

**MARTIN METROPOLITAN PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING**

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

www.martinmpo.com

Monday, September 08, 2025 @ 1:00 pm

MEETING MINUTES

1. CALL TO ORDER

The meeting was called to order at 1:00 PM by Chair Pinal Gandhi-Savdas.

2. ROLL CALL

Susan Ortiz, Administrative Assistant, called the roll.

BPAC Members in Attendance:

Pinal Gandhi-Savdas
Julie Preast
Bonnie Moser
Don Fabricy

BPAC Excused Members:

Dawn Arvin
Mike Bocchino
Hal Forslund
Michael MacLeod
Bradford Davey
Yvette Goodiel

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:

Vikas Jain, TYLin
Rana Keel, FDOT
Martha Morales, FDOT
Lisa Stone, Kimley-Horn
Chris Rizzolo, AECOM
Maria Formoso, FDOT
Juan Calderon, Caltren
Mike Melendez, FDOT

Julie Bjornson, Port Salerno
Nathan Bjornson, Port Salerno

A quorum was present.

3. APPROVE AGENDA

A motion to approve the agenda was made by Julie Prest and was seconded by Bonnie Moser. The motion passed unanimously.

4. APPROVE MINUTES

- BPAC Meeting – June 9, 2025

A motion to approve the BPAC Meeting Minutes of June 9, 2025, was made by Julie Prest and seconded by Don Fabricy. The motion was passed unanimously.

5. COMMENTS FROM THE PUBLIC – None

6. AGENDA ITEMS

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

Margie Tamblyn, Senior Planner with the Martin MPO, provided an overview of the annual Transportation Improvement Program (TIP) update process, noting that each year includes a series of amendments and modifications. She began with the first amendment of the cycle, the annual Roll-Forward Report. This amendment reallocates unspent funds from the previous TIP (Fiscal Years 2025–2029) to the current TIP (Fiscal Years 2026–2030) to ensure that all active projects retain their programmed funding, thereby preventing delays or interruptions. The second amendment addressed was the removal of the Alice Street project. Ms. Tamblyn explained that the Florida East Coast Railroad determined the project was not feasible, and the MPO received written confirmation to that effect. As a result, an amendment is required to formally remove the project from the TIP. Finally, she presented one modification requested by FHWA involving a non-budgeted Federal Lands project at the Hobe Sound National Wildlife Refuge. This project includes boardwalk replacements, repairs to the headquarters building, and improvements to the visitor center parking area. Although the project does not use MPO-managed funds, it must be added to the TIP to ensure consistency across federal and state planning documents and to support federal oversight and project alignment.

Ms. Prest stated she would vote against the item, clarifying that her opposition is unrelated to the sidewalk component. She explained that the Alice Street location is immediately adjacent to the FEC railroad crossing and Dixie Highway, both of which have long-standing intersection deficiencies. In her view, installing a sidewalk at this

location would provide little benefit because it would not connect to any meaningful pedestrian network. She emphasized that the broader intersection needs to be addressed comprehensively and, for that reason, could not support the amendment. Ms. Beltran explained that District 4 had worked closely on the Alice Street project and was prepared to advance it, noting that it had long been a priority for local stakeholders. However, the Florida East Coast Railroad classified the proposed sidewalk as a new crossing. Under FEC policy, adding a crossing over their corridor requires closing two existing crossings, a condition that rendered the project unfeasible and prevented intended safety improvements for pedestrians. She stated that this requirement was the determining factor behind its removal, underscoring regulatory impact on local infrastructure goals.

Ms. Prest responded that she has been aware of FEC's position on crossings for two to three decades and understands that this has been their consistent policy. Even so, she emphasized that she would continue to represent her neighborhood's concerns.

A motion to approve the Roll-Forward Report Amendment was made by Bonnie Moser and was seconded by Don Fabricy. The motion passed unanimously.

A second motion to approve the Alice Street Removal was offered by Chair Pinal Gandhi-Savdas. The motion did not pass, with dissenting votes from Julie Prest, Bonnie Moser, and Don Fabricy.

