEW G. MARGOTTA, AICP, DIRECTOR OF PLANNING *mm*

FROM: KIA H. POWERS, HISTORIC PRESERVATION OFFICER *KHP*

SUBJECT: NAMING OF PIONEER PARK RESEARCH REQUEST

DATE: JUNE 13, 2007

I have researched the naming of Pioneer Park and discovered on February 17, 1981, a motion was made by Commissioner Fenn, seconded by Commissioner Browning and unanimously carried to name the park "Northwest Pioneers' Park".

HISTORY

On April 16, 1979, a motion was made by Commissioner Long, seconded by Commissioner Fenn and unanimously carried for the City to buy all land possible located at 29th Street and Avenue M for \$137,000, seeing if the County Commission will furnish funds to equip the land for a neighborhood park, including in the purchase of this land Tracts 51, 52, 61, and 62.

On November 5, 1979, a motion was made by Commissioner Browning, seconded by Commissioner Long and unanimously carried to request the Director of Building and Zoning to proceed with the planning and design of 29th Street Park and appointed Commissioner Havert Fenn to work with the Director of Building and Zoning, Housing Programs Supervisor, and the consultant, RMBR of Tampa, on the specific aspects of the plan and design for the Park.

In the naming of the park, citizen participation was required by HUD in a community development project and this participation "must be had by and from the citizens of the area and others who would most aptly benefit from the endeavor". The Consultant, RMBR of Tampa, agreed to proceed with the City in conducting a series of meetings in the "target area" and that "the strategy to pursue is the conducting of a Charrette".

On February 17, 1981, Commissioner Fenn reported that a meeting was held on February 5, 1981 with various clubs, organizations, and civic groups located in the northwest section of the City. After much deliberation, the members attending this meeting voted to recommend to the Commission that the park be named "Northwest Pioneers' Park". This group also wanted to know whether or not they could dedicate the park to "their early black citizens or black pioneers of Fort Pierce and St. Lucie County".

Attachments.

February 17, 1981

Mayor Brown asked if they could name it after the older citizens. Mr. Brennan said that they could.

Motion was made by Commissioner Fenn, seconded by Commissioner Browning, that the park at North 29th Street be named the "Northwest Pioneers' Park."

Commissioner Fenn said he would like to ask Mr. Brown whether or not he has had his sign painted with the information that he mentioned to him sometime ago that he was going to put up there. Is it ready? Mr. Brown said the story on that was tomorrow afternoon at 3:00 o'clock they intend to and hopefully invite the Commission out to a ceremony. The wording of the sign is being developed by the City of Fort Pierce and lists the names of the Commissioners, and if possible he would like for the Commissioners to come out. They might arrange to have some media coverage. Commissioner Fenn said he was wondering whether or not, if they vote that name tonight, they could put the name on the sign. Mr. Brown said he would arrange to have an addendum to the sign printed, maybe a 10 by something that spells out the name of the park.

Those voting in favor of the motion were: Commissioners Browning, Fenn, Grimyser, Leslie, and Brown. Those opposed: None.

City Clerk Lowry said she did receive the petitions from the Citizens Against Highrises group. However, no action will be taken on these petitions in the way of checking the names to determine whether those who signed it are registered voters of the City or not. From the recommendation of Mr. Brennan, they did order a computer printout which is supposed to be ready for them tomorrow that was an alphabetical list of all the registered voters of the City, but still no action will be taken. They are just going to hold them in limbo until further notice.

Mayor Brown asked Mr. Brennan if that was legal. Mr. Brennan said that what he was saying is basically that it is up to them to come up with the money to put on the referendum if they come up with enough registered votes. He said the only thing he said in relation to how they were going to be verified is that they offered to verify them, and he didn't think that would be proper under their ordinance, that they, the City Clerk's office has to verify the signatures. Mrs. Lowry said they suggested that they be permitted to help and she told them that she would ask his opinion. Mr. Brennan said if they wanted to verify them to go ahead and do so. If they have a list there, you can verify if they are registered voters in the City of Fort Pierce, and do they have enough votes to put something on the ballot? They will have to then come up with the money for a special referendum.

Commissioner Grimyser said she wanted to ask if they come up with the verified names, this City Commission could not vote to pay for the referendum. Mr. Brennan said according to the information he has, that is deemed an unauthorized expenditure of public funds if the City pays for running a referendum that would not affect, it cannot affect, that would not be binding. If they want to pay for it, they can run it Citywide and see how the people vote, but they don't have to pay any attention to it. They can consider it in relation to any other factors they would consider in relation to any zoning matter, the way they consider various factors. That would be one factor they could consider, but they don't have to change their zoning laws. That was the case he cited earlier. That was why he wanted to bring it up and maybe he could save them some time. Mrs. Lowry said they would go ahead and verify the names and then they have to report to the Commission whether or not there was a sufficiency of signatures on it. Then the Commission can decide what to do. Commissioner Leslie said he didn't think they could ignore it, they have to check them. Commissioner Grimyser said they had two more weeks if they didn't have enough. She said she thought the date was March 4, in the memo she had. That was the month, said Mrs. Lowry, that they had

pg 2



Park named

A CEREMONY was held Thursday to name a new park at the corner of N. 29th St. and Avenue M. It was named Northwest Pioneers Park.

From left, Mayor Buell L. Brown and City Commissioners Dr. John D. Browning and Havert L. Fenn participated in the event. In the background are the men who unveiled the sign, Clarence J. Brown and Charles McNeil. (Staff Photo by Juan Dale Brown)

Fort Pierce Post-Exposition Times 1-13-81 Cooperation Necessary

Black residents of Fort Pierce need to overcome their mistrust of government long enough to allow their streets to be paved.

The long-overdue improvements are being held up, city officials report, by the refusal of many property owners to give the necessary right-of-way. The amount in question averages 25 feet in width and would be used primarily for utility easements and sidewalks.

"It's the oddest thing," said City Commissioner Havert Fenn.

"Some of the ones who wanted (paved streets) the most and did all of the complaining will not

donate the property we need."

It's unfortunate but it's hardly surprising. Blacks have endured so much second-class treatment that they are wary of any cooperation with the establishment. When a white hands them a piece of paper to sign, they figure they're going to get cheated, even if they don't know how.

The city must redouble its efforts to make them understand that there's nothing fishy about the paving deal. And the residents must put aside their fears and cooperate.



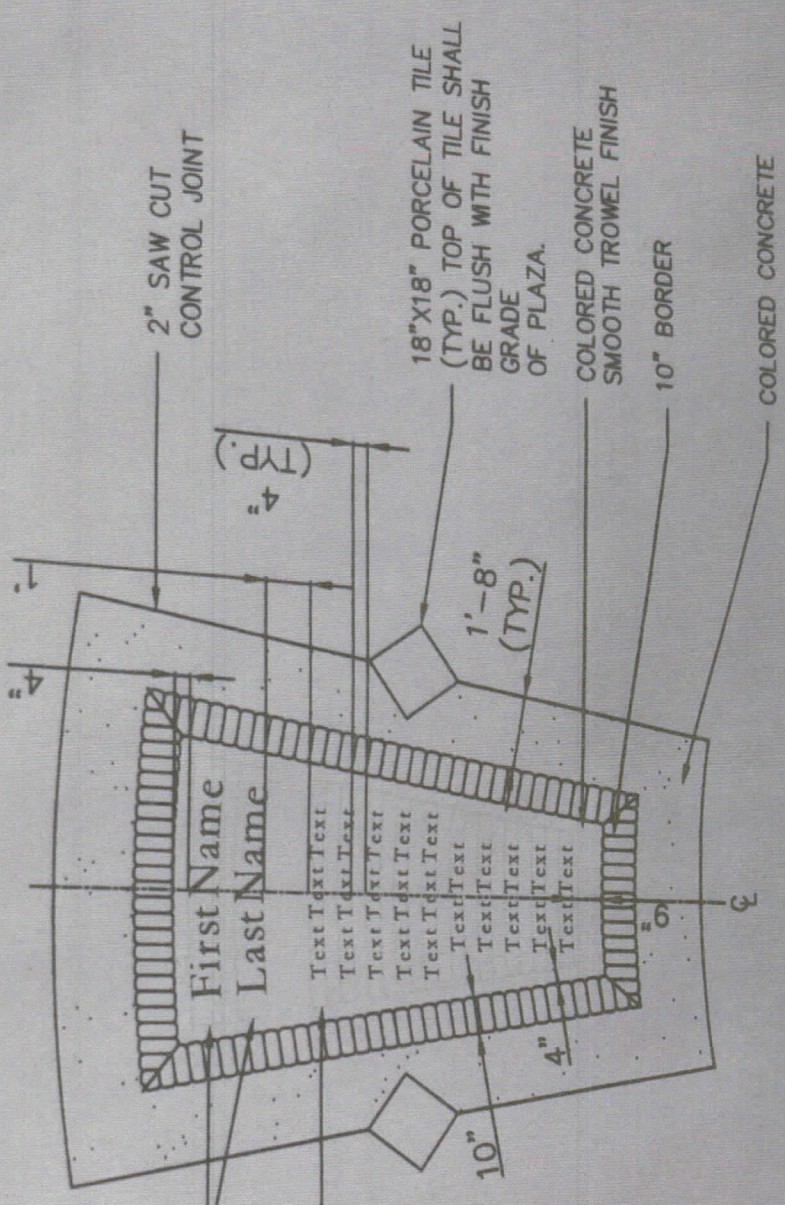
Image capture: May 2019 © 2020 Google

Fort Pierce, Florida



Street View

Year	Avg T
2018	75
2017	75
2016	75
2015	75
2014	75
2013	75
2012	75
2011	75
2010	75
2009	75
2008	75
2007	75
2006	75
2005	75
2004	75
2003	75
2002	75
2001	75
2000	75



2" SAW CUT
CONTROL JOINT

18"X18" PORCELAIN TILE
(TYP.) TOP OF TILE SHALL
BE FLUSH WITH FINISH
GRADE
OF PLAZA.

COLORED CONCRETE
SMOOTH TROWEL FINISH
10" BORDER

COLORED CONCRETE

1" DEEP ENGRAVED NAME PLAQUE
8" LETTERS, GARAMOND FONT

ENGRAVED TEXT OF
PIONEER'S ACCOMPLISHMENTS
4" LETTERS, GARAMOND FONT

NOTE: CONTRACTOR TO
COORDINATE NAME OF
PIONEER'S AND ASSOCIATED
ACCOMPLISHMENTS WITH THE
CITY OF FT. PIERCE

Fw: Fwd: News Release: Fort Pierce City Commission Seeks Nominations for the Re-Naming of Pioneers Park

Nick Mimms

Thu 6/20/2019 9:02 AM

To: Linda Cox <lcox@cityoffortpierce.com>; Mike Reals <CN=Mike Reals/O=cfp@cfp>
Linda and Mike,

Good Morning!!

Please see email correspondence pursuant to the call for naming nominations for Northwest Pioneers Park.

Please distribute to the City Commission and Parks Advisory Committee respectively.
THANKS!!!

Nick Mimms, P.E. | City Manager | City of Fort Pierce

Phone: 772.467.3793 Fax: 772.489.8042 100 North U.S. 1 Fort Pierce, FL 34950

[Website](#) | [Facebook](#) | [Survey](#)



"To provide community leadership, quality public service, and a safe environment for all citizens, by an empowered team of employees motivated by pride in themselves and their work."

-----Forwarded by Nicholas Mimms/cfp on 06/20/2019 08:58AM -----

To: CScott@city-ftpierce.com
From: "Larry Lee" <larry.lee.jr55@gmail.com>
Date: 06/20/2019 07:15AM
Cc: nmimms@city-ftpierce.com
Subject: Fwd: News Release: Fort Pierce City Commission Seeks Nominations for the Re-Naming of Pioneers Park

I would suggest Pioneers Park remain and put a granite stone at the main entrance with the names of some of the pioneers of the Lincoln Park community. Names like C.E. Bolen, Robert Jefferson, Dr Clem Benton, Pat Duval and others named will can engage the community to nominate names. Initially we start with adding the top 5 nominate to be engraved on that stone. Each year the community can nominate names to the City to be added to the Stone. The Community can have a Ceremony in which the addition of that year's name will be revealed. The Ceremony

can serve as a way to unite the Community to help create pride in the community. That's my suggestion.

Larry Lee, Jr
Sent from my iPhone

On Jun 19, 2019, at 10:34 AM, davis7@aol.com wrote:

See the below request for input. Any thoughts?

-----Original Message-----

From: Caleta Scott <CScott@city-ftpierce.com>

To: Caleta Scott <CScott@city-ftpierce.com>

Sent: Wed, Jun 19, 2019 9:41 am

Subject: Fw: News Release: Fort Pierce City Commission Seeks Nominations for the Re-Naming of Pioneers Park

Renaming Pioneers Park? What do you think? Make a nomination!

Caleta Scott, CPPT | Manager, Grants Administration Division | City of Fort Pierce

Lincoln Park Revitalization Coordinator

Phone: 772.467.3168 ♦ Fax: 772.466.5808 ♦ 100 North U.S. 1 Fort Pierce, FL 34950

[Website](#) | [Facebook](#) | [Survey](#)

< Untitled >

"To provide community leadership, quality public service, and a safe environment for all citizens, by an empowered team of employees motivated by pride in themselves and their work."

----- Forwarded by Caleta Scott/cfp on 06/19/2019 09:36 AM -----

From: Shyanne Helms/cfp

To:

Date: 06/19/2019 07:24 AM

Subject: News Release: Fort Pierce City Commission Seeks Nominations for the Re-Naming of Pioneers Park

News Release

City of Fort Pierce

For immediate release: June 19, 2019

Contact: City Clerk's Office, 772.467.3065

Fort Pierce City Commission Seeks Nominations for the Re-Naming of Northwest Pioneers Park

The Fort Pierce City Commission has issued a call for

nominations for the re-naming of Northwest Pioneers Park located at N. 29th Street and Avenue M. The practice of the City of Fort Pierce is to name parks, recreation areas, facilities, streets, municipal buildings, and specialized areas through an adopted process utilizing objectives which seek to emphasize community values and character, local and national history, geography, the environment, civics, and service to the City of Fort Pierce.

All nominations should be returned to the Office of the City Clerk no later than July 19, 2019, at 100 N US Highway 1, Fort Pierce, FL 34950, fax to 772-467-3841 or email to cityclerk@cityoffortpierce.com. The nomination form may be found on the City's website utilizing the following link: <http://www.cityoffortpierce.com/141/Applications> and downloading the following form: Naming of Public Facilities - Guidelines and Form. For questions, please call 772.467.3065.

**Shyanne Helms, MBA | Communications + Economic Development
Manager**

City Manager's Office | City of Fort Pierce

Phone: 772.467.3034 ♦ Fax: 772.489.8042 ♦ 100 North U.S. 1 Fort Pierce, FL 34950

[Website](#) | [Facebook](#) | [Survey](#)

< Untitled >

"To provide community leadership, quality public service, and a safe environment for all citizens, by an empowered team of employees motivated by pride in themselves and their work."

Please Note: Florida has very broad public records laws. Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Your e-mail communications will be subject to public disclosure unless an exemption applies to the communication. If you received this email in error, please immediately notify the sender by reply e-mail and delete the e-mail and any associated materials from all devices.

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CITY OF FORT PIERCE, FLORIDA, PARKS ADVISORY COMMITTEE (PAC)

Recommendation On Nomination For The Naming Of A Public Facility

NOMINATION DATE: received by City Clerk on July 8, 2019

PARCEL OR PARCELS PROPOSED TO BE NAMED: NW Pioneers Park (also listed as Pioneer Park, Northwest Pioneer's Park, and NW Pioneers' Park)

LOCATION OF PARCEL OR PARCELS: In Pioneer Park area of the City, between Avenues M & N & North 29th & North 33rd Streets

SIZE OF PARCEL OR PARCELS: 8.35 acres

DESCRIPTION OR PARCEL OR PARCELS: Land purchased by the City in 1979, and after community input, named NW Pioneers' Park on February 17, 1981 by the City Commission to honor the early black citizens, or black pioneers, of Fort Pierce and St. Lucie County.

NOMINATOR: Nominations received from Dawn A Alexander and Percy S Alexander, Sr.

PROPOSED NAME OF PARCEL OR PARCELS: Rufus J. Alexander, Sr.

DATE CONSIDERED BY THE PAC: January 14, 2020

DATE OF PAC RECOMMENDATION: January 14, 2020

OBJECTIVES FOR NAMING OF PUBLIC FACILITIES CONSIDERED: __X__ YES ___NO

CRITERIA FOR NAMING OF PUBLIC FACILITIES CONSIDERED: __X__ YES ___NO

DOES THE PROPOSED PARCEL OR PARCELS MEET THE OBJECTIVES: __X__ YES ___NO

DOES THE PROPOSED PARCEL OR PARCELS MEET THE CRITERIA: __X__ YES ___NO

DOES THE PROPOSED NAME FOR THE PARCEL OR PARCELS MEET THE OBJECTIVES:
__X__ YES ___NO

DOES THE PROPOSED NAME FOR THE PARCEL OR PARCELS MEET THE CRITERIA:
___YES __X__ NO

PAC CONCLUSIONS: See Attached

PARKS ADVISORY COMMITTEE RECOMMENDATION (APPROVE/DENY): Deny - See Attached

DATE: January 14, 2020

RECEIVED, FORT PIERCE PUBLIC WORKS DEPARTMENT: _____, 20__

Parks Advisory Committee Conclusions:

Two parties have proposed that Northwest Pioneers Park be **renamed** Rufus J. Alexander Jr. Park. That 8-acre parcel was acquired by the City in early 1979 and appears to have originally been called (perhaps unofficially) 29th Street Park. After a number of public meetings and a Charrette, it was named Northwest Pioneers Park per a motion by Commissioner Havert Fenn and a unanimous Commission vote on February 17, 1981 for the express purpose of honoring the early citizens or pioneers of Fort Pierce and St. Lucie County. Pictures of the Park entrance and of the detailed original design (attached) draw a conclusion that the purpose was to honor many pioneers. This design has not been completed to date.

Rufus J. Alexander, Jr. was a long-time resident of Fort Pierce, residing in the area where the park is located. From the Nomination Forms, it is apparent the Mr. Alexander was for many years involved in numerous community affairs, including active engagement in several City Parks, although Northwest Pioneers Park is not mentioned as one of them.

The City Commission has adopted specific Guidelines for the purpose of “establishing a systematic and consistent approach” for the naming and renaming of public facilities and setting forth procedures to be followed (copy attached). The PAC has completed steps 1-3 and is now submitting conclusions to the Commission to be discussed during a Conference Agenda meeting.

The Nominations do meet the guidelines, as does the proposed name. However, the Guidelines established by the Commission specifically state that “renaming carries with it a much greater burden of process compared to initial naming. Tradition and continuity of name and community identification are important community values. Each request to rename must meet the criteria of this policy, but meeting all criteria does not ensure renaming.”

The Parks Advisory Committee, after considering the history surrounding the acquisition and naming of Northwest Pioneers Park, after considering the facts and purposes underlying that name, after considering the Guidelines and the Criteria contained therein, has unanimously concluded that the proposed renaming of the Park in question should be rejected by the Commission. The original intent of the Park was to honor many pioneers, and the Committee agrees that Mr. Alexander could be considered as one of those pioneers. A process for selecting these individuals has not been developed to date. A letter from Larry Lee suggesting a process is also attached.

Respectfully Submitted,

The City of Fort Pierce Parks Advisory Committee
January 14, 2020

City Commission Conference Agenda

4. d.

Meeting Date: 02/10/2020

Re: No Wake Zone

Submitted For: Linda Cox, City Clerk, City Clerk

SUBJECT:

Discussion at the request of Commissioner Sessions regarding the recently adopted Ordinance establishing a no wake zone at Jaycee Park surrounding the existing boat ramp.

Attachments

19-072 Establishing No Wake Zone

FS 327.46

FWC Ordinance Guidance

Photo

Form Review

Inbox

City Manager

City Manager

Form Started By: Linda Cox

Final Approval Date: 02/05/2020

Reviewed By

Linda Cox

Nick Mimms

Date

01/17/2020 12:29 PM

01/22/2020 09:14 AM

Started On: 01/17/2020 12:28 PM

ORDINANCE NO. 19-072

AN ORDINANCE BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, AMENDING **CHAPTER 21**, ARTICLE V OF THE CODE OF ORDINANCES ENTITLED "**NO WAKE AND MINIMUM WAKE ZONES**"; AMENDING SECTION 21-79 – AREAS DEFINED, TO MODIFY LANGUAGE TO ALLOW FOR IDLE SPEED NO WAKE ZONE WITHIN 500' OF THE JAYCEE PARK BOAT RAMPS AS PROVIDED BY THIS CHAPTER OR ADMINISTRATIVE RULE. PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City has an objective to have parks that are relaxing, welcoming, recreational, and safe for all citizens to enjoy; and

WHEREAS, Jaycee Park has many competing water-based activities including motorized watercraft such as boats and jet skis, non-motorized watercraft such as kayaks and sailboats, bathing beach, swim area, and Treasure Coast Youth Sailing Foundation (TCYSF); and

WHEREAS, Jaycee Park waterfront and the surrounding waters need protected areas for boat ramps, bathing, swimming, non-motorized watercraft, and TCYSF for the safety and pleasure of all citizens; and

WHEREAS, at the conference agenda on April 8, 2019, the City Commission accepted the Parks Committee recommendations to: (1) create an Idle Speed No Wake zone within 500' of the Jaycee Park boat ramps, (2) protect the bathing and swim area from all watercraft, and (3) not allow motorized watercraft in the non-motorized launch and TCYSF areas; and

WHEREAS, Florida Statutes § 327.46(1)(b) authorizes the City of Fort Pierce to establish Idle Speed No Wake boating safety zones within 500 feet of any boat ramp or other launching or landing facility available for use by the general boating public; and

WHEREAS, the City of Fort Pierce officials have identified severe safety issues involving motorized watercraft in and close to the boat ramps, public bathing beach and swim area; and

WHEREAS, Florida Statutes § 327.46(1)(b) and FWC permit # 91-014 authorizes the City of Fort Pierce to establish a vessel-exclusion zone for a public bathing beach or swim area.

