



**MARTIN METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD MEETING**  
Martin County Administrative Building Commission Chambers  
2401 SE Monterey Road  
Stuart, FL 34996  
[www.martinmpo.com](http://www.martinmpo.com)  
(772) 221-1498

**Monday, February 23, 2026 @ 9:00 am**

**MINUTES**

- 1. CALL TO ORDER** – Commissioner Sarah Heard called the meeting to order at 9:11 a.m.
- 2. PRAYER** – Pastor Jim Harp, Stuart Alliance Church, led the Invocation.
- 3. PLEDGE OF ALLEGIANCE** – Commissioner Sarah Heard led the Pledge of Allegiance.
- 4. ROLL CALL** – Susan Ortiz, Administrative Assistant, called roll.

**PRESENT:**

Commissioner Sarah Heard  
Commissioner Edward V Ciampi  
Commissioner Blake Capps  
Mayor Carmine Dipaolo  
Commissioner Christopher Collins  
Commissioner Sean Reed

**REPRESENTING:**

Martin County Board of County Commissioners  
Martin County Board of County Commissioners  
Martin County Board of County Commissioners  
Village of Indiantown Council  
City of Stuart Commission  
City of Stuart Commission

**EXCUSED:**

Commissioner Eileen Vargas      Martin County Board of County Commissioners  
Commissioner Stacey Hetherington      Martin County Board of County Commissioners

**Staff in Attendance:**

Beth Beltran, MPO Administrator  
Ricardo Vazquez, Principal Planner  
Bolivar Gomez, Senior Planner  
Susan Ortiz, Administrative Assistant

**Others in Attendance:**

James Brown, Florida's Turnpike Enterprise  
Cesar Martinez, FDOT  
Tanya Kristoff, Lochner  
Robert Lopes, FDOT

Jamie Polidora, Martin County  
Kathryn Durno, Martin County  
James Gorton, Martin County  
Kathy White, FDOT  
Victoria Peters, FDOT  
Ashman Beecher, Marty  
Alysha William, Marty  
Julie Preast, BPAC  
Jim Harp, Stuart Alliance Church  
Jerry Compton  
Walter Lloyd

**A quorum was present for the meeting.**

## **5. APPROVE AGENDA**

Ms. Beltran advised the Board that staff was recommending the item be tabled. She explained that several bills currently moving through the Florida House include potential statewide regulations on e-bikes. By postponing the item until April, the Board would have the benefit of that legislative information as well as the full set of recommendations from the advisory committees. Commissioner Heard agreed.

**A motion to table Agenda Item 8I until the April 2026 MPO Board meeting was made by Commissioner Ciampi and seconded by Commissioner Capps. The motion passes unanimously.**

**A motion to approve the agenda was made by Commissioner Collins and was seconded by Mayor Dipaolo. The motion passed unanimously.**

## **6. APPROVE MINUTES**

MPO Board Meeting – November 5, 2025

**A motion to approve the November 5, 2025, MPO Policy Board minutes was made by Mayor Dipaolo and seconded by Commissioner Mayfield. The motion passed unanimously.**

**7. PUBLIC COMMENTS – Mr. Compton wished to speak under Item 8F**

## **8. AGENDA ITEMS**

### **A. ELECTION OF OFFICERS**

The MPO Board conducted its annual election of officers. Commissioner Heard opened the item, requesting clarification on eligibility. Ms. Beltran confirmed that all members were eligible except Commissioners Capps and Reed, who will qualify next year under MPO Bylaws. She also outlined the chair's responsibilities, including participation in the statewide Metropolitan Planning Organization Advisory Council (MPOAC) and the Treasure Coast Transportation Council (TCTC), and noted an upcoming meeting with the District Secretary

regarding the TMA funding split with the St. Lucie TPO, a matter with significant financial implications for Martin County. Commissioner Heard then provided background on prior negotiations. Commissioner Ciampi moved to nominate Commissioner Heard as Chair and Mayor Dipaolo as Vice Chair, citing the need for continuity, institutional knowledge, and strong representation in regional negotiations. He emphasized Mayor Dipaolo's involvement in major SR-710 corridor issues.