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

Ricardo Vazquez opened the item by expressing enthusiasm for presenting the 2050 Long Range Transportation Plan (LRTP) Cost Feasible Plan. He noted that development of the LRTP began in April 2024 and that the MPO has already reviewed several foundational components, including the goals and objectives and the Needs Plan. Mr. Vazquez explained that the Cost Feasible Plan represents the next major step in the LRTP process. It incorporates all input received from the public, advisory committees, and the MPO Board, and evaluates which projects can realistically be funded over the next 50 years. He emphasized that the plan is cost-constrained, ensuring that all identified projects are financially achievable within projected revenues. He then introduced Vikas Jain, Project Manager with TYLin, to present the detailed Cost Feasible Plan.

Ms. Prest raised a question about future water taxi service and whether the Rio area could be included as the Rio Marine Village develops. She explained that the project is expected to bring restaurants, a marine supply store, and other waterfront uses, though construction has not yet begun pending final County approvals. Ms. Beltran clarified that the existing water taxi operation in Stuart is privately owned and operates under a contract with the City. Chair Gandhi-Savdas asked whether the Rio dock would be public or private. Ms. Prest clarified that while a private entity is developing the dock, the waterfront will include a public boardwalk and multiple commercial uses, including restaurants. Chair Gandhi-Savdas stated that understanding how the water taxi operator

currently handles docking agreements, such as the arrangement at TideHouse, would be helpful.

Don Fabricy asked whether the Committee would be voting on the entire package as a single item. He explained that while he supports many elements of the package, he disagrees with some portions and wants the opportunity to comment on individual components as they arise. Ms. Beltran confirmed that the item under consideration represents the complete package. She assured him that there would be opportunities for discussion and comment.

Bonnie Moser requested clarification on the Tier 1 roadway priority list, specifically the proposed widening of Newfield Parkway from two lanes to four. She noted that she was not familiar with the project's background and asked whether the Newfield developer was contributing financially or if any cost-sharing arrangements were planned. Mr. Vazquez responded that he was not aware of any confirmed developer contributions at this time. He explained that the developer does have plans to build out the 86th Street and 84th Street corridors connecting Newfield to Martin Highway, and there may be some level of contribution, but he would need to verify the details. Ms. Moser expressed concern that development had already been approved and that taxpayers could end up funding expensive roadway improvements that may not serve a large portion of the county. She also commented on the broader highway project prioritization, observing that most of the listed projects involve roadway widening. She stated that Martin County has a limited roadway network with few alternative routes and argued that widening roads alone is not a long-term solution to congestion, noting that previously widened highways remain congested.

Discussion ensued and Ms. Preast requested clarification on the long-standing Willoughby Boulevard project, noting that it has been discussed for many years as a potential alternative route to US-1. She asked whether the project is currently funded and requested a brief opportunity to review its status. Ms. Beltran responded that an agenda item later in the meeting would provide a full update on the project.

A motion to approve the 2050 Long Range Transportation Plan (LRTP) Draft Cost Feasible Plan was made by Julie Preast and was seconded by Don Fabricy. The motion passed unanimously.

C. US-1 AND PALM CITY ROAD INTERSECTION IMPROVEMENTS

Juan Calderon provided an overview of the proposed alternative project at the US-1 and Southwest Palm City Road intersection.

Ms. Preast asked Chair Gandhi-Savdas whether, as the City of Stuart's representative, the project would be brought forward to residents who live along and regularly use Palm City Road. She emphasized that these neighborhoods have long requested improvements and asked how the city planned to engage those residents. Chair Gandhi-Savdas responded that the item was scheduled for consideration by the City Commission later that day. Ms. Beltran explained that the City intentionally reviewed the project first,

and the MPO Board would discuss it the following week. She confirmed that there will be an additional open houses or public meetings for residents before the segment concludes. Ms. Prest noted that this was the first time she had heard of a roundabout being considered for the location and felt it could be an effective solution. She pointed out the safety challenges posed by the curve on US-1 and the traffic that veers onto Palm City Road, issues that have long been concerns for nearby residents. Ms. Prest expressed appreciation for the public's involvement in the process and noted that the new concept appears promising.