NOW, THEREFORE, BE IT ORDAINED by City Commission of the City of Fort Pierce, Florida:

SECTION 1. Chapter 21, Article V, Section 21-79, of the Code of Ordinances, is hereby amended to read as follows:

Sec. 21-79. - Areas defined.

- (a) The following described areas of the City of Fort Pierce, Florida, as charted on National Ocean Survey Chart 11475, are hereby designated a "No Wake Zone":

All of the waters within the limits and confines of the Fort Pierce City Marina and Moore's Creek, in addition to that section of the Fort Pierce City Marina Entrance Channel easterly of said waters extending northward through the entrance channel to Channel Marker 11.

That section of the southwest corner of the Fort Pierce Harbor, commonly known as

the Turning Basin, north of the Peter C. Cobb Bridge which lies south of a line beginning at the shoreline nearest the eastern terminus of Fisherman's Wharf Drive extending easterly into the water approximately thirty (30) yards, all lying north of the Peter C. Cobb Bridge, and westerly to the shoreline of the South Bridge boat ramps located at the northwest terminus of said bridge.

That section of Taylor Creek beginning the east side of the F.E.C. Railroad Bridge Crossing and all waters easterly to Channel Marker 4.

That section of the Fort Pierce Cut which lies east of a line beginning at the shoreline nearest the northeast terminus of the Banty Saunders Bridge commencing at Channel Marker 21 and continuing easterly through the Fort Pierce Cut to Channel Marker 19.

That section of the Fort Pierce Cut which lies east of a line beginning at the shoreline of the Fort Pierce Cut northerly to Channel Marker 14 continuing northeasterly in the Fort Pierce Cut to a point approximately thirty (30) yards northeast of the Little Jim Bridge, then continuing southeasterly under Little Jim Bridge, through the Little Jim Cut to Channel Marker 11.

All of the waters of the Fort Pierce Inlet Range which lie east of a line beginning at the shoreline of Causeway Island at a point approximately two hundred fifty (250) yards west of the United States Coast Guard Station, bounded on the north by the south edge of the Fort Pierce Inlet Channel, and then extending easterly along the south edge of the Fort Pierce Inlet Channel toward the Atlantic Ocean to a point approximately one hundred (100) yards east of Channel Marker 7 and extending southerly to the shoreline of Hutchinson Island, including all areas of the Pelican Yacht Club and Faber Point.

That section of Faber Cove from a point in Faber Cove Channel commencing at Channel Marker 12A and continuing easterly into Faber Cove, and all of its shorelines, ending at a point approximately seventy-five (75) yards easterly of the Colonnades Dock.

The waters of the two (2) canal areas adjacent to Surfside Park Subdivision in the southeast corner of Thumb Point Cove, terminating at the entrance to said canals.

- (b) The following described areas of the City of Fort Pierce, Florida, as charted on the National Ocean Survey Chart 11475, are hereby designated a "Minimum Wake Zone":

That section of the Fort Pierce City Marina Entrance Channel between Channel Marker 11 and Channel Marker 5.

That section of the Fort Pierce Cut between Channel Marker 19 and Channel Marker 14.

All of the waters of the Fort Pierce Inlet Range which lie east of a line beginning at the shoreline of Causeway Island at a point approximately two hundred fifty (250) yards west of the United States Coast Guard Station, all northward of the south edge of the Fort Pierce Inlet Channel the entire width of said channel, and then extending easterly through the Fort Pierce Inlet Channel toward the Atlantic Ocean to a point approximately one hundred (100) yards east of Channel Marker 7.

That section of Faber Cove commencing at a point approximately seventy-five (75) yards easterly of the Colonnades Dock and continuing to the northeast terminus of Faber Cove and all of its shorelines.

- (c) The following described areas of the City of Fort Pierce, Florida, as charted on National Ocean Survey Chart 11474, are hereby designated a "No Wake Zone":

The section within 500' of the Jaycee Park public boat ramps located from the western shoreline at coordinates 27°27'8.04"N, 80°17'22.64"W. The area

designated as the restricted area is described as follows: an area lying on the western shore of Hutchinson Island in the City of Fort Pierce, Florida. It is an area located at a point with latitude 27°27'12.96"N and longitude 80°17'23.79"W to the north, latitude 27°27'8.25"N and longitude 80°17'28.13"W to the west, and latitude 27°27'3.18"N and longitude 80°17'22.60"W to the south.

SECTION 2. The provisions of this Ordinance are declared to be severable and if any section, sentence, clause, or phrase of this Ordinance shall, for any reason, be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are and the same shall be repealed and shall be of no further course or effect whatsoever.

SECTION 4. This ordinance is and the same shall become effective immediately upon final passage.

APPROVED AS TO
FORM AND CORRECTNESS:

Peter J. Sweeney, Esq.
City Attorney

**STATE OF FLORIDA
COUNTY OF ST. LUCIE**

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. 19-072 was duly advertised by title only in the St. Lucie News Tribune on November 22, 2019; copy of said Ordinance was made available at the Office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on December 2, 2019; and was duly introduced, read by title only, and passed on second and final reading on December 16, 2019, by the City Commission of the City of Fort Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this 16th day of December, 2019.

Linda Hudson
MAYOR COMMISSIONER

ATTEST:

Linda W. Cox
CITY CLERK

(CITY SEAL)

The 2019 Florida Statutes

[Title XXIV](#)
VESSELS

[Chapter 327](#)
VESSEL SAFETY

[View Entire Chapter](#)

327.46 Boating-restricted areas.—

(1) Boating-restricted areas, including, but not limited to, restrictions of vessel speeds and vessel traffic, may be established on the waters of this state for any purpose necessary to protect the safety of the public if such restrictions are necessary based on boating accidents, visibility, hazardous currents or water levels, vessel traffic congestion, or other navigational hazards or to protect seagrasses on privately owned submerged lands.

(a) The commission may establish boating-restricted areas by rule pursuant to chapter 120.

(b) Municipalities and counties have the authority to establish the following boating-restricted areas by ordinance:

1. An ordinance establishing an idle speed, no wake boating-restricted area, if the area is:

a. Within 500 feet of any boat ramp, hoist, marine railway, or other launching or landing facility available for use by the general boating public on waterways more than 300 feet in width or within 300 feet of any boat ramp, hoist, marine railway, or other launching or landing facility available for use by the general boating public on waterways not exceeding 300 feet in width.

b. Within 500 feet of fuel pumps or dispensers at any marine fueling facility that sells motor fuel to the general boating public on waterways more than 300 feet in width or within 300 feet of the fuel pumps or dispensers at any licensed terminal facility that sells motor fuel to the general boating public on waterways not exceeding 300 feet in width.

c. Inside or within 300 feet of any lock structure.

2. An ordinance establishing a slow speed, minimum wake boating-restricted area if the area is:

a. Within 300 feet of any bridge fender system.

b. Within 300 feet of any bridge span presenting a vertical clearance of less than 25 feet or a horizontal clearance of less than 100 feet.

c. On a creek, stream, canal, or similar linear waterway if the waterway is less than 75 feet in width from shoreline to shoreline.

d. On a lake or pond of less than 10 acres in total surface area.

3. An ordinance establishing a vessel-exclusion zone if the area is:

a. Designated as a public bathing beach or swim area.

b. Within 300 feet of a dam, spillway, or flood control structure.

(c) Municipalities and counties have the authority to establish by ordinance the following other boating-restricted areas:

1. An ordinance establishing an idle speed, no wake boating-restricted area, if the area is within 300 feet of a confluence of water bodies presenting a blind corner, a bend in a narrow channel or fairway, or such other area if an intervening obstruction to visibility may obscure other vessels or other users of the waterway.

2. An ordinance establishing a slow speed, minimum wake, or numerical speed limit boating-restricted area if the area is:

a. Within 300 feet of a confluence of water bodies presenting a blind corner, a bend in a narrow channel or fairway, or such other area if an intervening obstruction to visibility may obscure other vessels or other users of the waterway.

- b. Subject to unsafe levels of vessel traffic congestion.
 - c. Subject to hazardous water levels or currents, or containing other navigational hazards.
 - d. An area that accident reports, uniform boating citations, vessel traffic studies, or other credible data demonstrate to present a significant risk of collision or a significant threat to boating safety.
3. An ordinance establishing a vessel-exclusion zone if the area is reserved exclusively:
- a. As a canoe trail or otherwise limited to vessels under oars or under sail.
 - b. For a particular activity and user group separation must be imposed to protect the safety of those participating in such activity.

Any of the ordinances adopted pursuant to this paragraph shall not take effect until the commission has reviewed the ordinance and determined by substantial competent evidence that the ordinance is necessary to protect public safety pursuant to this paragraph. Any application for approval of an ordinance shall be reviewed and acted upon within 90 days after receipt of a completed application. Within 30 days after a municipality or county submits an application for approval to the commission, the commission shall advise the municipality or county as to what information, if any, is needed to deem the application complete. An application shall be considered complete upon receipt of all requested information and correction of any error or omission for which the applicant was timely notified or when the time for such notification has expired. The commission's action on the application shall be subject to review under chapter 120. The commission shall initiate rulemaking no later than January 1, 2010, to provide criteria and procedures for reviewing applications and procedures for providing for public notice and participation pursuant to this paragraph.

(d) Owners of private submerged lands that are adjacent to Outstanding Florida Waters, as defined in s. [403.061\(27\)](#), or an aquatic preserve established under ss. [258.39-258.399](#) may request that the commission establish boating-restricted areas solely to protect any seagrass and contiguous seagrass habitat within their private property boundaries from seagrass scarring due to propeller dredging. Owners making a request pursuant to this paragraph must demonstrate to the commission clear ownership of the submerged lands. The commission shall adopt rules to implement this paragraph, including, but not limited to, establishing an application process and criteria for meeting the requirements of this paragraph. Each approved boating-restricted area shall be established by commission rule. For marking boating-restricted zones established pursuant to this paragraph, owners of privately submerged lands shall apply to the commission for a uniform waterway marker permit in accordance with ss. [327.40](#) and [327.41](#), and shall be responsible for marking the boating-restricted zone in accordance with the terms of the permit.

(e) As used in this section, the term "seagrass" has the same meaning as in s. [253.04](#).

(2) Each such boating-restricted area shall be developed in consultation and coordination with the governing body of the county or municipality in which the boating-restricted area is located and, when the boating-restricted area is to be on the navigable waters of the United States, with the United States Coast Guard and the United States Army Corps of Engineers.

(3) It is unlawful for any person to operate a vessel in a prohibited manner or to carry on any prohibited activity, as defined in this chapter, within a boating-restricted area which has been clearly marked by regulatory markers as authorized under this chapter.

(4) Restrictions in a boating-restricted area established pursuant to this section shall not apply in the case of an emergency or to a law enforcement, firefighting, or rescue vessel owned or operated by a governmental entity.

History.—s. 7, ch. 63-105; s. 1, ch. 65-361; ss. 25, 35, ch. 69-106; s. 23, ch. 78-95; s. 7, ch. 81-100; s. 27, ch. 99-245; s. 16, ch. 2000-362; s. 13, ch. 2009-86; s. 8, ch. 2017-163.

Note.—Former s. 371.522.



Ordinance Language Standard Operating Procedure

Chapter 327 Section 46, Florida Statutes, grants local governments the authority to establish boating restriction zones on the waters of this state for any purpose necessary to protect the safety of the public if such restrictions are necessary based on boating accidents, visibility, hazardous currents or water levels, vessel traffic congestion, or other navigational hazards.

Here are a couple of things to keep in mind when creating a boating restriction zone:

The zone must adhere to the requirements laid out in Florida Statutes, Section 327.46. This statute establishes the authority for local governments to create boating restriction zones. There are two parts to this statute. The first (327.46(1)(b)), describes physical circumstances on the waterways that warrant boating restriction zones. These physical circumstances include boat landings and fuel facilities that are open to the public, bridge fender systems, bridges with certain clearance limits, and canals that are less than 75 ft. wide. Local governments are able to regulate within prescribed buffers around these areas.

If these buffer zones do not cover the area that your government wishes to regulate then you will need to apply to FWC Boating and Waterways for a review of the ordinance. This process makes up the second part of the statute (327.46(1)(c)). The area will be reviewed based on specific criteria that allows FWC to determine whether there is a boating safety issue on that particular waterway that is best handled by establishing a boating restriction zone. This review process is governed by chapter 68D-21, Florida Administrative Code. We have created a checklist to help local governments navigate the application process.

Here is a breakdown of what you can do under 327.46(1)(b), Florida Statutes:



Slow Speed Minimum Wake within:

- 300 ft. of bridge fender.
- 300 ft. of bridge with > 25 ft. of vertical clearance or > 100 ft. of horizontal clearance.
- A creek, stream, canal, or similar linear waterway is < 75 ft.



Idle Speed No Wake within:

- 500 ft. of public boat ramp, hoist, marine railway, launching/landing facility, fuel pumps on waterway > 300 ft.
- 300 ft. of public boat ramp, hoist, marine railway, launching/landing facility, fuel pumps on waterway < 300 ft.
- 300 ft. of lock system.



Vessel Exclusion:

- Public bathing beach or swim area.
- Within 300 ft. of dam, spillway, or flood control structure.



Ordinance Language Standard Operating Procedure

If your zone does not meet any of these condition or only a couple of them, then you will need to apply for a review of the ordinance under 327.46(1)(c). Under (1)(c) there are certain conditions that your zone must meet in order to be approved by FWC’s Boating and Waterways Section. Those conditions are as follows:



Idle Speed No Wake within:

-300 feet of a confluence of water bodies presenting a blind corner, a bend in a narrow channel or fairway, or such other area if an intervening obstruction to visibility may obscure other vessels or other users of the waterway.



Slow Speed Minimum Wake within:

-300 feet of a confluence of water bodies presenting a blind corner, a bend in a narrow channel or fairway, or such other area if an intervening obstruction to visibility may obscure other vessels or other users of the waterway.

- Subject to unsafe levels of vessel traffic congestion.
- Subject to hazardous water levels or currents, or containing other navigational hazards.
- An area that accident reports, uniform boating citations, vessel traffic studies, or other creditable data demonstrate to present a significant risk of collision or a significant threat to boating safety.



Vessel Exclusion if the area is reserved exclusively:

- As a canoe trail or otherwise limited to vessels under oars or under sail.
- For a particular activity and user group separation must be imposed to protect the safety of those participating in such activity.

The review process is described in Chapter 68D-21, Florida Administrative Code. Our office has created a checklist to help our applicants for this review process make sure that they are submitting a completed application.



Ordinance Language Standard Operating Procedure

FAQ Sheet:

Question: Can local governments regulate waterways for protection of shoreline?

Answer: No. Here is the portion of Florida Administrative Code [68D-23(1)] that prohibits the regulation of vessels for the protection of shoreline:

“(3) It is further the intent of this chapter that no boating restricted area be established, continued in effect, or enforced for the purpose of noise abatement or for the protection of shoreline, shore-based structures, or upland property from vessel wake or shoreline wash. As provided in Section 327.33(2), F.S., “vessel wake and shoreline wash resulting from the reasonable and prudent operation of a vessel shall, absent negligence, not constitute damage or endangerment to property.” The wake resulting from the reasonable and prudent operation of a vessel is a force which should be anticipated by the owners of property adjacent to the navigable waters of this state.”

Question: How long does it typically take for a local government to go through a 327.46(1)(c) review process?

Answer: It depends on the local government ordinance establishment process. There are a couple of mandatory public review periods that must be met that cause the process to take at least 42 days. Chapter 68D-21 requires FWC to notify the public for a 21 day period when a completed application is received. 68D-21 also requires FWC to notify the public for a 21 day period of the final decision. During these review periods, members of the public can request a public hearing to discuss the zone that is being proposed.

NW Boundary: 27°27'12.87"N, 80°17'29.34"W

N Boundary: 27°27'12.96"N, 80°17'23.79"W

Jaycee Park

Idle Speed No Wake
Protected Area

W Boundary: 27°27'8.25"N, 80°17'28.13"W

Jaycee Park Boat Ramps

SW Boundary: 27°27'3.16"N, 80°17'28.16"W

S Boundary: 27°27'3.18"N, 80°17'22.60"W

Google Earth

©2018 Google

600 ft



City Commission Conference Agenda

4. e.

Meeting Date: 02/10/2020

Re: Indian River Drive Speeding Concerns

Submitted For: John Andrews, City Engineer, Engineering

SUBJECT:

Discussion of traffic calming strategies for controlling speeding on Indian River Drive.

Attachments

/traffic Calming Feasibility Study

PD Statement

Form Review

Inbox

City Manager

Form Started By: John Andrews

Final Approval Date: 02/05/2020

Reviewed By

Nick Mimms

Date

02/05/2020 12:57 PM

Started On: 02/05/2020 10:14 AM



■ February 2018

INDIAN RIVER DRIVE

Citrus Avenue to NE County Line Road

TRAFFIC CALMING FEASIBILITY STUDY

©Kimley-Horn and Associates, Inc. 2017
445 24th Street, Suite 200
Vero Beach, FL 32960
772-794-4100
Job Number: 047203091

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Kimley»»Horn

February 2018

INDIAN RIVER DRIVE

Citrus Avenue to NE County Line Road

TRAFFIC CALMING FEASIBILITY STUDY

Prepared by:

Kimley-Horn and Associates, Inc.

445 24th Street, Suite 200

Vero Beach, Florida 32960

INDIAN RIVER DRIVE TRAFFIC CALMING FEASIBILITY STUDY

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APPENDIX B:	85 th percentile speeds and 10-mph pace data collected at the traffic monitoring stations located within the Study Limits
APPENDIX C:	Conceptual roundabout layouts
APPENDIX D:	Conceptual chicane layouts

1.0 STUDY OBJECTIVE:

St. Lucie County has contracted with Kimley-Horn and Associates, Inc. (Kimley-Horn) to develop a Traffic Calming Feasibility Study to identify potential traffic calming strategies and implementation locations along Indian River Drive that would assist in reducing vehicular travel speeds. Traffic calming strategies will consist of visual and physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for all street users. The current posted speeds along the corridor are primarily 35 mph with several locations that have speed advisory postings at 25 mph.

The County is undertaking this Traffic Calming Feasibility Study for the following reasons:

- The County has received complaints/ concerns relative to vehicular travel speeds along Indian River Drive in excess of the regulatory posted speeds.
- A successfully implemented traffic calming strategy will help to induce motorists to operate their vehicles within the designated safe operating speeds.

Traffic calming strategies typically involve one or all of the following elements:

- Physical (geometric) alterations
- Informational feedback to motorists
- Law enforcement action

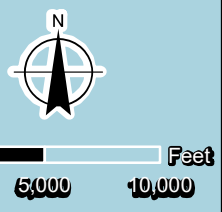
Addressing chronic excessive vehicular speed through law enforcement alone often leads to temporary compliance at a significant cost. A more permanent way to reinforce the need to reduce speed is to change the look and feel of the road to encourage motorists to operate their vehicles in a safe manner, reducing the need for additional enforcement.

2.0 STUDY LIMITS:

The study limit is to consist of the entirety of Indian River Drive within unincorporated St. Lucie County beginning at Citrus Avenue at the northern end extending approximately 13.7 miles south to NE County Line Road. **Figure 1**, on the following page, graphically depicts the Study Limits relative to Indian River Drive.



K:\IVRB_Roadway\047203091 - Indian River Drive Traffic Calming\GIS\MXD\Figure 1 Project Location.mxd



Kimley»Horn

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 445 24th Street, Suite 200, Vero Beach, FL 32960
 Phone (772) 794-4100 Fax (561) 863-8175
 www.kimley-horn.com

Study Limits Location Map
Indian River Drive
Traffic Calming Feasibility Study
St. Lucie County, Florida

1 inch = 8,333 feet

PROJECT NUMBER: 047203091

OCTOBER 2017

FIGURE 1

2.1 Data Collection

Kimley-Horn collected vehicular speed and volume data associated with Indian River Drive between County Line Road and Citrus Avenue (Study Limits), approximately 13.5 miles. The data collection efforts consisted of collecting 24-hour directional vehicular speed and volume data at twenty-nine (29) traffic monitoring stations located along the corridor over a 5-day period. The data was collected starting at 12 AM on August 10th and ending at 12 PM on August 14th.

The entire corridor presently has a posted speed of 35 mph, with two locations having speed advisory postings at 25 mph. Advisory speeds are used on short sections of the corridor where the physical conditions of the corridor restrict safe operating speed to something lower than the regulatory posted speed. The vehicular speed data collected at each monitoring station is summarized into two statistical measures consisting of the following:

- 85th Percentile Speed
- 10-mph Pace

The 85th percentile speed is commonly utilized to support the regulatory posted speed establishment along a corridor. The 85th percentile speed reflects at or below the speed which 85 percent of motorists drive along the corridor. The 85th percentile speed concept is based upon the theory that the large majority of motorists are reasonable and prudent, do not want to have a crash and desire to reach their destination in the shortest possible time.