**A motion to approve Commissioner Heard as Chair and Mayor Dipaolo as Vice Chair was made by Commissioner Ciampi and seconded by Commissioner Capps. Both nominations were approved unanimously.**

Ms. Beltran noted that the Board also needed to appoint the Chair of the LCB-TD. Commissioner Heard asked Mayor Dipaolo whether he was willing to continue serving. He agreed.

**A motion for Mayor Dipaolo to be reappointed as the Chair of the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD) was made by Commissioner Ciampi and seconded by Commissioner Capps. The motion passed unanimously.**

Ms. Beltran explained that the MPO Chair and Vice Chair traditionally serve as Martin County's representatives on the TCTC. She requested that the Board also appoint two alternates to ensure full representation. Commissioner Heard asked for volunteers. Commissioner Mayfield offered to serve, and Ms. Beltran noted that Commissioner Hetherington had previously served as an alternate.

**A motion for Commissioner Mayfield and Commissioner Hetherington to serve as alternates on the TCTC was made by Commissioner Ciampi and seconded by Mayor Dipaolo. The motion passed unanimously.**

## **B. PUBLIC HEARING – TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**

Ms. Beltran reported that FDOT submitted a request to amend the Martin MPO's Transportation Improvement Program (TIP) to ensure consistency with the Statewide Transportation Improvement Program (STIP). The amendment would add a new project to install guardrails along I-95. She noted that MPO staff recommends approval, and FDOT representatives were present to address any questions from the Board.

**A motion to approve the TIP Amendment was made by Mayor Dipaolo and seconded by Commissioner Mayfield. The motion passed unanimously.**

## **C. SAFETY PERFORMANCE TARGETS**

Ms. Beltran presented the annual item to adopt Federal Safety Performance Targets, noting that the MPO is required each year to establish targets for the U.S. DOT's safety performance measures. She explained that, consistent with prior years, MPO staff recommends adopting FDOT's Vision Zero targets. Ms. Beltran noted that nearly all MPOs across the State of Florida continue to adopt the Vision Zero targets for the Federally

required safety measures, and staff recommends maintaining that approach again this year.

**A motion to approve the Safety Performance Targets was made by Commissioner Capps and seconded by Mayor Dipaolo. The motion passed unanimously.**

#### **D. DRAFT FY28-FY32 LIST OF PROJECT PRIORITIES (LOPP)**

Ms. Beltran introduced the item, explaining that it includes two draft project lists that FDOT District Four requires the MPO approve by March 1<sup>st</sup> each year. She stated that she would review each list individually and requested that the Board take separate motions for each list following the discussion. Commissioner Reed requested clarification on Item 5, asking whether it included both the proposed passenger rail station and associated rail-corridor safety improvements. Ms. Beltran confirmed that Martin County's grant application included both elements. Commissioner Reed expressed strong reservations about supporting a passenger rail station, citing the projected \$90 million cost, Brightline's significant fare increases, and the disproportionate share of public funding for the rail bridge relative to private operator contributions. He also sought clarification on Item 12 regarding midblock crossings near Kingswood Terrace. Ms. Beltran explained that the midblock crossing recommendation originated from an MPO study conducted more than a decade ago evaluating pedestrian activity along East Ocean Boulevard and Monterey Road. The study found that pedestrians frequently cross mid-block due to long distances between signalized intersections. She noted that the project has remained on the list for years and contributed to the roadway safety audit that led to sidewalk adjustments near the mast arm near the corner of East Ocean and Monterey Road. Commissioner Reed expressed concern that midblock crossings may create additional conflicts between vehicles and pedestrians, referencing issues observed in Golden Gate. He also commented on Item 13, noting that he would have supported the Willoughby Boulevard Extension had the surrounding area remained primarily commercial rather than transitioning to multifamily residential. He then raised a safety concern discussed at the recent joint meeting regarding Citrus Grove Elementary on Newfield Parkway and suggested it should be considered a safety priority due to speeding and cut-through traffic from St. Lucie County.

