



**JOINT CITIZENS/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING**

Martin County Administrative Building Commission Chambers
2401 SE Monterey Road
Stuart, FL 34996
www.martinmpo.com
(772) 221-1498

Monday, October 7, 2024 @ 1:30pm

AGENDA

| <u>ITEM</u> | <u>ACTION</u> |
|---|---------------|
| 1. CALL TO ORDER | |
| 2. ROLL CALL | |
| 3. APPROVE AGENDA | APPROVE |
| 4. APPROVE MINUTES (pg. 3) | |
| • Joint Advisory Committee Meeting - April 29, 2024 | APPROVE |
| 5. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT) | |
| 6. AGENDA ITEMS | |
| A. 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) – PUBLIC INVOLVEMENT PLAN (PIP) (pg. 10) | APPROVE |
| B. TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION – SOUTH DIXIE HIGHWAY IMPROVEMENTS UPDATE (pg. 23) | APPROVE |
| C. COVE ROAD WIDENING PD&E STUDY UPDATE (pg. 31) | APPROVE |
| D. US-1 CONGESTION MANAGEMENT/ PUBLIC OUTREACH STUDY UPDATE (pg. 57) | INFORMATION |

**E. DEVELOPMENT REVIEW INTERACTIVE MAP
UPDATE (pg. 90)**

INFORMATION

7. COMMENTS FROM COMMITTEE MEMBERS

8. NOTES

9. NEXT MEETING

- Joint CAC/TAC/BPAC Meeting – December 2, 2024 @ 1:30 PM

10. ADJOURN

The Martin MPO solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require language translation services (free of charge) should contact Ricardo Vazquez, Principal Planner (Title VI/Non-discrimination Contact) at (772) 223-7983 or rvazquez@martin.fl.us in advance of the meeting. Hearing-impaired individuals are requested to telephone the Florida Relay System at #711.

**MARTIN METROPOLITAN PLANNING ORGANIZATION
JOINT CITIZENS/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING**

Martin County Administrative Building Commission Chambers
2401 SE Monterey Road
Stuart, FL 34996
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(772) 221-1498

Monday, April 29, 2024 @ 1:30 pm

MEETING MINUTES

1. CALL TO ORDER

The meeting was called to order at 1:32 PM by Robert Daniels, TAC Chair.

2. ROLL CALL

Anthony O'Neill-Butler, MPO Administrative Assistant, called roll.

TAC Members in Attendance:

Robert Daniels, TAC Chair
Dr. Kim DeLaney
George Dzama
Stuart Trent
Taryn Kryzda
Peter Kunen
Samantha Lovelady
Milton Leggett
Ashman Beecher

TAC Members Excused:

TAC Members Not in Attendance:

Marc Cocco
Andrew McBean
Ken De Angeles

BPAC Members in Attendance:

Pinal Gandhi-Savdas
Julie Preast
Bonnie Moser
Don Fabricy

BPAC Excused Members:

Mike Bocchino

Michael MacLeod

BPAC Members Not in Attendance:

Dawn Arvin
Hal Forslund
Bradford Davey
Arlette Cataldo

CAC Members in Attendance:

Saadia Tsafarides
Larry Sofield
Howard Lyndon Brown

CAC Members Excused:

Cindy Greenspan
Ann Kagdis
Helen McBride

CAC Members Absent:

Hilary Young
Blake Capps
John F. Patteson
Trent Steele

Staff in Attendance:

Beth Beltran, MPO Administrator
Ricardo Vazquez, Senior Planner
Lucine Martens, Planner
Anthony O'Neill-Butler, Administrative Assistant

Others in Attendance:

Tony Norat, FDOT-District 4
Kelly Budhu, FDOT-District 4
James Brown, FDOT FTE
Victoria Peters, FDOT-District 4
Jeff Weidner, Marlin Engineering
Jessica Mackey, Kittelson & Associates
David Dangel, Ardurra

A quorum was present.

3. APPROVE AGENDA

A motion to approve the agenda was made by Samantha Lovelady and was seconded by Dr. Kim DeLaney. The motion passed unanimously.

4. APPROVE MINUTES

A motion to approve the Joint CAC/TAC/BPAC Meeting Minutes of December 4, 2023, was made by Samantha Lovelady and was seconded by Dr. Kim DeLaney. The motion passed unanimously.

A motion to approve the Joint CAC/BPAC Meeting Minutes of April 3, 2024, was made by Julie Preast and was seconded by Don Fabricy. The motion passed unanimously.

5. COMMENTS FROM THE PUBLIC - None

6. AGENDA ITEMS

A. FINAL DRAFT TRANSIT DEVELOPMENT PLAN (TDP)

Lucine Martens, MPO Planner, introduced Jeff Weidner with Marlin Engineering and Jessica Mackey with Kittelson & Associates who presented the Final Draft Transit Development Plan (TDP).

Larry Sofield raised concerns about the pricing and connections and noted that a huge opportunity is being missed with a dedicated beach route. Ashman Beecher advised that MARTY had previously been eligible for a grant for such a route but the Board of County Commissioners declined this opportunity back in 2021. Mr. Beecher added that he would be willing to try to apply for said grant again. Mr. Weidner further advised that the TDP is a living document and will change with feedback and input.

Robert Daniels asked if Indian River County's financial system had been thoroughly looked into and wondered how they could afford such a large fare-free system. Mr. Weidner commented that fare-free systems can increase ridership and the more ridership the more grant money Indian River County receives. Mr. Beecher added that Indian River County gets a dedicated funding stream due to it not being in a Transportation Management Area, whereas Martin County must split the funding it receives with St. Lucie County, which is also a fare-free system.

Don Fabricy noted that there were a lot of unfunded expenses in the TDP and that Ashman Beecher or the Board of County Commissioners will have to prioritize their efforts if funding is not increased. Mr. Fabricy stated that he believed that in 5 years, things would be much better.

A motion to approve the Final Draft Transit Development Plan (TDP) was made by Ashman Beecher and was seconded by Samantha Lovelady. The motion passed unanimously.

B. FINAL DRAFT FY25-FY26 UNIFIED PLANNING WORK PROGRAM (UPWP)

Beth Beltran, MPO Administrator presented the Final Draft FY25-FY26 Unified Planning Work Program, noting that this version includes the previously approved de-obligated funds.

A motion to approve the Final Draft FY25-FY26 Unified Planning Work Program (UPWP) was made by Julie Preast and was seconded by Pinal Gandhi-Savdas. The motion passed unanimously.

C. DRAFT FY25-FY29 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Vazquez introduced the Draft FY25-FY29 Transportation Improvement Program (TIP). Mr. Sofield asked if the CIP was required to be included in the TIP to which Ms. Beltran informed him that it was.

A motion to approve the Draft FY25-FY29 Transportation Improvement Program (TIP) was made by Saadia Tsafarides and was seconded by Samantha Lovelady. The motion passed unanimously.

D. SE AVALON DRIVE SIDEWALK PROJECT UPDATE

Ms. Beltran introduced Keith Baker, Capital Projects Administrator, who presented the SE Avalon Drive Sidewalk Project Update. Mr. Baker noted that the project was more or less the same, but they had discovered an existing water main that required them to switch the side of the road for the sidewalk.

A motion to approve the SE Avalon Drive Sidewalk Project Update was made by Julie Preast and was seconded by Dr. Kim DeLaney. The motion passed unanimously.

E. MARTIN COUNTY PUBLIC TRANSIT (MCPT) TRANSIT ASSET MANAGEMENT (TAM) PLAN – TRANSIT ASSET TARGETS

Ms. Beltran introduced Ashman Beecher, Transit Administrator, who presented the Martin County Public Transit (MCPT) Transit Asset Management (TAM) Plan – Transit Asset Targets.

A motion to approve the Martin County Public Transit (MCPT) Transit Asset Management (TAM) Plan – Transit Asset Targets was made by Pinal Gandhi-Savdas and was seconded by Samantha Lovelady. The motion passed unanimously.

F. CONTINUITY OF OPERATIONS PLAN (COOP) UPDATE

Mr. Vazquez introduced the Continuity of Operations Plan (COOP) Update. The purpose of the COOP is to ensure the continued operation of the MPO in the event of an emergency and ensure that the MPO's resources can be reached. MPO staff has reviewed the adopted COOP and has made minor changes to the document, which includes:

- Updated Martin MPO Division Call List
- Updated Section 2: Continuity of Meetings
- Revised document format and graphics

A motion to approve the Continuity of Operations Plan (COOP) Update was made by Julie Prest and was seconded by Dr. Kim DeLaney. The motion passed unanimously.

G. COVE ROAD PD&E PRESENTATION

David Dangel with Ardurra presented the Cove Road PD&E Presentation. The project limits are from Kanner Highway to US1. The purpose is to widen the lanes from two to four lanes. The project has two segments. The segment one is from Kanner Highway to Avalon Drive and it has two alternatives. Segment two is from Avalon Drive to US1 and has three alternatives.

Julie Prest asked if the 96.25-foot right of way has enough room for turn lanes. Mr. Dangel explained that yes, there would be turn lanes at Avalon Drive and Montego Cove. Mr. Dangel also stated that the lanes would widen out at US1 to match what is already there. Dr. Kim DeLaney asked if it was possible to fit a pair of 10-foot shared paths on the 96-foot right of way. Mr. Dangel explained that with shared use paths each has a different criteria, and it is required to have six feet between the curb and the path. This has been a discussion with DOT and a possibility could be widening the sidewalk instead of a second shared use path. Bonnie Moser agrees with the suggestion made by Dr. DeLaney.

Julie Prest asked if shade trees is apart of the PD&E estimates. David Dangel stated that they do not get into details of landscaping in this stage and it would normally be included in the design phase. Dr. Kim DeLaney also stated that she would love to see shade trees along this section because it is a safe route to school and it would make a good experience and encourage users. Dr. DeLaney also mentioned that there is a \$100,000 a year FDOT Beautification Grant for shade trees on state roadways.

Larry Sofield wanted to know if for the public meeting if the advertising signage would be going up again and if emails would be sent from those followed up from the last meeting. David Dangel said yes they will be doing both of those things. Mr. Sofield stated there is a lot of Sandhill Cranes and wildlife that walk along this road and if there were plans to put up a barrier like bushes to protect the wildlife. Mr. Dangel explained that with DOT

roads, a wildlife crossing would be added. However, this requires state owned land to accomplish this and in an urbanized area like this road, there is not much that can be done. Julie Prest asked if signage could be put up, like Sandhill Crane Crossing. Mr. Dangel stated there are already signs up. Mr. Dangel also stated that this would be more in the design process, but he will notate the suggestions for the design process.

Bonnie Moser requested that at the next public meeting, induce demand is talked about and what might happen to this road with the traffic when it changes to four lanes. Ms. Moser also asked that for the next public meeting to explain the intentions of traffic calming in the area once it will be four lanes because people do not go the speed limit currently, let alone when there are multiple lanes.

7. COMMENTS FROM COMMITTEE MEMBERS

Julie Prest called for regulations regarding electric bicycles and their permitted uses on sidewalks. Ms. Prest also called attention to the high level of trash and debris buildup on the Roosevelt Bridge and how her attempts to contact the company in charge of maintaining it were met with undesirable outcomes.

Dr. DeLaney wanted to inform everyone that talks were underway to extend Tri-Rail up to the Veterans Affairs Medical Center in West Palm Beach.

Don Fabricy also called for regulations regarding electric bicycles and their usage of sidewalks in Martin County and wanted Ms. Beltran to check to see if any policies were being looked into.

Saadia Tsaftarides sought traffic speed signs for Dixie Highway in the Golden Gate community, stating that there is an exorbitant need for them on this stretch of roadway. Ms. Beltran and Ms. Prest advised that she reach out to the Community Redevelopment Agency (CRA) as they should have some they may be able to provide.

8. NOTES

9. NEXT MEETING

- Joint CAC/TAC/BPAC – October 7th, 2024

10. ADJOURN – 3:05 PM

Prepared by:

Anthony O'Neill-Butler, Administrative Assistant

Date

Approved by:

Robert Daniels, TAC Chair

Date

Minutes Approved on October 7, 2024

DRAFT

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**JOINT CITIZEN’S/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING
AGENDA ITEM SUMMARY**

| | | |
|---|--|--|
| MEETING DATE: October 7, 2024 | DUE DATE: September 30, 2024 | UPWP#: 4 |
| WORDING: 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) – PUBLIC INVOLVEMENT PLAN (PIP) | | |
| REQUESTED BY: MPO | PREPARED BY: Ricardo Vazquez / Beth Beltran | DOCUMENT(S) REQUIRING ACTION: 2050 LRTP PIP |

BACKGROUND

The Martin County MPO is responsible for developing the 2050 Long Range Transportation Plan (LRTP) to align with federal planning requirements that are essential for securing and utilizing federal transportation funds. The LRTP is a strategic look into the future of transportation. The 2050 LRTP encompasses a range of technical analyses, including forecasting travel demand, devising strategies to manage congestion, enhancing freight movement, promoting complete streets, addressing potential impacts of climate change and extreme weather events on the transportation network, and boosting travel and tourism. This process will involve crafting a Financial Plan and a 20-year Cost Feasible Plan.

The Public Involvement Plan (PIP) emphasizes the importance of meaningful public involvement, particularly in the early planning stages. Ensuring full representation from all affected communities is crucial for successful project delivery. Providing equitable access to public involvement opportunities ensures that underserved and overburdened populations are included in the decision-making process. This PIP serves as a critical tool to facilitate the dissemination of information, gather input from the public, and engage with local government, agencies, and residents regarding the Martin MPO’s 2050 Long Range Transportation Plan (LRTP).

ISSUES

At the October 2024 Joint Advisory Committee meeting, staff from T.Y. Lin International will provide a brief overview of the 2050 LRTP, and the LRTP Public Involvement Plan.

RECOMMENDED ACTION

- Approve 2050 LRTP PIP.
- Approve 2050 LRTP PIP with comments.

ATTACHMENTS

2050 LRTP PowerPoint Presentation

2050 Long Range Transportation Plan

Joint Advisory Committee Meeting

October 7, 2024

TYLin

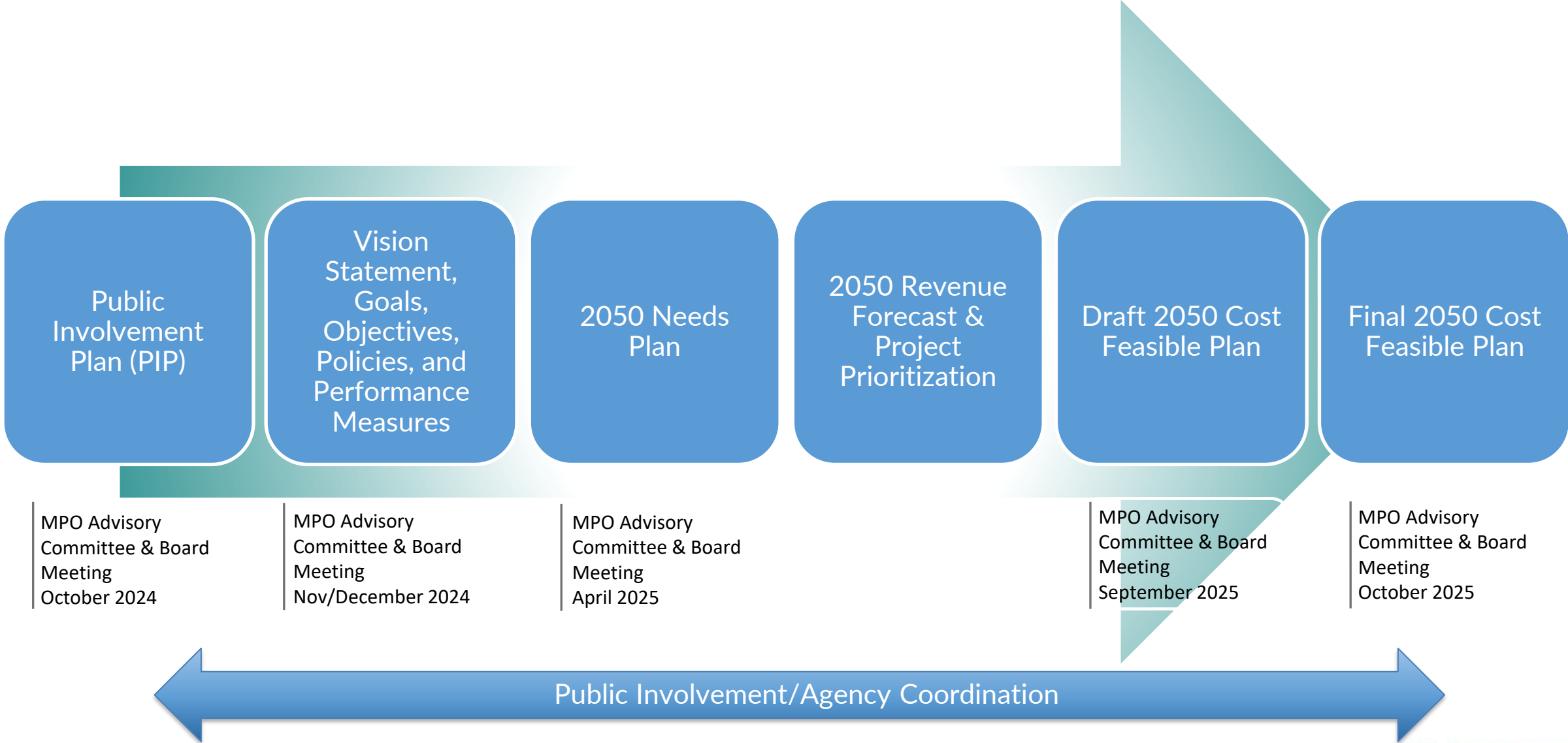
Joint CAC/TAC/BPAC - 10/7/24



AGENDA

- *Martin Moves 2050* Overview
 - LRTP Development Process & Project Schedule
- Public Involvement Plan (PIP)
 - Draft Vision Statement
 - Public Meetings/Open House
 - Promotional Video
 - Project Webpage & Survey
- Next Steps

L RTP Development Process



Project Schedule



Public Involvement Plan (PIP)

- ✓ Project branding
- ✓ Project website (www.martinmpo.com/2050-long-range-transportation-plan-lrtp/)
- ✓ Project video
- ✓ Survey
 - Open houses
 - Key stakeholder interviews and focus groups
 - Informational booths
 - Municipal, CRA, HOA meetings
 - Targeted outreach
 - Social media (MPO's accounts)
 - Media Relations/Radio/ MC TV
 - MPO Advisory Committee meetings
 - MPO Board meetings



Draft Vision Statement

Draft Vision Statement

Establish a framework to create and maintain a safe, connected and resilient multimodal transportation system that provides mobility and accessibility options for Martin County's residents and visitors in a sustainable, healthy and equitable manner.