The 10-mph Pace is defined as the 10-mph speed range encompassing the greatest percentage of all the measured speeds. Traffic engineers believe corridor safety is enhanced when the 10-mph pace includes a large percentage (approximately 70 percent) of all the free-flowing motorists. Refer to **Appendix A** for an exhibit that depicts the regulatory speed limit signage and traffic monitoring locations identified within the Study Limits.

2.2 Existing Vehicular Speed Analysis

Posted speed limits on municipal or county roadways, or alteration thereof, are set forth in Section 316.189 F.S. Posted speeds are required to be based upon engineering and traffic investigations. A roadway posted speed may be based upon several factors consisting of a roadways environment/ traffic characteristics, observed/ measured vehicular speeds during ideal weather conditions, analysis of vehicular speeds to determine the 85th percentile speed, the roadways crash

history and review of any unusual conditions.

Within the State of Florida, it is common practice to evaluate the 85th percentile speed and the 10-mph Pace when establishing or altering the posted vehicular speed for a particular roadway. It is recommended by the Florida Department of Transportation (FDOT) that a roadway posted speed be rounded to the nearest multiple of 5 mph of the observed 85th percentile speed or upper limit of the 10-mph pace, whichever is less.

Table 1 summarizes the 85th percentile and 10-mph pace speeds quantified during the data collection period within the Study Limits:

Table 1 – Indian River Drive Vehicular Speed Data Summary:

SIDE STREET	Data Collection Day of the Week									
	Wednesday		Thursday		Friday		Saturday		Sunday	
	85 th %, MPH	10-MPH Pace	85 th %, MPH	10-MPH Pace	85 th %, MPH	10-MPH Pace	85 th %, MPH	10-MPH Pace	85 th %, MPH	10-MPH Pace
Citrus Avenue										
	41	33 to 42	42	33 to 42	44	33 to 42	44	33 to 42	44	33 to 42
Savannah Road										
	43	33 to 42	42	33 to 42	44	33 to 42	44	33 to 42	45	33 to 42
Midway Road										
	44	33 to 42	43	33 to 42	43	33 to 42	44	33 to 42	44	33 to 42
Walton Road										
	44	33 to 42	43	33 to 42	43	33 to 42	43	33 to 42	43	30 to 39
Spring Hill Drive										
	44	33 to 42	44	30 to 39	42	30 to 39	42	30 to 39	42	30 to 39
County Line Road										

Refer to **Appendix B** for additional information relative to the 85th percentile and 10-mph pace data collected at the traffic monitoring stations located along the corridor over the 5-day period within the Study Limits. The collected data would support a posted speed of 40 mph vs. the present 35 mph posted speed designation.

The posted speed is not recommended to differ from the lower of the 85th percentile or 10-mph pace by more than 3 mph. A speed limit of 4 to 8 mph less than the lower of these two parameters shall be supported by supplemental traffic investigation factors. Factors that would be considered to set the posted speed lower than the measured 85th percentile speed would be:

- Narrow roadway pavement widths
- Horizontal and vertical curves that result in limited sign distances
- Driveways with restricted visibility
- High driveway density
- Rural residential land uses located along corridor
- Narrow shoulder widths

The County has elected to post the corridor at 35 MPH, do to all of the factors identified above are applicable to Indian River Drive, and the following:

- Poor stormwater collection/ conveyance systems
- Numerous clear zone infractions
- Drop off-hazard represented by Indian River Lagoon

3.0 TRAFFIC CALMING STRATEGIES EVALUATION:

As the observed vehicular speeds along the corridor are approximately 5 mph above what has been identified by the County as the safe vehicular operating speed, a Traffic Calming Feasibility Study is being performed to identify and evaluate traffic calming strategies that may be considered to encourage motorists to operate their vehicles within the vehicular operating speeds designated by the County.

Traffic calming strategies utilize one or a combination of vertical pavement deflection, horizontal pavement deflection, travel lane narrowing or access restrictions. The traffic calming strategies will focus on the methods that best serve to induce slower vehicular speed (speed control). It has been previously discussed with the County that access restrictions are not a practical application

for Indian River Drive, due to the lack of alternative available routes and as such will not be considered.

Traffic calming elements are utilized to make motorists feel uncomfortable traveling over, through or around these elements at higher than desired vehicular speeds. Each of the following traffic calming strategies will be discussed relative to its advantages and disadvantages and a graphical depiction of each will be provided. Those methods consist of the following:

- Speed Humps
- Speed Tables
- Raised Crosswalks
- Raised Intersections
- Textured Pavement
- Roundabouts
- Chicanes
- Center Island Narrowing
- Chokers

In addition to traffic calming strategies, the following enhanced traffic control devices will be discussed:

- Raised Audible Pavement Markings
- Speed Reduction Markings
- Electronic Speed Feedback Signs

3.1 Speed Humps

Speed humps are rounded raised areas, typically 4 to 6 inches in height by 12 feet in length parallel to direction of travel, placed across a road. Speed humps encourage slower vehicular speeds by inducing motorist to slow down as they traverse the vertical pavement deflection. Comfortable traversing speed is between 15 to 20 mph. To be effective over longer stretches of roadway, speed hump spacing is recommended to be between 300 to 600 feet apart. The following image provides a speed hump visual depiction:

Exhibit 3.1 - Typical Speed Hump Application:



Advantages:

- Low construction cost
- Effective in reducing vehicular speeds (typically 5 to 10 mph)
- Bicycle friendly

Disadvantages:

- Poor aesthetic quality
- Not recommended on collector roads
- High speed impact can result in loss of vehicular control

3.2 Speed Table

Speed tables are like speed humps with the difference being the top of the hump being flat, typically 4 to 6 inches in height by 22 feet in length parallel to direction of travel, placed across a road. Speed tables encourage slower vehicular speeds by inducing motorist to slow down as they traverse the vertical pavement deflection. Comfortable traversing speed is between 25 to 30 mph. To be effective over longer stretches of roadway, speed table spacing is recommended to be between 300 to 600 feet apart. The following image provides a speed table visual depiction:

Exhibit 3.2 - Typical Speed Table Application:



Advantages:

- Low construction cost
- Can be integrated into pedestrian crosswalk to provide additional pedestrian crossing emphasis
- Less jarring than speed hump
- Less impactful on emergency response vehicles
- Bicycle friendly

Disadvantages:

- Vehicular speed reductions are not typically as great as speed humps
- High speed impact can result in loss of vehicular control

3.3 Raised Intersection

Raised intersections are like speed tables/ raised crosswalks with the difference being the top of the hump spans the entire length of an intersection, typically 6 inches in height by intersection width. Raised intersections encourage slower vehicular speeds by inducing motorist to slow down as they traverse the vertical pavement deflection. The following image provides a raised intersection crosswalk visual depiction:

Exhibit 3.3 - Typical Speed Hump Application:



Advantages:

- Additional pedestrian crossing emphasis
- Less jarring than speed hump
- Less impactful on emergency response vehicles
- Comfortable traversing speed of 25 to 30 mph
- Bicycle friendly

Disadvantages:

- Higher construction cost
- Typically, only applicable in dense urban areas

3.4 Textured Pavement

Textured pavement is a change in roadway surface resulting in a color contrast and potentially small changes in vertical alignment. Textured pavement is typically constructed using concrete pavers, clay brick pavers, granite cobble stone pavers or stamped asphalt. Textured pavement encourages slower vehicular speeds by contrasting roadway pavement and the small changes in vertical alignment. The following image provides a textured pavement visual depiction:

Exhibit 3.4 - Typical Textured Pavement Application: (clay brick pavers shown)



Advantages:

- Can have a positive aesthetic value
- When applied to intersection, can calm both streets
- Less jarring than other methods of vertical pavement deflection
- Less impactful on emergency response times
- Bicycle friendly

Disadvantages:

- Higher construction cost
- Greater traffic calming characteristics with higher variable surface, can create adverse conditions for pedestrians and bicyclists
- Can have higher maintenance needs

3.5 Roundabouts

Roundabouts require vehicular traffic to travel counterclockwise around a center island. Roundabouts typically have raised splitter islands on approach roadways that are designed to induce operating speeds between 15 and 25 mph within the roundabout. Yield signs typically control entry into the roundabout. Roundabouts encourage slower vehicular speeds by inducing motorists to slow down as they traverse the horizontal travel way deflection associated with the splitter island approach, as well as the circular roadway. The following image provides a roundabout visual depiction:

Exhibit 3.5 - Typical Roundabout Application:



Advantages:

- Can have a positive aesthetic value
- When applied to intersection, can calm both streets
- Less expensive to operate than a traffic signal
- Can be designed to accommodate a range of design vehicles

Disadvantages:

- Higher construction cost
- Can require additional right-of-way

Conceptual roundabouts have been developed for the Savannah Road, Midway Road and Walton Road intersections. Refer to **Appendix C** for these conceptual layouts.

3.6 Chicane

A chicane consists of alternating curb extensions resulting in motorists to horizontally deflect through the curb extensions typically in an S-shaped curve pattern. Chicanes encourage slower vehicular speeds by inducing motorists to slow down as they traverse the horizontal travel way deflections. The following image provides a chicane visual depiction:

Exhibit 3.6 – Typical Chicane Application:



Advantages:

- Slows traffic by utilizing horizontal deflection, as such it will be less jarring than measures that depend upon vertical deflection to elicit slower vehicle speeds
- Can be designed as to not impact bicyclists
- Less impactful on emergency response vehicles

Disadvantages:

- Can be impediments to roadway drainage
- Moderate construction cost
- Not recommended on high volume roadways or roadways with higher truck volumes
- Typically requires urban roadway section to be effective

Conceptual chicanes have been developed for the Savannah Road, Midway Road and Walton Road intersections. Refer to Appendix D for these conceptual layouts.

3.7 Center Island Narrowing

Center island narrowing consist of introducing a raised or striped island between opposing travel lanes that reduces or constricts the available travel lane width. Typically, other elements such as landscaping, street furniture, etc. are incorporated in conjunction with travel lane narrowing to further constrict the corridor by utilizing vertical elements immediately adjacent to the travel lane.

By constricting the corridor, drivers are made to feel less comfortable traveling through the constricted section at high speeds, thereby inducing motorists to slow down. The following image provides a center island narrowing visual depiction:

Exhibit 3.7 - Typical Center Island Narrowing Application:



Advantages:

- Raised center island can be opportunity for landscape amenity
- Can be integrated into pedestrian crossing, creating a pedestrian refuge
- Less impactive on emergency response vehicles

Disadvantages:

- Not as effective as vertical pavement deflection methods
- Bicycle facilities adjacent to travel lane will have the effect of negating traffic calming influence

3.8 Choker/ Pinch Point

Choker or pinch point is very similar to center island narrowing in the fact that they achieve traffic calming influences through reducing or constricting travel lane width by introducing curb projections along the outside of the travel lane. Typically, other elements such as landscaping, street furniture, etc. are incorporated in conjunction with them to further constrict the corridor by utilizing vertical elements immediately adjacent to the travel lane.

By constricting the corridor, drivers are made to feel less comfortable traveling through the constricted section at high speeds, thereby inducing motorists to slow down. The following image provides a choker or pinch point depiction:

Exhibit 3.8 - Typical Mid-Block Choker Application:



Advantages:

- Curb projections can be opportunity for landscape amenity
- Can be integrated into pedestrian crossing to reduce pedestrian crossing distance
- Less impactful on emergency response vehicles

Disadvantages:

- Not as effective as vertical pavement deflection methods
- Bicycle facilities adjacent to travel lane will have the effect of negating traffic calming influence

4.0 ENHANCED TRAFFIC CONTROL MEASURES:

While not typically thought of as traffic calming strategies, there are several enhanced traffic control measures that can result in effecting slower vehicular speeds. Many of the traffic calming strategies, previously discussed, are more applicable to urban roadways due to the curbed nature of those corridors. As Indian River Drive is a rural roadway (no curb and gutter), enhanced traffic control measures have been demonstrated to be effective tools in inducing slower vehicular speeds along rural roadways.

Enhanced traffic control measures are utilized to make motorist feel uncomfortable traveling over, through or around these elements in higher than desired vehicular speeds. Each of the following traffic calming strategies will be discussed relative to their advantages and disadvantages and a graphical depiction of each will be provided. The following enhanced traffic control measure will be discussed:

- Raised Audible Pavement Markings
- Speed Reduction Markings
- Electronic Speed Feedback Signs

4.1 Raised Audible Pavement Markings

Raised audible pavement markings are a profiled thermoplastic pavement marking material with raised thermoplastic bumps creating a raised profile marking. Raised audible pavement markings are used as edge and centerline striping on two-way roadways. The intent of using this advance pavement marking is to alert an inattentive driver through vibration and sound that their vehicle has diverged from their travel lane.

The Florida Department of Transportation has specified that the flat base line to have a thickness of 0.10 to 0.15 inches (100 to 150 mils), exclusive of the bumps. The raised bumps are specified to be raised another 0.30 inches (300 mils) above the flat base line, resulting in an overall height of approximately 0.45 inches. The thermoplastic bump is specified to be a minimum 2.5 inches in both the traverse and longitudinal direction, with the longitudinal distance between bumps being approximately 30 inches. The following image provides a raised audible pavement marking visual depiction:

Exhibit 4.1 – Raised Audible Pavement Marking:



Advantages:

- Low construction cost
- Equally effective in alerting a driver that they have diverged from their travel lane in day, night and adverse weather conditions
- Efficient way to reduce motorist's lane departure crashes

Disadvantages:

- Has potential to adversely affect bicycle operations in the corridor
- Can result in undesirable noise within nearby residences due to vehicular strikes
- Should not be utilized on small projects with limited installation lengths

4.2 Speed Reduction Markings

Speed reduction markings consisted of a series of parallel bars on the inside edges of the travel lane. The spacing between bars decreased approaching a specific location. The series of markings are intended to create the perception that the vehicle's speed is increasing to trigger driver awareness of the need to slow down. This may also induce slower vehicular speeds by warning or alerting drivers to an upcoming situation.

The transverse markings are recommended to be 12 inches wide (parallel to roadway edge) by 18 inches long. The length of each series and distance between bars vary based upon each speed transition and location within the series. The following image provides a speed reduction markings visual depiction:

Exhibit 4.2 - Typical Traverse Marking Application:



Advantages:

- Low construction cost
- Can also serve to notify motorists of changing geometric conditions, such as sharp horizontal curves or intersections

Disadvantages:

- Not recommended to be utilized on long tangent roadway sections
- Tends to be more effective during the day light hours as compared to night time hours

4.3 Radar Speed Feedback Signs

Radar speed feedback signs provide real-time digital feedback to motorists alerting them of their vehicular speed. The radar speed feedback sign collects traffic data of a passing vehicle, if the motorists is speeding the sign provides an electronic message which flashes indicating the motorists speed making them aware that they are speeding. Radar speed feedback signs typically operate as follows:

- A blank display is shown when no vehicles are approaching the sign
- An approaching vehicle's speed is displayed as a solid numeral (non-flashing numeral) if the approach speed is at or below the posted speed limit
- The approach speed is shown as a flashing numeral if the approach speed exceeds the posted speed limit by 3 mph or more

Studies have shown that radar speed feedback signs are effective in encouraging speeding motorists to reduce their vehicular speeds by providing real-time feedback. By using this real-time vehicle specific feedback, motorists are reminded of the posted operating speed. The following image provides a radar speed feedback sign visual depiction:

Exhibit 4.3 – Radar Speed Feedback Sign:



Advantages:

- Moderate construction cost
- Effective during the day light and night time hours
- Typical speed reductions of 5 to 10 mph

Disadvantages:

- Will require periodic maintenance
- Some manufacturer versions are not directly supported by the FHWA MUTCD

5.0 RECOMMENDATIONS:

The Indian River Drive corridor, within the Study Limits, has a very consistent physical context consisting of the following:

- Limited roadway right-of-way width (typically 30-ft)
- Rural roadway section with limited paved shoulders (0 to 1-ft)
- Narrow vehicular travel lanes (approx. 10-ft wide)
- No stop control conditions (e.g. signals or stop signs)
- Large spacing between bisecting collector or arterial roadways
- Large segments with consistent horizontal or vertical geometry
- Primarily moderate to dense single-family residential homes along the corridor's west side
- Steep grade change along the corridor's east side associated with the Indian River Lagoon
- On average 4,000 to 5,000 vehicles per day (approx. capacity of 6,500 vehicles per day to maintain LOS C)

Based upon the speed data collected within the Study Limits and to be consistent with the relationships recommended by the FDOT between posted speed, the 85th percentile speed and the 10-mph Pace; vehicular traffic speeds along the corridor would need to be reduced approximately 5 mph. To achieve this traffic calming goal, the above identified traffic calming strategies and enhanced traffic control measures were evaluated based upon the following criteria:

- Ability to implement quickly
- Cost benefit evaluation
- Application limits
- Ability to accommodate waste management vehicles, school buses and tractor & trailers (WB-50)
- Compatibility with the rural setting and driver expectations

Based upon these criteria, the following constitutes our recommended traffic calming applications:

Phase IA – Install raised audible pavement markings as edge and centerline striping within the Project Limits as depicted within **Figure 2**. This improvement will give motorists the perception of lane narrowing by providing a vibratory and auditory response when driven upon inducing slower vehicular speeds. It will induce motorists to stay within their travel lanes, in low vehicular volume conditions, when entering the horizontal curves along the corridor inducing slower vehicular speeds. It will also constitute a safety improvement alerting motorists of unrealized lane departures.

The estimated cost of implementing this strategy within the Study Limits is \$350,000.

Phase IB – Install traverse pavement markings with transverse rumble strips in the vicinity of the three-existing adverse horizontal alignments as indicated within **Figure 2**. This improvement will give motorists the perception that their vehicle's speed is increasing to trigger driver awareness of the need to slow down.

Transverse lateral rumble strips are placed across the full width of the travel lane, and their primary purpose is to provide motorists an audible and tactile warning of approaching adverse horizontal curves. While transverse rumble strips are not identified as a traffic calming strategy, they are identified as a safety enhancement and are intended to emphasize the speed reduction postings in these three locations.

The estimated cost of implementing this strategy within the Study Limits is \$15,000.

Phase IC – Replace 18 of the posted speed limit signs with radar speed feedback signs within the Project Limits as depicted within **Figure 2**. Radar speed feedback signs have been shown to be effective in encouraging speeding motorists to reduce their vehicular speeds by providing real-time feedback.

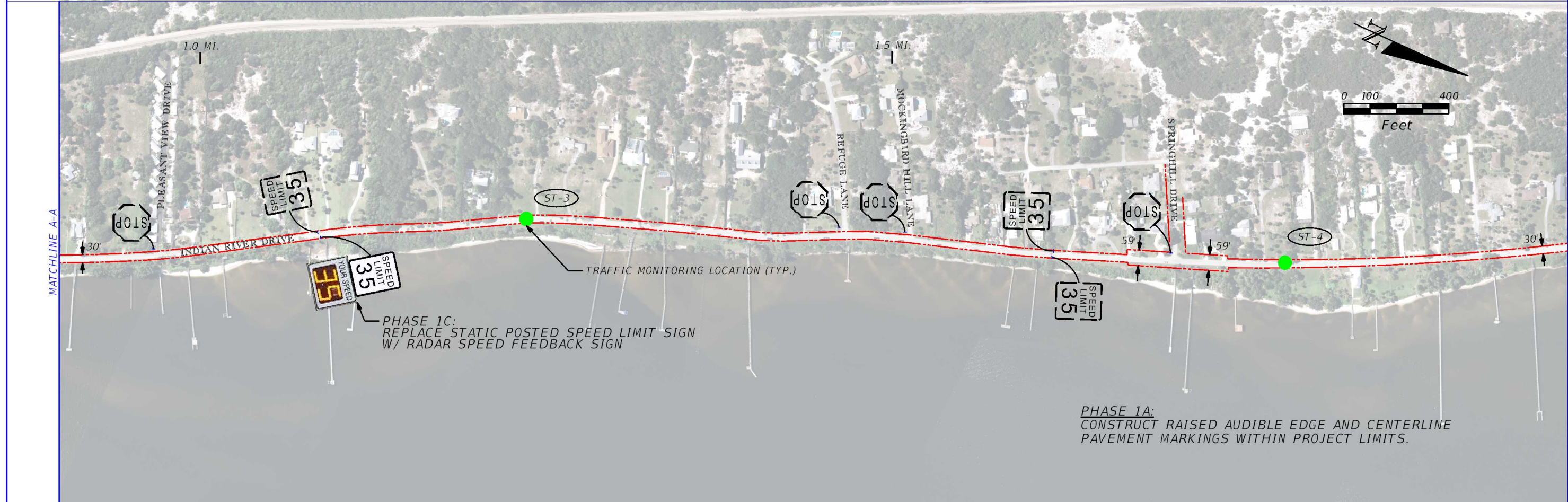
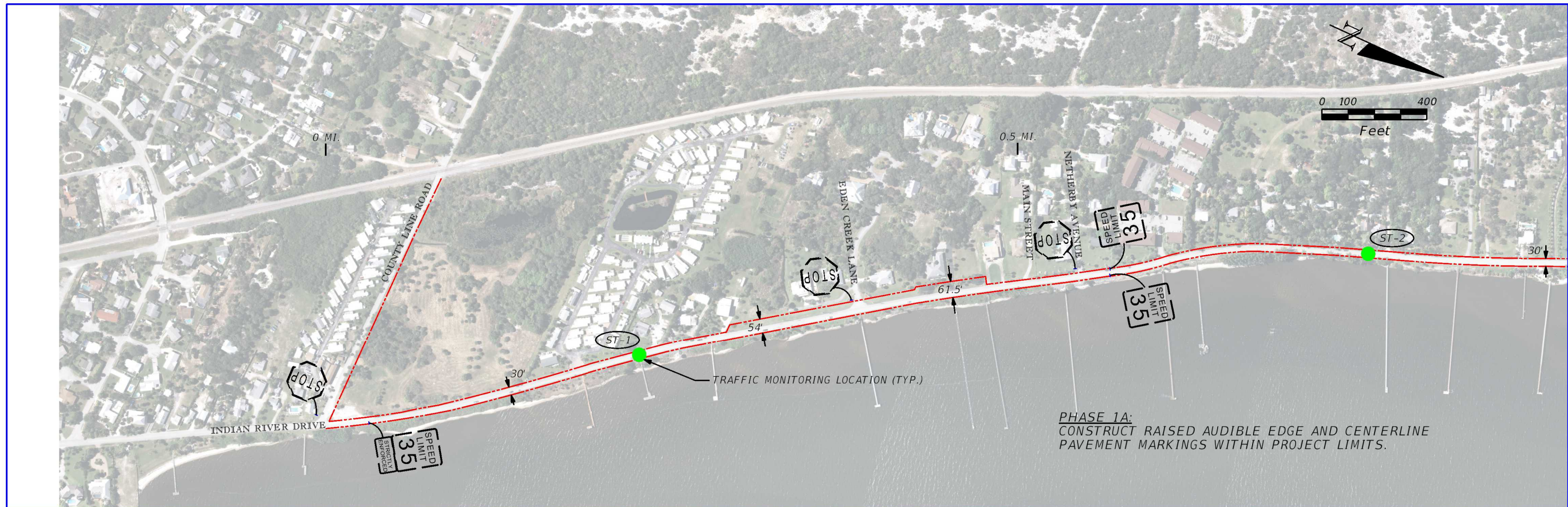
The estimated cost of implementing this strategy within the Study Limits is \$150,000.