Commissioner Collins raised several questions, beginning with whether the FEC rail bridge should also be added to the priority list. Ms. Beltran confirmed that the bridge could be added at the Board's direction and that doing so would be helpful, especially since the project is in the LRTP. Commissioner Collins asked whether environmental impacts had been evaluated for the Willoughby Boulevard extension. He requested that the future presentation include updated environmental findings. Commissioner Collins then asked why the Palm City Road Complete Streets project had moved from No. 8 to No. 16. Ms. Beltran explained that the project originated from public input during the US-1 at Palm City Road Feasibility Study and remains on the list, but the project requires coordination between the City of Stuart and Martin County, as the roadway is County-owned but located within the City. She emphasized that the project's presence on the list preserves its eligibility, and its ranking could change once intergovernmental coordination progresses. Commissioner Collins asked how to initiate that collaboration. Ms. Beltran suggested that the City Commission could formally request coordination with the County. Commissioner Collins also expressed interest in elevating pedestrian safety projects, noting that Item 12 had moved from No. 9 to No. 12. Ms. Beltran explained that the ranking reflects the lack of

movement on the project, and that FDOT is still evaluating the midblock crossing recommendations.

Commissioner Mayfield commented on the Willoughby Extension, supporting Ms. Beltran's suggestion to request FDOT for updated traffic information, given the City of Stuart's letter requesting serious consideration be given to the No-Build Alternative.

Commissioner Heard expressed support for adding the FEC bridge and echoed concerns about midblock crossings, citing safety issues observed in Golden Gate, particularly during low-visibility conditions. The Board agreed to include the FEC rail bridge on the draft list.

**A motion to approve the Draft FY28-FY32 Unfunded List of Project Priorities (LOPP) with the addition of the FEC Rail Bridge project was made by Commissioner Ciampi and seconded by Commissioner Mayfield. The motion passed with Commissioner Reed dissenting**

**A motion to approve the Draft FY28-FY32 Unfunded Safety Priority List was made by Commissioner Mayfield and seconded by Mayor Dipaolo. The motion passed unanimously**

#### **E. TRANSPORTATION ALTERNATIVES PROGRAM (TAP) GRANT APPLICATION**

Ms. Polidora from Martin County Capital Projects introduced herself and explained that the County is submitting the Palm Lake Park Sidewalk Project for consideration under the 2026 FDOT Transportation Alternatives Program (TAP), seeking funding programmed for Fiscal Year 2030. She then proceeded to outline the project details for the Board. Commissioner Reed requested that future agenda packets include resident feedback for Capital Improvement Projects, noting that while staff presentations are helpful, seeing neighborhood comments directly provides important context. Mr. Baker confirmed that the County maintains minutes from prior public meetings and agreed that staff can begin including those materials in future packets.

Commissioner Capps raised questions regarding the construction cost estimate, asking whether there is a standard per-foot cost for sidewalk construction. Mr. Baker explained that he could compile recent examples and calculate a per-mile or per-foot comparison, noting that this project is more expensive than a typical sidewalk because the 10-foot width around the lake nearly doubles the concrete volume compared to a standard 6-foot sidewalk.

Commissioner Ciampi expressed appreciation for staff's work but questioned the necessity of a 10-foot-wide path. He noted that while a wider path can create a pleasant recreational loop, 10 feet may be excessive and directly contributes to the higher cost. He recommended reducing the width to 8 feet, which still meets recreational and bicycle-use standards while lowering material costs. He asked whether this was the appropriate time to make such a recommendation. Mr. Baker confirmed that the project is still in the conceptual design phase, making this the ideal time for adjustments.

Commissioner Capps stated he was not opposed to reducing the width but asked whether there was a compelling reason for the original 10-foot proposal. He referenced statewide

standards for multi-use trails, such as the Florida East Coast Greenway, which require 10 feet. Mr. Baker clarified that this project is not subject to Shared-Use Nonmotorized (SUN) Trail requirements, and that federal guidance requires a minimum of 8 feet for a recreational multi-use facility.