Bonnie Moser expressed appreciation for the work completed on the project, noting that she had not been satisfied with the original concepts but believes the proposed roundabout will be a safer and more effective solution. She commented, however, that the current layout appears oversized, with geometry that may be unnecessary. While acknowledging the need to accommodate Publix truck traffic, she encouraged the design team to keep the roundabout as tight as possible to ensure slower vehicle speeds. Ms. Moser also emphasized the importance of incorporating bicycle and pedestrian facilities early in the design process. She urged the team to indicate at least the locations of these facilities so that safety considerations are integrated from the beginning. She added that doing so would also reinforce the cross-section that has been repeatedly discussed for Palm City Road as that project progresses.

Chair Gandhi-Savdas asked whether the proposed roundabout would be raised or flat, noting that flat designs often lead drivers to cut across the center. Mr. Calderon explained that the roundabouts do include a raised central area. The inner portion is designed as a truck apron to allow off-tracking, but the center island itself is solid and elevated, preventing vehicles from driving straight through. The Chair suggested reviewing the design of the Colorado Avenue roundabout in Stuart, where the truck apron is narrower and the landscaping more prominent. She cautioned that if the apron is too wide, both cars and trucks may be tempted to drive over it, and a more compact design could improve driver behavior. Mr. Calderon acknowledged the point and emphasized that the truck design vehicle ultimately dictates the geometry. He noted that if the truck used in the concept model is larger than necessary, the design can be tightened.

Ms. Prest interjected to share the neighborhood's perspective. She explained that residents strongly prefer discouraging cut-through traffic, and any design that reduces the appeal of this route is welcome.

D. WILLOUGHBY BOULEVARD EXTENSION PD&E STUDY PRESENTATION

Chris Rizzolo thanked the Committee for the opportunity to present the Project Development and Environment (PD&E) Study for the Willoughby Boulevard Extension. He introduced himself as the project consultant manager and Maria Formoso, the FDOT project manager, for the study.

Ms. Moser sought clarification on the engineering alternatives under evaluation, asking whether the current concept includes one vehicular travel lane in each direction, with left-turn lanes added where necessary. Mr. Rizzolo confirmed that the completed traffic

analysis shows that two lanes, one in each direction, will adequately accommodate projected demand. He said that the team is developing the necessary turn lanes as part of the design. Ms. Moser offered additional comments, noting that she attended the June workshop and was pleased to see the project limited to two lanes. She stated that the reduced footprint makes the corridor feel less intrusive, particularly given earlier concerns about potential impacts to the Monterey community. She expressed strong support for the context-sensitive approach. Drawing on her daily use of Central Parkway, she praised the traffic-calming measures implemented there and suggested that a roundabout might be more effective at the Central Parkway intersection, provided sufficient right-of-way is available. Mr. Rizzolo responded that while roundabouts can eliminate signal delay, they typically require more right-of-way. Initial analysis indicates that a signalized intersection would operate acceptably, but the team will continue evaluating options.

Chair Gandhi-Savdas asked whether the final selection between Corridor 1 or Corridor 2 would be based on public feedback, cost, and environmental impacts. Mr. Rizzolo explained that once the alternatives are fully developed, the team will evaluate them alongside planned development in the Baron Business Park area. He noted that PD&E studies often require adjustments such as relocating pond sites or modifying alignments as environmental and engineering constraints become clearer. After the concepts are finalized, the next phase will involve assessing ecological impacts, compiling an evaluation matrix, and presenting the findings at a public meeting before returning to the Board.

Ms. Preast asked whether, under Corridor 1, the proposed connection to U.S. 1 would align with Tressler Drive. Mr. Rizzolo replied that the team is actively studying that area. He explained that the existing curve in the conceptual alignment follows the right-of-way set aside roughly 20 years ago when the surrounding park was developed, but that does not obligate the project to follow it. The team is examining how Tressler Drive, Dixie Cut-Off Road, and the Willoughby extension could be integrated into a single, functional intersection with US-1. He noted that the western open space is part of a master-planned preserve, which introduces additional coordination requirements with the City, County, and regulatory agencies. Once preliminary concepts are drafted, the PD&E process will guide the environmental review, permitting considerations, and refinement of alternatives.