Following implementation of the identified Phase I traffic calming strategies, it is recommended that updated vehicular speed data be collected coincidentally with the identified Traffic Monitoring Locations within the Study Limits approximately 6 to 9 months following Phase I completion to measure the effectiveness of the implemented traffic calming strategies. If the desired vehicular speed reductions within the Study Limits are not achieved, additional traffic calming measures should be considered

The traffic calming strategies recommended to be implemented in Phase I, were identified as a result of possessing the following attributes:

- Low construction cost
- Ability to quickly implement
- Can be implemented within the existing limited roadway right-of-way
- Does not require horizontal or vertical roadway alterations
- Phase IA & IC can be applied throughout the Study Limits

Please refer to **Figure 2**, on the following pages, which depicts the recommended implementation locations associated with each traffic calming strategy within the Study Limits.



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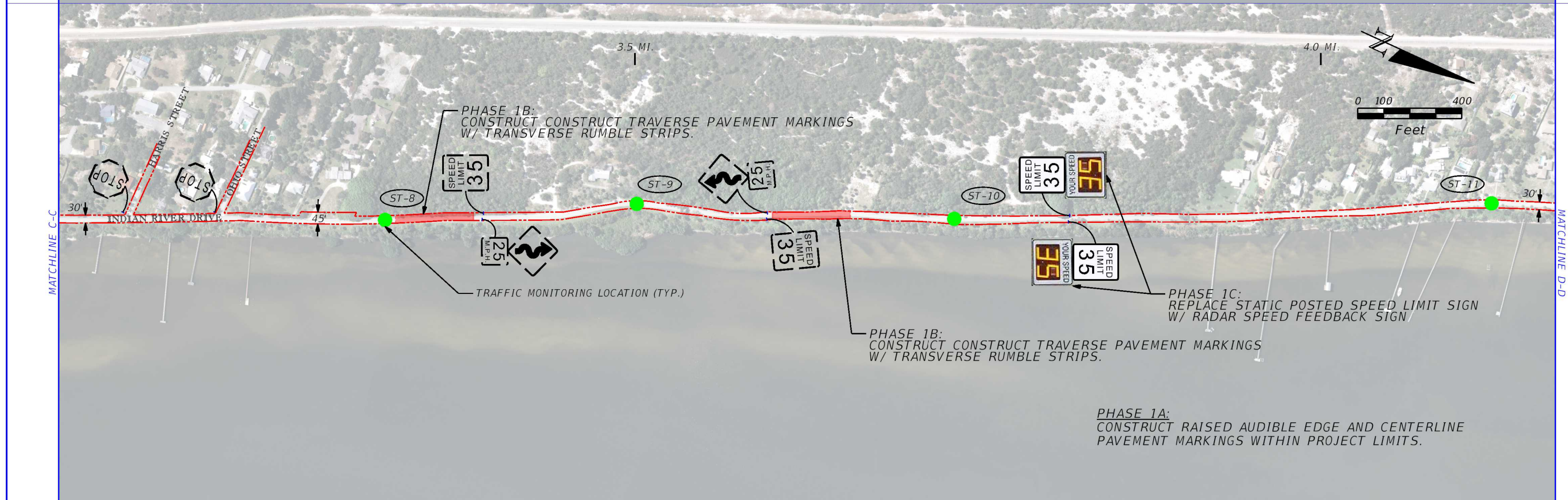
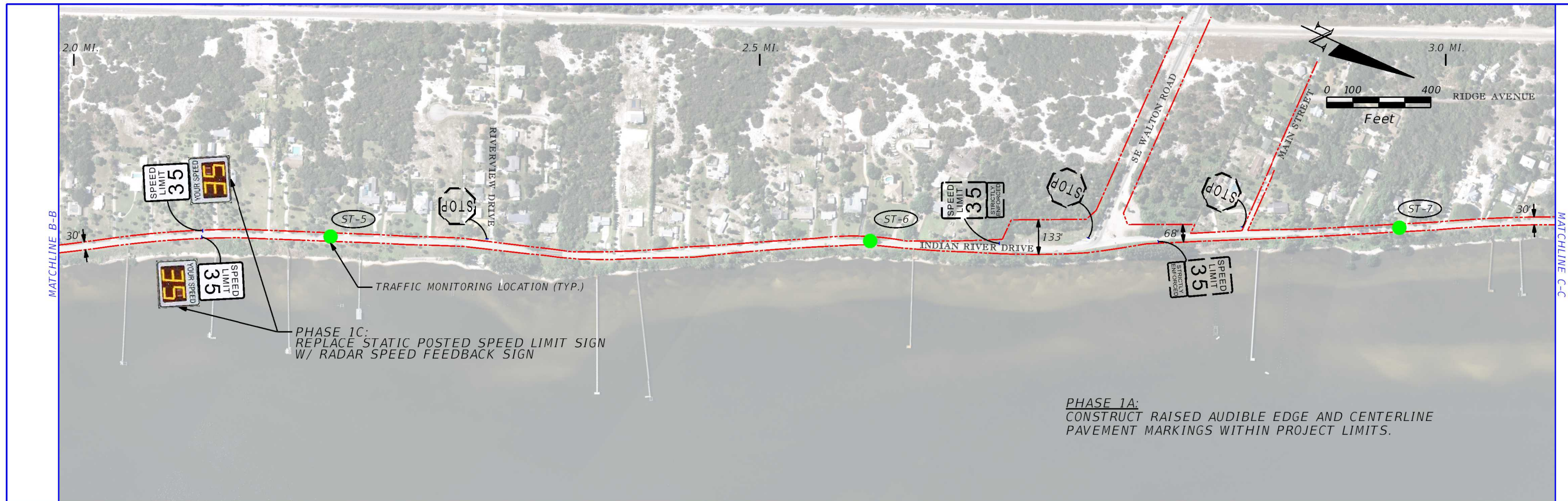
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VERO BEACH, FL 32960
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INDIAN RIVER DRIVE TRAFFIC
CALMING FEASIBILITY STUDY

RECOMMENDED TRAFFIC
CALMING STRATEGIES

FIGURE
2



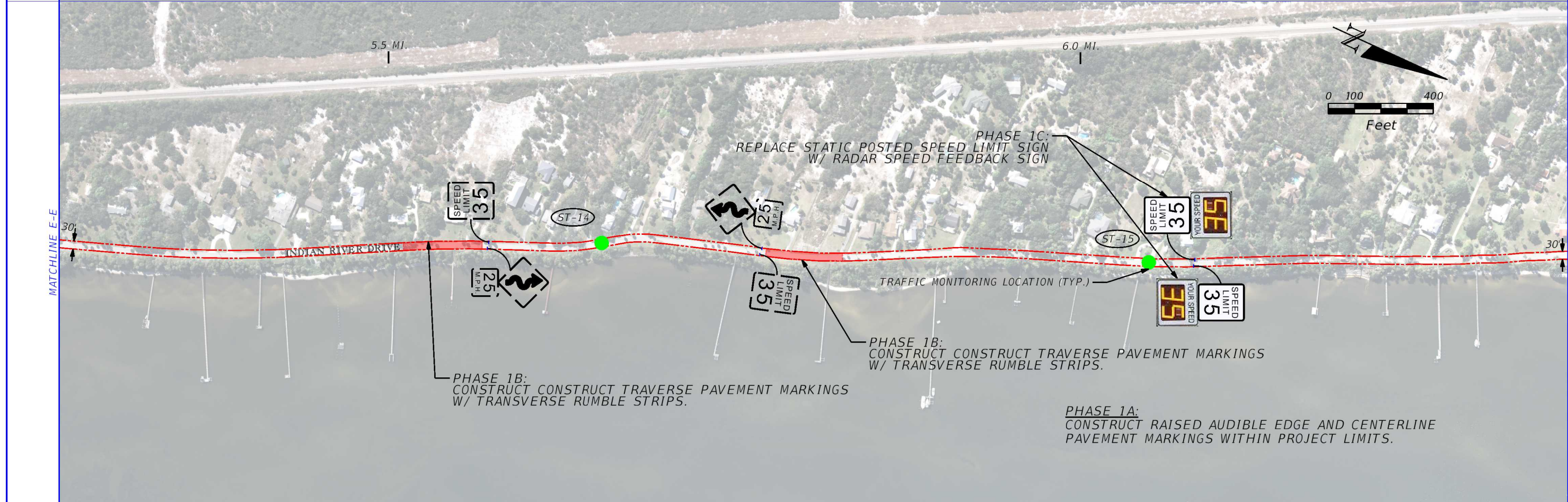
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RECOMMENDED TRAFFIC
 CALMING STRATEGIES

FIGURE
 2

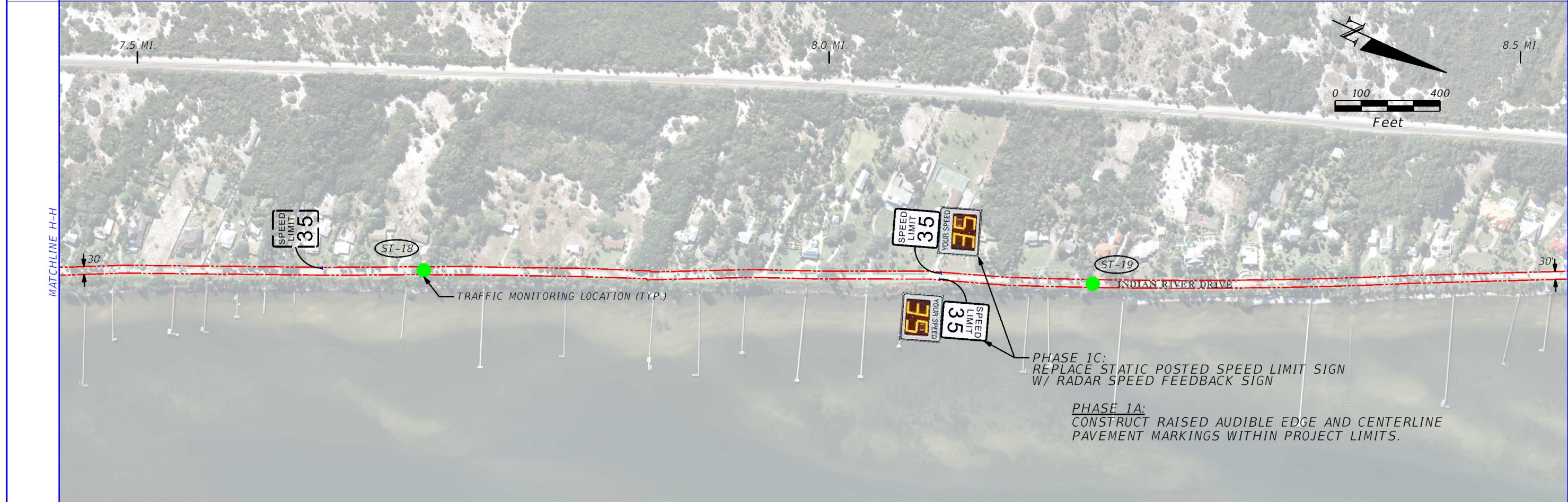
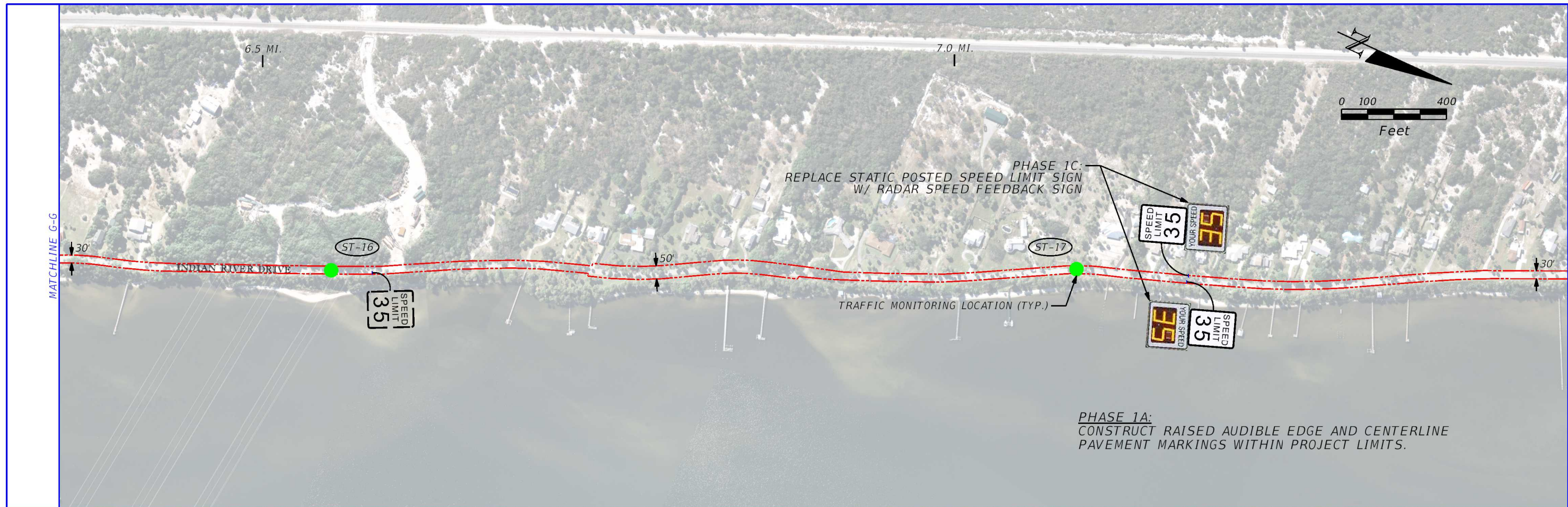


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FIGURE
 2



PHASE 1A:
CONSTRUCT RAISED AUDIBLE EDGE AND CENTERLINE PAVEMENT MARKINGS WITHIN PROJECT LIMITS.



PHASE 1C:
REPLACE STATIC POSTED SPEED LIMIT SIGN W/ RADAR SPEED FEEDBACK SIGN

PHASE 1A:
CONSTRUCT RAISED AUDIBLE EDGE AND CENTERLINE PAVEMENT MARKINGS WITHIN PROJECT LIMITS.

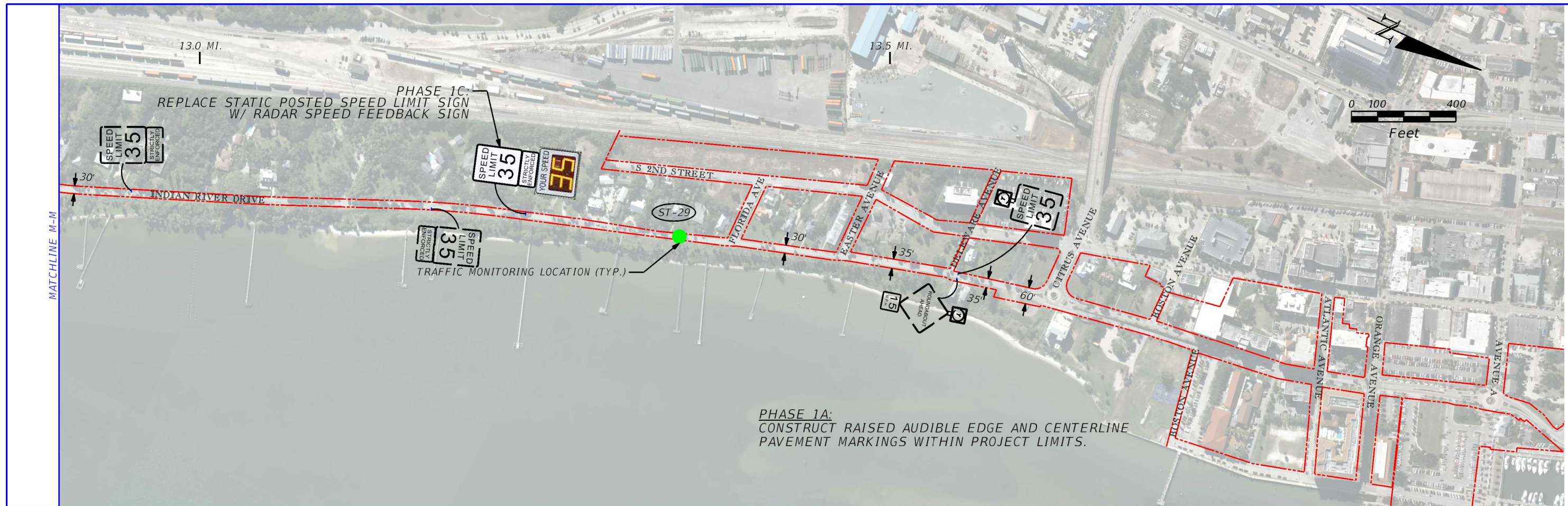
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FIGURE
 2



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FIGURE
 2

APPENDIX A:

Exhibit depicting the regulatory speed limit signage and traffic monitoring locations identified within the Study Limits.