**A motion to approve the TAP Grant Application, including a revision to reduce the sidewalk width from 10 feet to 8 feet around the lake and 6 feet along NE 13th Terrace, was made by Commissioner Ciampi and seconded by Commissioner Collins. The motion passed unanimously.**

## **F. SAFE ROUTES TO SCHOOL GRANT APPLICATION**

Ms. Jamie Polidora of the Capital Projects Division introduced the 2026 FDOT Safe Routes to School grant application for the NE Rose Tree Drive and NE Lake Avenue Project. She then proceeded with her presentation to the Board. Commissioner Reed asked staff whether the Safe Routes to School Grant had already been submitted. Mr. Baker clarified that the project was still in the application phase, and the current presentation was part of the required process. Commissioner Reed also disclosed, for transparency, that he has family and friends living in the project area. He noted that he was aware of a petition signed by 26 residents opposing the project, with only one resident expressing support. He added that the petition had been emailed to all Board members and relevant County staff.

Commissioner Heard raised concerns regarding the project's estimated cost. Mr. Baker responded that the likely cost driver was drainage improvements, noting that staff had received complaints about drainage conditions in the area. Public Works Director Jim Gorton confirmed this assessment, explaining that the corridor currently relies on an open swale drainage system, much of which would need to be converted to a closed system to accommodate the sidewalk. He noted that the side of the street receiving the sidewalk would need to be regraded and piped, contributing significantly to the overall project cost.

**Public Comment** - Mr. Jerry Compton, a 28-year resident of 2903 NE Rose Drive, spoke in opposition to the proposed Safe Routes to School Sidewalk Project. He emphasized that drainage, not pedestrian safety has been the longstanding concern in the neighborhood. Mr. Compton questioned the project's effectiveness, pointing out that the presentation described only minor adjustments to the existing swale system, despite chronic drainage problems. He reported collecting signatures showing approximately 95% neighborhood opposition, with only three non-responses. He expressed concern that the proposed sidewalk would be set very close to several homes, in some cases leaving 20 feet or less between the sidewalk and front doors on half-acre lots. He urged the County to redirect funding to higher-need areas, specifically citing Savannah Road, which he described as not ADA-compliant. He also noted that the neighborhood has very few school-aged children. Mr. Compton concluded by reiterating that residents support sidewalks in general but not in this location and believe County resources would be better spent elsewhere.

Commissioner Collins asked whether the Safe Routes to School Project originated with FDOT rather than from neighborhood requests. Staff clarified that the concept emerged from a combination of school feedback and resident service requests, including calls for a sidewalk and concerns about traffic along the roadway. Commissioner Collins also sought clarification on the project's limited drainage improvements. Mr. Baker explained that the

consultant engineer must demonstrate no adverse impact to the existing drainage system and incorporate improvements where feasible. Public Works Director Jim Gorton clarified that design work has not yet begun, and drainage will be incorporated into the engineering scope. While the project is primarily a sidewalk installation, he stated that staff will “leave the right-of-way better than we found it” and include drainage enhancements where feasible.

Commissioner Capps asked for clarification regarding the discretionary nature of the funding, and Ms. Beltran confirmed that Safe Routes to School is a competitive Federal program. She noted that District Four was enthusiastic about Martin County’s prior award and that last year’s Walk to School Day helped identify additional areas in need of sidewalk improvements. Commissioner Capps expressed support for the project, stating he was persuaded by the school’s indication of need, particularly given the number of students who walk or bike. Commissioner Mayfield acknowledged the drainage concerns raised during public comment but emphasized the long-term value of securing sidewalk infrastructure near Jensen Beach Elementary, especially given the difficulty of funding such improvements through other means. She encouraged staff to place added emphasis on drainage during design. Mayor Dipaolo sought confirmation that the project would address drainage issues. Mr. Gorton responded that while the sidewalk is the primary focus, the design will include drainage improvements and conversion to a more efficient closed system.

**A motion to approve the Safe Routes to School Grant Application was made by Commissioner Capps and seconded by Commissioner Mayfield. The motion passed with Commissioners Collins, Ciampi and Reed dissenting.**

## **G. SE MONTEREY ROAD/FEC RAILROAD GRADE SEPARATION PRESENTATION**

Ms. Beltran introduced Robert Lopes, FDOT’s Project Manager, who provided an update on the Monterey Road at FEC Railroad Crossing Grade Separation Project. She added that he was joined by Tanya Kristoff, the consultant supporting the project.