Public Meetings/Open House

Visioning Sessions

- *November 19, 2024 (Tuesday)*
Stuart City Hall
121 W. Flagler Ave, Stuart, FL 34994
4:30 pm to 6:30 pm
- *2nd Visioning Session*
Details to come

Martin Moves 2050 Draft CFP

- *Summer 2025*
Location: TBD



In-Person Meetings



Presentation & Interactive Exercises

Project Video

Media Outlets

- Martin County TV
- YouTube channel
- *Martin Moves 2050* webpage
- Social media
- Website Links
 - Chamber of Commerce
 - City/Village
 - Downtown Business Owners Association
 - Martin County Realtors of the Treasure Coast



Project Webpage & Survey

www.martinmpo.com/2050-long-range-transportation-plan-lrtp/

- ADA accessible + QR code
- Online Survey
- *Comments* section available throughout the project duration
- Compatible with smart phones and tablets



Survey

- 10 questions
- English and Spanish
- Administered online and in-person (digital and hard copies)



Other Public Outreach Activities

- Key stakeholder interviews and focus groups
 - One-on-one interviews, Dec 2024/Jan 2025
 - Freight Technical Advisory Committee, Nov. 8, 2024
 - Chamber of Commerce
- Informational booths
- Municipal, CRA, HOA meetings
- Targeted outreach



Next Steps

- Operationalize Public Involvement Plan (PIP)
 - Public meetings/open house, November 2024
 - Launch project video and website
 - Key stakeholder interviews, surveys, and other public outreach activities
- Continue data collection and technical analysis
 - Vision statement and GOPPMs
 - Treasure Coast Regional Planning Model (TCRPM 6.0) Training, October 2024
 - Travel demand modeling
 - Congestion Management Process Update
- Upcoming Meetings
 - Martin MPO Policy Board, October 21, 2024
 - Project Steering Committee meeting #2, December 2024

Thank You

Contact Information

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**JOINT CITIZEN’S/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING
AGENDA ITEM SUMMARY**

| | | |
|--|--|--|
| MEETING DATE: October 7, 2024 | DUE DATE: September 30, 2024 | UPWP#: 6 |
| WORDING: TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION – SOUTH DIXIE HIGHWAY IMPROVEMENTS UPDATE | | |
| REQUESTED BY: MPO | PREPARED BY: Ricardo Vazquez / Beth Beltran | DOCUMENT(S) REQUIRING ACTION: N/A |

BACKGROUND

The Federal Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, and infrastructure projects for enhanced mobility. However, TAP funding does not cover design costs, permitting, environmental or archaeological reports/documentation, and certain construction items, such as utility relocations, utility adjustments, and as-built surveys.

On February 27, 2023, the MPO Policy Board approved the City of Stuart’s FY23 Transportation Alternatives Program (TAP) application for the South Dixie Highway Improvements Project from Joan Jefferson to Confusion Corner/Colorado Avenue. This project originally proposed on-street parking on the north side of South Dixie Highway within the FEC Railroad leased property. Due to issues with the FEC Railroad right-of-way, the on-street parking is being moved to the south side of Dixie Highway.

City of Stuart staff returned to the MPO Advisory Committees and MPO Policy Board in June of 2024 to present changes to the original TAP application. After discussions with the MPO Board and City of Stuart staff, the project was revised further, and an additional public outreach event was held on August 7, 2024, to receive input from the community.

ISSUES

At the October 7, 2024, Joint Advisory Committee, City of Stuart staff will present the project update for the South Dixie Highway Improvements Project.

RECOMMENDED ACTION

- a. Approve update to City of Stuart FY23 TAP Project.
- b. Approve update to City of Stuart FY23 TAP Project with comments.

AGENDA ITEM 6B

FISCAL IMPACT

\$990,388.04 (\$481,673.38 TAP, \$508,714.66 local funds)

APPROVAL

MPO

ATTACHMENTS

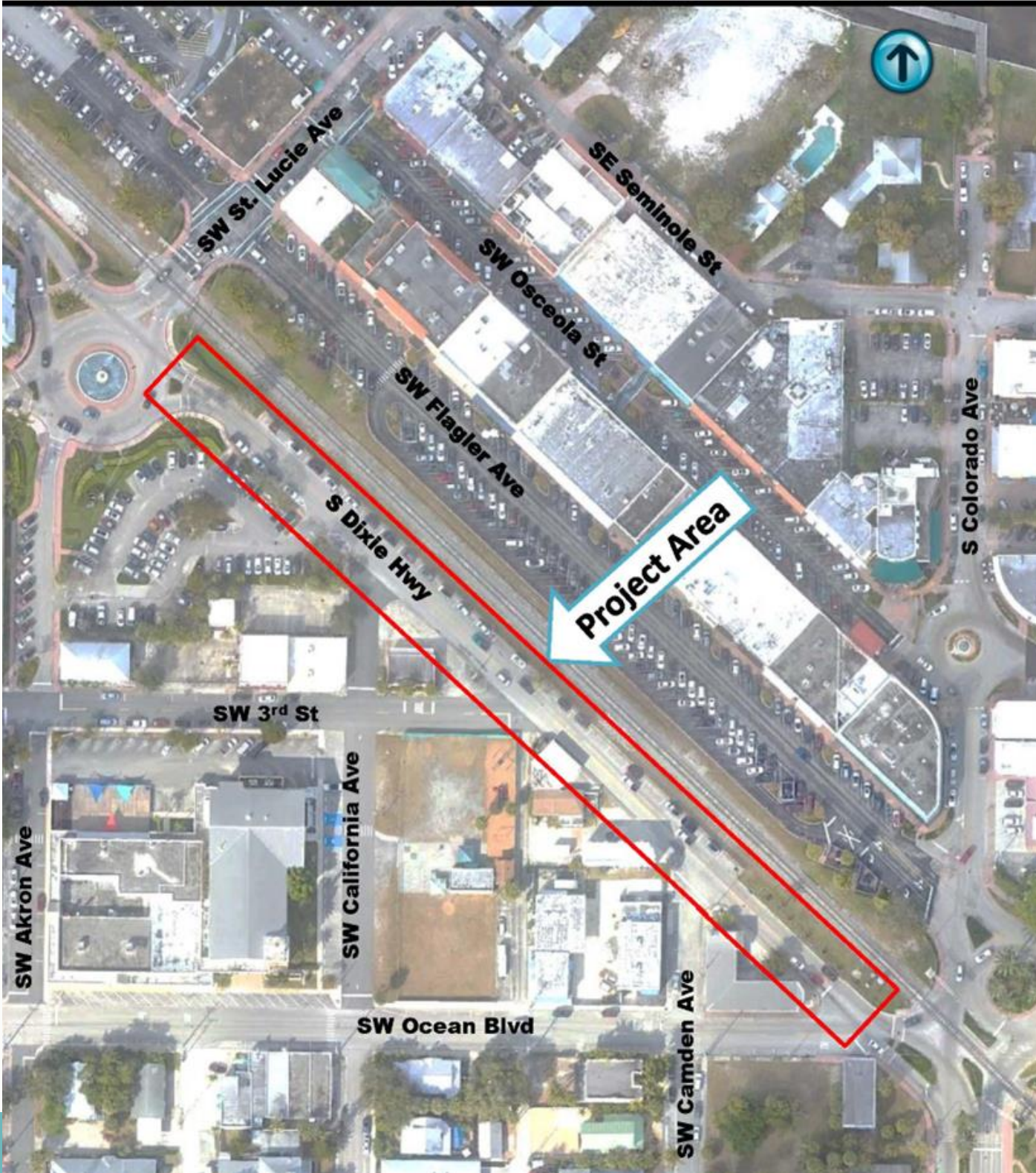
PowerPoint presentation

SOUTH DIXIE HIGHWAY IMPROVEMENTS

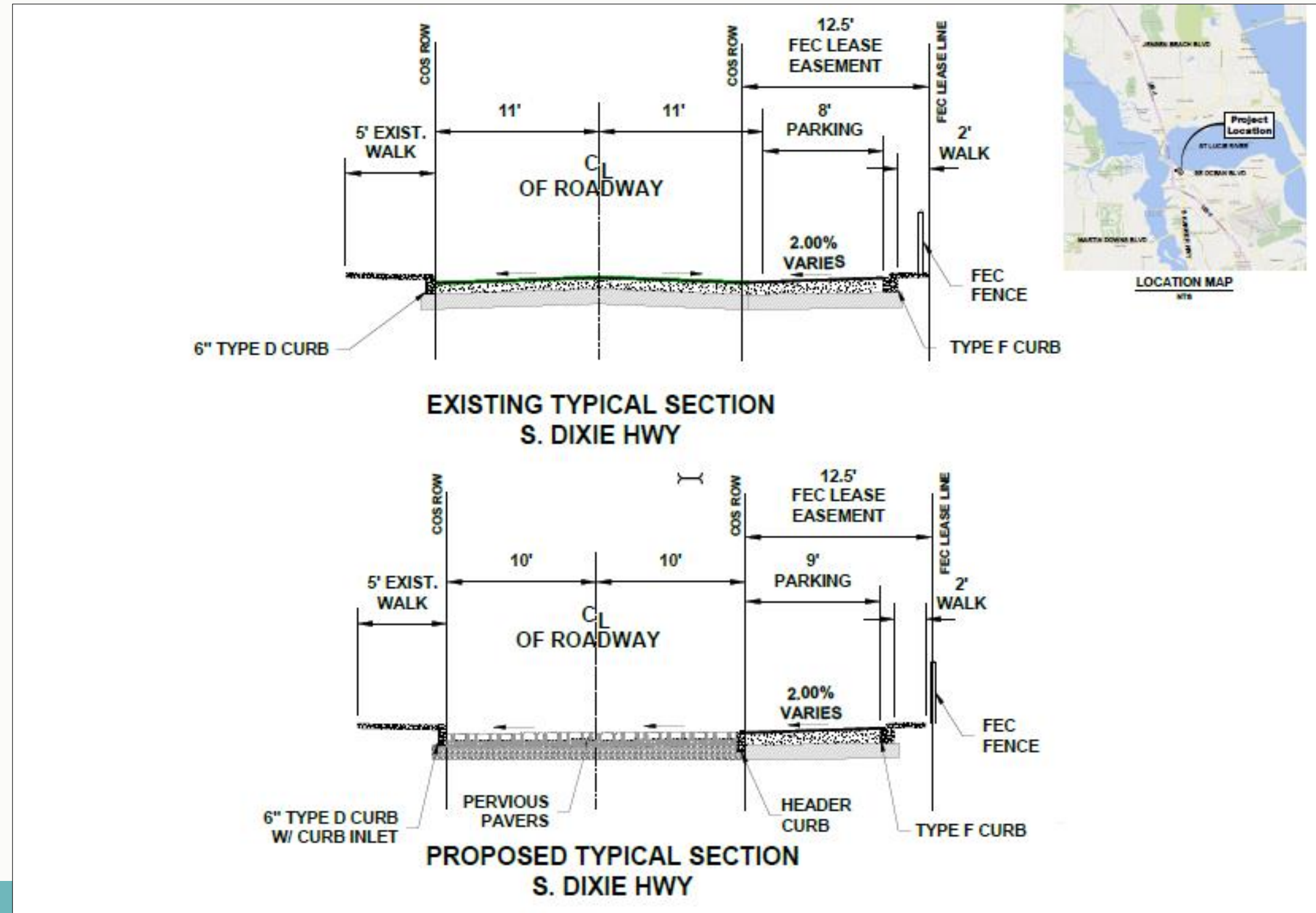
*From SW Joan Jefferson Way to Colorado
Avenue*



PROJECT BOUNDARY



PROPOSED TYPICAL SECTION



CONCEPTUAL PLAN



Dixie Highway Improvement Project



Before



After





THANK YOU!



**JOINT CITIZENS/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING
AGENDA ITEM SUMMARY**

| | | |
|---|--|---|
| MEETING DATE: October 7, 2024 | DUE DATE: September 30, 2024 | UPWP#: 5 |
| WORDING: COVE ROAD WIDENING PD&E STUDY UPDATE | | |
| REQUESTED BY: MPO | PREPARED BY: Ricardo Vazquez / Beth Beltran | DOCUMENT(S) REQUIRING ACTION: N/A |

BACKGROUND

The Florida Department of Transportation (FDOT) is conducting a Project Development & Environment (PD&E) Study for the widening of Cove Road (FM# 441700-1). The study limits are from Kanner Highway to US-1. The purpose of widening Cove Road from two lanes to four lanes is to add capacity for all modes of travel and to improve the local transportation network. The PD&E Study will evaluate existing conditions, impacts to traffic, evaluate environmental concerns, and develop design alternatives for consideration.

FDOT and their consultant presented the PD&E Study at the April 29, 2024, Joint Advisory Committee Meeting and discussed several typical section alternatives for the Cove Road Widening project.

ISSUES

At the October 7, 2024, Joint Advisory Committee Meeting, FDOT staff and their consultant will present the Cove Road Widening PD&E Project update.

RECOMMENDED ACTION

Provide comments.