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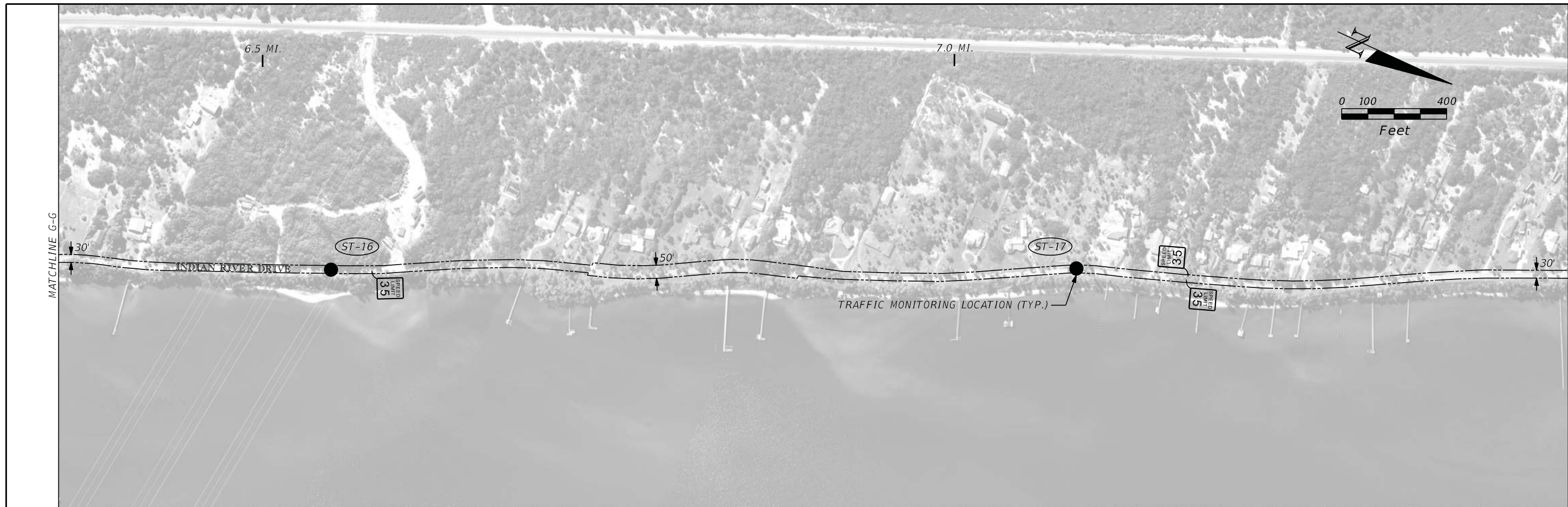
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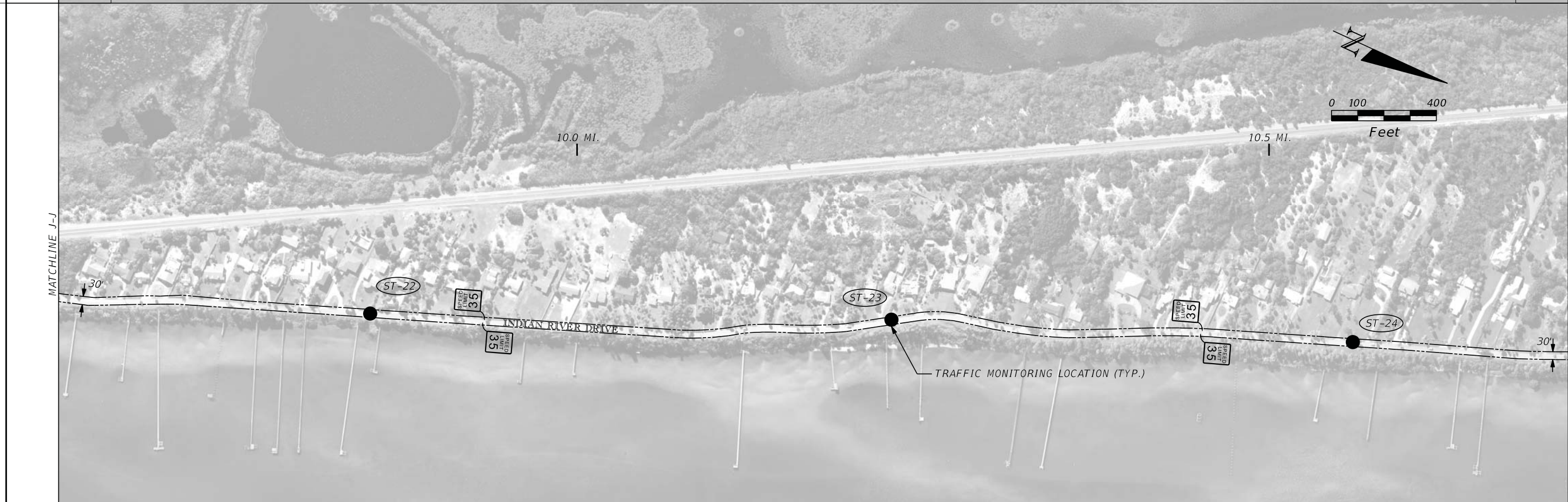
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APPENDIX B:

85th percentile speeds and 10-mph pace data collected at the traffic monitoring stations
located within the Study Limits

PROJECT: INDIAN RIVER DRIVE SPEED STUDY
COLLECTION DATE: WEDNESDAY, AUGUST 10, 2016
POSTED SPEED: 35 MPH



SIDE STREET	STATION NUMBER
County Line Road	
1.7 Miles	ST-1
	ST-2
	ST-3
	Avg.
Spring Hill Drive	
1.0 Miles	ST-4
	ST-5
	ST-6
	Avg.
Walton Road	
6.2 Miles	ST-7
	ST-8
	ST-9
	ST-10
	ST-11
	ST-12
	ST-13
	ST-14
	ST-15
	ST-16
	ST-17
	ST-18
	ST-19
	ST-20**
Avg.	
Midway Road	
2.6 Miles	ST-21**
	ST-22**
	ST-23
	ST-24
	ST-25
	Avg.
Savannah Road	
2.0 Miles	ST-26
	ST-27
	ST-28
	ST-29
	Avg.
Citrus Avenue	

SOUTHBOUND			
VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
2778	45.0	47.8	36 to 45 MPH, 54.8%
2630	44.2	47.0	33 to 42 MPH, 52.7%
2614	44.7	47.4	36 to 45 MPH, 54.0%
	44.6	47.4	36 to 45 MPH
2558	45.2	47.6	36 to 45 MPH, 53.2%
2555	44.6	47.7	36 to 45 MPH, 52.5%
2585	44.3	47.3	33 to 42 MPH, 51.6%
	44.7	47.5	
1999	42.0	45.0	33 to 42 MPH, 60.2%
1980	43.4	46.3	33 to 42 MPH, 59.9%
1973	42.0	44.5	33 to 42 MPH, 62.0%
1979	44.9	47.7	36 to 45 MPH, 58.7%
1953	43.4	46.0	33 to 42 MPH, 58.5%
1936	43.3	46.4	33 to 42 MPH, 58.1%
1899	43.5	46.6	33 to 42 MPH, 58.4%
1899	41.5	44.0	30 to 39 MPH, 58.6%
1858	43.5	46.1	33 to 42 MPH, 58.0%
1888	44.1	48.0	36 to 45 MPH, 54.3%
1906	43.2	46.0	33 to 42 MPH, 57.6%
1936	45.0	48.7	36 to 45 MPH, 53.8%
2000	44.7	47.0	36 to 45 MPH, 51.3%
-	-	-	-
	43.4	46.3	
-	-	-	-
-	-	-	-
2179	40.5	42.5	30 to 39 MPH, 66.0%
2185	44.0	46.7	33 to 42 MPH, 53.6%
2213	44.3	47.2	33 to 42 MPH, 54.1%
	42.9	45.5	
2254	42.0	44.7	33 to 42 MPH, 50.9%
2056	41.2	44.8	33 to 42 MPH, 40.1%
-	-	-	-
2117	41.4	44.4	30 to 39 MPH, 57.8%
	41.5	44.6	

NORTHBOUND			
VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
2946	44.2	47.5	33 to 42 MPH, 51.7%
2829	43.4	46.9	33 to 42 MPH, 51.7%
2789	44.1	47.8	33 to 42 MPH, 55.8%
	43.9	47.4	33 to 42 MPH
2755	43.6	46.8	33 to 42 MPH, 55.5%
2733	43.9	47.3	33 to 42 MPH, 56.2%
2774	41.7	44.4	33 to 42 MPH, 55.1%
	43.1	46.2	
2007	44.3	47.7	33 to 42 MPH, 51.5%
1961	44.6	48.3	36 to 45 MPH, 54.2%
1953	41.9	44.7	30 to 39 MPH, 56.1%
1943	44.7	47.8	33 to 42 MPH, 52.6%
1916	44.2	48.9	36 to 45 MPH, 52.2%
1899	44.2	47.6	33 to 42 MPH, 56.9%
1885	44.2	48.0	33 to 42 MPH, 58.1%
1871	41.3	44.1	30 to 39 MPH, 62.6%
1863	42.9	46.6	33 to 42 MPH, 60.5%
1877	42.6	45.7	33 to 42 MPH, 61.2%
1890	42.6	45.4	33 to 42 MPH, 61.6%
1916	43.5	47.8	33 to 42 MPH, 60.1%
1960	44.3	47.4	33 to 42 MPH, 57.6%
-	-	-	-
	43.5	46.9	
-	-	-	-
-	-	-	-
1898	41.8	44.7	30 to 39 MPH, 55.7%
1916	44.3	47.8	36 to 45 MPH, 55.5%
1957	43.0	45.6	33 to 42 MPH, 60.8%
	43.0	46.0	
1990	41.4	44.7	33 to 42 MPH, 52.7%
1863	41.9	45	33 to 42 MPH, 43.4%
-	-	-	-
1881	41.1	45	33 to 42 MPH, 55.6%
	41.5	44.9	

TOTAL			
VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
5724	44.6	47.7	36 to 45 MPH, 51.1%
5459	43.8	46.9	33 to 42 MPH, 52.2%
5403	44.4	47.6	33 to 42 MPH, 53.4%
	44.3	47.4	33 to 42 MPH
5313	44.8	47.7	36 to 45 MPH, 51.2%
5288	44.3	47.5	33 to 42 MPH, 52.8%
5359	43.3	46.5	33 to 42 MPH, 53.4%
	44.1	47.2	33 to 42 MPH
4006	43.4	46.8	33 to 42 MPH, 55.8%
3941	44.4	47.7	33 to 42 MPH, 55.6%
3926	42.0	44.6	33 to 42 MPH, 58.8%
3922	44.8	47.0	36 to 45 MPH, 55.3%
3869	44.3	47.7	33 to 42 MPH, 54.8%
3835	43.8	47.1	33 to 42 MPH, 57.5%
3784	43.9	47.3	33 to 42 MPH, 58.2%
3770	41.4	44.0	30 to 39 MPH, 60.6%
3721	43.3	46.3	33 to 42 MPH, 59.3%
3765	44.1	47.4	33 to 42 MPH, 56.0%
3796	42.9	45.7	33 to 42 MPH, 59.6%
3852	44.7	48.1	33 to 42 MPH, 54.0%
3960	44.5	47.2	33 to 42 MPH, 54.2%
-	-	-	-
	43.7	46.7	33 to 42 mph
-	-	-	-
-	-	-	-
4077	41.1	43.8	30 to 39 MPH, 61.2%
4101	44.1	47.2	33 to 42 MPH, 54.3%
4170	43.8	46.7	33 to 42 MPH, 57.2%
	43.0	45.9	33 to 42 MPH
4244	41.1	45.0	33 to 42 MPH, 51.7%
3919	41.5	44.3	33 to 42 MPH, 41.7%
-	-	-	-
3998	41.7	44.7	30 to 39 MPH, 55.1%
	41.4	44.7	33 to 42 mph

**Note: Data not collected at these station on this day

PROJECT: INDIAN RIVER DRIVE SPEED STUDY
COLLECTION DATE: THURSDAY, AUGUST 11, 2016
POSTED SPEED: 35 MPH



SIDE STREET	STATION NUMBER
County Line Road	
1.7 Miles	ST-1
	ST-2
	ST-3
	Avg.
Spring Hill Drive	
1.0 Miles	ST-4
	ST-5
	ST-6
	Avg.
Walton Road	
6.2 Miles	ST-7
	ST-8
	ST-9
	ST-10
	ST-11
	ST-12
	ST-13
	ST-14
	ST-15
	ST-16
	ST-17
	ST-18
	ST-19
	ST-20*
Avg.	
Midway Road	
2.6 Miles	ST-21*
	ST-22*
	ST-23
	ST-24
	ST-25
	Avg.
Savannah Road	
2.0 Miles	ST-26
	ST-27
	ST-28
	ST-29
	Avg.
Citrus Avenue	

SOUTHBOUND			
VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
2832	44.3	47.3	36 to 45 MPH, 55.9%
2700	44.0	47.1	33 to 42 MPH, 57.8%
2685	44.5	47.5	36 to 45 MPH, 55.2%
	44.3	47.3	
2591	44.7	48	36 to 45 MPH, 56.8%
2595	44.2	47.5	33 to 42 MPH, 52.4%
2627	43.9	47	33 to 42 MPH, 54.9%
	44.3	47.5	
2025	41.6	44.7	33 to 42 MPH, 60.3%
1983	43.3	45.8	33 to 42 MPH, 59.3%
1969	41.9	44.2	33 to 42 MPH, 64.1%
2007	44.5	47.4	36 to 45 MPH, 59.0%
1957	43.2	45.7	33 to 42 MPH, 60.6%
1954	43	45.6	33 to 42 MPH, 59.5%
1911	43.6	46.4	33 to 42 MPH, 59.0%
1908	41.5	43.9	33 to 42 MPH, 58.3%
1880	43.4	46.1	33 to 42 MPH, 59.6%
1889	45	47.1	36 to 45 MPH, 58.1%
1900	43.2	46	33 to 42 MPH, 57.8%
1927	45.1	48.2	36 to 45 MPH, 54.2%
1987	44.3	47.3	33 to 42 MPH, 52.4%
2085	44.9	47.9	36 to 45 MPH, 53.9%
	43.4	46.0	
2220	41.1	44	33 to 42 MPH, 56.7%
2213	44.5	47.4	36 to 45 MPH, 55.3%
2110	40.5	42.9	30 to 39 MPH, 65.4%
2100	44.5	47.8	33 to 42 MPH, 54.4%
2111	44.4	47.6	33 to 42 MPH, 51.6%
	43.1	46.1	
2155	41.9	44.6	30 to 39 MPH, 52.2%
1944	43.6	47	33 to 42 MPH, 52.6%
1954	42.3	45.6	33 to 42 MPH, 53.9%
1979	41.4	44.6	30 to 39 MPH, 56.3%
	42.3	45.5	

NORTHBOUND			
VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
3047	43.8	46.9	33 to 42 MPH, 52.11%
2933	42.7	46.0	33 to 42 MPH, 52.6%
2874	43.6	47.4	33 to 42 MPH, 53.4%
	43.4	46.8	
2818	43.4	46.6	33 to 42 MPH, 54.3%
2805	43.5	46.4	33 to 42 MPH, 55.8%
2799	41.9	44.6	33 to 42 MPH, 55.4%
	42.9	45.9	
2031	43.7	47.1	33 to 42 MPH, 53.2%
1985	44.1	47.5	36 to 45 MPH, 55.5%
1985	41.6	44.4	30 to 39 MPH, 57.4%
1976	44.3	47.3	33 to 42 MPH, 53.0%
1874	44.6	47.2	36 to 45 MPH, 57.3%
1895	43.8	46.7	33 to 42 MPH, 58.0%
1892	44	47.4	33 to 42 MPH, 57.3%
1867	41.1	43.7	30 to 39 MPH, 62.5%
1871	43.1	46	33 to 42 MPH, 57.6%
1861	42.8	45.1	33 to 42 MPH, 60.7%
1861	42.9	45.2	33 to 42 MPH, 61.2%
1884	43.4	47.2	33 to 42 MPH, 60.4%
1944	43.8	47.2	33 to 42 MPH, 57.5%
2163	43.7	46.8	33 to 42 MPH, 55.8%
	43.3	46.3	
2080	44.9	47	36 to 45 MPH, 53.7%
2054	44.5	47.4	36 to 45 MPH, 57.1%
1870	41.4	44.1	30 to 39 MPH, 59.2%
1875	44.2	47.3	33 to 42 MPH, 55.8%
1892	42.9	46.2	33 to 42 MPH, 58.9%
	42.8	45.9	
1930	41.7	44.7	30 to 39 MPH, 56.2%
1808	43.5	46.9	33 to 42 MPH, 55.4%
1799	43.0	45.6	33 to 42 MPH, 55.6%
1834	41.7	44.5	30 to 39 MPH, 54.3%
	42.5	45.4	

TOTAL			
VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
5879	44.0	47.1	33 to 42 MPH, 53.7%
5633	43.4	46.6	33 to 42 MPH, 55.1%
5559	44.1	47.5	33 to 42 MPH, 53.7%
	43.8	47.1	33 to 42 MPH
5409	44.5	47.7	33 to 42 MPH, 51.3%
5400	43.9	47	33 to 42 MPH, 54.2%
5426	42.7	45.7	33 to 42 MPH, 55.2%
	43.7	46.8	33 to 42 MPH
4056	42.8	45.7	33 to 42 MPH, 56.7%
3968	44.2	47.4	33 to 42 MPH, 54.8%
3954	41.8	44.3	33 to 42 MPH, 59.7%
3983	44.4	47.4	33 to 42 MPH, 55.5%
3831	44	47.1	33 to 42 MPH, 56.4%
3849	43.4	46.2	33 to 42 MPH, 58.8%
3803	43.8	46.9	33 to 42 MPH, 58.2%
3775	41.3	43.9	30 to 39 MPH, 58.8%
3751	43.2	46.1	33 to 42 MPH, 58.6%
3750	44.1	47.1	33 to 42 MPH, 55.5%
3761	43	45.7	33 to 42 MPH, 59.5%
3811	44.7	47.2	33 to 42 MPH, 54.8%
3931	44.1	47.3	33 to 42 MPH, 54.9%
4248	44.4	47.5	33 to 42 MPH, 52.5%
	43.4	46.3	33 to 42 mph
4300	43.7	47	33 to 42 MPH, 53.3%
4267	44.9	47.8	36 to 45 MPH, 56.2%
3980	40.9	43.6	30 to 39 MPH, 62.5%
3975	44.4	47.6	33 to 42 MPH, 55.1%
4003	43.8	47	33 to 42 MPH, 55.0%
	43.0	46.1	33 to 42 MPH
4085	41.8	44.6	30 to 39 MPH, 54.1%
3752	43.5	46.9	33 to 42 MPH, 53.9%
3753	42.7	45.6	33 to 42 MPH, 54.8%
3813	41.6	44.6	30 to 39 MPH, 55.4%
	42.4	45.4	30 to 39 mph

*Note: Data for ST-20, ST-21 and ST-22 had collection date of 09/08/2016

PROJECT: INDIAN RIVER DRIVE SPEED STUDY
COLLECTION DATE: FRIDAY, AUGUST 12, 2016
POSTED SPEED: 35 MPH



SIDE STREET	STATION NUMBER
County Line Road	
1.7 Miles	ST-1
	ST-2
	ST-3
	Avg.
Spring Hill Drive	
1.0 Miles	ST-4
	ST-5
	ST-6
	Avg.
Walton Road	
6.2 Miles	ST-7
	ST-8
	ST-9
	ST-10
	ST-11
	ST-12
	ST-13
	ST-14
	ST-15
	ST-16
	ST-17
	ST-18
	ST-19
	ST-20*
Avg.	
Midway Road	
2.6 Miles	ST-21*
	ST-22*
	ST-23
	ST-24
	ST-25
	Avg.
Savannah Road	
2.0 Miles	ST-26
	ST-27
	ST-28
	ST-29
	Avg.
Citrus Avenue	

SOUTHBOUND			
VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
2949	44.4	47.3	36 to 45 MPH, 55.5%
2798	43.9	46.9	33 to 42 MPH, 54.9%
2762	44.2	47.2	33 to 42 MPH, 54.5%
	44.2	47.1	
2664	44.5	47.1	36 to 45 MPH, 56.7%
2692	44.2	47.6	33 to 42 MPH, 52.3%
2682	43.9	47.2	33 to 42 MPH, 50.6%
	44.2	47.3	
2111	41.5	44.9	33 to 42 MPH, 60.3%
2069	43.4	46.1	33 to 42 MPH, 59.3%
2065	41.0	44.5	33 to 42 MPH, 60.3%
2074	44.6	47.9	36 to 45 MPH, 58.6%
2016	43.3	45.6	33 to 42 MPH, 57.8%
2010	43.1	45.6	33 to 42 MPH, 57.7%
2000	43.7	47	33 to 42 MPH, 58.1%
1988	41.3	44	30 to 39 MPH, 60.2%
1969	43.3	46.4	33 to 42 MPH, 57.4%
1962	43.7	47.4	36 to 45 MPH, 34.3%
2007	43.3	46.2	33 to 42 MPH, 54.5%
2060	45.0	48.6	36 to 45 MPH, 53.3%
2109	44.5	47.8	36 to 45 MPH, 51.2%
2209	44.7	47.1	36 to 45 MPH, 55.0%
	43.2	46.3	
2343	41.5	44.8	33 to 42 MPH, 56.5%
2332	44.9	47.7	36 to 45 MPH, 58.4%
2331	40.3	42.4	30 to 39 MPH, 67.2%
2344	44.1	46.8	33 to 42 MPH, 51.3%
2382	44.2	47.1	33 to 42 MPH, 51.8%
	42.9	45.4	
2390	41.7	44.6	30 to 39 MPH, 52.3%
2180	42.9	45.5	33 to 42 MPH, 53.0%
2194	42.1	44.4	33 to 42 MPH, 54.5%
2220	41.0	43.8	30 to 39 MPH, 59.9%
	41.9	44.6	

NORTHBOUND			
VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
3211	44.0	47.3	33 to 42 MPH, 51.9%
3072	43.2	46.2	33 to 42 MPH, 53.4%
3007	43.6	46.5	33 to 42 MPH, 56.1%
	43.6	46.7	
2948	43.5	46.3	33 to 42 MPH, 55.3%
2967	43.6	46.4	33 to 42 MPH, 56.2%
2888	41.8	44.6	30 to 39 MPH, 55.3%
	43.0	45.8	
2194	43.9	46.9	33 to 42 MPH, 51.0%
2145	44.6	47.9	36 to 45 MPH, 53.7%
2145	41.8	44.6	30 to 39 MPH, 57.8%
2118	44.7	47.7	33 to 42 MPH, 49.4%
2007	44.6	47.9	36 to 45 MPH, 54.7%
2069	44.1	46.8	33 to 42 MPH, 53.6%
2052	43.9	47.3	33 to 42 MPH, 57.2%
2032	41.1	43.9	30 to 39 MPH, 61.6%
2032	43.0	46.1	33 to 42 MPH, 56.5%
1984	41.2	44.8	33 to 42 MPH, 40.7%
2070	42.2	44.9	33 to 42 MPH, 58.0%
2082	43.2	46.5	33 to 42 MPH, 57.5%
2151	44.0	47.4	33 to 42 MPH, 55.6%
2183	44.1	47.3	33 to 42 MPH, 54.8%
	43.3	46.4	
2199	44.4	47.5	36 to 45 MPH, 57.8%
2172	44.5	47.7	36 to 45 MPH, 60.4%
2105	41.4	44.0	30 to 39 MPH, 58.7%
2141	44.1	46.9	33 to 42 MPH, 54.9%
2170	42.6	44.8	33 to 42 MPH, 60.5%
	42.7	45.2	
2185	41.6	44.6	30 to 39 MPH, 56.2%
2074	42.6	45.8	33 to 42 MPH, 58.8%
2056	43.1	45.8	33 to 42 MPH, 57.7%
2110	41.5	44.1	30 to 39 MPH, 57.8%
	42.2	45.1	