Commissioner Reed asked whether the traffic counts used in the analysis were specific to this project, noting discrepancies between the study’s 2022 existing-conditions level-of-service data and FDOT’s online traffic counts. Ms. Kristoff explained that project-specific counts were collected and run through a tailored traffic model, which can differ from FDOT’s systemwide counts due to timing, methodology, and the inclusion of future network changes such as the Willoughby Boulevard Extension. Commissioner Reed then asked whether the project’s overall goal was to relieve congestion at the Monterey Road/US-1 intersection by shifting traffic away from that location. Mr. Lopes confirmed that the project’s purpose and need focus on improving four key operational and safety conditions at the Monterey–FEC–Dixie crossing. Commissioner Reed sought clarification on the elevation options, asking whether the alternatives involved elevating at Monterey Road, at Monterey and Grumman, or solely at Grumman. Ms. Kristoff explained that Alternative 3 elevates only at Grumman, while the existing SR-714/A1A intersection would remain at grade with turn-lane improvements where feasible. The consultant was asked whether examples of elevated roadway structures could be provided, either locally or

elsewhere in Florida. Ms. Kristoff noted that while they were not included in the presentation, she could provide examples, including some along the same corridor.

Commissioner Reed asked whether Alternative 3 could be implemented without elevating the roadway. Ms. Kristoff responded that elevation is necessary to remove traffic from the congested intersection. Mr. Lopes added that while a non-elevated connection might be technically possible, it would require additional railroad closures, exceeding what FEC is willing to allow. Commissioner Reed asked where he could find documentation on FEC's policy that adding a new crossing requires closing an existing one. Mr. Lopes explained that FEC does not publish formal guidance; instead, they communicate expectations directly, driven by their emphasis on rail safety. He noted that FEC is under increased pressure to reduce risk now that the corridor carries Brightline passenger service, and their position has become more restrictive over time. Commissioner Reed asked whether FEC representatives ever attend MPO Board meetings. Ms. Beltran stated that while FEC has not attended MPO Board meetings in recent memory, they do participate on the Freight Transportation Advisory Committee. Commissioner Reed expressed interest in having FEC present at future discussions, noting that much of the communication with them occurs "behind closed doors." Mr. Lopes added that FEC's stance has evolved significantly with the introduction of passenger rail, leading to a stronger push to reduce or avoid increasing the number of at-grade crossings.

Commissioner Collins stated that he had received significant negative feedback regarding Alternatives 1 and 2 and agreed with the assessment that these options would create greater impacts to residential parcels while offering less benefit to overall traffic operations. Commissioner Collins acknowledged that the project team appears to be converging on Alternative 3 as the most viable option and asked whether, given the height required to clear freight and passenger rail, it might be more reasonable to consider a depressed (below-grade) option instead of an elevated structure. He noted that public acceptance could differ depending on the visual impact, and that renderings of both concepts would be helpful for future decision-making.

Ms. Kristoff explained that a depressed or "open trench" option would require maintaining uninterrupted rail service during construction. To do so, FDOT would need to build a temporary shoofly track, and the only feasible location for that track would be within the County Road A1A corridor, which would eliminate vehicular access for an extended period. Mr. Lopes added that a depressed alternative would more than double the project cost, making it incompatible with the current funding sources. He noted that while an open-trench concept may appear more visually acceptable to some residents, it is not financially or operationally feasible.

Commissioner Ciampi thanked the project team for their extensive work and acknowledged the complexity of the grade-separation effort. He stated that all three alternatives present significant challenges, but Alternatives 1 and 2 are unacceptable due to their severe impacts on the YMCA campus and surrounding neighborhoods, including the potential removal of homes. He emphasized that such disruption would fundamentally alter the character of the community. Commissioner Ciampi noted that Alternative 3 does not impact residential properties and is therefore the only option he could support.