APPROVAL

MPO

ATTACHMENTS

Cove Road Widening PD&E Study Update PowerPoint Presentation



Florida Department of Transportation

COVE ROAD

From State Road (SR) 76/Kanner Highway
to SR 5/US-1
Martin County, Florida

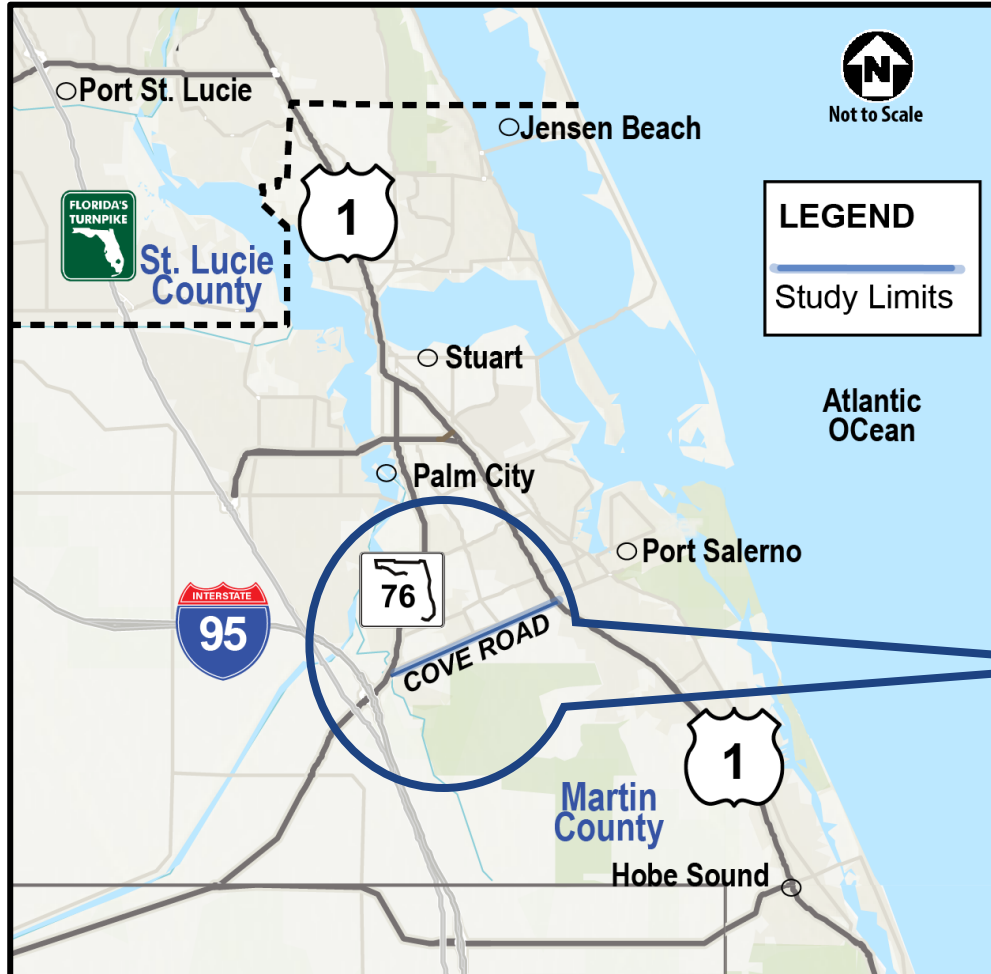
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

Financial Project Identification Number: 441700-1

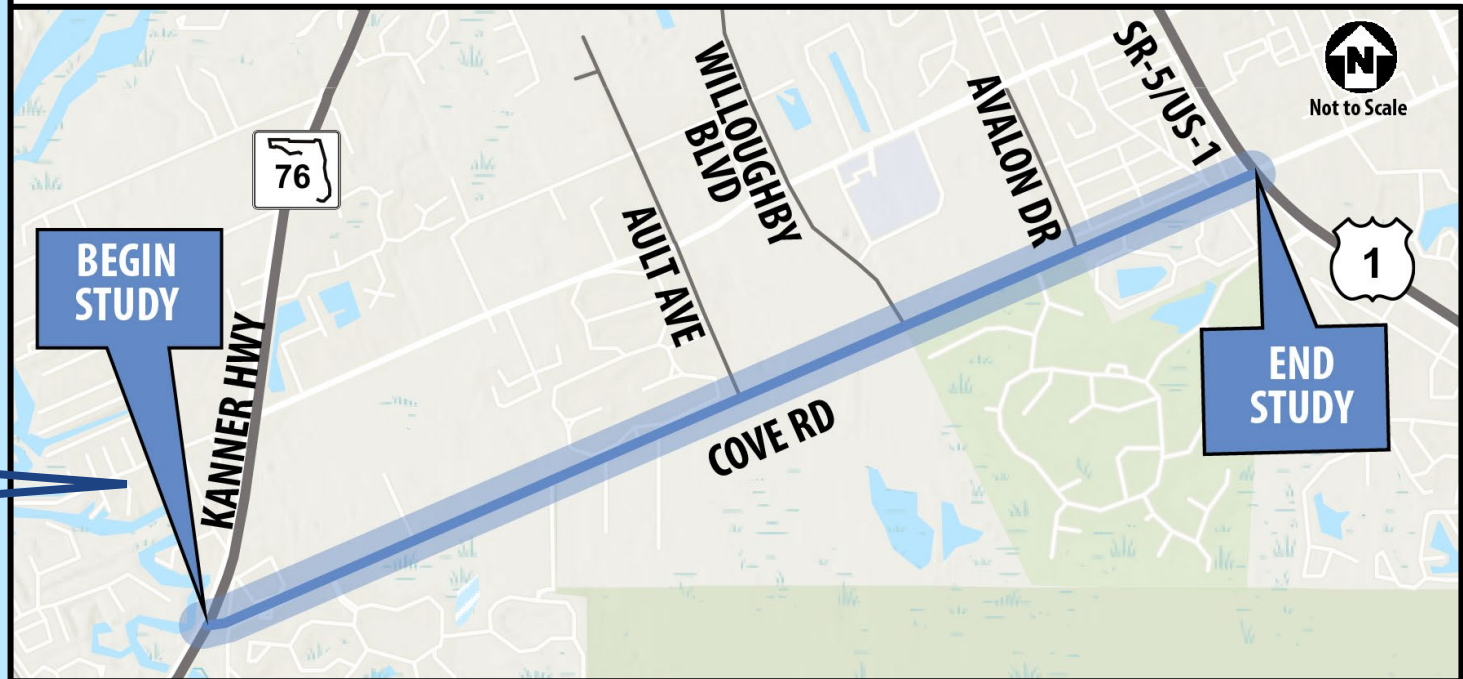
Efficient Transportation Decision Making (ETDM) Number: 14479



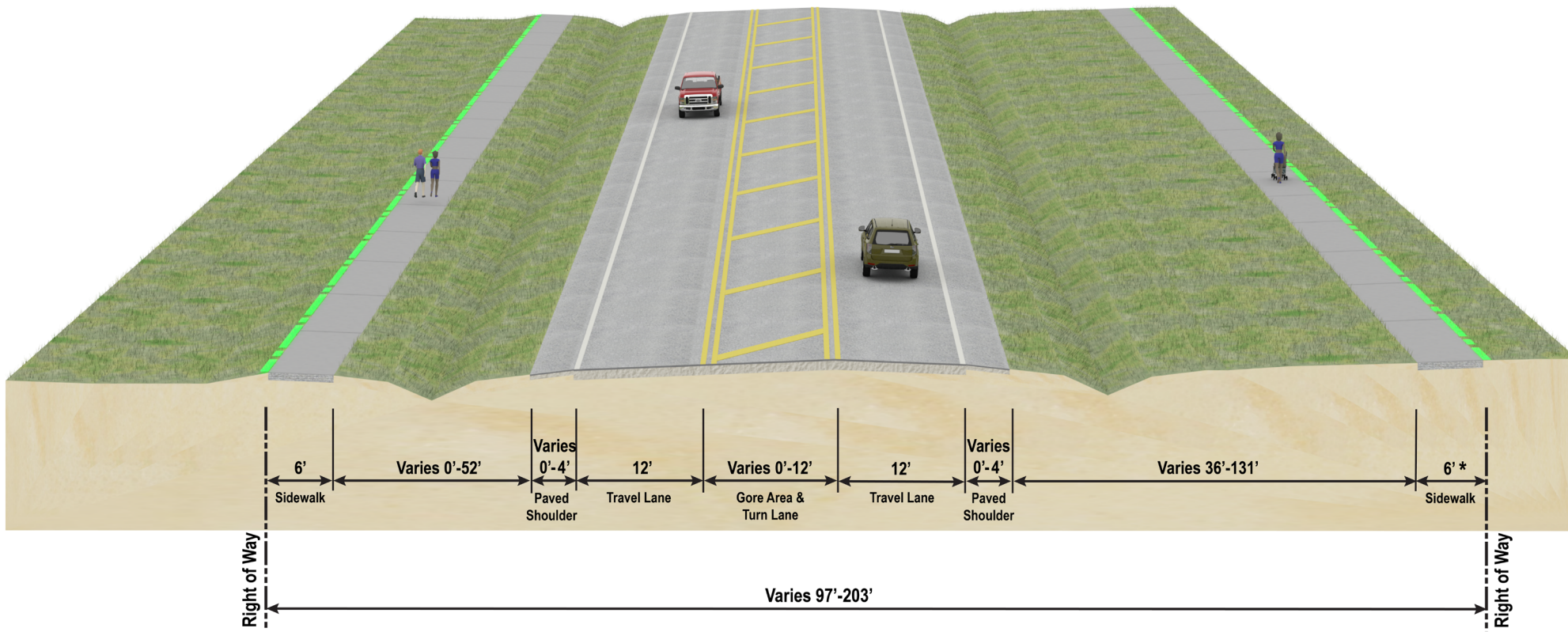
Project Location



- From Kanner Highway to US-1
- Project extends approximately 3.2 miles

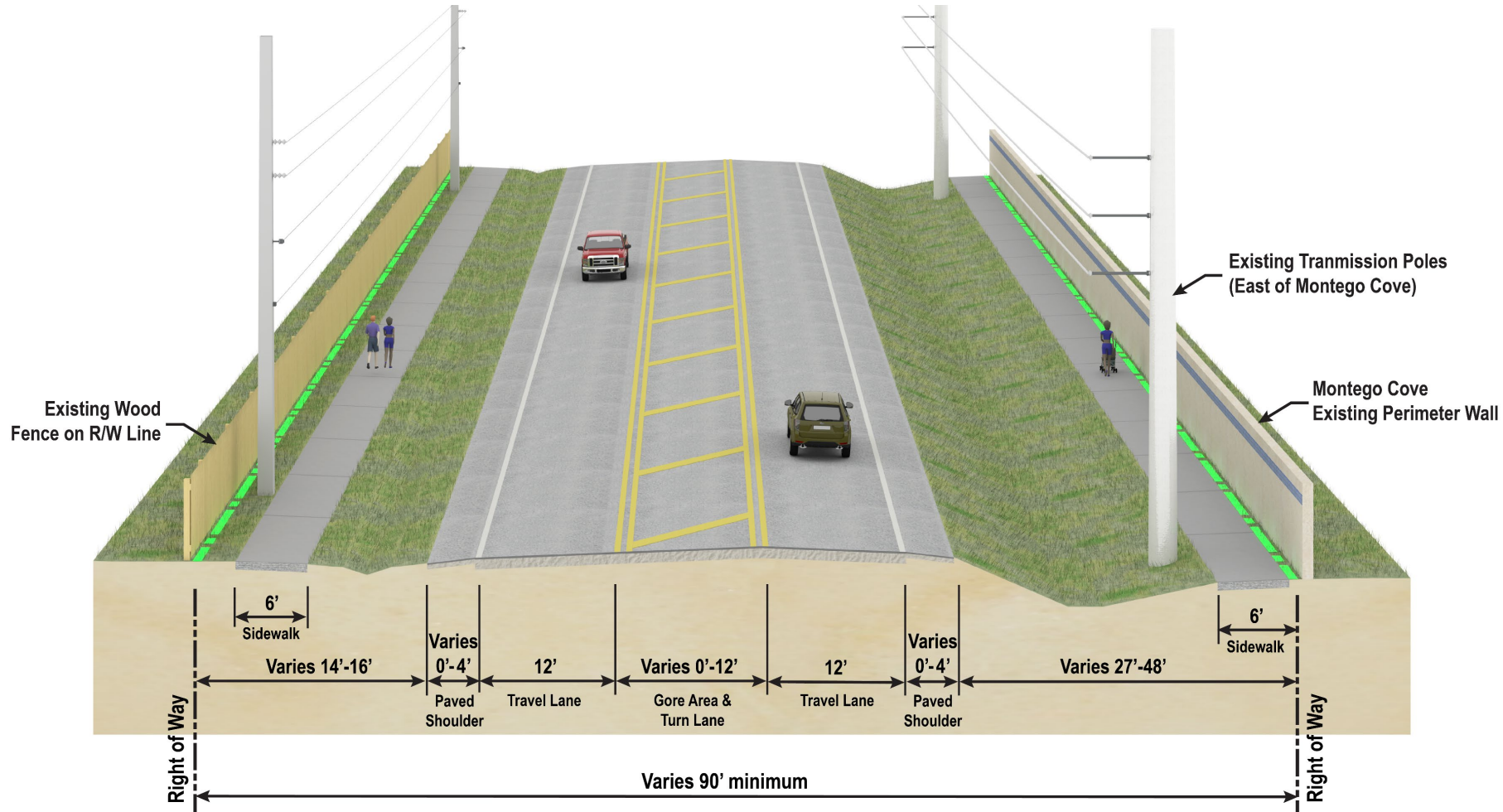


Existing Condition from SR 76 to Avalon Dr



* - From SR 76 (Kanner Hwy.) to Atlantic Ridge Drive

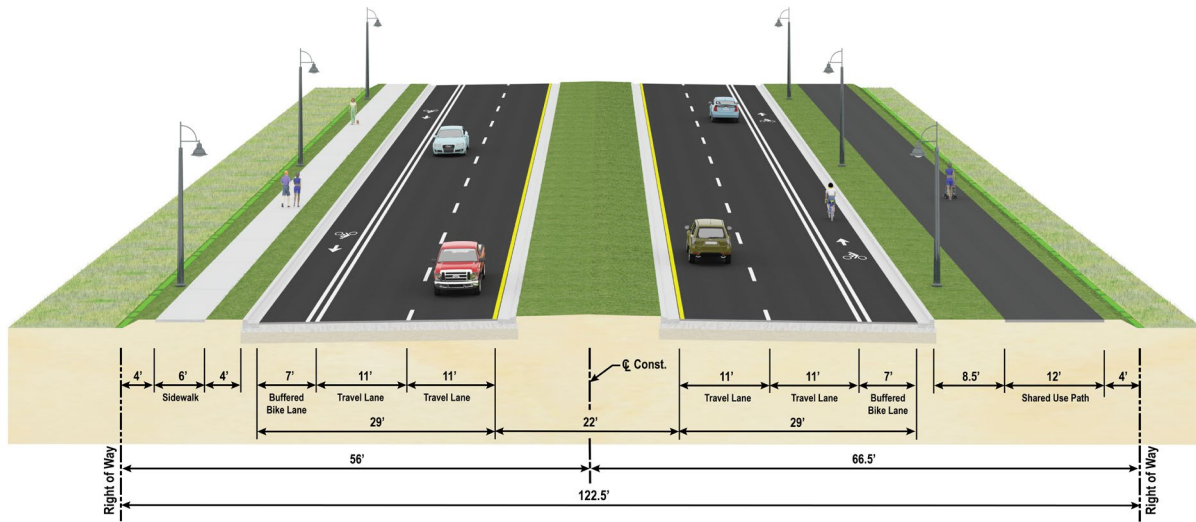
Existing Condition from Avalon Dr to US 1



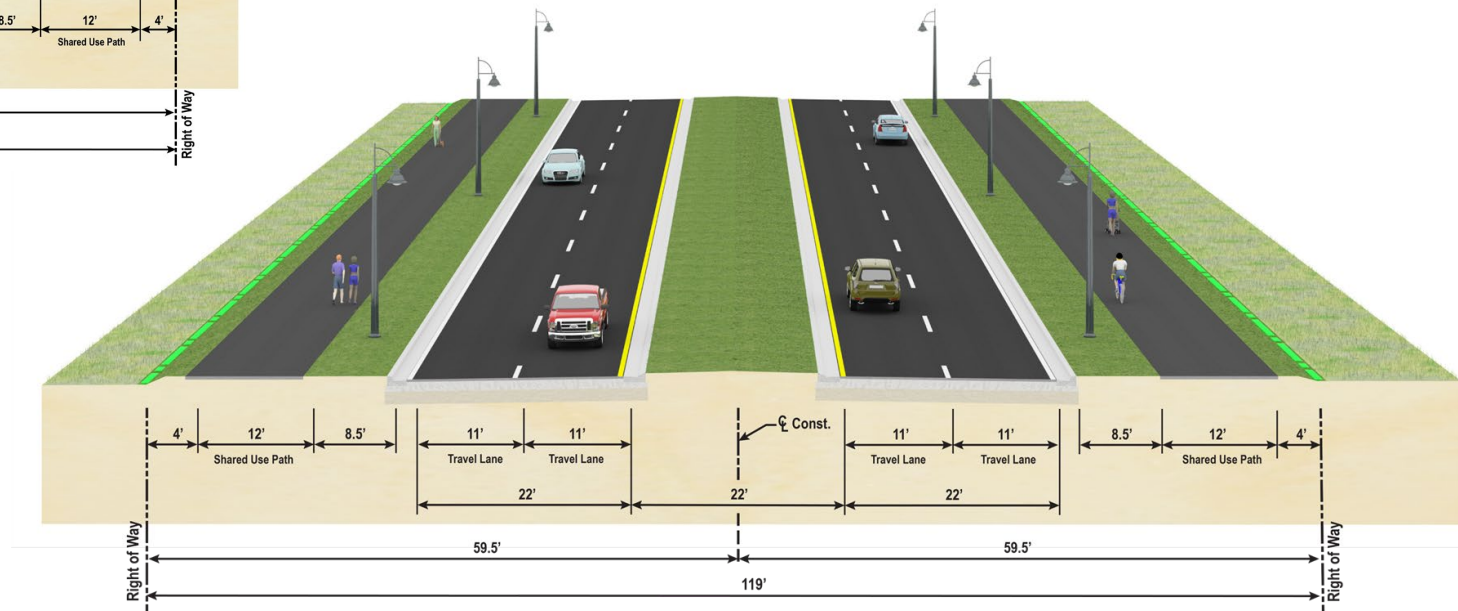
Public Involvement

- Kick-off Public Meeting: March 29, 2023
- Alternatives Public Workshop: May 21, 2024
- Small Group Meetings
 - South Fork HOA - May 31, 2023 and September 11, 2024
 - Montego Cove Board of Directors – September 12, 2024
- Public Hearing: Tentatively scheduled for early 2025
- Project website: www.coveroadstudy.com

