

**MARTIN METROPOLITAN PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE MEETING**
Martin County Administrative Building Commission Chambers
2401 SE Monterey Road, Stuart, FL 34996
(772) 221-1498
www.martinmpo.com

Wednesday, September 3, 2025 @ 9:00 AM

MEETING MINUTES

1. CALL TO ORDER

The meeting was called to order at 9:03 AM by Saadia Tsftarides, Chair.

2. ROLL CALL

Susan Ortiz, Administrative Assistant, called roll.

CAC Members in Attendance:

Saadia Tsftarides, Chair
Cindy Greenspan
Howard Lyndon Brown
Trent Steele
William Stuckey
Matthew Sexton
Glen Alexander

CAC Members Excused:

Larry Sofield, Vice Chair

CAC Members Not in Attendance:

Ann Kagdis
Hilary Young

Staff in Attendance:

Beth Beltran, MPO Administrator
Ricardo Vazquez, Principal Planner
Margie Tamblyn, Senior Planner
Lucine Martens, Planner
Susan Ortiz, Administrative Assistant

Others in Attendance:

James Brown, FDOT – Florida Turnpike Enterprise
Geysa Sosa, FDOT
Rana Keel, FDOT

Chris Rizzolo, AECOM
Vikas Jain, TYLin
Ronald Sanchez, HDR
Maria Formoso, FDOT
Juan Calderon, Caltran Engineering Group

A quorum was present.

3. APPROVE AGENDA

A motion to approve the agenda was made by Howard Brown and seconded by Cindy Greenspan. The motion passed unanimously.

4. APPROVE MINUTES

- CAC Meeting – June 4, 2025

A motion to approve the minutes was made by Cindy Greenspan and seconded by Howard Brown. The motion passed unanimously.

5. COMMENTS FROM THE PUBLIC - None

6. AGENDA ITEMS

A. FY26-FY30 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Margie Tamblyn, Senior Planner for the MPO, introduced the item and provided an overview of the proposed amendments and modification to the FY 2026–2030 Transportation Improvement Program. She began by explaining that the first amendment each year is the annual Roll-Forward Report, which carries forward funds that were not obligated in the previous TIP cycle (FY 2025–2029). These funds are now incorporated into the current TIP to ensure continuity of programmed projects. Ms. Tamblyn reported that approximately \$16.7 million is rolling forward into the FY 2026–2030 TIP. This includes \$4.5 million in highway funds, \$12 million in transit funds allocated to the St. Lucie Urbanized Area, \$61,000 in Turnpike funds, and roughly \$5,000 in miscellaneous Federal Lands Access Program funds associated with the FLAP grant for improvements between Jonathan Dickinson State Park and the Hobe Sound National Wildlife Refuge. She noted that the Roll-Forward Report lists each project by FM number, along with its limits, work type, and the associated rollover amount. The second amendment presented was the removal of the Alice Street sidewalk project. Ms. Tamblyn explained that FDOT notified the MPO that the Florida East Coast Railway confirmed sidewalks are not feasible at this location. As a result, the project will not advance and is being removed from the TIP. She then described one TIP modification, which adds a non-budgeted project at the request of the Federal Highway Administration. Although the MPO is not contributing funding, the project is being included for consistency across State and Federal documents. The project involves improvements at the Hobe Sound National Wildlife

Refuge, including replacement of the South boardwalk and repairs to the headquarters and visitor center parking areas.

A motion to approve FY26-FY30 Transportation Improvement Program (TIP) Amendments and Modification was made by Cindy Greenspan and was seconded by Matthew Sexton. The motion passed unanimously.

B. 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) DRAFT COST FEASIBLE PLAN

Ricardo Vasquez, Principal Planner for the MPO and project manager for the 2050 Long Range Transportation Plan, introduced the next agenda item. He expressed enthusiasm in presenting the draft Cost Feasible Plan for the 2050 LRTP, noting that the team recently held a public open house where the draft plan was shared and community input was received. Mr. Vasquez highlighted that development of the LRTP has been an extensive effort, with work beginning in April 2024 and continuing steadily since then. He emphasized that the draft represents many months of analysis, coordination, and public engagement, and that the plan is approaching its final stages. The MPO anticipates bringing the full 2050 LRTP forward for adoption in October. He concluded by introducing Vikas Jain, the consultant project manager for the 2050 LRTP, who would provide the formal presentation on the draft Cost Feasible Plan.