Commissioner Mayfield agreed, stating she also supports Alternative 3. She reiterated that the idea of an overpass or underpass in this area has always seemed disproportionate for

a smaller county but acknowledged the airport constraints that limit feasible design options. She asked for clarification on the railroad crossing closure requirements, referencing earlier comments about the need to close multiple crossings when adding a new one. Mr. Lopes explained that FEC's general expectation is that adding one new crossing requires closing two existing crossings, though the exact number is subject to negotiation. Commissioner Mayfield asked whether the required closures must be within the immediate vicinity or anywhere along the line. Mr. Lopes responded that while proximity is considered, closures can occur anywhere along the FEC corridor, provided they are in similarly trafficked areas. Commissioner Mayfield added that, separate from the grade-separation alternatives, the short segment between US-1 and Dixie Highway is poorly designed for the volume of turning movements generated by nearby businesses. She also noted that the Willoughby Boulevard Extension will eventually provide another route for east-west travel, which should be factored into long-term planning.

Commissioner Capps noted that the Board appeared to be coalescing around Alternative 3 and requested a brief refresher on its most important elements. He asked the project team to summarize the top five features that define the alternative. Mr. Lopes highlighted the following major benefits and characteristics: significant traffic relief on Monterey Road, improved emergency response and network redundancy, grade separation over FEC rail and airport spur, intersection improvements at Monterey and Dixie, capacity and access improvements along the Monterey Extension. Mr. Lopes concluded by acknowledging that while Alternative 3 presents engineering and access challenges, it avoids the severe residential impacts associated with Alternatives 1 and 2 and delivers the most balanced combination of traffic, safety, and multimodal benefits.

Discussion ensued and Commissioner Collins suggested exploring a "3B" variation that incorporates a depressed segment. Ms. Beltran mentioned that FDOT will present the project to the City Commission on March 9<sup>th</sup>. Mr. Lopes stated that FDOT can prepare a preliminary cost and feasibility comparison of a depressed variation but emphasized that going under the rail requires even longer approach distances than going over. He noted that the tie-in at US-1 is a major constraint for both elevated and depressed options. FDOT will evaluate whether a modified concept is technically viable enough to merit further review.

**The Board took a 10-minute Break and convened at 11:23 a.m.**

## **H. TRANSIT DEVELOPMENT PLAN (TDP) ANNUAL REPORT**

Ms. Beltran introduced Mr. Ashman Beecher, Martin County's Transit Administrator, to present the report. Mr. Beecher addressed the Board and introduced the Annual Progress Report for the MARTY 2025–2034 Transit Development Plan. Commissioner Capps offered several observations regarding the MARTY transit system, emphasizing the importance of understanding how the system is funded. He noted that MARTY operates on roughly a \$4 million annual budget, with approximately \$2 million from federal sources, \$1 million from the state, and \$1 million from Martin County, meaning the local share represents only one-quarter of total system costs. He stressed that this context is often overlooked by critics who argue the system is underutilized. Commissioner Capps further noted that ridership has already increased 33% following the Board's recent decision to eliminate fares, and he expects that number to continue rising as awareness grows.

Commissioner Ciampi echoed these points and emphasized that Martin County’s transit system is evolving similarly to Indian River County’s, which now serves over one million riders annually. He noted that Indian River has operated fare-free service for years and that Martin County is beginning to see comparable growth patterns. He stressed that transit planning must look 5, 10, and 15 years ahead, not just at current ridership levels, particularly as the cost of owning a personal vehicle continues to rise.

Commissioner Collins stated that he remains concerned about the cost of MARTY relative to its usage and asked for an update on the County’s direction regarding microtransit, particularly considering upcoming bus replacement needs. He asked whether the County intends to continue with the current fixed-route model or transition toward microtransit, and on what timeline. Mr. Beecher explained that the most successful transit systems use a blend of service types, including heavy-duty buses, smaller cutaway vehicles, and microtransit where appropriate. He noted that the County is not continuing “business as usual” but is actively implementing recommendations from the TDP, public input, and Board direction. Mr. Beecher stated that the County plans to replace larger buses with smaller cutaways where appropriate, while retaining heavy-duty buses on high-demand corridors such as US-1.