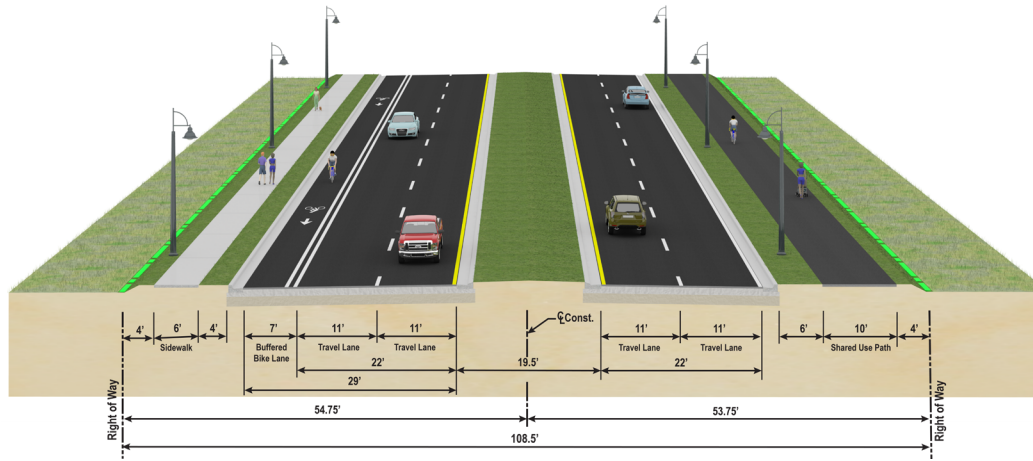
Alternative 1A Typical Section



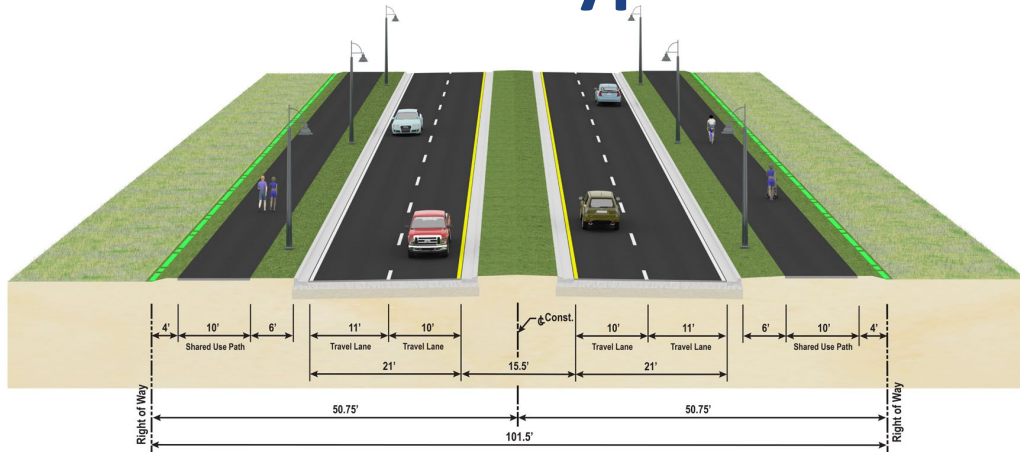
Alternative 1B Typical Section



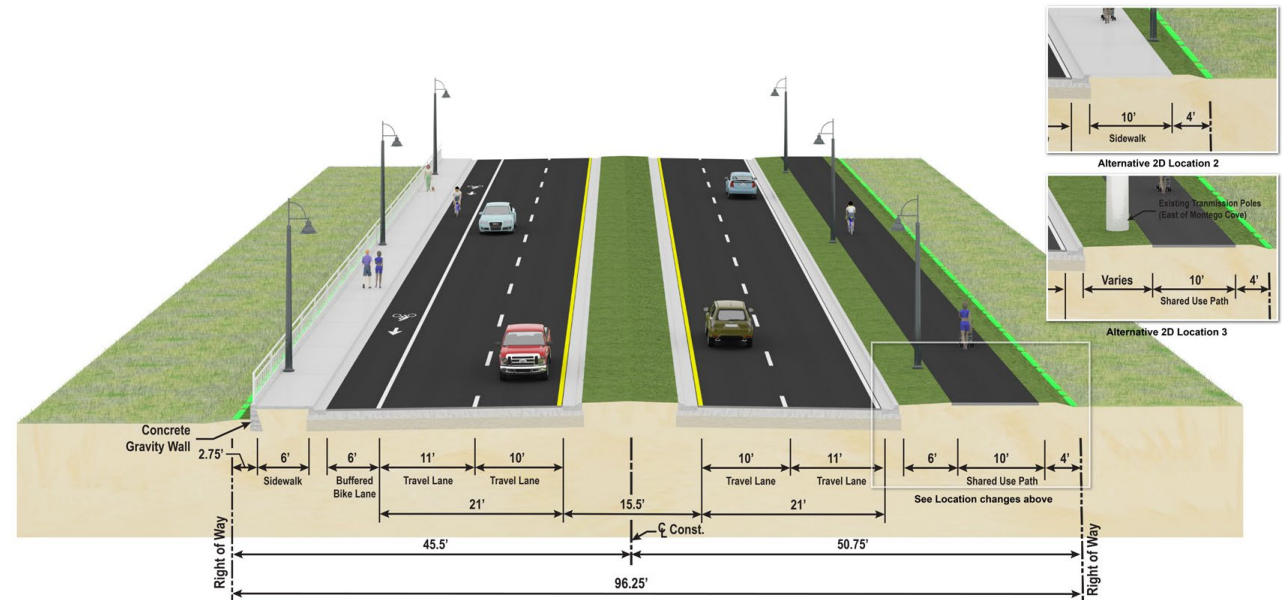
Alternative 2A Typical Section



Alternative 2C Typical Section



Alternative 2D Typical Section



Comments Received at the Alternatives Public Workshop

- Include a noise wall along Hibiscus Park to alleviate noise caused by traffic.
- Add a traffic signal at the entrance to Tres Belle.
- Add a traffic signal at the entrance of Montego Cove.
- Add a roundabout or traffic signal at Cove Road and SE Northgate Drive.
- Add a turn off area at the entrance of Montego Cove from the west to accommodate cars waiting at the gated entrance.
- Improve Gaines Avenue so residents can go directly onto Cove Road east so they can make an earlier U-turn onto Cove Road going west.
- Support for the proposed roundabout at SE Ault Avenue and Cove Road.
- Add large trees or hedges for improvements and include landscaping in the medians.
- Include streetlights.
- Fix the unsafe intersection at Kanner/Cove/Gaines.
- Most preferred by public are Alternative 1B and Alternative 2C due to no on-road bike lanes

Concerns Raised at the Alternatives Public Workshop

- Concerned that residents will not be able to turn left out of their driveways onto Cove Road due to raised median.
- Concerned with flooding and driveway grades if the elevation of Cove Road is raised.
- Concerned with noise.
- Concerned with Hosford Park and dog safety.
- Concerned about the environmental impact on the wetlands between Summerfield and the widening.
- Concerned for students' safety as they cross Cove Road.
- Stormwater runoff issues from SE North Gate Drive to U.S. 1 currently during normal rains.
- Cars do not stop on Kanner Highway before making a right turn on red to go onto Cove Road.

Concept Revisions Made Following Alternatives Public Workshop

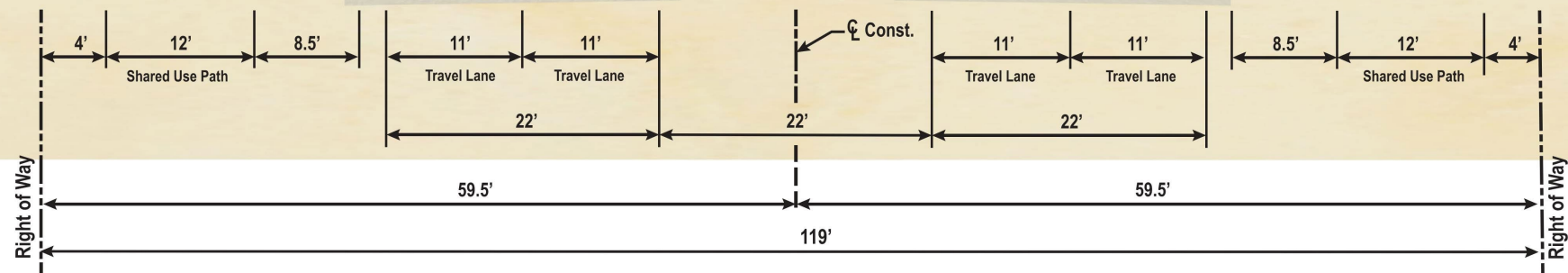
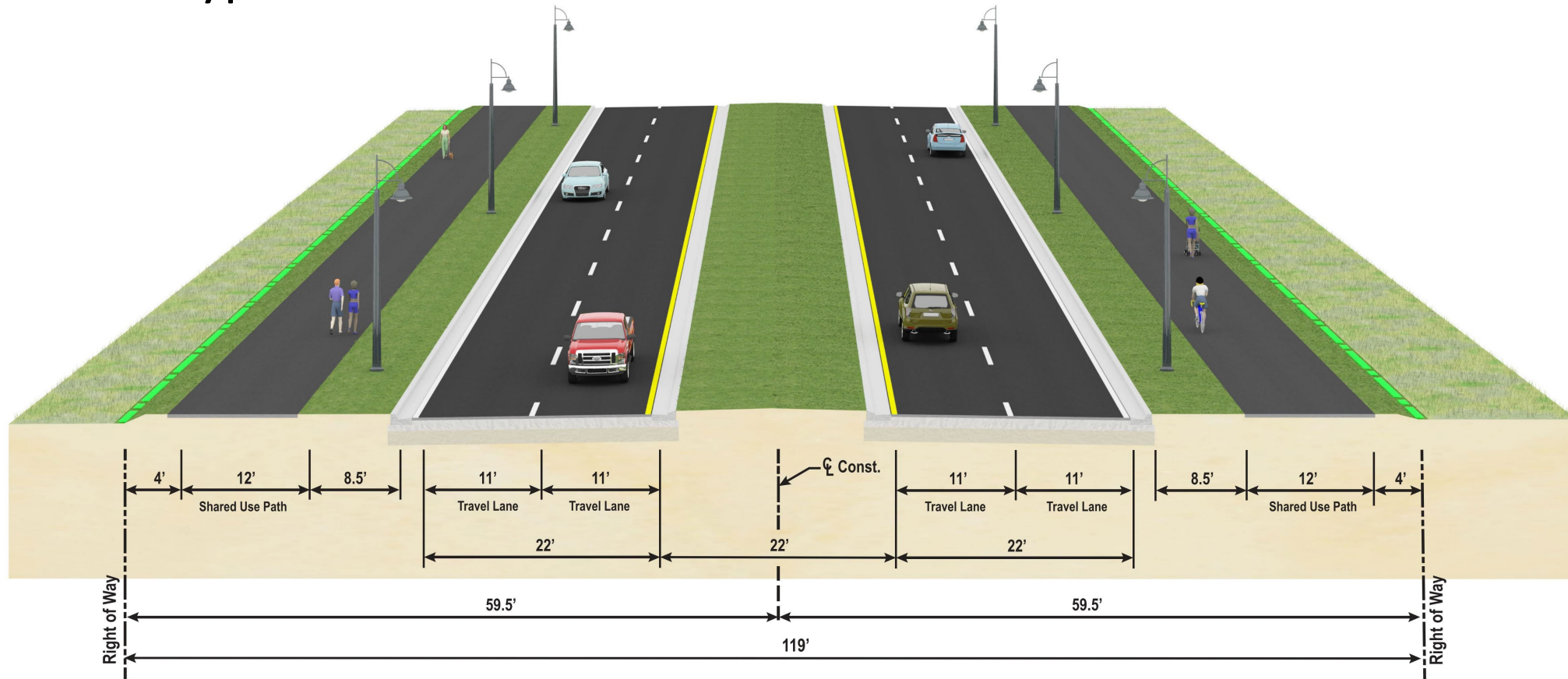
- Segment 1
 - Gaines Avenue – Converted back to a two-way road
 - Gaines Avenue Extension – Converted to a one-way road
 - Roundabout at Tres Belle to accommodate u-turns from South Fork Estates neighborhood and boat ramp
- Segment 2
 - Changed full median opening at Montego Cove to westbound directional
 - Created new outbound road from Montego Cove neighborhood to Cove Road and included an acceleration lane in the median to head westbound on Cove Road
 - Closed eastbound directional median opening at Cable Drive
 - Made directional median opening at Avalon Drive a full median opening
 - Changed full median opening at Northgate Drive to a dual directional median opening
 - Minimized typical section by reducing width of shared use path and pulling up next to curb through the constrained area

Value Engineering Study

- Conducted the week of September 9, 2024
- Review of preferred concept to identify cost saving or value-added improvements
- Proposed concepts to be considered
 - Minor roadway improvements to add bulb outs for u-turn movements, extend turn lanes, and to prohibit u-turns at some locations
 - Revision to the concept at Gaines Avenue/Tres Belle
 - Revision to the concept Montego Cove
 - Consideration of a new pond site

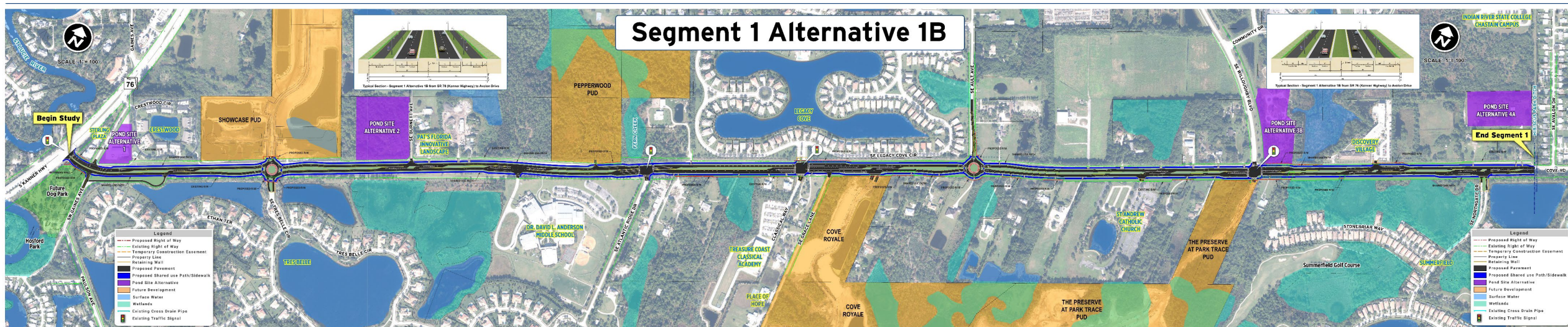
Preferred Alternative

- Segment 1 Typical Section 1B



Preferred Alternative

- Segment 1 – Typical Section 1B



Existing Condition Segment 1 – Gaines Ave

- Gaines Avenue is southbound only
- Gaines Avenue Extension is two-way with full access at Cove Road