Matthew Sexton raised several questions regarding roadway projects identified as RD4, RD8,9, and RD28. He began by congratulating staff on the progress made to date and acknowledging the extensive work that has gone into developing the plan. Focusing first on Project RD4, Mr. Sexton noted that the map appeared to show a potential widening or extension of Bridge Road west of I-95 and Florida's Turnpike toward Pratt Whitney Road. He questioned the necessity of such a project, emphasizing that the area is currently agricultural, lies outside the urban service boundary, and has no foreseeable development pressure. Mr. Sexton expressed concern that widening roads in these western areas could unintentionally encourage future development patterns that many Martin County residents do not support. Mr. Vasquez, responded by explaining that the project emerged during the development of the Needs Plan, where travel demand model outputs indicated a potential need for widening between Pratt Whitney Road and I-95. He clarified that staff is continuing to review the model results to determine whether adjustments or corrections are warranted. Mr. Vasquez acknowledged Mr. Sexton's point, agreeing that there is currently little activity in the area and that the project may ultimately be removed in a future amendment. Mr. Sexton reiterated that his broader concern relates to how long-range plans influence growth patterns over the next several decades. He noted that roadway expansions can create additional capacity that may facilitate westward development, even if that is not the community's desired direction. Mr. Vasquez emphasized that RD4 is not included in the Cost Feasible Plan and is listed only as an unfunded need. He stated that the MPO is not anticipating funding or advancing the project and will continue evaluating its relevance as the LRTP moves forward.

Mr. Sexton shifted his comments to RD9, RD8, and RD30, which involve potential widening along SR 714 east and west of I-95. He noted that while there is some development in the area, much of the corridor particularly west of I-95 toward Allapattah Road remains rural. Mr. Sexton emphasized that several miles of the roadway border the Allapattah Wildlife Management Area, and he questioned the rationale for widening a corridor with limited existing development and significant environmental context. He added that RD8, which extends capacity improvements north into St. Lucie County, appeared to reinforce the same concern: that the proposed widenings seem oriented toward accommodating uncontrolled regional growth, rather than addressing local needs within Martin County. Mr. Vasquez responded by explaining that these segments emerged from the Needs Plan based on outputs from the regional travel demand model. Because the model incorporates projected growth in St. Lucie, Martin, and Indian River counties, the increased development in St. Lucie County generates future traffic patterns that route vehicles south along Allapattah Road and east on Martin Highway to access I-95. As a result, the model identifies capacity needs on these Martin County segments even though local development is minimal. Mr. Vasquez further explained that RD30 reflects a future connection between I-95 and the planned extension of 84th Street, which is included in the existing-plus-committed network. That connection will ultimately link to Newfield Parkway, a development currently underway. The model therefore shows a need to address the future traffic associated with that connection.

Ms. Beltran provided additional context on how projects are evaluated and why certain segments appear in the Needs Plan. She explained that the LRTP must incorporate outputs from the regional scientific model, which forecasts future travel patterns based on land use, development patterns, and population growth across Martin, St. Lucie, and Indian River counties. At the same time, she emphasized that public involvement and local priorities remain central to the MPO process. While the model may identify corridors that could become over capacity in 20–25 years, it is ultimately the MPO Board’s responsibility to determine which projects should be prioritized and advanced through the TIP. Ms. Beltran noted that Federal and State agencies rely on this local prioritization to ensure that funding is not directed toward projects that the community does not support. For the integrity of the LRTP, model-identified needs must be shown, but inclusion does not mean a project will be prioritized.