[Chair Pinal Gandhi-Savdas departed the meeting, after which Vice Chair Julie Preast assumed responsibility for presiding over the remainder of the meeting.]

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

Lisa Stone of Kimley Horn, working with HDR, provided an overview of the feasibility study for the Hobe Sound Bridge on County Road 708. The feasibility phase evaluates existing bridge conditions and compares reasonable alternatives before advancing to PD&E. The existing 1985 movable bridge is in good to satisfactory condition, with recent electrical upgrades and mechanical components not expected to require major work for 15 to 20 years. Traffic projections show no capacity issues through 2045, and the structure continues to meet current multimodal needs. Scour concerns exist but are being

addressed separately. Several alternatives were reviewed, including No Build, Rehabilitation, a High-Level Fixed Bridge, and a New Movable Bridge. Rehabilitation would improve shoulders and add a shared use path but would not meet Coast Guard navigational standards. A High-Level Fixed Bridge would reduce long term maintenance but would create substantial visual and environmental impacts. A New Movable Bridge would meet navigation requirements but carries the highest cost and continues operational delays.

Cost estimates and a weighted comparison matrix were prepared for all options. The No Build alternative received the highest overall score due to the bridge's satisfactory condition, the absence of capacity needs, and the significant cost and environmental impacts associated with the build alternatives. The draft recommendation is to advance the No Build option while continuing to monitor long term needs and address scour through the separate ongoing effort.

Ms. Moser asked a question regarding Alternatives 3A and 3B, noting that the presentation showed a widened path for Alternative 3A under the rehabilitation option. She wondered whether those alternatives would also include a path. Ms. Stone confirmed that the typical section is consistent across all alternatives, meaning each option would consist of the same path treatment.

7. COMMENTS FROM COMMITTEE MEMBERS - None

8. COMMENTS FROM FDOT - None

9. NOTES

Ms. Tamblyn presented the updated 2025 Bicycle and Pedestrian Map. She noted that the Martin County Transit map is printed on the reverse side, along with frequently asked questions and the ABC Quick Check to remind riders of basic bicycle safety steps before heading out. She added that the map is also available online.

Ms. Preast asked how frequently the Bicycle and Pedestrian Map might be updated. Ms. Tamblyn responded that updates would depend on need and public engagement, noting that staff can track online views to gauge interest. Ms. Preast stated that frequent updates would be beneficial, mainly since most cyclists now rely on mobile devices rather than printed maps. She then raised a broader concern about e-bikes, noting that she has read about safety issues and that law enforcement officers have expressed similar concerns. She emphasized that regulatory action will likely be needed in the future, acknowledging that such authority rests mainly with the state.

Mr. Fabricy echoed these concerns, stating that e-bike safety issues are becoming more urgent and that some riders are creating hazards on sidewalks. He urged the MPO to treat the problem with greater urgency. Mr. Vazquez responded that staff are aware of the concerns and that e-bike issues frequently arise during roadway and alternative discussions. He clarified that the MPO does not set policy for bike lanes

or e-bike usage but remains engaged in ongoing conversations at both the County and State levels.

Mr. Martinez added that discussions on e-bikes are active statewide. He participates in statewide coordinator meetings where emerging information is shared. He emphasized that FDOT is not an enforcement agency but supports law enforcement through education and communication. As new information becomes available, staff will bring it back to the MPO.

10. NEXT MEETING

- Joint BPAC/CAC/TAC – October 20, 2025

ADJOURN – Julie Preast adjourned the meeting at 2:23 P.M.

Prepared by:




Susan Ortiz, Administrative Assistant



Date

Approved by:



Pinal Gandhi-Savdas, BPAC Chair
TROY MCDONALD, BPAC CHAIR.



Date

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