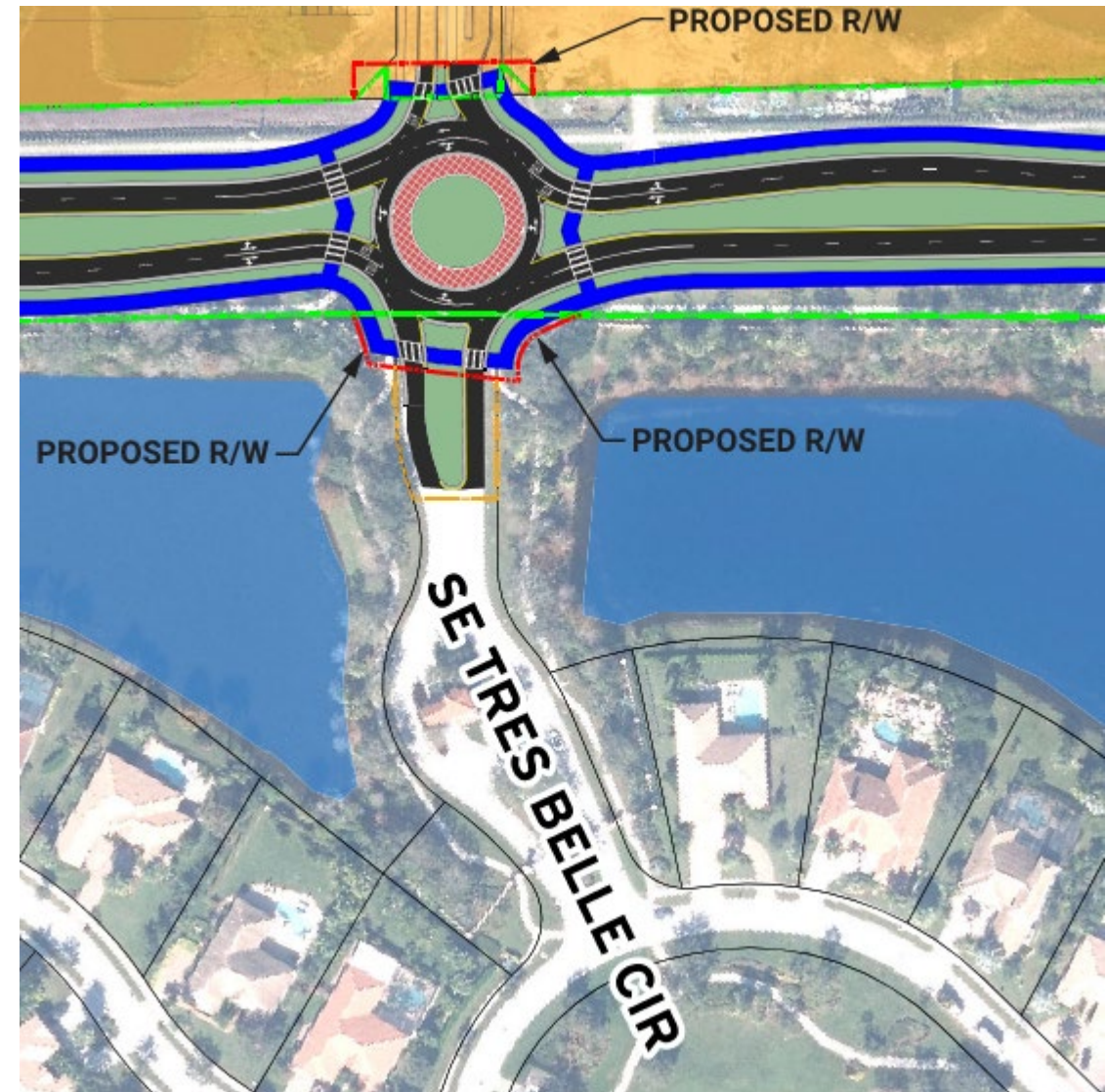
Preferred Alternative Segment 1 – Gaines Ave

- Convert Gaines Avenue back to a two-way road
- Convert Gaines Avenue Extension to a one-way left turn in only from Cove Road

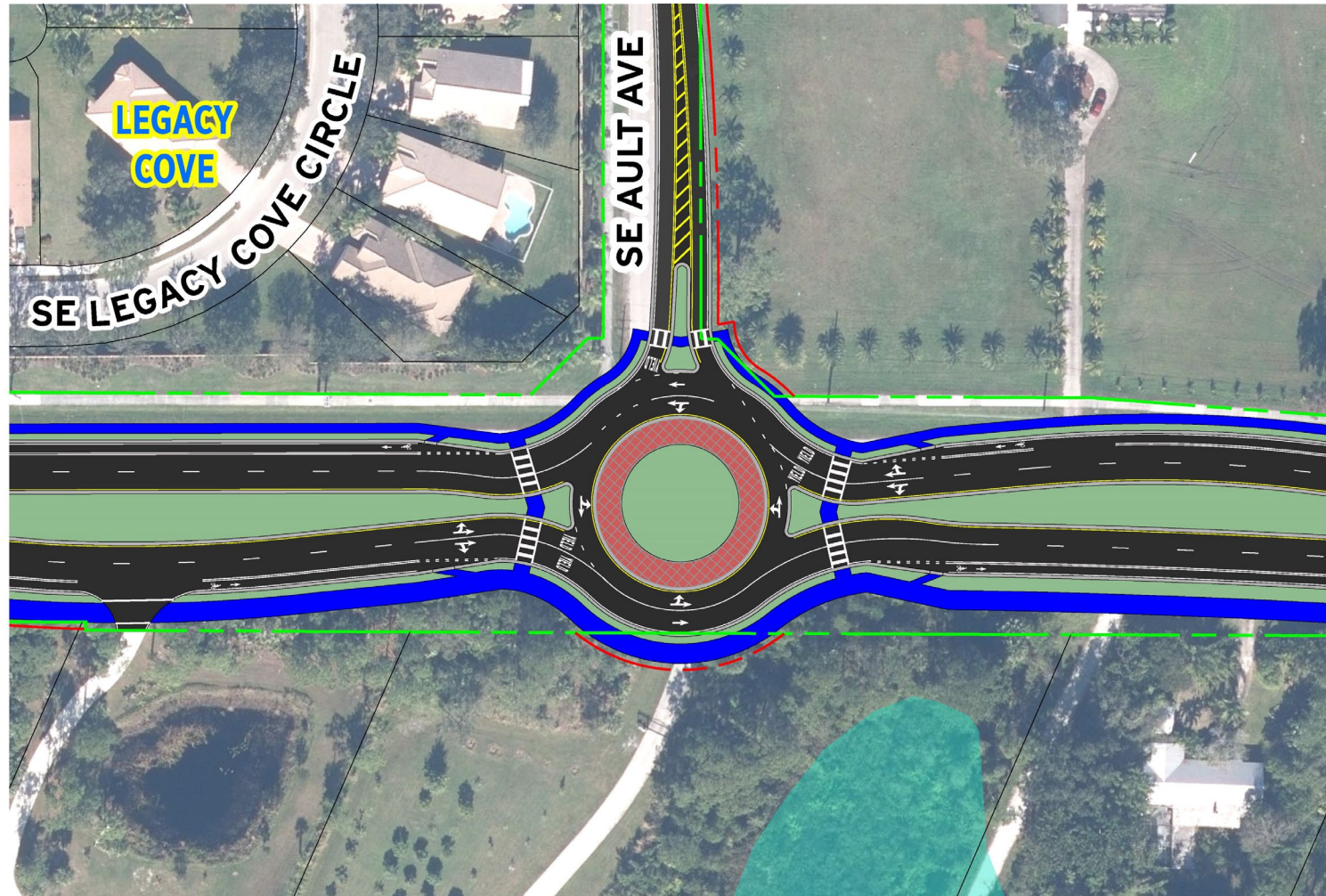


Preferred Alternative Segment 1 – Tres Belle

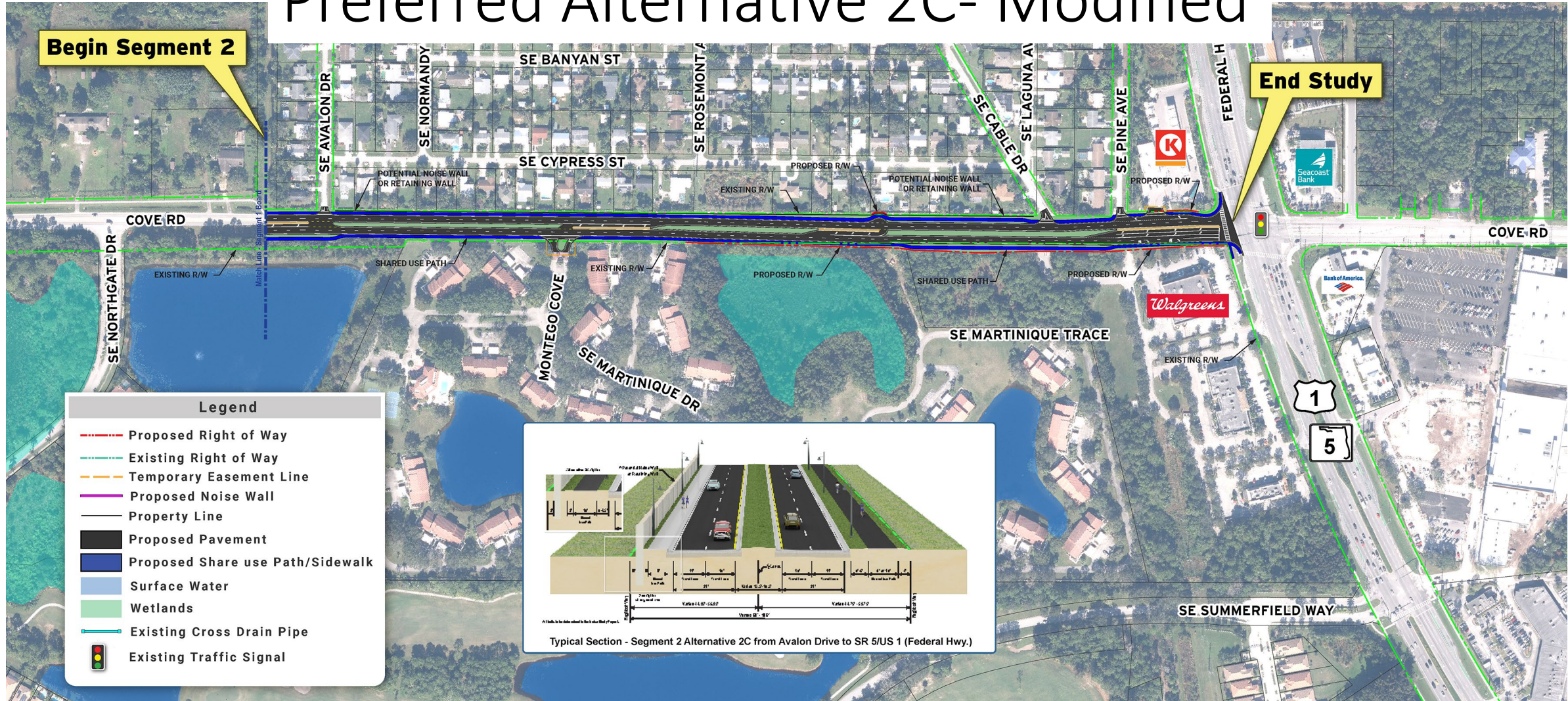
- A roundabout is proposed at the entrance to Tres Belle to accommodate u-turns from Gaines Avenue and to help with speed control on Cove Road.



Ault Avenue Intersection



Preferred Alternative 2C- Modified



Existing Condition – Segment 2

- Full access at Montego Cove



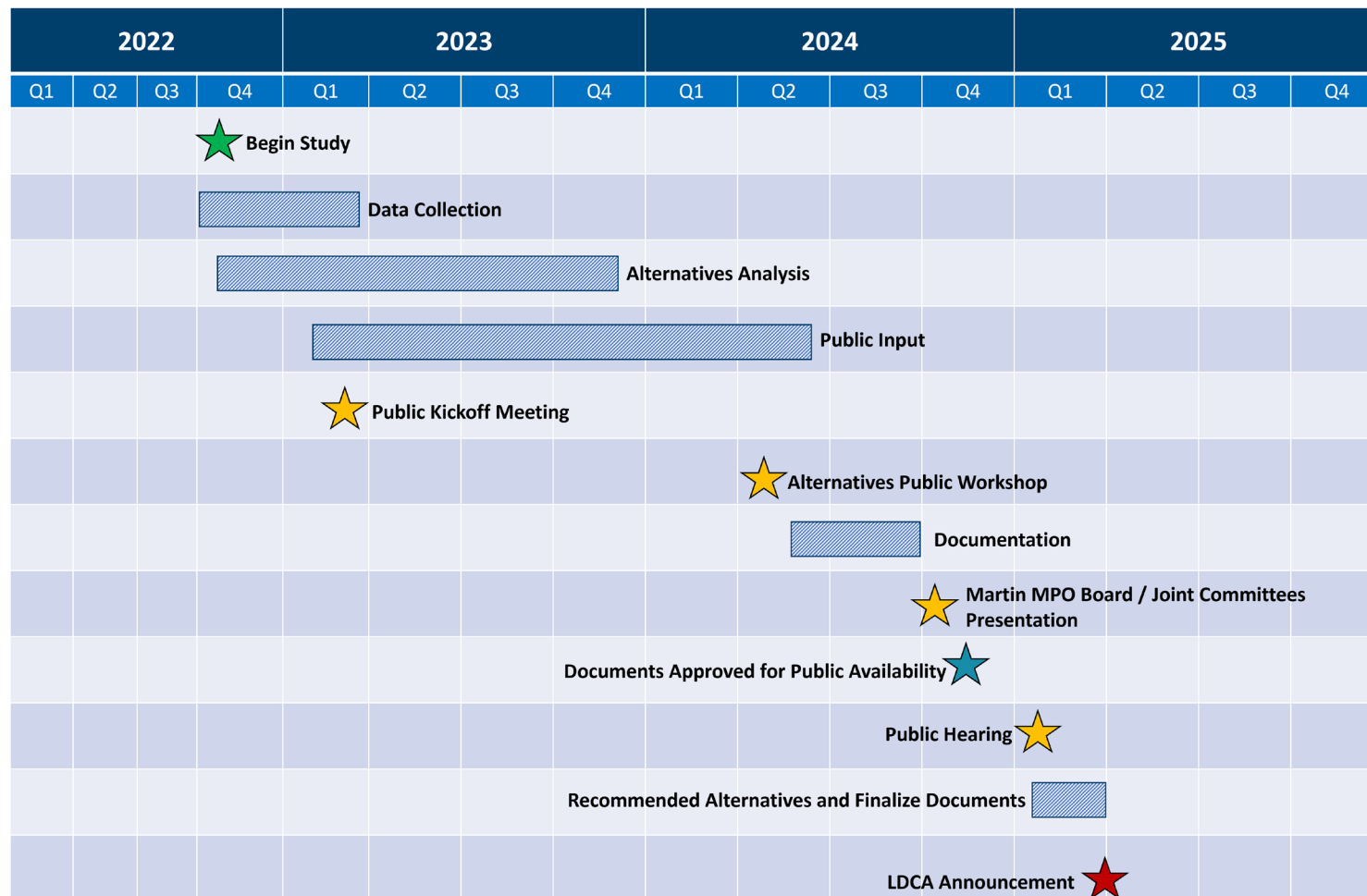
Preferred Alternative – Segment 2

- Westbound directional opening for Montego Cove
- Provide u-turn lane east of Montego Cove to accommodate vehicles that want to go west on Cove Road



Project Schedule

- Alternatives Public Meeting
 - Virtual – May 21, 2024
 - In-Person – May 22, 2024
- Public Hearing
 - Tentative – January 2025
- Design funded in fiscal year 2025
- Right-of-way and construction are not currently funded



Contact Information

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Florida Department of Transportation (FDOT) Project Manager

FDOT District Four

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Fort Lauderdale, FL 33309

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Telephone: (954) 777-4468

Toll-Free: (866) 336-8435, Ext. 4468

Pedestrian Safety Month



Questions?





**JOINT CITIZEN’S/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING
AGENDA ITEM SUMMARY**

| | | |
|---|---|--|
| MEETING DATE: October 7, 2024 | DUE DATE: September 30, 2024 | UPWP#: 6 |
| WORDING: US-1 CONGESTION MANAGEMENT/ PUBLIC OUTREACH STUDY UPDATE | | |
| REQUESTED BY: MPO | PREPARED BY: Lucine Martens / Beth Beltran | DOCUMENT(S) REQUIRING ACTION: N/A |

BACKGROUND

The Martin Metropolitan Planning Organization (MPO) is conducting a congestion management study on a section of the US-1 corridor between SW Joan Jefferson Way, north over the Roosevelt Bridge, to the Martin/St. Lucie County line. The purpose of the US-1 Congestion Management / Public Outreach Study is to provide support for the implementation of multimodal congestion management strategies, which together are intended to relieve congestion along the defined US-1 corridor.

ISSUES

At the October 7, 2024, Joint Advisory Committee meeting, the consultant will present the US-1 Congestion Management / Public Outreach Study update, including sharing to date, the data collection, analysis, Project Video Diary trailer, public input, Project Advisory Committee (PAC) input, and preliminary congestion management strategies to gain consensus.

RECOMMENDED ACTIONS

Provide comments, and gain consensus on congestion management strategies.