Mr. Sexton then asked about RD28, described as a north–south roadway connection to the county line off SR 714 and listed as developer-funded. He sought clarification on whether the associated development was occurring in Martin County or St. Lucie County. Mr. Vasquez explained that RD28 represents the long-discussed Village Parkway extension, a project carried forward from earlier LRTP cycles. Historically, the expectation was that private development in St. Lucie County would construct the extension as growth occurred. During development of the 2045 Regional LRTP, the MPO and the St. Lucie TPO agreed to keep the project in the plan, with the understanding that future coordination would be needed to determine the appropriate alignment. With new development now occurring in the area, that coordination will become increasingly important. Mr. Sexton thanked staff for the clarification, noting that his goal was to better understand how development outside Martin County influences roadway needs within the county. Mr.

Brown added a local perspective regarding traffic conditions near the Pratt Whitney corridor. He noted that the route between Indiantown and West Palm Beach is already experiencing bumper-to-bumper congestion, even before the full build-out of the 2,000-home Terra Lago development. He emphasized that additional growth will further strain the corridor, particularly along SR 710, and that improvements will likely be needed regardless of current land use patterns. Ms. Beltran responded by noting that the Mayor of Indiantown has raised similar concerns. She explained that many trips are currently loading onto Allapattah Road from St. Lucie County due to both ongoing development and the lack of a connection to Village Parkway, which remains privately owned. She also noted that Terra Lago's first 2,000 homes represent only the initial phase of a multi-phase project, and that many of those future residents will travel south toward Palm Beach County via SR 710. These dynamics reinforce the importance of monitoring conditions over time. She added that while the model provides snapshots of current conditions and projections 20 years into the future, it does not provide incremental forecasts at 10- or 15-year intervals. As a result, ongoing data collection and observation will be essential as the region evolves.

A motion to approve the 2050 Long Range Transportation Plan (LRTP) Draft Cost Feasible Plan was made by Howard Brown and seconded by William Stuckey. The motion passed unanimously.

C. US-1 AND PALM CITY ROAD INTERSECTION IMPROVEMENTS

Geysa Sosa, representing District 4's Environmental Management Office, opened the discussion alongside Juan Calderon to provide an overview of the ongoing project at the US-1 and Southwest Palm City Road intersection.

Beth Beltran added that while the current study is underway, FDOT is simultaneously advancing an intersection improvement project at US-1 and Kanner Highway. When traveling south on US-1, the existing far-right lane functions as both a through-lane and a right-turn lane onto Kanner Highway, which contributes to significant congestion. FDOT's upcoming project will add a dedicated right-turn lane and extend its length, improving traffic operations and reducing backups. Ms. Beltran emphasized that these improvements are closely related to the Palm City Road project because they will influence driver decision-making and overall traffic distribution. With a dedicated turn lane at Kanner, motorists will have a clearer choice between using Palm City Road or continuing to Kanner Highway, meaning the two projects work in tandem to improve traffic flow along the corridor.

Glen Alexander asked whether FDOT had considered eliminating the direct access from US-1 to Palm City Road and instead requiring drivers to proceed to the signalized intersection to make a right turn, potentially widening that area to accommodate the movement. Ms. Beltran responded that this concept had been evaluated during the MPO's feasibility study. However, the study's purpose was to discourage cut-through traffic on Palm City Road and introduce measures to slow vehicle speeds. FDOT was mindful of that intent when reviewing the MPO's work and developed its own alternatives.

Mr. Alexander clarified that he was not suggesting closing the intersection, but rather removing the high-speed access road that functions “like a runway.” His thought was to replace it with a controlled turn lane that would require vehicles to slow before entering Palm City Road. Mr. Calderon explained that the challenge with that approach lies in the utilities located in that area, which present significant constraints and could lead to very high construction costs. Matt Sexton then asked for clarification on the proposed design: specifically, whether FDOT was recommending any traffic-slowing measures for vehicles exiting US-1 toward the roundabout, or if the movement would remain like today’s free-flow condition. Mr. Calderon responded that while the intent is not to introduce speed humps or similar devices, traffic-calming features could be incorporated to improve safety at both the roundabout and the US-1 exit. These could help reduce braking issues and enhance overall operational safety. Mr. Sexton asked about truck activity in the area, specifically whether Publix is the only business generating large semi-truck traffic. Ms. Beltran noted that Publix is the primary source of heavy truck deliveries, and they participated as a stakeholder on the Project Advisory Committee during the MPO’s feasibility study. Other businesses in the shopping center may generate some truck traffic, but Publix is the main contributor.