TOTAL			
VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
6160	44.2	47.3	36 to 45 MPH, 52.2%
5870	43.5	46.6	33 to 42 MPH, 54.1%
5769	43.9	46.9	33 to 42 MPH, 55.3%
	43.9	46.9	33 to 42 MPH
5612	44.5	47.4	36 to 45 MPH, 52.5%
5659	43.9	47.0	33 to 42 MPH, 54.3%
5570	42.6	45.8	33 to 42 MPH, 52.1%
	43.7	46.7	33 to 42 MPH
4305	42.9	46.0	33 to 42 MPH, 55.5%
4214	44.5	47.6	33 to 42 MPH, 54.3%
4210	41.9	44.5	30 to 39 MPH, 56.3%
4192	44.7	47.8	36 to 45 MPH, 53.6%
4023	44	47.0	33 to 42 MPH, 55.0%
4079	43.6	46.4	33 to 42 MPH, 55.6%
4052	43.8	47.2	33 to 42 MPH, 57.7%
4020	41.2	44.0	30 to 39 MPH, 60.9%
4001	43.2	46.2	33 to 42 MPH, 57.0%
3946	42.6	46.1	33 to 42 MPH, 36.7%
4077	42.8	45.2	33 to 42 MPH, 56.3%
4142	44.6	47.9	33 to 42 MPH, 51.1%
4260	44.3	47.6	33 to 42 MPH, 53.1%
4392	44.4	47.7	36 to 45 MPH, 54.5%
	43.4	46.4	33 to 42 mph
4542	44.0	47.1	33 to 42 MPH, 52.5%
4504	44.1	48.0	36 to 45 MPH, 59.4%
4436	40.8	43.3	30 to 39 MPH, 63.2%
4485	44.1	46.9	33 to 42 MPH, 53.0%
4552	43.5	46.4	33 to 42 MPH, 55.9%
	42.8	45.5	33 to 42 MPH
4575	41.6	44.6	30 to 39 MPH, 54.2%
4254	42.8	45.7	33 to 42 MPH, 55.8%
4250	42.6	45.2	33 to 42 MPH, 56.0%
4330	41.3	44.0	30 to 39 MPH, 58.9%
	42.1	44.9	30 to 39 mph

*Note: Data for ST-20, ST-21 and ST-22 had collection date of 09/09/2016

PROJECT: INDIAN RIVER DRIVE SPEED STUDY
COLLECTION DATE: SATURDAY, AUGUST 13, 2016
POSTED SPEED: 35 MPH



SIDE STREET	STATION NUMBER	SOUTHBOUND				NORTHBOUND				TOTAL			
		VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED	VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED	VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
County Line Road													
1.7 Miles	ST-1	2735	44.6	47.6	36 to 45 MPH, 55.6%	2976	43.8	47.1	33 to 42 MPH, 54.4%	5711	44.2	47.4	33 to 42 MPH, 54.4%
	ST-2	2591	44.0	47.1	33 to 42 MPH, 57.0%	2860	43.1	46.4	33 to 42 MPH, 53.5%	5451	43.6	46.8	33 to 42 MPH, 55.2%
	ST-3	2575	44.2	47.3	33 to 42 MPH, 53.4%	2817	43.4	46.5	33 to 42 MPH, 58.1%	5392	43.8	47	33 to 42 MPH, 55.9%
	Avg.		44.3	47.3			43.4	46.7			43.9	47.1	33 to 42 MPH
Spring Hill Drive													
1.0 Miles	ST-4	2434	44.8	48.1	36 to 45 MPH, 56.5%	2753	43.5	46.9	33 to 42 MPH, 56.3%	5187	44.6	47.9	33 to 42 MPH, 52.5%
	ST-5	2480	44.3	47.4	33 to 42 MPH, 52.1%	2766	43.6	47	33 to 42 MPH, 58.4%	5246	44	47.2	33 to 42 MPH, 55.4%
	ST-6**	-	-	-	-	-	-	-	-	-	-	-	-
	Avg.		44.6	47.8			43.6	47.0			44.3	47.6	33 to 42 MPH
Walton Road													
6.2 Miles	ST-7	1729	41.5	44.9	33 to 42 MPH, 55.2%	1813	43.5	46.9	33 to 42 MPH, 50.9%	3542	42.6	45.9	33 to 42 MPH, 53.0%
	ST-8	1713	43.3	46.2	33 to 42 MPH, 57.2%	1775	44.4	47.5	36 to 45 MPH, 52.0%	3488	44.4	47.5	33 to 42 MPH, 53.9%
	ST-9	1698	41.8	44.6	33 to 42 MPH, 60.3%	1765	41.7	44.6	30 to 39 MPH, 58.1%	3463	41.8	44.6	30 to 39 MPH, 55.7%
	ST-10	1703	44.8	47.2	36 to 45 MPH, 57.4%	1740	44.8	47.2	33 to 42 MPH, 52.5%	3443	44.8	47.2	36 to 45 MPH, 53.9%
	ST-11	1641	43.2	46.4	33 to 42 MPH, 58.4%	1671	44.8	47.4	33 to 42 MPH, 53.5%	3312	44	47.5	33 to 42 MPH, 55.9%
	ST-12	1649	43.2	46.3	33 to 42 MPH, 57.8%	1698	44.3	47.8	33 to 42 MPH, 55.7%	3347	43.8	47.2	33 to 42 MPH, 56.7%
	ST-13	1637	43.3	46.4	33 to 42 MPH, 57.7%	1677	44.3	47.9	33 to 42 MPH, 53.8%	3314	43.8	47.3	33 to 42 MPH, 55.7%
	ST-14	1648	41.3	43.7	30 to 39 MPH, 60.0%	1693	41	44.3	30 to 39 MPH, 64.3%	3341	41.2	43.9	30 to 39 MPH, 62.2%
	ST-15	1592	43.4	46.6	33 to 42 MPH, 56.5%	1685	43.1	46.9	33 to 42 MPH, 55.6%	3277	43.3	46.8	33 to 42 MPH, 56.1%
	ST-16	1637	44.7	47.4	33 to 42 MPH, 51.3%	1687	42.9	46.4	33 to 42 MPH, 58.0%	3324	44	47.5	33 to 42 MPH, 54.7%
	ST-17	1673	42.6	46.2	33 to 42 MPH, 54.2%	1715	42.3	46	33 to 42 MPH, 58.0%	3388	42.5	46.1	33 to 42 MPH, 56.1%
	ST-18	1668	45.4	49.7	36 to 45 MPH, 51.2%	1736	43.6	47.4	33 to 42 MPH, 58.3%	3404	44.8	48.5	33 to 42 MPH, 53.4%
	ST-19	1756	44.6	47.5	33 to 42 MPH, 49.5%	1785	44.4	47.9	33 to 42 MPH, 56.0%	3541	44.5	47.2	33 to 42 MPH, 52.8%
	ST-20*	1745	44.8	47.1	33 to 42 MPH, 51.6%	1783	44.2	47.8	33 to 42 MPH, 55.4%	3528	44.5	48.0	33 to 42 MPH, 53.5%
Avg.		43.3	46.4			43.5	46.8			43.5	46.7	33 to 42 mph	
Midway Road													
2.6 Miles	ST-21*	1938	41.9	44.7	30 to 39 MPH, 56.3%	1904	44.0	47.6	36 to 45 MPH, 50.8%	3842	43.6	47.1	33 to 42 MPH, 50.7%
	ST-22*	1945	44.5	47.8	36 to 45 MPH, 54.6%	1910	45.0	48.0	36 to 45 MPH, 56.4%	3855	44.8	47.3	36 to 45 MPH, 55.5%
	ST-23	1990	40.0	42.4	30 to 39 MPH, 67.9%	1907	41.0	43.9	30 to 39 MPH, 62.6%	3897	40.5	43.3	30 to 39 MPH, 65.3%
	ST-24	1950	43.8	47.2	33 to 42 MPH, 53.2%	1958	44.0	47.0	33 to 42 MPH, 53.3%	3908	43.9	47.1	33 to 42 MPH, 53.3%
	ST-25	1899	43.8	47.4	33 to 42 MPH, 51.9%	1969	42.4	45.6	33 to 42 MPH, 56.6%	3868	43.2	46.7	33 to 42 MPH, 54.3%
	Avg.		42.5	45.7			42.5	45.5			42.5	45.7	33 to 42 MPH
Savannah Road													
2.0 Miles	ST-26	2018	41.8	44.8	30 to 39 MPH, 56.7%	2009	41.8	44.9	30 to 39 MPH, 58.6%	4027	41.8	44.9	30 to 39 MPH, 57.7%
	ST-27	1878	42.8	46.4	33 to 42 MPH, 50.6%	1928	42.4	45.4	33 to 42 MPH, 56.6%	3806	42.6	46.0	33 to 42 MPH, 53.7%
	ST-28	1890	41.1	44.7	30 to 39 MPH, 56.5%	1923	42.7	45.5	33 to 42 MPH, 56.3%	3813	42.1	45.2	33 to 42 MPH, 52.3%
	ST-29	1878	40.8	43.9	30 to 39 MPH, 59.3%	1959	41.1	44.0	30 to 39 MPH, 61.6%	3837	41.0	44.0	30 to 39 MPH, 60.5%
	Avg.		41.6	45.0			42.0	45.0			41.9	45.0	30 to 39 mph
Citrus Avenue													

*Note: Data for ST-20, ST-21 and ST-22 had collection date of 09/10/2016

**Note: No data collected for this day at this station.

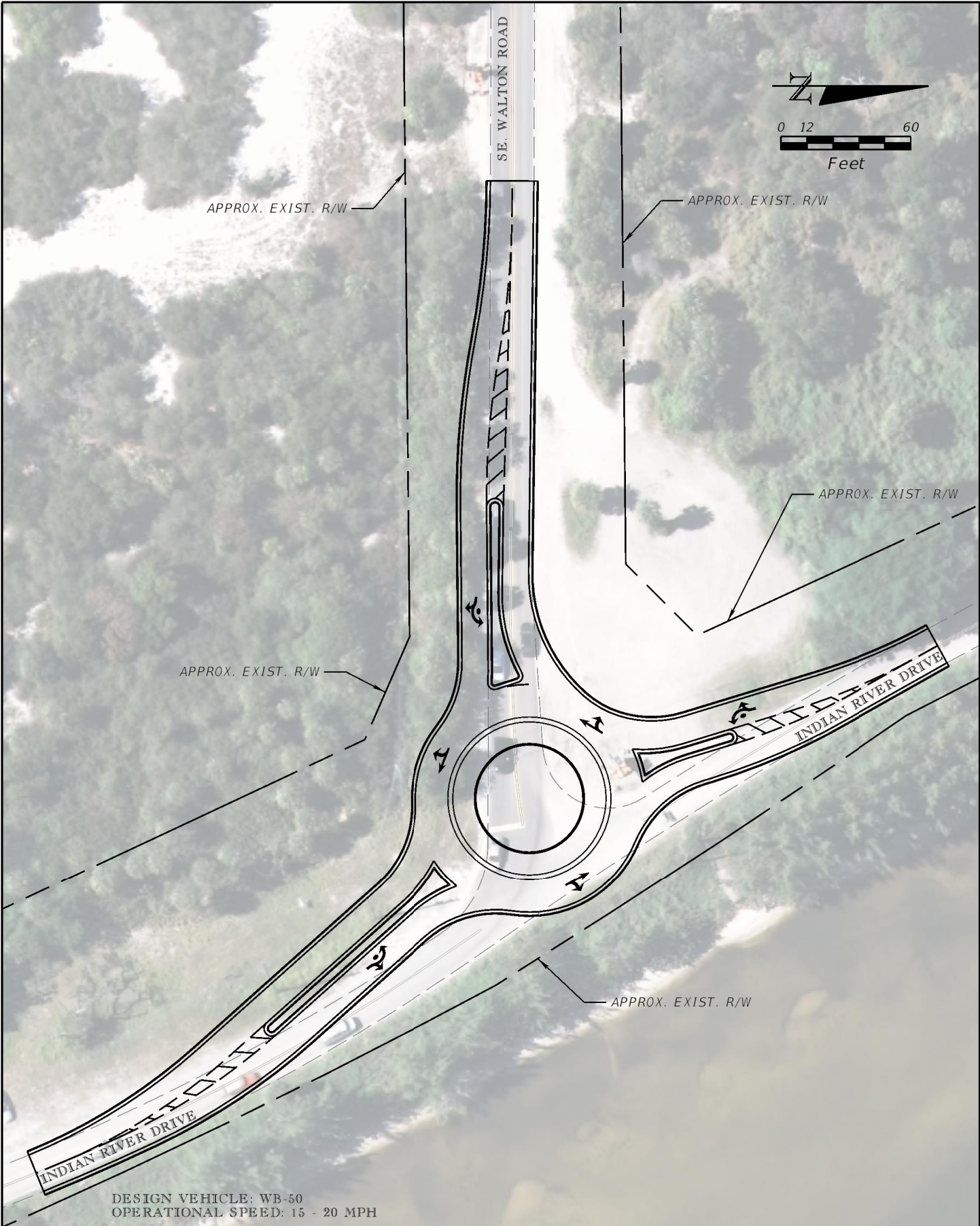
PROJECT: INDIAN RIVER DRIVE SPEED STUDY
 COLLECTION DATE: SUNDAY, AUGUST 14, 2016
 POSTED SPEED: 35 MPH



SIDE STREET	STATION NUMBER	SOUTHBOUND				NORTHBOUND				TOTAL			
		VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED	VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED	VEHICLE VOLUME	85% MPH	95% MPH	PACE SPEED
County Line Road													
1.7 Miles	ST-1	2107	44.2	48	33 to 42 MPH, 51.8%	2321	44.0	47.3	33 to 42 MPH, 51.4%	4428	44.6	47.9	33 to 42 MPH, 51.6%
	ST-2	1990	44.4	48	33 to 42 MPH, 53.2%	2249	43.4	46.9	33 to 42 MPH, 51.7%	4239	43.9	47.5	33 to 42 MPH, 52.4%
	ST-3	1962	44.9	47.9	33 to 42 MPH, 50.4%	2207	43.5	46.8	33 to 42 MPH, 56.3%	4169	44.2	47.5	33 to 42 MPH, 53.5%
	Avg.		44.5	48.0			43.6	47.0			44.2	47.6	33 to 42 MPH
Spring Hill Drive													
1.0 Miles	ST-4	1884	45.3	48.6	36 to 45 MPH, 53.0%	2160	43.5	46.8	33 to 42 MPH, 52.8%	4044	44.7	48	33 to 42 MPH, 49.5%
	ST-5	1882	44.2	47.7	33 to 42 MPH, 49.1%	2135	44.2	47.4	33 to 42 MPH, 54.6%	4017	44.6	47.9	33 to 42 MPH, 52.0%
	ST-6**	-	-	-	-	-	-	-	-	-	-	-	-
	Avg.		44.8	48.2			43.9	47.1			44.7	48.0	33 to 42 MPH
Walton Road													
6.2 Miles	ST-7	1332	42.3	45.1	33 to 42 MPH, 54.8%	1357	43.2	46.6	33 to 42 MPH, 51.8%	2689	42.8	46.0	33 to 42 MPH, 53.3%
	ST-8	1300	43.8	47	33 to 42 MPH, 56.5%	1329	44.7	47.8	36 to 45 MPH, 53.7%	2629	44.3	47.5	33 to 42 MPH, 54.1%
	ST-9	1291	41.6	44.9	33 to 42 MPH, 57.6%	1322	41.7	44.9	30 to 39 MPH, 59.8%	2613	41.1	44.9	30 to 39 MPH, 56.5%
	ST-10	1295	44.3	47.4	36 to 45 MPH, 53.4%	1314	44.7	47.4	33 to 42 MPH, 50.6%	2609	44.9	47.4	33 to 42 MPH, 51.7%
	ST-11	1242	43.8	46.9	33 to 42 MPH, 54.6%	1220	44.8	47.4	36 to 45 MPH, 53.0%	2462	44.4	47.6	33 to 42 MPH, 52.6%
	ST-12	1248	43.3	46.4	33 to 42 MPH, 55.5%	1269	44.3	47.5	33 to 42 MPH, 54.9%	2517	43.8	47.0	33 to 42 MPH, 55.2%
	ST-13	1233	43.7	47	33 to 42 MPH, 56.3%	1258	44.2	47.8	33 to 42 MPH, 56.0%	2491	43.9	47.5	33 to 42 MPH, 56.2%
	ST-14	1232	41.5	44.2	30 to 39 MPH, 60.2%	1253	41.1	44.0	30 to 39 MPH, 62.5%	2485	41.3	44.1	30 to 39 MPH, 61.4%
	ST-15	1192	43.7	47.1	33 to 42 MPH, 57.2%	1239	43.3	46.7	33 to 42 MPH, 56.7%	2431	43.5	46.9	33 to 42 MPH, 56.9%
	ST-16	1214	44.1	48.5	33 to 42 MPH, 50.7%	1239	42.7	45.9	33 to 42 MPH, 56.7%	2453	44.1	47.7	33 to 42 MPH, 53.7%
	ST-17	1209	43.3	46.7	33 to 42 MPH, 53.2%	1231	42.8	46.0	33 to 42 MPH, 57.7%	2440	43.0	46.4	33 to 42 MPH, 55.5%
	ST-18	1204	45.2	49.6	36 to 45 MPH, 53.3%	1230	43.6	47.0	33 to 42 MPH, 59.3%	2434	44.9	48.7	33 to 42 MPH, 54.2%
	ST-19	1236	44.7	47.6	33 to 42 MPH, 49.8%	1265	44.6	48.4	33 to 42 MPH, 53.7%	2501	44.7	48.0	33 to 42 MPH, 51.7%
	ST-20**	-	-	-	-	-	-	-	-	-	-	-	-
	Avg.		43.5	46.8			43.5	46.7			43.6	46.9	33 to 42 mph
Midway Road													
2.6 Miles	ST-21**	-	-	-	-	-	-	-	-	-	-	-	-
	ST-22**	-	-	-	-	-	-	-	-	-	-	-	-
	ST-23	1430	40.6	43.2	30 to 39 MPH, 65.4%	1381	41.5	44.7	30 to 39 MPH, 57.6%	2811	41.1	44.0	30 to 39 MPH, 61.5%
	ST-24	1427	44.2	47.5	33 to 42 MPH, 52.3%	1402	44.0	47.4	33 to 42 MPH, 52.6%	2829	44.1	47.5	33 to 42 MPH, 52.5%
	ST-25**	-	-	-	-	-	-	-	-	-	-	-	-
Avg.		42.4	45.4			42.8	46.1			42.6	45.8	30 to 39 MPH	
Savannah Road													
2.0 Miles	ST-26	1479	41.9	44.3	30 to 39 MPH, 52.9%	1440	41.4	44.8	30 to 39 MPH, 54.6%	2919	41.1	44.6	30 to 39 MPH, 53.7%
	ST-27	1384	43.0	46.4	33 to 42 MPH, 51.1%	1353	42.8	45.9	33 to 42 MPH, 55.7%	2737	42.9	46.2	33 to 42 MPH, 53.3%
	ST-28	1390	41.9	44.2	30 to 39 MPH, 54.2%	1351	42.9	45.8	33 to 42 MPH, 55.9%	2741	42.1	45.2	33 to 42 MPH, 54.3%
	ST-29	1400	40.6	43.4	30 to 39 MPH, 57.6%	1384	41.3	44.1	30 to 39 MPH, 59.1%	2784	41.0	43.8	30 to 39 MPH, 58.3%
	Avg.		41.9	44.6			42.1	45.2			41.8	45.0	30 to 39 mph
Citrus Avenue													