APPROVAL

MPO

ATTACHMENTS

PowerPoint presentation



US-1 CONGESTION MANAGEMENT STUDY



Joint Advisory Committee Meeting (BPAC, CAC, & TAC)
October 7, 2024

Joint CAC/TAC/BPAC - 10/7/24

Consultants:

Kimley»Horn

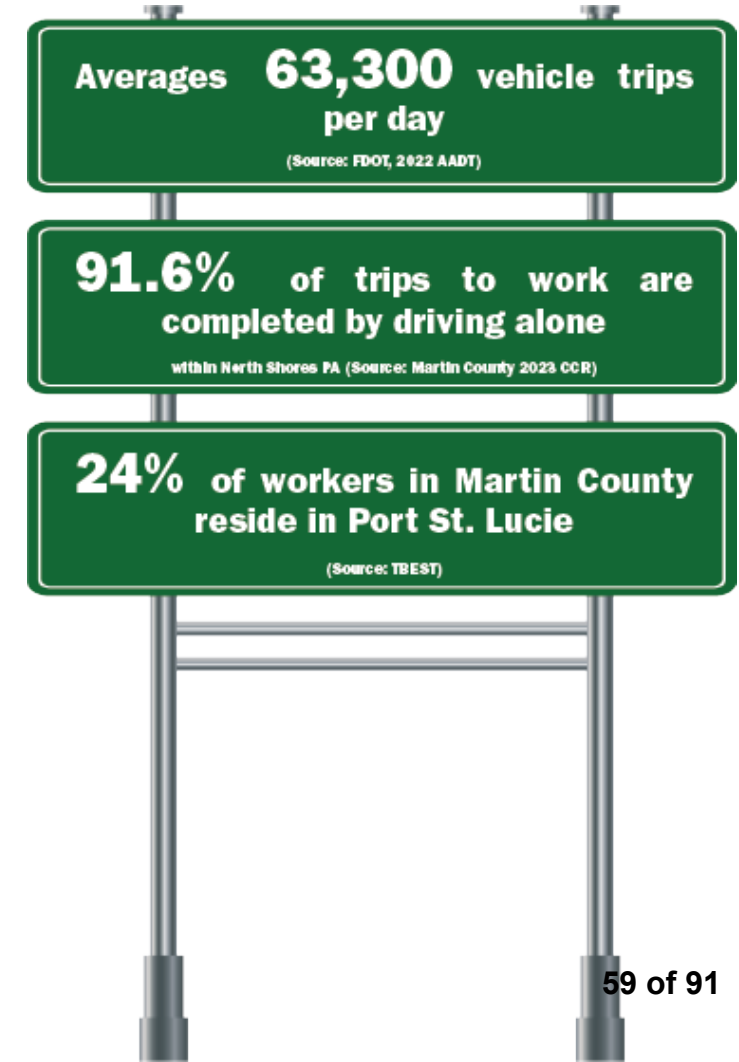
BONNIE LANDRY
& ASSOCIATES, Inc. Professional Planning Services

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Challenges Throughout US-1 Corridor

- Constrained roadway conditions, widening deemed infeasible
- Continual employment and residential growth
- Vehicle-dependent environment
- Lack of connectivity between different land uses
- Coordination between multiple property owners poses a challenge





Travel Conditions

- US-1 serves as a major network link
 - Through traffic the most likely cause of congestion
- Majority of trips diverted to US-1
 - Traffic mostly attributed to work commutes between Port St. Lucie to Stuart
- Frequent stopping and turning vehicles caused by one-way in/one-way out style developments





Corridor Focus Areas

- Identified specific areas where operational issues are causing congestion throughout the corridor
 - Detailed traffic data collected at these locations

| Road Segment | 2022 ADT |
|--|----------|
| US-1 from SW Joan Jefferson Way to NW Wright Boulevard | 58,659 |
| US-1 from NW Wright Boulevard to NW Baker Road | 51,911 |
| US-1 from NW Britt Road to NW Jensen Beach Boulevard | 56,191 |
| US-1 from NW Jensen Beach Boulevard to SE Westmoreland Boulevard | 63,287 |

- Stakeholder input collected to date included feedback related to congestion and safety issues at these corridor focus area locations
 - Segments have highest AADT's within study corridor
 - Highest density of crashes are within these three segments



Corridor Focus Areas

- Popular destinations include: LA Fitness, Publix and Target, Jensen Beach High School, and Treasure Coast Mall
 - Few pedestrian facilities and roadway connections between properties
- Several locations targeted for driveway connections, or pedestrian facilities to connect uses
- Safety issues at intersection of US-1 and SE Westmoreland
 - Motorists running red lights, not obeying lower speed limits

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Traffic Data Collection

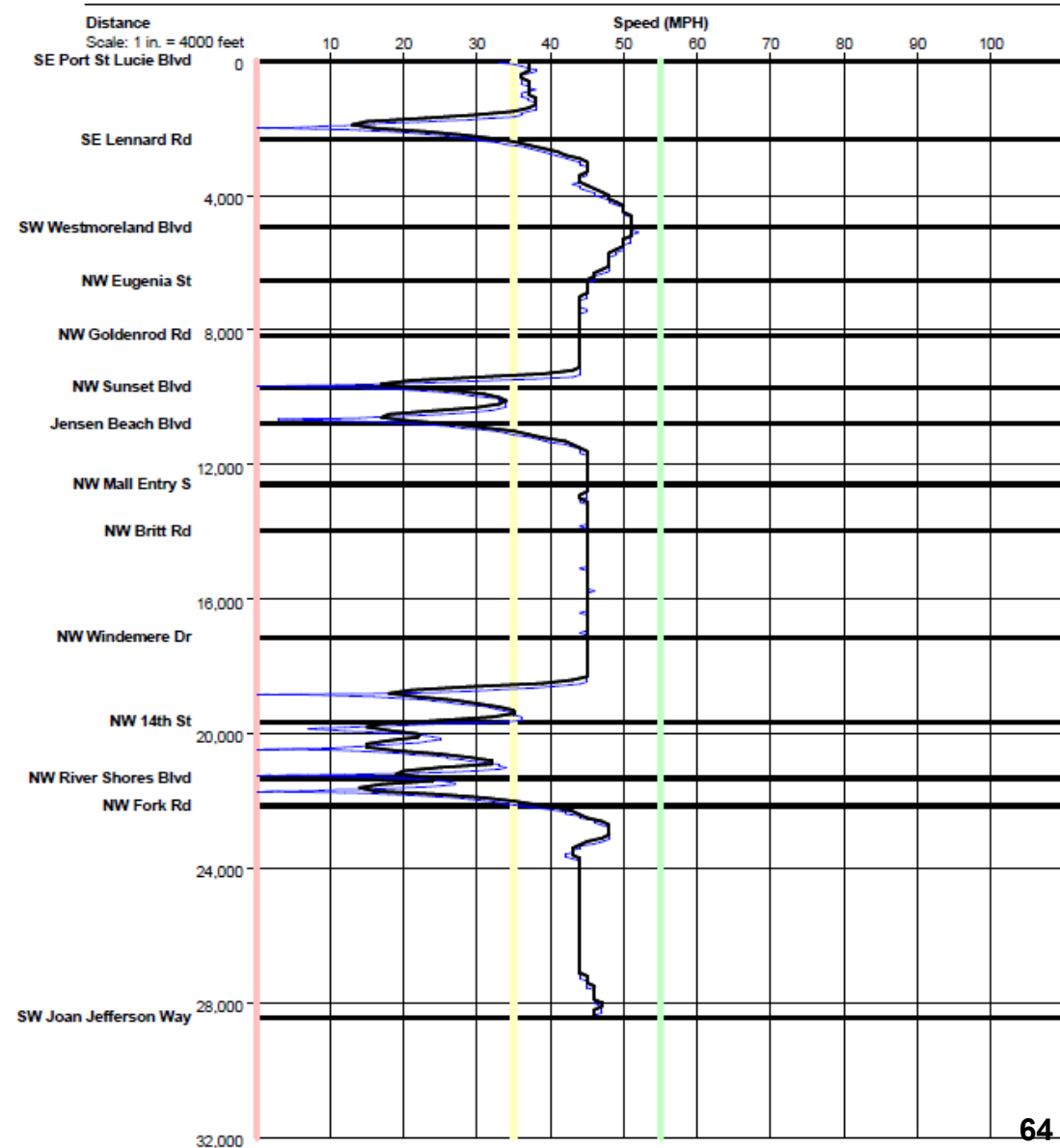
- Travel time runs collected during the AM and PM peak periods for both the northbound and southbound directions.
- On the following slides, speed profiles are included for each respective direction and peak period:
 - Data summarizes the speed of the vehicles along the study corridor, as convey where queues are occurring most.

| Direction | Northbound Average Speed (MPH) | | Southbound Average Speed (MPH) | |
|-------------|--------------------------------|----|--------------------------------|----|
| | AM | PM | AM | PM |
| Peak Period | | | | |
| Run 1 | 27 | 18 | 32 | 27 |
| Run 2 | 28 | 19 | 28 | 29 |
| Run 3 | 31 | 26 | 26 | 24 |
| Average | 29 | 21 | 29 | 27 |



Traffic Data – Southbound AM

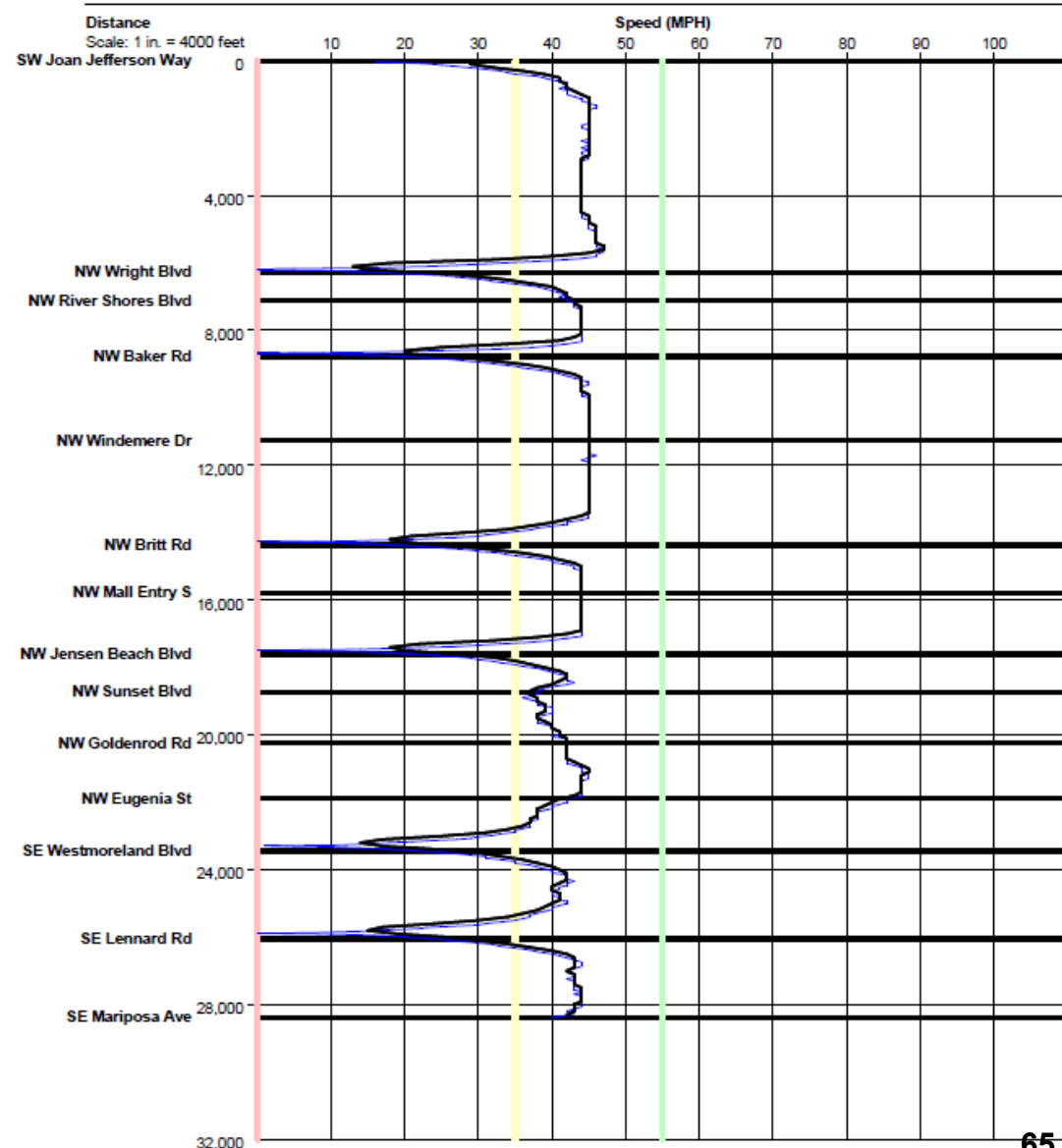
- Highest speeds more normalized in this direction and time period in comparison to the other representative data periods
- Lowest speeds at the signal intersections of NW 14th St, NW River Shores Blvd, and NW Fork Rd





Traffic Data – Northbound AM

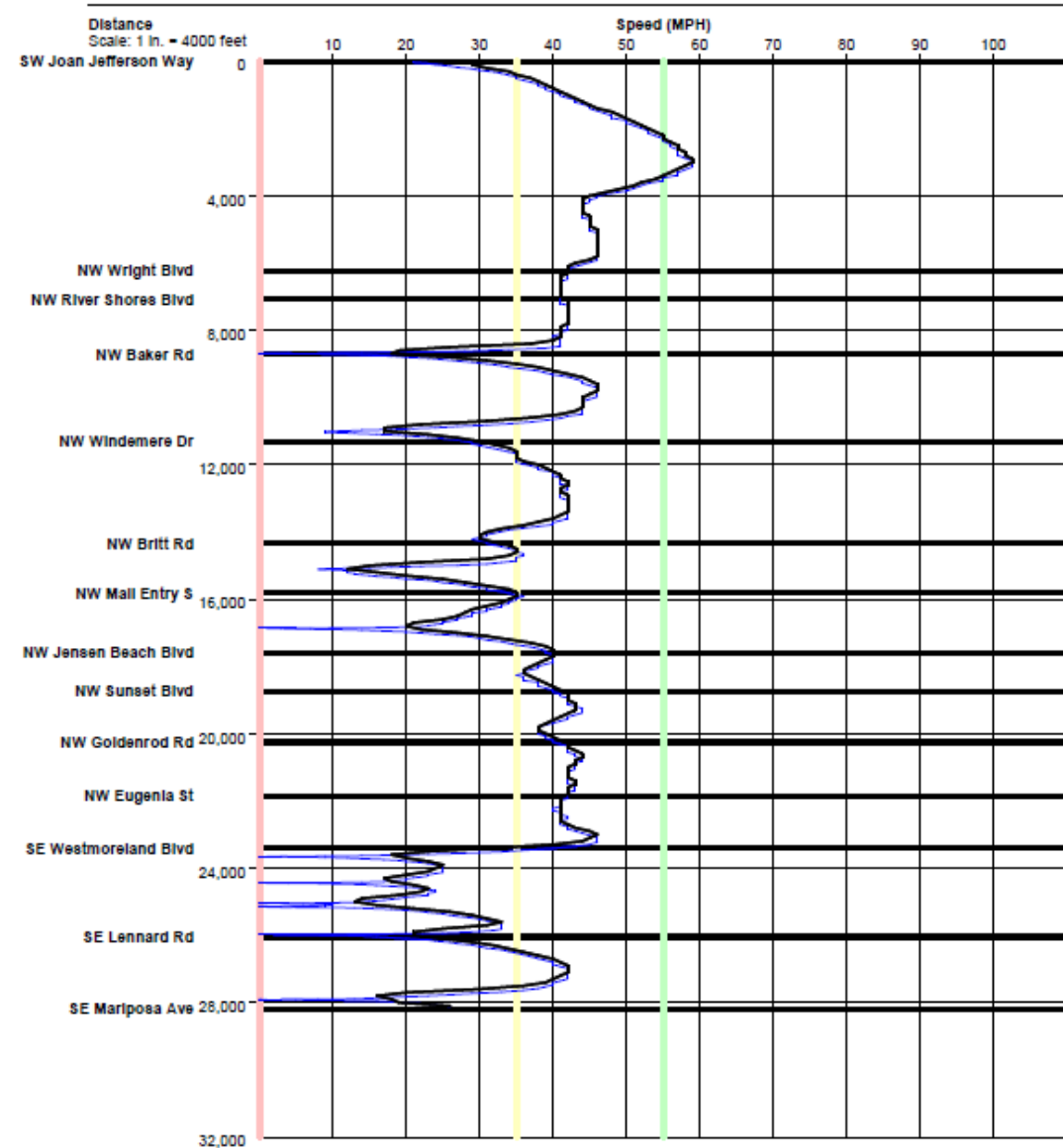
- In this direction and hour period, speeds are consistent – without much variation between intersections.
- **Lowest speeds** at each signalized intersection.