Matt Sexton reflected on the complexity of the intersection, noting that the geometry creates significant challenges particularly for large trucks navigating the movement from US-1 toward the roundabout. He wondered whether smaller delivery trucks might help, since a full-size semi making a left turn from US-1 appears to occupy the entire receiving lane. Mr. Sexton expressed concern that a truck waiting in that position could still block left-turning traffic behind it, assuming the diagram shown was to scale. Mr. Calderon clarified that the illustration was not depicting a truck backing up traffic, but rather showing the design vehicle’s starting point within the segment between US-1 and the roundabout. He explained that the design intent is to ensure the roundabout geometry can accommodate the required turning movements for the designated truck type, regardless of the specific route Publix or other businesses currently use. Mr. Calderon also confirmed that trucks would have the right-of-way when entering the roundabout, reducing the likelihood of extended delays.

Mr. Sexton then asked about the property immediately to the north, confirming it was a residence, and questioned whether the project would create downstream impacts at Kanner Highway and Monterey Road. He noted that drivers traveling south on US-1 may choose to turn right onto Kanner, then right again at Monterey to reach Palm City, raising concerns about the adequacy of the right-turn lane at that intersection. Ms. Beltran agreed and noted that this issue has surfaced in several recent conversations. She explained that when the Veterans Memorial (formerly Indian Street) Bridge opened, the far-right lane at Monterey had originally functioned as both a through-lane and a right-turn lane. After the bridge was completed, it was converted into a dedicated right-turn lane. However, Ms. Beltran acknowledged that traffic patterns have evolved, and at certain times of day drivers in that lane realize too late that they need to continue straight creating operational problems. She emphasized that FDOT will need to re-evaluate that configuration, potentially restoring the dual-use lane. She added that an operational study

was completed roughly 12–15 years ago, before the bridge’s impacts were fully understood, and an updated study will likely be necessary.

D. WILLOUGHBY BOULEVARD EXTENSION PD&E STUDY PRESENTATION

Chris Rizzolo presented the Willoughby Boulevard Extension PD&E Study to the committee. Mr. Sexton raised concerns about the segment between Central Parkway and US-1, noting that any build alternative would require constructing a new roadway section through Poppleton Creek Park, an area originally designed not just as a dog park but as part of a broader stormwater strategy to manage runoff into Poppleton Creek, the St. Lucie River, and ultimately the Indian River Lagoon. After reviewing satellite imagery, he observed that the proposed right-of-way appears to cross an existing drainage ditch. Mr. Rizzolo provided clarification. Under the current concept, the remaining creek segment would be enclosed within a large box culvert, allowing the roadway to be built above it while maintaining hydrologic function. Mr. Sexton then asked about the land north of that point. Mr. Rizzolo explained that the entire area is publicly owned, including a section designated as Phase 4 of the park, envisioned for future trails and passive recreation. The proposed roadway alignment follows the previously reserved right-of-way and interfaces with existing and planned stormwater ponds. This area forms the starting point for the project’s ongoing analysis. Mr. Sexton then noted that the soil coloration suggests the presence of scrub habitat. Mr. Rizzolo confirmed that the field team identified scrub, isolated wetlands, and active gopher tortoise burrows. No scrub-jay activity was found during surveys. Additional wildlife assessments including bat surveys scheduled for October are part of the broader natural resource’s evaluation being coordinated with the U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission.