**Note: No data collected on this day at these stations.

APPENDIX C:
Conceptual roundabout layouts

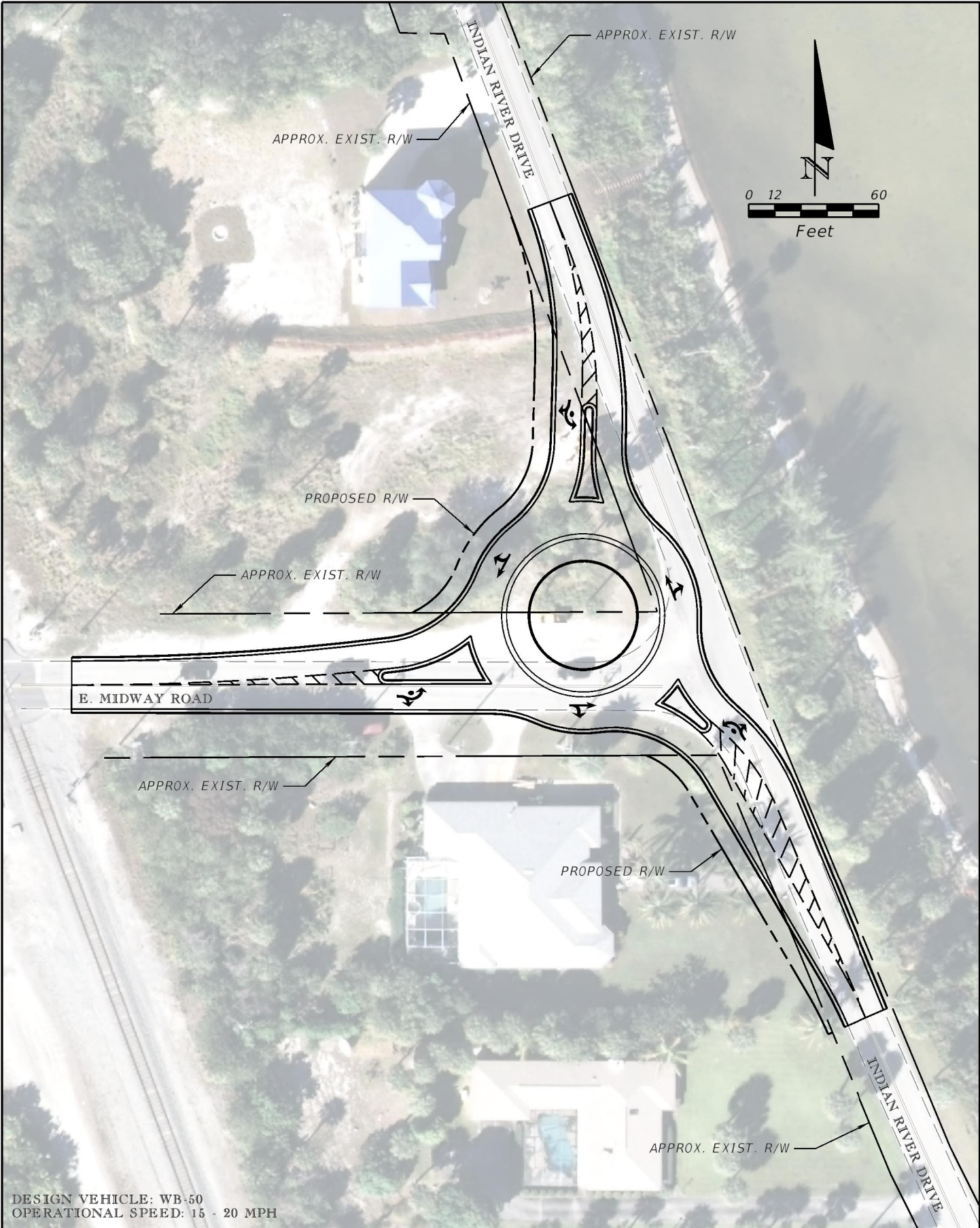


DESIGN VEHICLE: WB-50
 OPERATIONAL SPEED: 15 - 20 MPH

Kimley»Horn

445 24th STREET, SUITE 200
 VERO BEACH, FL 32960
 (772) 794-4100
 CERTIFICATE OF AUTHORIZATION: 00000696

*SE. WALTON ROAD & INDIAN RIVER DRIVE
 CONCEPTUAL ROUNDABOUT EXHIBIT*

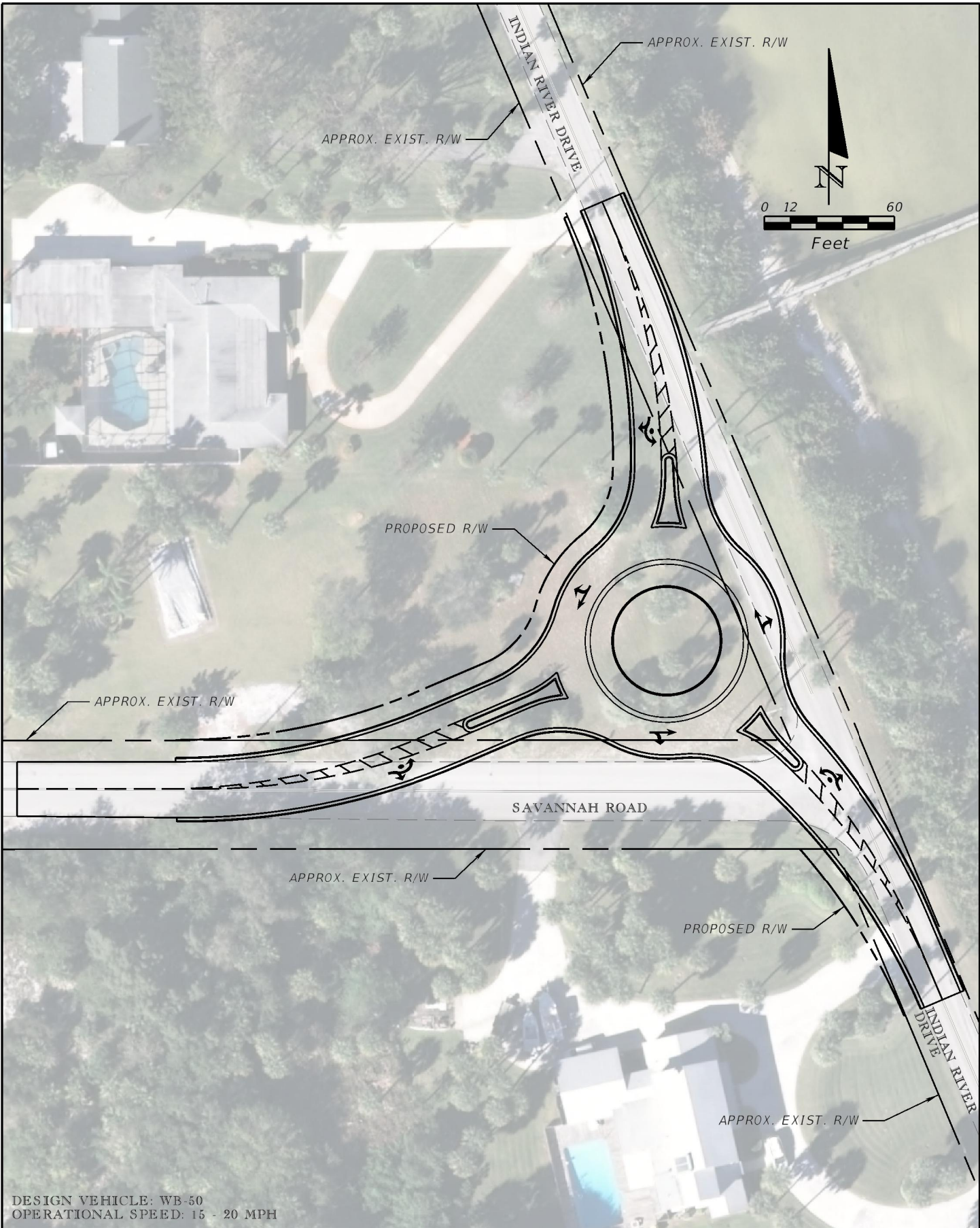


DESIGN VEHICLE: WB-50
 OPERATIONAL SPEED: 15 - 20 MPH

Kimley»Horn

445 24th STREET, SUITE 200
 VERO BEACH, FL 32960
 (772) 794-4100
 CERTIFICATE OF AUTHORIZATION: 00000696

*E. MIDWAY ROAD & INDIAN RIVER DRIVE
 CONCEPTUAL ROUNDABOUT EXHIBIT*



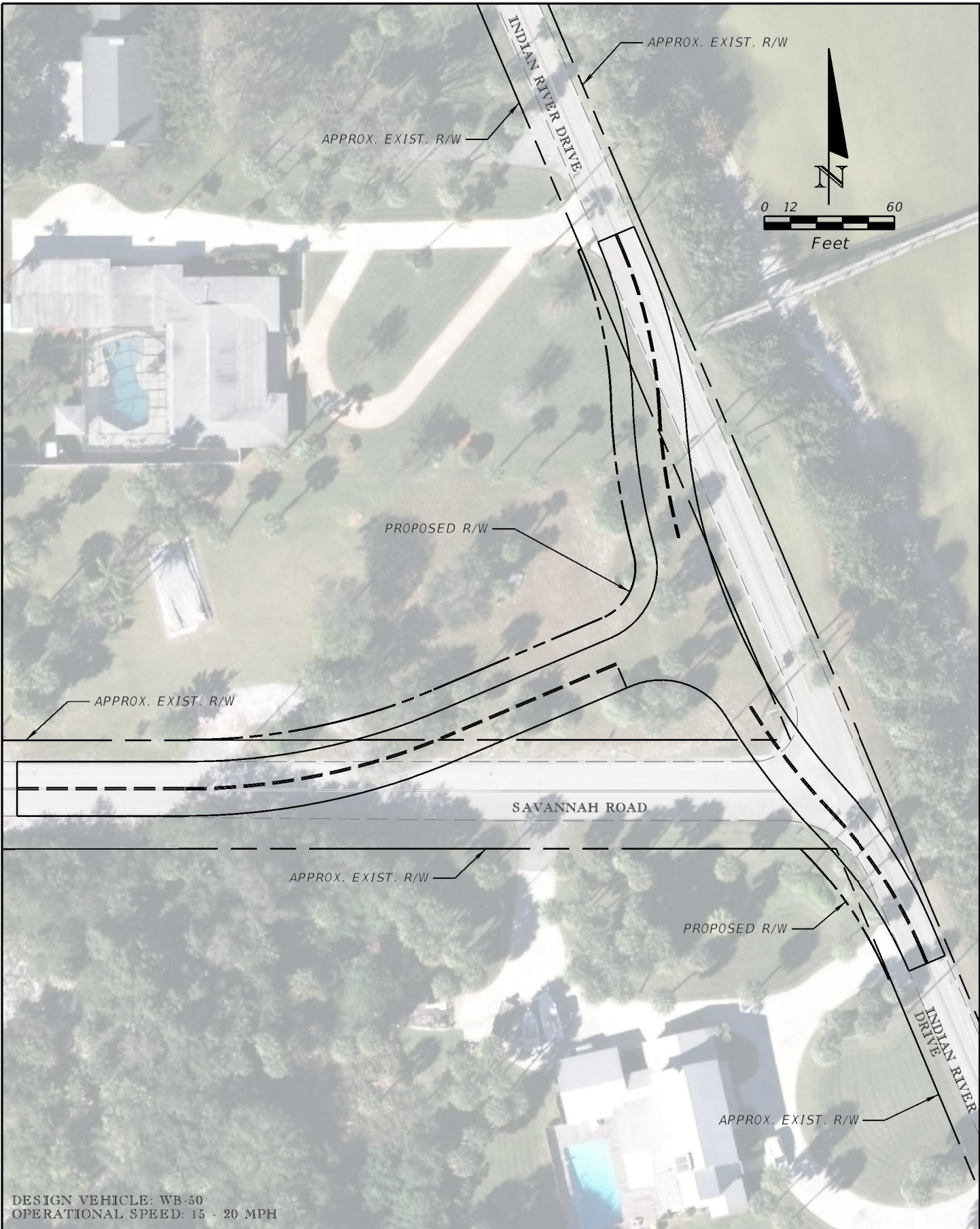
DESIGN VEHICLE: WB-50
 OPERATIONAL SPEED: 15 - 20 MPH

Kimley»Horn

445 24th STREET, SUITE 200
 VERO BEACH, FL 32960
 (772) 794-4100
 CERTIFICATE OF AUTHORIZATION: 00000696

*SAVANNAH ROAD & INDIAN RIVER DRIVE
 CONCEPTUAL ROUNDABOUT EXHIBIT*

APPENDIX D:
Conceptual chicane layouts

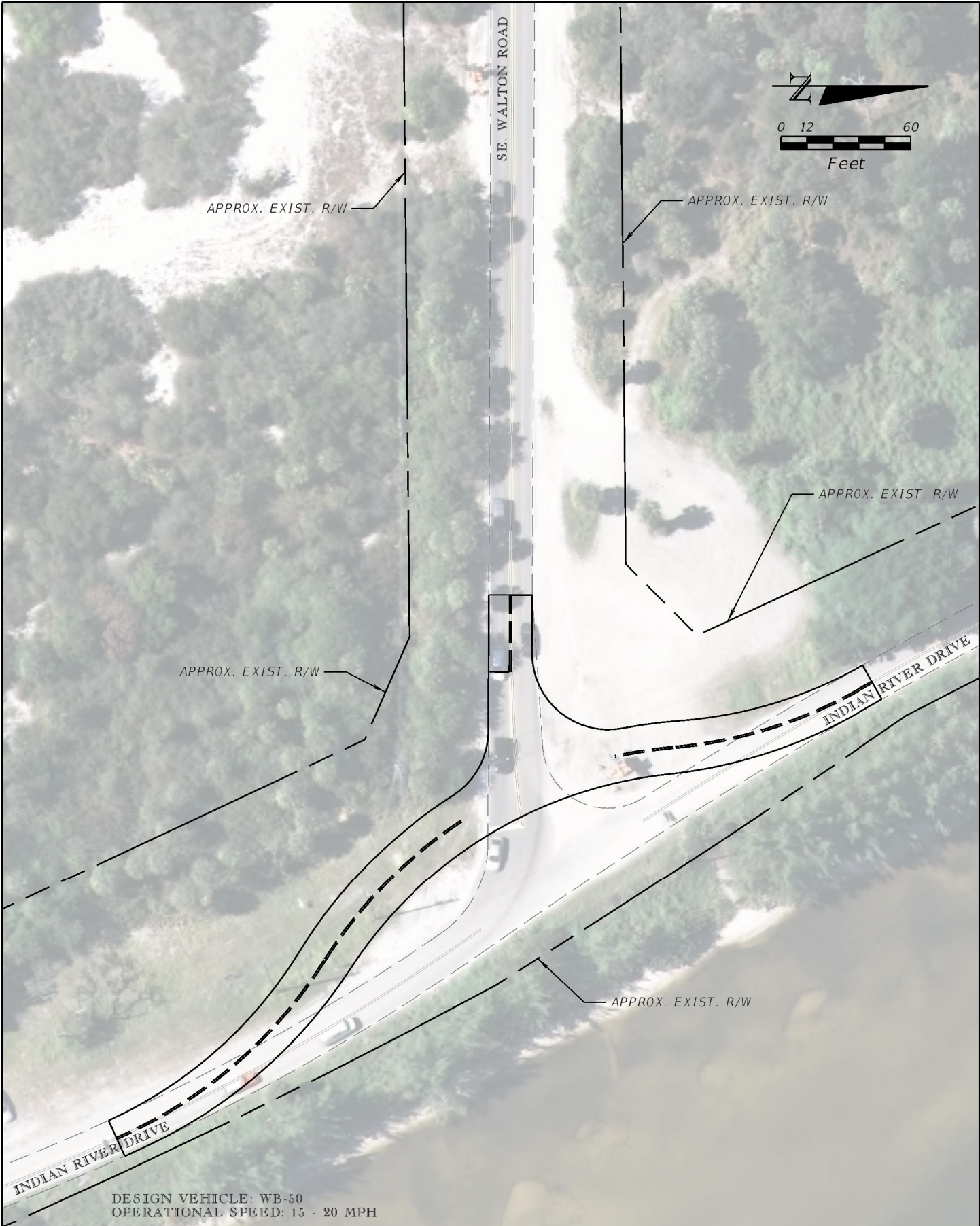


DESIGN VEHICLE: WB-50
 OPERATIONAL SPEED: 15 - 20 MPH

Kimley»Horn

445 24th STREET, SUITE 200
 VERO BEACH, FL 32960
 (772) 794-4100
 CERTIFICATE OF AUTHORIZATION: 00000696

*SAVANNAH ROAD & INDIAN RIVER DRIVE
 CONCEPTUAL CHICANE EXHIBIT*

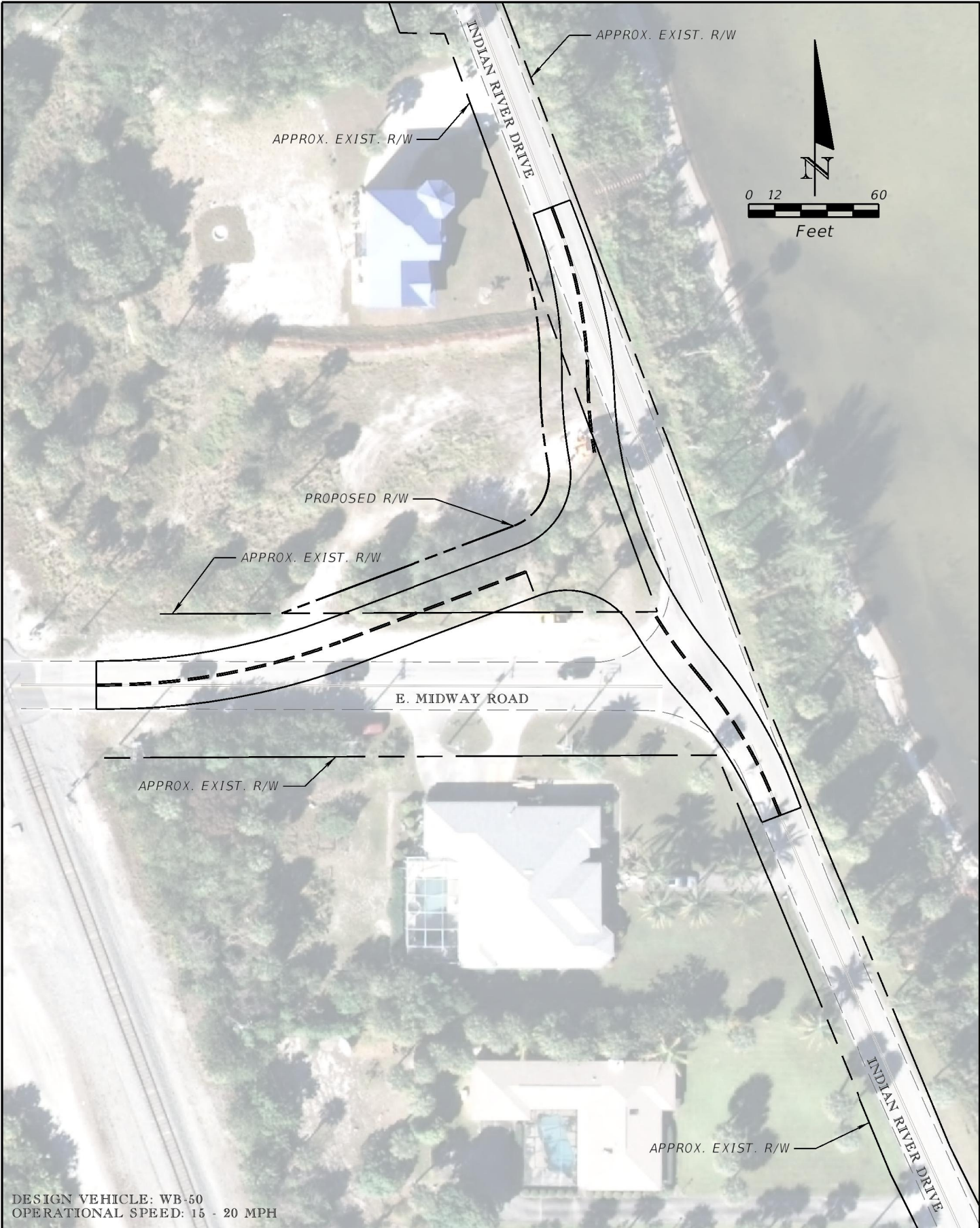


DESIGN VEHICLE: WB-50
 OPERATIONAL SPEED: 15 - 20 MPH

Kimley»Horn

445 24th STREET, SUITE 200
 VERO BEACH, FL 32960
 (772) 794-4100
 CERTIFICATE OF AUTHORIZATION: 00000696

*SE. WALTON ROAD & INDIAN RIVER DRIVE
 CONCEPTUAL CHICANE EXHIBIT*



DESIGN VEHICLE: WB-50
 OPERATIONAL SPEED: 15 - 20 MPH

Kimley»Horn

445 24th STREET, SUITE 200
 VERO BEACH, FL 32960
 (772) 794-4100
 CERTIFICATE OF AUTHORIZATION: 00000696

*E. MIDWAY ROAD & INDIAN RIVER DRIVE
 CONCEPTUAL CHICANE EXHIBIT*

From the Fort Pierce Police Department:

The Fort Pierce Police Department recognizes that Indian River Drive is considered to be one of the most scenic roads in Saint Lucie County and it is a highly traveled corridor due to its north-south configuration and length. For the safety of all who travel and live on Indian River Drive, the Police Department regularly conducts traffic enforcement activity along all lengths of the road that lie within the City limits. During 2018 and 2019, Fort Pierce Police Officers conducted a total of 421 traffic stops, issued 157 traffic citations, and issued 187 written warnings to drivers on Indian River Drive. Traffic enforcement is conducted using marked patrol and unmarked vehicles. Additionally, the Police Department's Mobile Speed Alert trailer is frequently used to alert drivers of the posted speed of 35 MPH and their actual speed. Using radar, it has been noted by our traffic enforcement Officers that the average speed of motorists on Indian River Drive is between 40 and 43 MPH.

As for altering future driver behavior, we will continue traffic enforcement and utilizing the Mobile Speed Alert trailer. It is recommended that permanent speed alert displays signs be installed at various points on Indian River Drive. Traffic calming devices could also be explored with input of the residents and our City Engineer.

City Commission Conference Agenda

4. f.

Meeting Date: 02/10/2020

Re: Financial Stability Plan for the Indian Hills Golf Course

Submitted For: Danny Visconti, Golf Course Manager, Indian Hills Golf Course

SUBJECT:

Indian Hills Golf Course Financial Stability Plan and update.

Attachments

Financial Stability Plan

Form Review

Inbox

City Manager

Form Started By: Danny Visconti

Final Approval Date: 02/05/2020

Reviewed By

Nick Mimms

Date

02/05/2020 01:17 PM

Started On: 02/05/2020 11:38 AM

City Commission Conference Agenda

4. g.