Traffic Data – Northbound PM

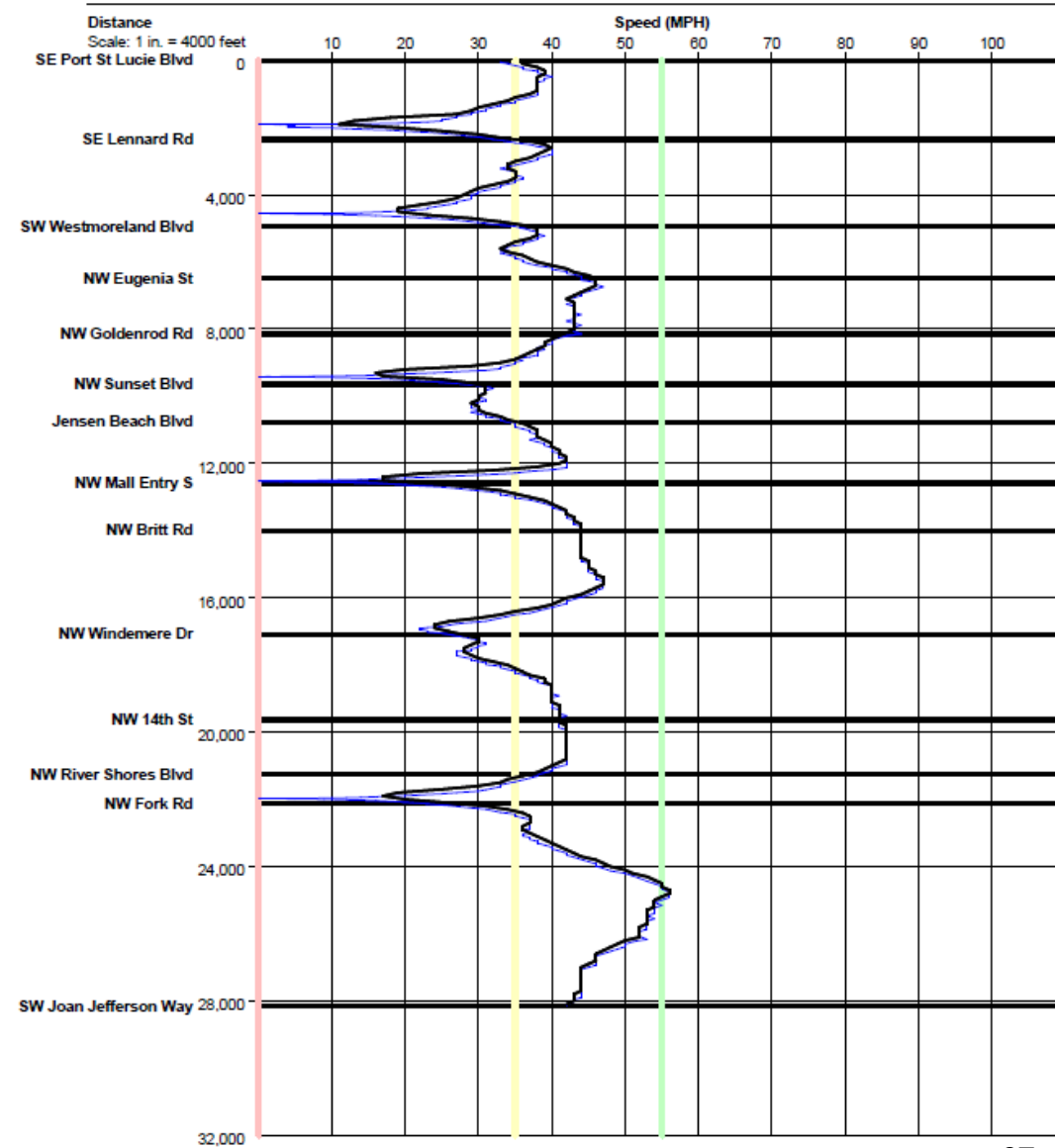
- Highest speeds between the intersections of SW Joan Jefferson Way and NW Wright Blvd
- Lowest speeds at the NW Mall Entry located directly halfway along the corridor





Traffic Data – Southbound PM

- **Highest speeds** between the intersections of NW Fork Rd and SW Joan Jefferson Way
- **Lowest speeds** at signalized intersections with queues upon approach, i.e. SW Westmoreland Blvd, and NW Mall Entry S





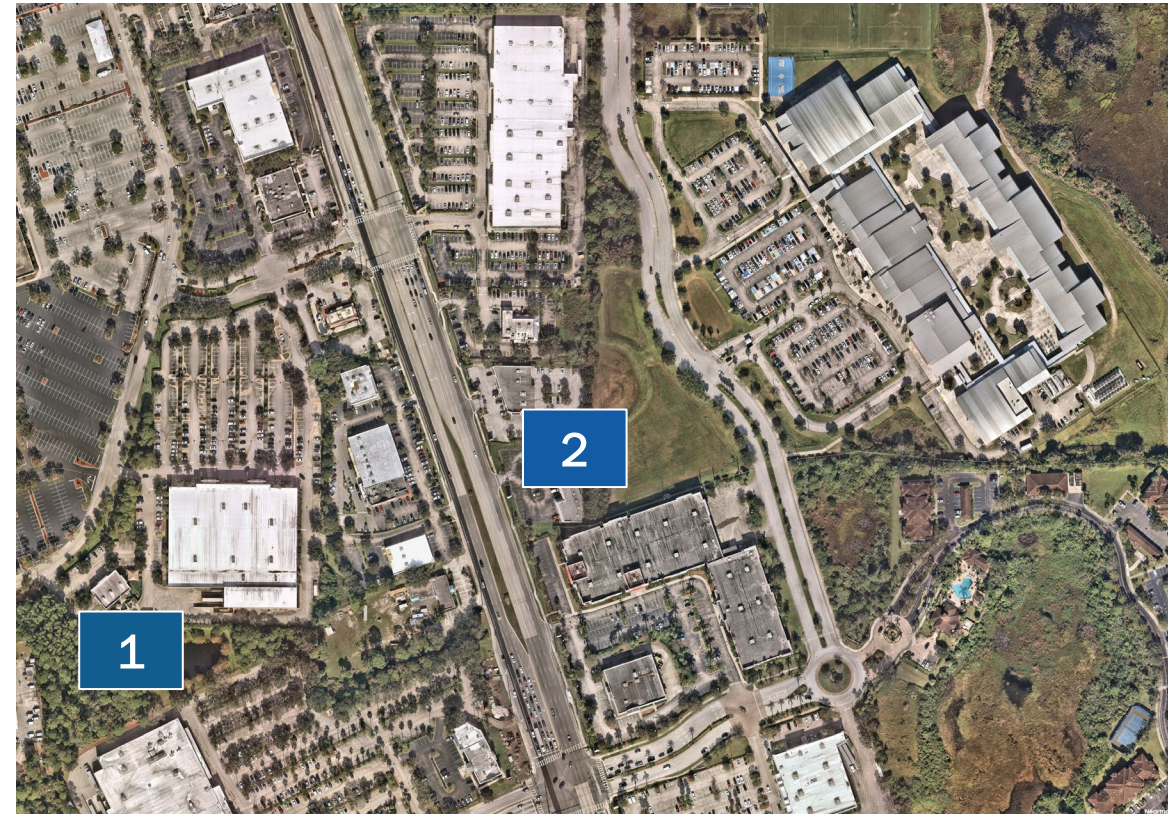
Congestion Mitigation Strategies



Inter-Property Multimodal Connectivity

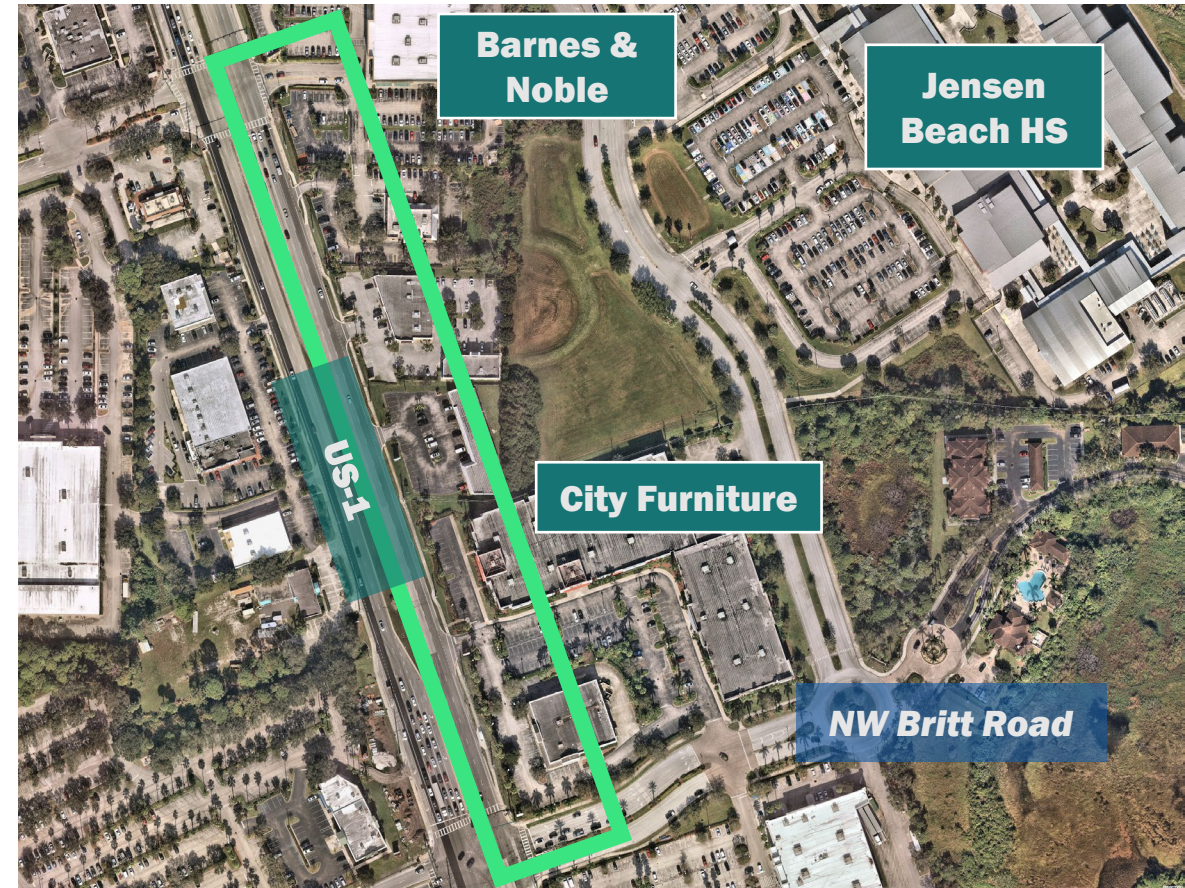
1) Construct joint access driveways between properties

- Locations:
 - Treasure Coast/Target connector at NW Mall Loop Road (site 1)
 - From Barnes & Noble to City Furniture, east of US-1 (site 2)
- Near high volume intersections and locations of excessive queueing delays
- Construction requires coordination and agreement between property owners





Inter-Property Multimodal Connectivity





Multimodal Safety

2) Auditory and Vibratory Edge Line Striping

- Short-term improvement while the sidewalk level separated bicycle lanes are implemented.
- Alerts motorists drifting out of designated travel lane, into the existing buffered bicycle lane.

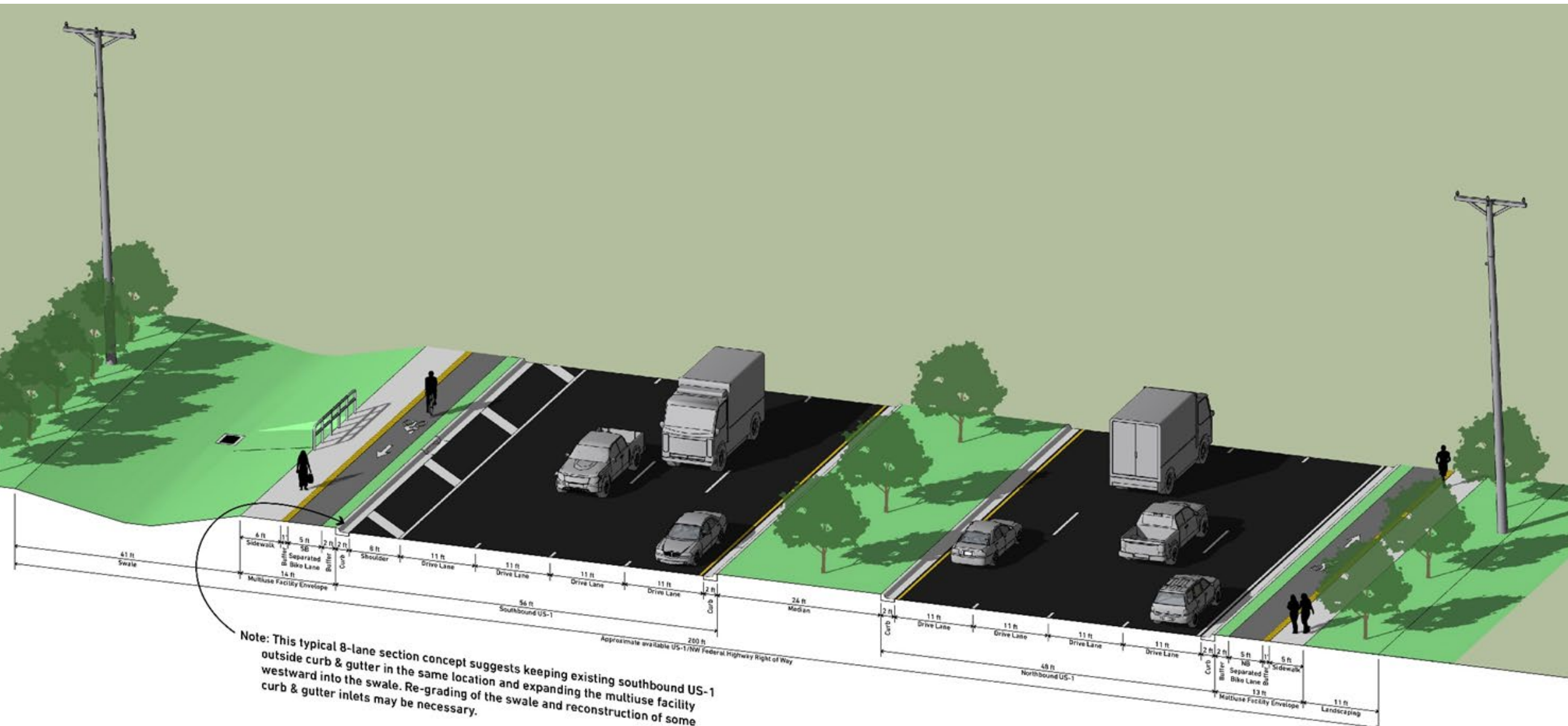




Multimodal Safety

3) Implement Sidewalk Level Separated Bicycle Lanes

- Relocates bicyclists to the pedestrian realm, rather than on-road
 - Replaces existing buffered bicycle lanes
- 5 ft. path width, 2 ft. grass buffer from the road
 - 5 ft. pedestrian path adjacent to bicycle facility





Signal and Traffic Operations Improvements

1) Advanced Vehicle Detection

- Detects vehicles from further back from the stop bar and build responsive control schemes.

2) Adaptive Traffic Signal Control

- Used to optimize signal timings in real-time based on current traffic conditions.

3) Signal Timing Refinement

- Based on data collection such as turning movement counts, travel time runs, crash statistics, recurring and non-recurring congestion events.





