

**METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**
Martin County Administration Building 4th Floor Workshop Room
2401 SE Monterey Road, Stuart, FL 34996
(772) 221-1498
www.martinmpo.com

Wednesday, September 3, 2025 @ 1:30 PM

MEETING MINUTES

1. CALL TO ORDER

The meeting was called to order at 1:33 PM by Robert Daniels.

2. ROLL CALL

Susan Ortiz, Administrative Assistant, called roll.

TAC Members in Attendance:

Robert Daniels, Chair
Jim Gorton, Vice Chair
Dr. Kim DeLaney
Stuart Trent
Peter Kunen
Milton Leggett
Samantha Lovelady
Andrew McBean
Ashman Beecher

TAC Members Excused:

Mark Cocco
Taryn Kryzda

TAC Members Not in Attendance:

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
Maria Formoso, FDOT
Ronald Sanchez, HDR
Juan Calderon, Caltran Group

Chris Rizzolo, AECOM
Lauren Boshell, MCA
Rana Keel, FDOT
Kelly Budhu, FDOT
Vikas Jain, TYLin
Sally Waite, MCFR
Geysa Sosa, FDOT

A quorum was present.

3. APPROVE AGENDA

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

4. APPROVE MINUTES

- TAC Meeting – June 2, 2025

A motion to approve the Meeting Minutes of June 2, 2025, was made by Jim Gorton and was seconded by Ashman Beecher. 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 (TIP). She explained 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 FY26–FY30 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. 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 also 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.

Dr. Kim DeLaney inquired about the status of the FLAP grant and whether it had been delayed. Ms. Tambyln confirmed that the grant had been delayed and noted that she has already reached out to determine the cause. Robert Daniels added that the delay may be related to an ongoing audit.

A motion to approve the FY26-FY30 Transportation Improvement Program (TIP) Amendments was made by Dr. Kim DeLaney and was seconded by Jim Gorton. The motion passed unanimously.

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

Ricardo Vazquez, 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. Mr. Vazquez 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 provided the formal presentation on the draft Cost Feasible Plan.

Jim Gorton expressed his appreciation that Cove Road was included in the project list, noting that its presence addressed concerns previously raised by the community. He then requested clarification on the term “bike box.” Vikas Jain provided an explanation, stating that a bike box is a green painted area at signalized intersections, located between the vehicle stop line and the crosswalk. He explained that this design treatment allows cyclists to position themselves ahead of vehicles during a red light, improving their visibility and reducing the likelihood of collisions. The configuration also supports safer and more predictable turning movements for both cyclists and motorists.

Milton Leggett asked whether any signal timing changes would be required to accommodate the proposed bike box installation. Mr. Jain clarified that no signal modifications were anticipated. He explained that cyclists would proceed at the same time as vehicles, but the green bike box would allow them to stage ahead of the vehicle queue, improving visibility and reducing conflict points at the start of the signal cycle. Following this explanation, Chair Robert Daniels recommended including a dedicated slide in the upcoming MPO Policy Board presentation to clearly illustrate how bike box’s function and the safety benefits they provide.

Samantha Lovelady asked how 84th Street was being financed. Jim Gorton responded that the improvements were developer-funded.

A motion to approve the 2050 Long Range Transportation Plan (LRTP) Draft Cost Feasible Plan was made by Samantha Lovelady and was seconded by Peter Kunen. The motion passed unanimously.

C. US-1 AND PALM CITY ROAD INTERSECTION IMPROVEMENTS

Geysa Sosa, representing District Four, opened the discussion alongside Juan Calderon to provide an overview of the ongoing project at the US-1 and SW Palm City Road intersection. During the discussion, Jim Gorton expressed concern about the 50% reduction assumption, noting his dissatisfaction with its potential impact. Mr. Calderon agreed and clarified that the team is not planning to include that assumption moving forward. Mr. Gorton also emphasized that southbound traffic from US-1 is expected to dominate the area, while Mr. Calderon responded that the roundabout's dynamic design should help maintain traffic flow.

Dr. Kim DeLaney highlighted the need for crosswalks and bicycle/pedestrian elements to be incorporated into the design. Peter Kunen asked about next steps for the project, and Beth Beltran explained that the project will move forward to the MPO Board. Dr. Delany added that she appreciates the gateway features included in the concept and finds the overall direction encouraging.