Meeting Date: 02/10/2020

Re: Delaware Avenue Resurfacing and Proposed Lane Reconfiguration

Submitted For: John Andrews, City Engineer, Engineering

SUBJECT:

Discussion regarding resurfacing Delaware Avenue between US 1 and Hartman Road.

Also, consideration of possible lane reconfiguration of the section between 17th Street and 33rd Street.

Attachments

Proposed Cross Section

Form Review

Inbox

City Manager

Form Started By: John Andrews

Final Approval Date: 02/05/2020

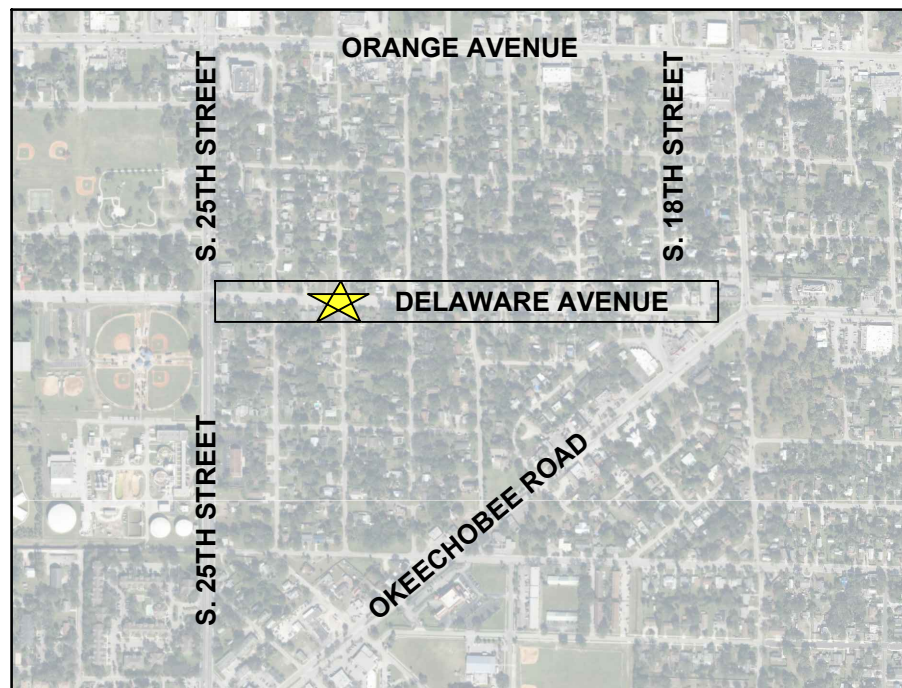
Reviewed By

Nick Mimms

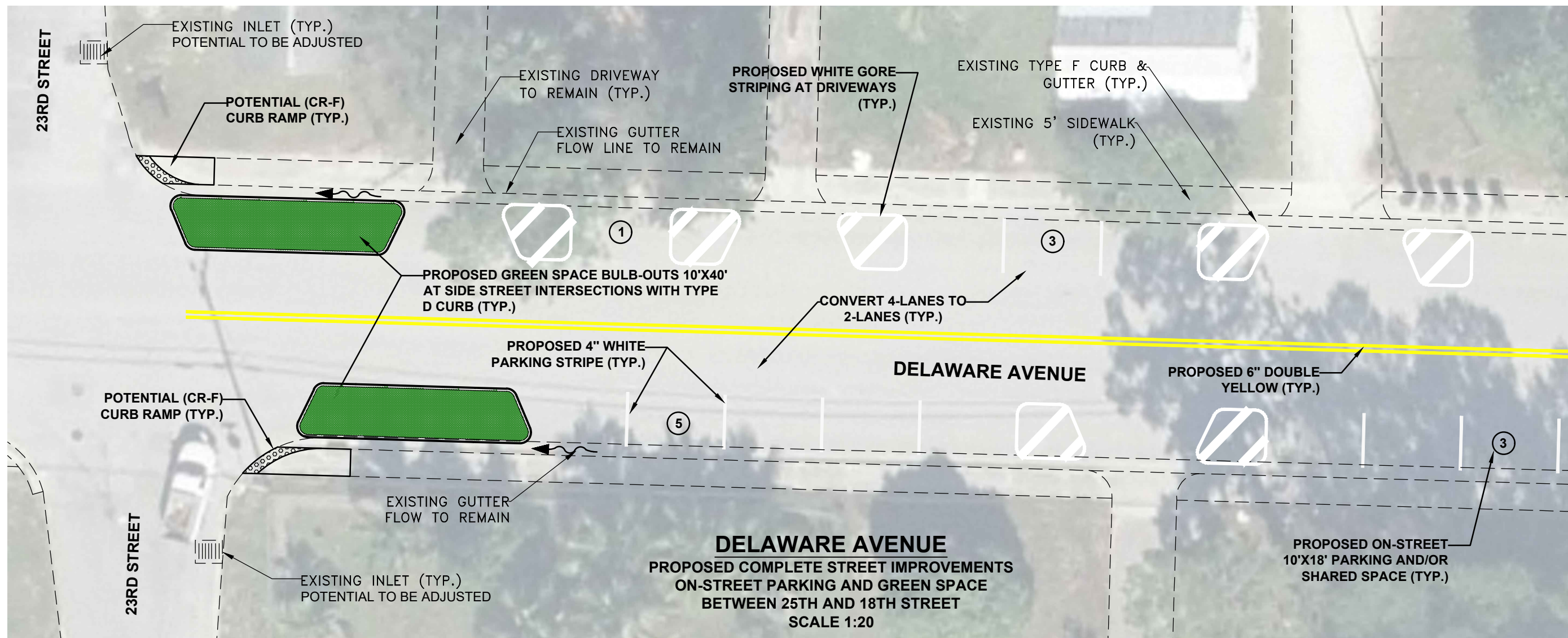
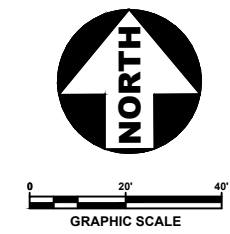
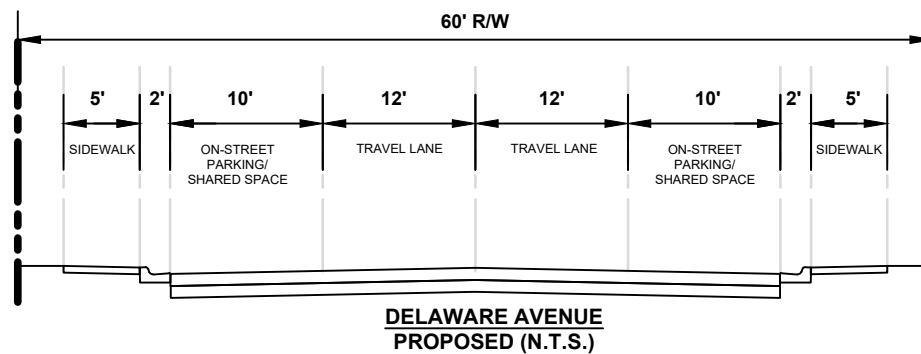
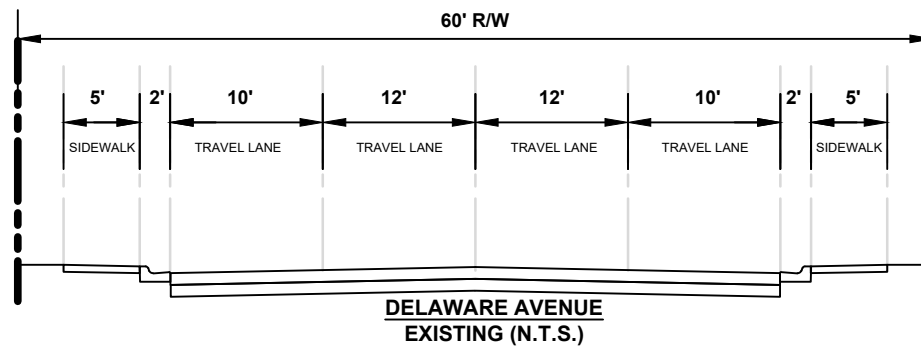
Date

02/05/2020 01:52 PM

Started On: 02/05/2020 01:35 PM



LOCATION MAP
1" = 500'



DELAWARE AVENUE
PROPOSED COMPLETE STREET IMPROVEMENTS
ON-STREET PARKING AND GREEN SPACE
BETWEEN 25TH AND 18TH STREET
SCALE 1:20

301 NW Flagler Ave. Ste. 201
Stuart, Florida 34994
Phone: (772) 892-4344
Fax: (772) 692-4341

Engineering Business
No. EB-007657
Civil Engineering Professionals

DATE:	2/4/20
DRAWN BY:	BUD
DESIGNED BY:	ADO
CHECKED BY:	GLJ
PROJECT NO.:	1781.4.1
HORIZ. SCALE:	1"=20'
VERT. SCALE:	N/A
CADD FILE:	Exhibit

NO.	DATE	BY	REVISIONS

SCALE VERIFICATION
1
0
SOLID BAR IS EQUAL TO ONE INCH ON ORIGINAL DRAWING. ADJUST ALL SCALED DIMENSIONS ACCORDINGLY.

DELAWARE AVENUE
ADA / OVERLAY PROJECT
ST. LUCIE COUNTY, FLORIDA
TYPICAL SECTION
COMPLETE STREET CONCEPT

Joseph W. Capra
301 N.W. Flagler Ave.
Stuart, Florida 34994
P.E. No. 37638

DRAFT 2/4/20

City Commission Conference Agenda

4. h.

Meeting Date: 02/10/2020

Re: Outdoor Fitness Station Discussion

Submitted For: Mike Reals, Public Works Manager, Public Works

SUBJECT:

Outdoor fitness station discussion.

Attachments

Fitness station renderings

Proposed location

Quote

Pitcure

Form Review

Inbox

City Manager

Form Started By: Mike Reals

Final Approval Date: 02/05/2020

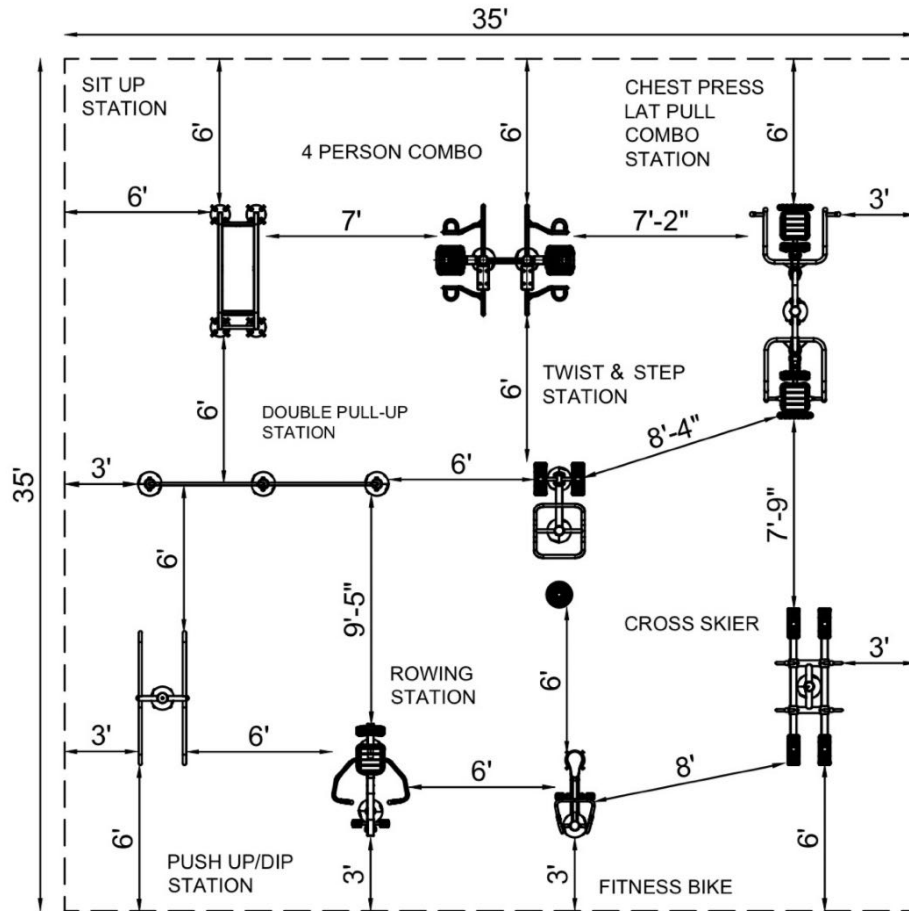
Reviewed By

Nick Mimms

Date

02/05/2020 12:45 PM

Started On: 02/03/2020 06:27 AM



TOTAL SQUARE FEET
1225

USER CAPACITY: 17 AGE GROUP: 13+

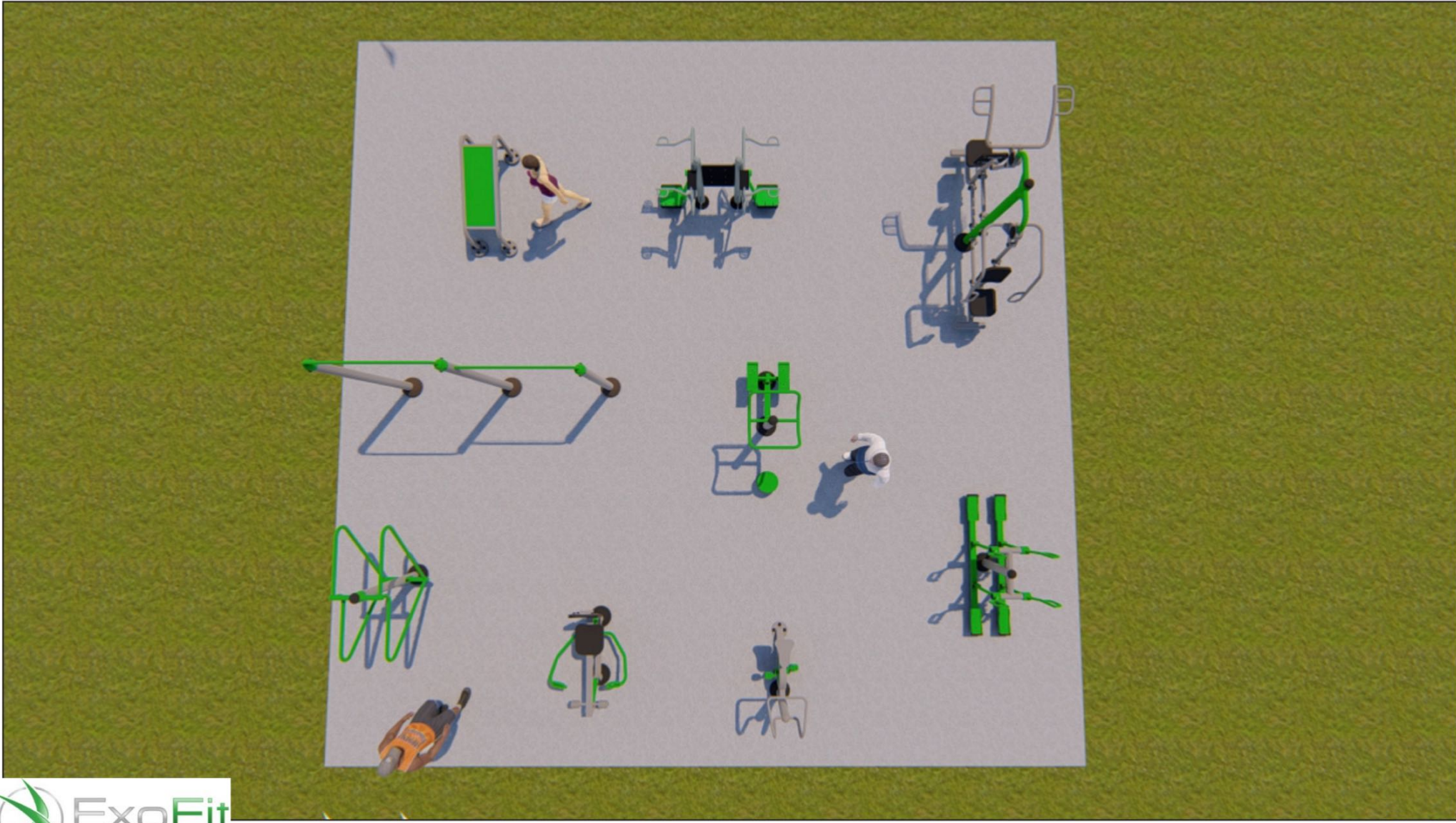
PROJECT NO: SCALE: 1/8"=1'

DRAWN BY: Paper Size

DATE: 01-08-20 **B**

Lincoln Park

Fort Pierce, FL



Lincoln Park

Fort Pierce, FL



Lincoln Park

Fort Pierce, FL

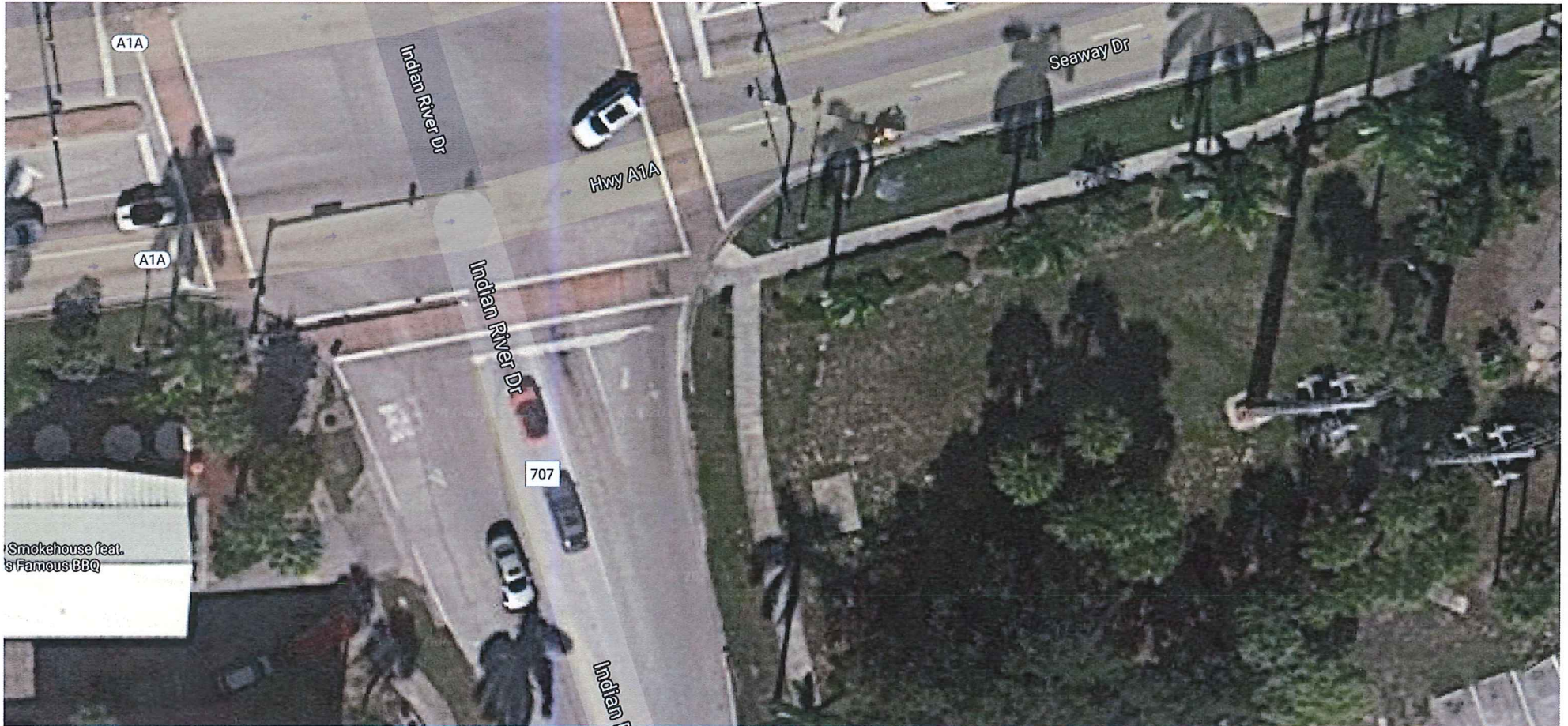


Lincoln Park

Fort Pierce, FL



Google Maps N Indian River Dr





Sun Capital Enterprises LLC
 10271 Deer Run Farms Rd, Suite 1
 Fort Myers, FL 33966
 (800) 527-0797
 info@Exo.Fit
 www.Exo.Fit

Estimate

ADDRESS
Fort Pierce, FL

SHIP TO
Lincoln Park Fort Pierce, FL

ESTIMATE #	DATE
270	01/17/2020

PRODUCT	QTY	RATE	AMOUNT
XO-021 Sit-up Bench	1	1,899.00	1,899.00
XO-049 4-Person Combo	1	3,999.00	3,999.00
XO-035 Chest/Lat Combo	1	3,999.00	3,999.00
XO-041 Double Pull-up Bars	1	1,399.00	1,399.00
XO-047 Twist & Step	1	1,999.00	1,999.00
XO-039 Push-up/Dip Station	1	1,799.00	1,799.00
XO-029 Row Machine	1	1,999.00	1,999.00
XO-025 Fitness Bike	1	1,999.00	1,999.00
XO-005 Cross Skier (Double)	1	2,949.00	2,949.00
Grant Matching Grant	1	-7,347.00	-7,347.00

SUBTOTAL	14,694.00
SHIPPING	1,475.00
TOTAL	\$16,169.00

Accepted By

Accepted Date