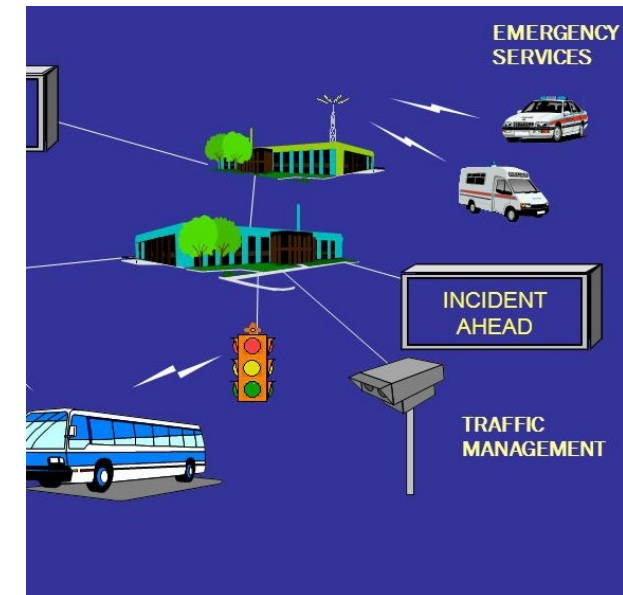
Signal and Traffic Operations Improvements

4) Integrated Corridor Management (ICM)

- If used by all stakeholder agencies, ICM helps to maximize the efficiency and capacity of all facilities and modes across all corridors.

5) Passive Pedestrian and Bicyclist Detection

- Necessary to install at intersections or mid-block crossing locations with high pedestrian and bicyclist movements, such as control systems.





Advanced Travel Condition Communications

1) Implementation of Dynamic Message Signs (DMS)

- Communicate US-1 corridor conditions to motorists
- Implement signage before entering corridor, near intersection of US-1 and Kanner Highway



2) Increase signage for alternate routes

- Results of the public survey indicated that 45% of daily users of US-1 sought alternatives to US-1 during congested travel conditions.
- Signage near approaches to key intersections to alert drivers of nearby route alternatives such as
NW Green River Parkway



Public Engagement

- Online poll ongoing via MPO webpage and QR Code
- More than 220 have responded
- Results mirror live polling
 - 55 % stated the most congested portion of the study area was SW Joan Jefferson Way to NW Britt Road



US-1 Congestion Management Project



WE WANT TO HEAR FROM YOU!



Scan to complete the survey.

The Martin MPO, in collaboration with Martin County and the City of Stuart, are seeking input on ways to improve traffic and safety on US-1 from the south side of the New Roosevelt Bridge north to the St. Lucie County line.

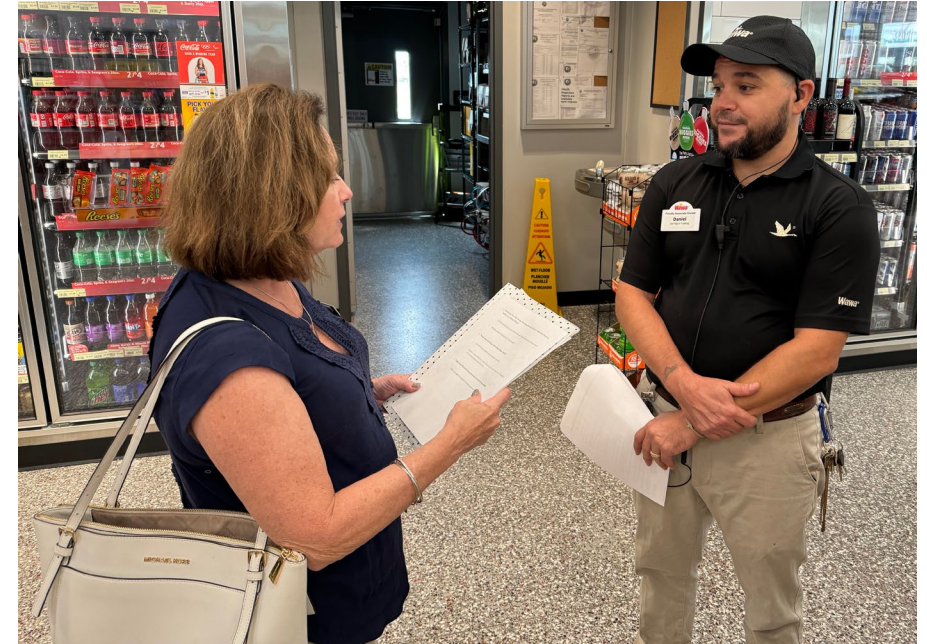
Announcements

The Martin MPO is currently developing a US-1 Congestion Management/Public Outreach Study to identify ways to improve traffic and safety along US-1 from the south side of the New Roosevelt Bridge north to the St. Lucie County line. To provide your input, please click here to participate in our survey. For more information on the study, visit the project page at <https://www.martinmpo.com/us-1-congestion-management-public-outreach-study/>.



Stakeholder Interviews

- 16 face to face interviews conducted
- Intersections most congested –
Jensen Beach Blvd. & Joan Jefferson Way
- Congestion, 4:30-6:00 pm
- US-1 feels unsafe
 - Drivers speeding and running red lights
 - Blind spots with U Turns
 - Yellow arrow intersections
 - Unprotected bike lanes





Access Interactive Polling Application

- There are 8 questions.
- The response pad will light up green when your response has been sent in.
- The response pad lights up red, if an invalid choice was chosen.
- Your response cannot be changed once it is submitted.



Note: There is a glossary on the handout for your reference.



TEST QUESTION – How many years have you lived in Martin County?

- a) 1 year or less
- b) 2 years – 4 years
- c) 5 years – 9 years
- d) 10 years – 15 years
- e) 16 years – 20 years
- f) 21 years or more
- g) I do not live in Martin County



1. Which corridor focus area do you think has the greatest opportunity for improvement?

- a) LA Fitness entrance
- b) Publix (Baker Road)
- c) Target (Britt Road)
- d) Jensen Beach High School (Goldenrod Road)
- e) Treasure Coast Mall (Jensen Beach Boulevard)
- f) Intersection of SE Westmoreland Boulevard

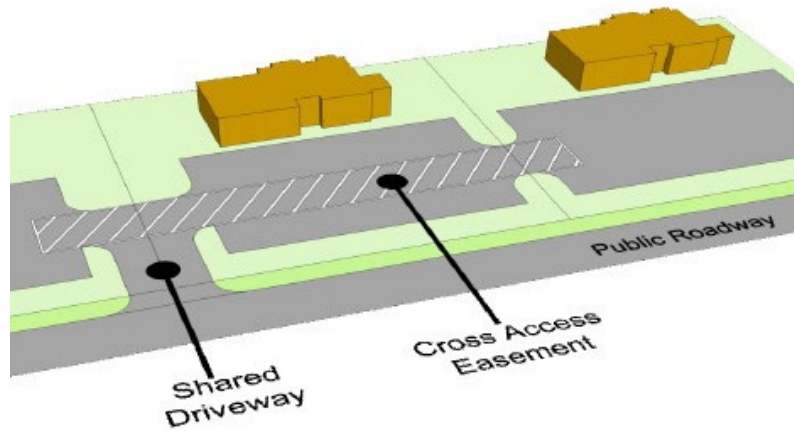


2. What do you consider to be the greatest challenge in implementing congestion mitigation strategies on US-1?

- a) Constrained roadway conditions
- b) Ongoing employment and residential growth
- c) A vehicle-dependent environment
- d) Insufficient connectivity between different land uses
- e) Coordination challenges among multiple property owners



3. Which Inter-Property Multimodal Connectivity strategy do you believe would be the most effective?



a) Joint access driveways between properties

b) Auditory and Vibratory Line Edge Striping

c) Implement Sidewalk Level Separated Bike Lanes



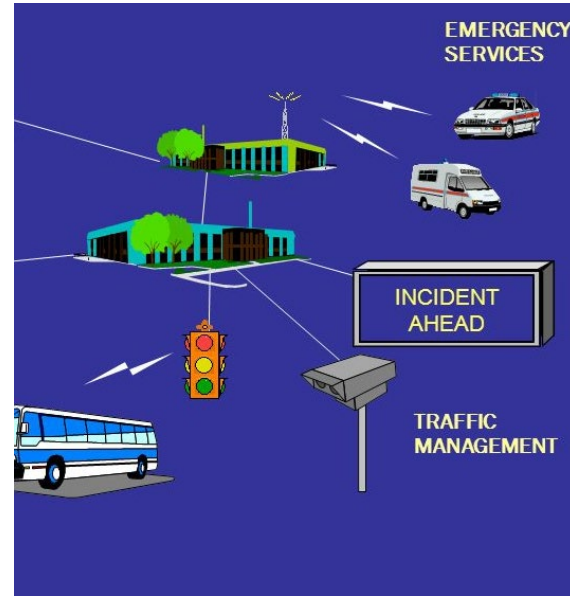
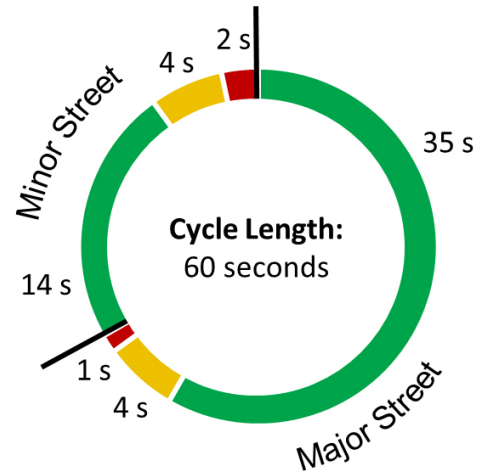
4. Which high volume traffic location would be the highest priority for constructing joint access driveways?

- a) Treasure Coast Mall/Target connector at NW Mall Loop Road
- b) Barnes & Noble to City Furniture





5. What do you consider to be the most effective improvement for signal and traffic operations?



a) Adaptive Signal Controls

b) Signal Timing Refinement

c) Integrated Corridor Management (ICM)

d) Passive Pedestrian and Bicyclist Detection



6. The use of Dynamic Message Signs (DMS) to inform motorists of US-1 corridor conditions prior to entry is another strategy for managing congestion. How do you feel about this approach?

- a) Strongly supportive
- b) Unsure
- c) Not supportive at all





7. To better educate drivers about alternative routes, we are considering the strategy of enhancing wayfinding signage. How effective do you believe this would be for assisting drivers?

- a) Very effective
- b) Unsure
- c) Not effective at all





8. Which congestion mitigation strategies do you think would be most effective in reducing congestion on US-1?



a) Inter-Property
Multimodal Connectivity
Joint CAC/TAC/BPAC - 10/7/24

b) Signal and Traffic
Operations

c) Advanced Travel
Conditions Communication



Thank You!



Joint CAC/TAC/BPAC - 10/7/24



JOINT CITIZEN’S/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (CAC/TAC/BPAC) MEETING AGENDA ITEM SUMMARY

| | | |
|--|--|--|
| MEETING DATE: October 7, 2024 | DUE DATE: September 30, 2024 | UPWP#: 3 |
| WORDING: DEVELOPMENT REVIEW INTERACTIVE MAP UPDATE | | |
| REQUESTED BY: MPO | PREPARED BY: Ricardo Vazquez / Beth Beltran | DOCUMENT(S) REQUIRING ACTION: N/A |

BACKGROUND

The FY25-FY26 Unified Planning Work Program (UPWP) states that the MPO will support data collection efforts that address multimodal planning, including land use, roadway, rail, transit, and bicycle/pedestrian, and to analyze social and economic factors as well as land use during the planning process. The Martin MPO Policy Board requested that MPO staff work with local government staff and review approved and proposed land developments. A map was developed showing County and municipal land developments. This information will assist the MPO Board in making decisions related to transportation project priorities.

ISSUES

At the October 2024 Advisory Committee meetings, MPO staff will present the update to the Development Review Interactive Map, which can be viewed by visiting the following link: <https://martinmpo.com/maps-tools/>

RECOMMENDED ACTION

Provide comments on the Development Review Interactive Map

ATTACHMENTS

Screenshot of Development Review Interactive Map Homepage

Approved Status Filter:

- All
- Approved
- Approved for Construction
- In Construction
- In Review

Agency Filter:

- All Agencies
- County
- Indiantown
- Jupiter Island
- Ocean Breeze
- Sewalls Point
- Stuart

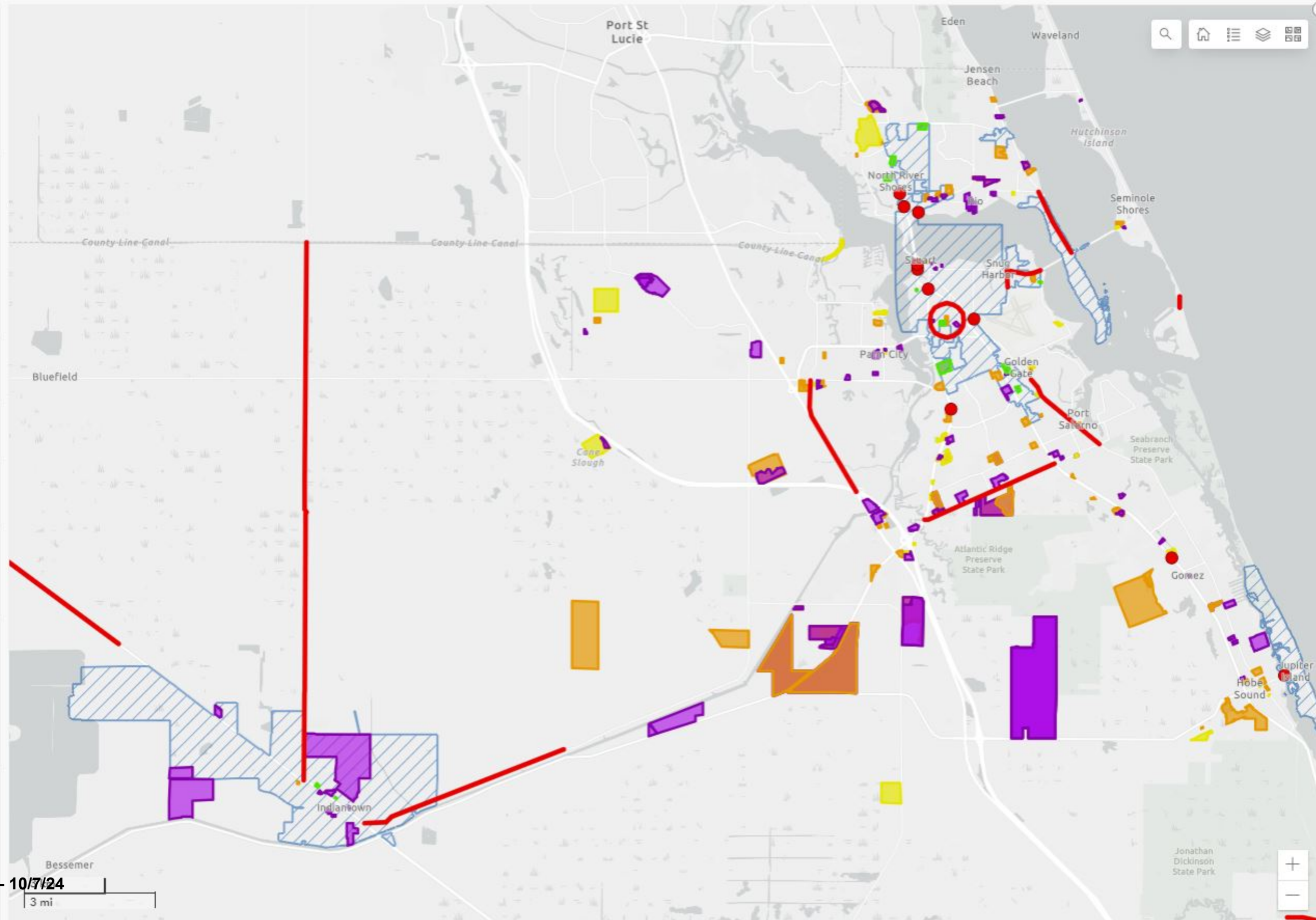
Permit Date Range
No date selected

Project Name
None

Permit Number
None

Urban Service District
 All Primary Secondary

Select a category
 All Indiantown, FL
 Jupiter Farms, FL Miami, FL
 Port St. Lucie, FL



- NNA East Minor Final Site Plan
In Review
- 1st Amendment South Florida Gateway PUD
In Review
- 311 Osceola
In Review
- 37 SE Seminole St
In Review
- 95 Riverside PUD Pulte I-95 Rev PUD
In Review
- Abundant Life Ministries
In Construction
- Animal Grassfed Processing Facility
In Review
- Avonlea 10
In Review
- Avonlea 12
In Construction
- Avonlea 13
In Review
- Avonlea 16
In Construction
- Avonlea 2
In Construction
- AxisOne
Approved
- Banyan Bay Ph 3
Approved for Construction
- Banyan Bay Revised Master and Phasing Plan 9th PUD
AMD PH 2C FSP
In Construction
- Blue Water (fka TCCC Lot 17 & 18)
In Construction
- Bridgewater Preserve
In Construction
- Caliber Car Wash Hobe Sound
In Review
- Casa Bella
Approved
- Cassidy Center
Approved for Construction
- Central Parkway Lofts
In Construction
- Chabad Jewish Center Administrative Amendment
In Construction