Cindy Greenspan asked where the proposed extension along US-1 currently terminates. Mr. Rizzolo explained that the right-of-way ends just south of Tressler Drive and Dixie Cutoff Road, on a small triangular parcel that once housed a gas station. This location serves as the project’s current terminus for analysis. Mr. Rizzolo also noted that the traffic study for the project is complete and is now undergoing internal FDOT review. Once approved, it will be made available for public and stakeholder review. Trent Steele asked whether there were any plans to extend the roadway beyond its current terminus, or if the project would ultimately dead-end at the existing right-of-way limit. Mr. Rizzolo responded that he did not have a definitive answer at this stage and would need to defer to others on the project team.

Mr. Sexton followed up on Cindy’s earlier question by asking whether the project could simply terminate at Central Parkway rather than extending farther north. He wondered if ending the roadway at Central might still help with traffic distribution without requiring the full extension. Mr. Rizzolo explained that this idea has come up in several conversations during field visits and outreach events. While FDOT will evaluate the concept, he emphasized that stopping the roadway at Central would not complete the intended north-south connection. One of the project’s core purposes is to provide an additional north-south corridor to relieve congestion on the two existing parallel routes, both of which are

heavily burdened. He added that ending the roadway at Central could simply shift the problem rather than solve it. Mr. Rizzolo noted that the City of Stuart may not be receptive to routing higher-volume through-traffic onto what is evolving into a neighborhood street. He concluded by reiterating that the project's intent has always been to complete the final segment of the north-south corridor, and that remains the guiding framework as alternatives are evaluated.

E. CR-708/BRIDGE ROAD-HOBE SOUND FEASIBILITY STUDY PRESENTATION

The Hobe Sound Bridge Feasibility Study is a project included on the MPO's priority list for further evaluation. Geysa Sosa explained that this effort originated as a priority last year now listed as Priority #5 and was advanced to determine whether the existing Hobe Sound Bridge requires full replacement. To present the findings, Ms. Sosa introduced Ronald Sanchez, the Southeast Program Lead for the Highway Planning and Research (HPR) Program. The study evaluated the conditions of the existing 1985 movable bridge, assessed future needs, and compared feasible alternatives for long term planning. Four alternatives were analyzed using a consistent proposed typical section for comparability: No Build, Rehabilitation, High Level Fixed Bridge and Movable Bridge Replacement. Based on the structural conditions, life-cycle costs, environmental considerations and community impacts, HDR recommended the No Build alternative. The bridge is performing well, has been effectively maintained, and is not a candidate for major rehabilitation or replacement within the next 25-30 years. The study provides the County with planning-level cost information and a long-range outlook for future decision-making.

There were no questions from the Committee following the presentation.

7. COMMENTS FROM COMMITTEE MEMBERS – None

8. COMMENTS FROM FDOT

9. NOTES

Margie Tamblyn opened the discussion with encouraging news about the MPO's progress on the countywide bicycle map, directing members to both the printed handouts and the interactive online version displayed on the screen. She explained that she had compiled a comprehensive inventory of bicycle and pedestrian facilities across Martin County, including sidewalks, standard bike lanes, protected bike lanes, and shared-use paths.

Saadia Tsafarides asked how the MPO planned to distribute the new bicycle-facility flyers. Ms. Tamblyn explained that the MPO would share them at public meetings and hoped that committee members to help circulate the materials within their networks. She added that staff had already dropped off copies at local bike shops.

10. NEXT MEETING

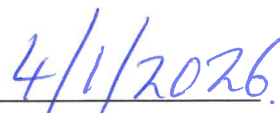
- Special Joint CAC/TAC/BPAC Meeting – October 1, 2025, at 1:30pm
- Joint CAC/TAC/BPAC Meeting – October 20, 2025, at 1:30pm

10. ADJOURNMENT: 10:31 A.M.

Prepared by:

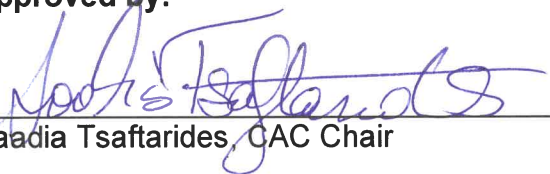


Susan Ortiz, Administrative Assistant



Date

Approved by:



Saadia Tsafarides, CAC Chair



Date

Minutes Approved on April 1, 2026

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