Commissioner Collins asked whether the TDP evaluates cost per ride as a performance metric and whether diversifying the fleet and service types could reduce long-term operating costs. Mr. Beecher responded that increasing ridership is the primary driver of lowering cost per trip, and that expanding stop locations, optimizing routes, and eliminating fares all support that goal. Commissioner Collins noted that understanding cost per ride is essential for comparing MARTY to alternatives such as Uber, especially when critics argue that ride-hailing might be cheaper. Mr. Beecher explained that microtransit does not scale efficiently—as demand increases, it becomes more expensive and less reliable—whereas fixed-route service becomes more cost-effective as ridership grows.

Commissioner Reed asked whether microtransit is planned only for Palm City, noting that the 10-year plan references that area. Mr. Beecher clarified that staff is evaluating both Palm City and the City of Stuart, balancing the need to introduce transit where none exists with the risk of undermining successful fixed-route service.

**A motion to approve the TDP Annual Report was made by Commissioner Mayfield and seconded by Commissioner Capps. The motion passed unanimously.**

**I. SPECIAL BPAC MEETING RECOMMENDATIONS FOR E-BIKE ORDINANCES**

**This Item was tabled.**

**J. SR-710 UPDATE**

Ms. Beltran introduced Cesar Martinez, FDOT District Four Planning and Environmental Administrator, who provided an update on the corridor widening project.

**9. COMMENTS FROM FDOT - None**

## **10. COMMENTS FROM ADVISORY COMMITTEE MEMBERS –**

Ms. Preast, Vice Chair of the Bicycle and Pedestrian Advisory Committee (BPAC) thanked the Board for postponing the discussion on e-bikes and e-scooters. She noted that for the past two years, BPAC members have consistently raised safety concerns as these devices have become more common, particularly among younger riders. She emphasized that the BPAC's primary concern is speed especially when higher-powered devices are operated on sidewalks, where pedestrians do not expect someone to pass at high speeds. Ms. Preast stated that while speed is a significant issue, the Committee does not wish to restrict younger children from using Class 1 e-bikes on sidewalks, as many rely on them to travel to and from school. She added that the School District is considering changes to its policies regarding e-bike classifications, though the Committee is still awaiting clarity on the direction the School Board may take. Ms. Preast also noted that BPAC continues to seek volunteers with disabilities to fill ADA-designated seats on both the Citizens Advisory Committee and the Bicycle and Pedestrian Advisory Committee. She encouraged interested individuals to contact MPO staff, emphasizing that the Committees benefit greatly from perspectives that members without disabilities cannot provide.

## **11. COMMENTS FROM BOARD MEMBERS – None**

### **NOTES**

Ms. Beltran provided several brief updates. She noted that hard copies of the Bicycle and Pedestrian Facilities Map were available for members to take, and that the Development Review Map had been updated on the MPO website. Ms. Beltran reported that the TRIP application for this year remains the Cove Road widening project, which has continued to be the MPO's top regional priority. A Treasure Coast Transportation Council meeting is anticipated within the next couple of months. Ms. Beltran also informed the Board that a UPWP modification had been completed, transferring \$150 from staff salaries into the LRTP consultant line item due to unspent funds from the previous year. She noted that she likes to keep the Board informed of any budget adjustments.

Commissioner Reed asked for clarification regarding previous questions on wetland mitigation for the Cove Road widening project, noting that Commissioner Heard had raised the issue with FDOT. Ms. Beltran responded that the question had been addressed when the District Secretary and FDOT project manager were present at a prior meeting. She offered to follow up with FDOT if Commissioner Heard had additional questions.

### **NEXT MEETING**

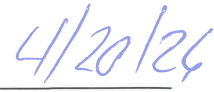
- MPO Policy Board Meeting – April 20, 2026, at 9:00am

**ADJOURNMENT: 12:02 PM**

**Approved by:**



**Sarah Heard, Chair  
Martin County Commissioner**



**Date**

**Prepared by:**



**Susan Ortiz, Administrative Assistant**



**Date**

**Minutes Approved on April 20, 2026**

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