Ashman Beecher inquired about sidewalk locations, and Mr. Calderon provided clarification by walking him through the layout. There were no further questions from the committee.

D. WILLOUGHBY BOULEVARD EXTENSION PD&E STUDY PRESENTATION

FDOT and Chris Rizzolo of the consultant team presented an update on the Willoughby Boulevard Extension, which is currently in the Project Development & Environment (PD&E) phase. The project's purpose is to create a continuous north-south corridor, improve regional connectivity, strengthen multimodal mobility, and address safety concerns. The need stems from Willoughby's current dead-end at Monterey Road, which forces circuitous travel patterns and contributes to congestion on US-1, Kanner Highway, and Monterey Road. The intersection of Monterey and Willoughby is also described as "a hot bicyclist crash area," underscoring the safety component of the project.

Two corridor alternatives are under evaluation. Corridor 1 follows a more direct alignment north along Alhambra Avenue to US-1 and would require right-of-way from residential and commercial properties. Corridor 2 bypasses the neighborhood by routing through the Martin County High School back entrance, Raceway, and Central Parkway, using mostly non-residential parcels but introducing additional intersection modifications. Both options include two travel lanes, bike lanes, sidewalks, crosswalks, and intersection improvements. Traffic analysis shows heavy existing congestion in the study area, particularly along US-1, Kanner Highway and Monterey Road. Between 2019 and 2023, the corridor experienced 1,695 crashes and three fatalities, with the highest concentrations along US-1 between Kanner and Central. Modeling indicates that the extension would divert traffic, reduce intersection delay, and improve safety across the

network. Environmental evaluations are underway, including assessments of protected species, water resources, cultural resources such as Section 4(f) parklands, noise, contamination (including the former flower farm site near Poppleton Creek Park), and potential social impacts such as relocations, land-use changes, and community cohesion.

Jim Gorton pointed out that the second alternative includes an existing development within its footprint. Mr. Rizzolo acknowledged the issue, noting that the team is aware of the conflict and will address it as needed as the study progresses.

There were no further questions from the Committee. This was a discussion item.

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

The Hobe Sound Bridge Feasibility Study remains one of the MPO's prioritized initiatives for continued assessment. As described by Geysa Sosa, the project first appeared on the priority list last year and is now ranked as Priority #5, advancing specifically to determine whether the existing Hobe Sound Bridge warrants full replacement. Ms. Sosa then introduced Ronald Sanchez, Southeast Program Lead for the Highway Planning and Research (HPR) Program, to present the study's findings.

The evaluation reviewed the condition of the 1985 movable bridge, examined long term operational needs, and compared a range of viable alternatives to guide future planning. Four options were studied using a consistent typical section: the No Build option, a Rehabilitation alternative, a High Level Fixed Bridge, and a Movable Bridge Replacement. After analyzing structural performance, life cycle costs, environmental factors, and community considerations, HDR concluded that the No Build option is the most appropriate at this time. The bridge continues to function effectively, has been well maintained, and does not require major rehabilitation or replacement for at least the next 25–30 years. The study equips the County with planning level cost data and a long range framework to support future decision making.

Jim Gorton asked about the bridge's history, noting that it was built in 1985 and relocated from another location, and inquired where it had originally been situated. Mr. Sanchez was unable to provide that information.

Stuart Trent questioned why rehabilitation costs were significantly higher, and Mr. Sanchez explained that long term maintenance needs would ultimately result in substantially greater expenditures.

There were no further questions from the Committee, and the item concluded as a discussion only presentation.

7. COMMENTS FROM COMMITTEE MEMBERS – None

8. NOTES

Margie Tamblyn introduced the Martin County Bicycle and Pedestrian Facilities Map, directing members to both the printed handouts and the interactive online version displayed on the screen. She noted that the map is fully interactive, allowing users to zoom in, scroll, and explore different neighborhoods and corridors. There were no questions from the Committee.

9. NEXT MEETING

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

ADJOURNMENT: 2:54 P.M.

Prepared by:




 Susan Ortiz, Administrative Assistant



 Date

Approved by:



 Robert Daniels, Chair



 Date

Minutes Approved on April 6, 2026

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.